N9923Y

AD COMPLIANCE RECORD AND RECURRING AD LIST

FAA Airworthiness Directive Compliance Record

Content Revision: **12/28/2007** File ID: **N9923Y** Aircraft Registration: **N9923Y**

FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. By
Manufacturer Cessna Aircraft	**Category** Airframe	**Model** T210N			**Part #:** **Serial #:** 21064641	
71-09-07 R1 **11/26/1986** ©ATP	TO PREVENT EXHAUST GASES FROM ENTERING THE CABIN ©ATP		SEE RECURRING LIST	Recur ©ATP	Signature:	1.S & S AVIATION CO 2.MECHANIC/IA 3.256295713 A&P IA 4. JIMMY L. GARLAND
71-21-01 **1/1/1971** ©ATP	Superseded by 72-07-09 ©ATP		XXXXXXXXXXXXXXXX	Once ©ATP	Signature:	1.S & S AVIATION CO 2.MECHANIC/IA 3.256295713 A&P IA 4. JIMMY L. GARLAND
72-07-09 **10/17/1974** ©ATP	TO DETECT CRACKS AND BOLT LOOSENESS WHICH COULD LEAD TO INFLIGHT SEPARATION OF THE FIN AND THE RUDDER ©ATP		DNA SERIAL NUMBER	Recur ©ATP	Signature:	1.S & S AVIATION CO 2.MECHANIC/IA 3.256295713 A&P IA 4. JIMMY L. GARLAND
77-06-02 **1/1/1977** ©ATP	Superseded by 78-07-01 ©ATP		XXXXXXXXXXXXXXX	Once ©ATP	Signature:	1.S & S AVIATION CO 2.MECHANIC/IA 3.256295713 A&P IA 4. JIMMY L. GARLAND
77-16-05 **8/11/1977** ©ATP	TO PREVENT MALFUNCTION OF THE P/N C291503-0101 OR P/N 1216100-1 FUEL SELECTOR VALVE ©ATP		DNA SERIAL NUMBER	Once ©ATP	Signature:	1.S & S AVIATION CO 2.MECHANIC/IA 3.256295713 A&P IA 4. JIMMY L. GARLAND
78-07-01 **4/6/1978** ©ATP	TO PRECLUDE ENGINE OIL PUMP FAILURE DUE TO CONTAMINATION BY THE TURBOCHARGER THRUST BEARING ANTI-ROTATION. CONTD. ©ATP		DNA SERIAL NUMBER	Once ©ATP	Signature:	1.S & S AVIATION CO 2.MECHANIC/IA 3.256295713 A&P IA 4. JIMMY L. GARLAND

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Manufacturer Cessna Aircraft	**Category** Airframe	**Model** T210N			**Part #:** **Serial #:** 21064641	
78-26-09 **1/1/1978** ©ATP	Superseded by 79-10-14 ©ATP		XXXXXXXXXXXXXXXX	Once ©ATP	Signature:	1. S & S AVIATION CO 2. MECHANIC/IA 3. 256295713 A&P IA 4. JIMMY L. GARLAND
78-26-12 **1/4/1979** ©ATP	TO DETECT BINDING OF FUEL QUANTITY TRANSMITTER FLOAT ARMS AND ASSURE PROPER OPERATION OF THE FUEL, CONTD. ©ATP		DNA SERIAL NUMBER	Once ©ATP	Signature:	1. S & S AVIATION CO 2. MECHANIC/IA 3. 256295713 A&P IA 4. JIMMY L. GARLAND
79-10-14 R1 **5/30/1988** ©ATP	TO PROVIDE AN ALTERNATE SOURCE OF FUEL TANK VENTING IN CASE OF FUEL TANK VENT OBSTRUCTION BY FOREIGN MATERIAL, CONTD. ©ATP		DNA SERIAL NUMBER	Once ©ATP	Signature:	1. S & S AVIATION CO 2. MECHANIC/IA 3. 256295713 A&P IA 4. JIMMY L. GARLAND
79-15-01 **7/26/1979** ©ATP	TO PROVIDE INSTRUCTIONS FOR RECOGNITION OF FUEL SYSTEM VAPOR BLOCKAGE AND OPERATING PROCEDURES TO RESTORE, CONTD. ©ATP		DNA SERIAL NUMBER	Once ©ATP	Signature:	1. S & S AVIATION CO 2. MECHANIC/IA 3. 256295713 A&P IA 4. JIMMY L. GARLAND
79-25-07 **12/13/1979** ©ATP	TO PRECLUDE THE POSSIBILITY OF ELECTRICAL OR ELECTRONIC COMPONENT DAMAGE OR AN IN-FLIGHT FIRE. CONTD. ©ATP		DNA SERIAL NUMBER	Once ©ATP	Signature:	1. S & S AVIATION CO 2. MECHANIC/IA 3. 256295713 A&P IA 4. JIMMY L. GARLAND
80-07-01 **3/28/1980** ©ATP	TO PRECLUDE FAILURE OF THE ENGINE OIL PRESSURE AND SCAVENGE PUMP DRIVE SHAFT AND RESULTING OIL PRESSURE. CONTD. ©ATP		DNA SERIAL NUMBER	Once ©ATP	Signature:	1. S & S AVIATION CO 2. MECHANIC/IA 3. 256295713 A&P IA 4. JIMMY L. GARLAND

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Manufacturer Cessna Aircraft	**Category** Airframe	**Model** T210N			**Part #:** **Serial #:** 21064641	
80-21-03 **10/2/1980** ©ATP	TO PREVENT LOSS OF ROLL AXIS FLIGHT CONTROL ©ATP		DNA NOT INSTALLED	Once ©ATP		1.S & S AVIATION CO 2.MECHANIC/IA 3.256295713 A&P IA 4. JIMMY L. GARLAND Signature:
82-06-10 **4/15/1982** ©ATP	TO PREVENT LOSS OF VACUUM-DRIVEN-ATTITUDE INSTRUMENTS RESULTING FROM FAILURE OF THE SINGLE AIRBORNE, CONTD ©ATP		PCW	Once ©ATP		1.S & S AVIATION CO 2.MECHANIC/IA 3.256295713 A&P IA 4. JIMMY L. GARLAND Signature:
85-02-07 **3/6/1985** ©ATP	TO ELIMINATE THE POSSIBILITY OF LOSS OF THE FUEL SELECTOR ROLL PIN INSTALLATION ©ATP		DNA SERIAL NUMBER	Once ©ATP		1.S & S AVIATION CO 2.MECHANIC/IA 3.256295713 A&P IA 4. JIMMY L. GARLAND Signature:
86-19-11 **10/4/1986** ©ATP	TO ELIMINATE THE POSSIBILITY OF ENGINE POWER REDUCTION DUE TO CONTAMINATED FUEL ©ATP		COMPLIED WITH 11-1-86 TOTAL 713.1 SEE LOG ENDORSEMENT	Once ©ATP		1.S & S AVIATION CO 2.MECHANIC/IA 3.256295713 A&P IA 4. JIMMY L. GARLAND Signature:
87-20-03 R2 **9/24/1990** ©ATP	TO ASSURE PROPER ENGAGEMENT OF THE SEAT LOCKING MECHANISM AND TO PRECLUDE INADVERTENT SEAT SLIPPAGE ©ATP		SEE RECURRING LIST	Recur ©ATP		1.S & S AVIATION CO 2.MECHANIC/IA 3.256295713 A&P IA 4. JIMMY L. GARLAND Signature:
88-22-07 **11/24/1988** ©ATP	TO PREVENT POWER LOSS OR FIRE DUE TO FAILURE OF CERTAIN AEROQUIP 601 HOSE ASSEMBLIES ©ATP		PCW SEE LOG ENDORSEMENT DATED 12-12-88	Once ©ATP		1.S & S AVIATION CO 2.MECHANIC/IA 3.256295713 A&P IA 4. JIMMY L. GARLAND Signature:

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Manufacturer Cessna Aircraft	**Category** Airframe	**Model** T210N				**Part #:** **Serial #:** 21064641
88-25-04 **12/26/1988** ©ATP	TO PRECLUDE MAGNETO MOISTURE CONTAMINATION, WHICH COULD RESULT IN DUAL MAGNETO FAILURE, ENGINE, CONTD. ©ATP		DNA NOT PRESSURIZED	Recur ©ATP		1. S & S AVIATION CO 2. MECHANIC/IA 3. 256295713 A&P IA 4. JIMMY L. GARLAND Signature:
91-22-01 **11/4/1991** ©ATP	TO PREVENT FUEL LEAKAGE CAUSED BY DAMAGED FUEL LINES, WHICH COULD RESULT IN AN IN-FLIGHT FIRE ©ATP		DNA SERIAL NUMBER	Once ©ATP		1. S & S AVIATION CO 2. MECHANIC/IA 3. 256295713 A&P IA 4. JIMMY L. GARLAND Signature:
92-26-04 SUS **1/22/1993** ©ATP	Superseded by 94-12-08 ©ATP		XXXXXXXXXXXXXXX	Once ©ATP		1. S & S AVIATION CO 2. MECHANIC/IA 3. 256295713 A&P IA 4. JIMMY L. GARLAND Signature:
93-13-09 **8/13/1993** ©ATP	TO PREVENT AIR INDUCTION HOSE FAILURE, WHICH COULD RESULT IN LOSS OF ENGINE POWER ©ATP		DNA NOT INSTALLED	Once ©ATP		1. S & S AVIATION CO 2. MECHANIC/IA 3. 256295713 A&P IA 4. JIMMY L. GARLAND Signature:
94-12-08 **7/22/1994** ©ATP	TO PREVENT LOSS OF ENGINE POWER CAUSED BY INADVERTENT FUEL LOSS OR INADEQUATE FUEL SERVICING ©ATP		DNA NOT INSTALLED	Once ©ATP		1. S & S AVIATION CO 2. MECHANIC/IA 3. 256295713 A&P IA 4. JIMMY L. GARLAND Signature:
96-12-22 **7/31/1996** ©ATP	TO PREVENT LOSS OF ENGINE OIL CAUSED BY LOOSE OR SEPARATED OIL FILTER ADAPTERS, WHICH COULD RESULT IN ENGINE,CONTD. ©ATP		SEE Recurring List	Recur ©ATP		1. S&S AVIATION 2. MECHANIC/IA 3. 256295713 A&P IA 4. JIMMY L. GARLAND Signature:

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FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. By
Manufacturer Cessna Aircraft	**Category** Airframe	**Model** T210N			**Part #:** **Serial #:** 21064641	
98-05-14 R1 **9/22/1998** ©ATP	TO MINIMIZE THE POTENTIAL HAZARDS ASSOCIATED WITH OPERATING THE AIRPLANE IN SEVERE ICING CONDITIONS,CONTD. ©ATP		PCW COPY INSERTED IN FLIGHT MANUAL	Once ©ATP	Signature:	1.S & S AVIATION CO 2.MECHANIC/IA 3.256295713 A&P IA 4. JIMMY L. GARLAND
2000-06-01 **5/5/2000** ©ATP	To prevent foreign material from entering the fuel system and engine, which could result in loss of engine power,contd. ©ATP		PCW HAS CORRECT STANDPIPE	Once ©ATP	Signature:	1.S & S AVIATION CO 2.MECHANIC/IA 3.256295713 A&P IA 4. JIMMY L. GARLAND
2002-07-01 **5/13/2002** ©ATP	To detect and replace structurally deficient horizontal stabilizer attachment brackets ©ATP		DNA AFFECTED PARTS NOT INSTALLED	Once ©ATP	Signature:	1.S & S AVIATION CO 2.MECHANIC/IA 3.256295713 A&P IA 4. JIMMY L. GARLAND

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FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. By
Manufacturer Teledyne Continental	**Category** Engine	**Model** TSIO-520-R			**Part #:** **Serial #:** 294000-R	
00-00-01 **1/22/2001** ©ATP	Important for Cessna Oil Filter Adapter Assemblies listed in AD 96-12-22 ©ATP		DNA NOT INSTALLED	Once ©ATP	Signature:	1. S & S AVIATION CO 2. MECHANIC/IA 3. 256295713 A&P IA 4. JIMMY L. GARLAND
77-05-04 **3/11/1977** ©ATP	TO PREVENT CRANKSHAFT FAILURE ©ATP		COMPLIED WITH AT TCM AT REBUILD 09-10-98	Recur ©ATP	Signature:	1. S & S AVIATION CO 2. MECHANIC/IA 3. 256295713 A&P IA 4. JIMMY L. GARLAND
79-05-09 **3/12/1979** ©ATP	TO PREVENT THE POSSIBLE LOSS OF OIL PRESSURE INDICATION ©ATP		COMPLIED WITH AT TCM AT REBUILD 09-10-98	Once ©ATP	Signature:	1. S & S AVIATION CO 2. MECHANIC/IA 3. 256295713 A&P IA 4. JIMMY L. GARLAND
80-01-04 **1/25/1980** ©ATP	TO PREVENT FAILURE OF CYLINDER HOLDDOWN FLANGES ©ATP		COMPLIED WITH AT TCM AT REBUILD 09-10-98	Once ©ATP	Signature:	1. S & S AVIATION CO 2. MECHANIC/IA 3. 256295713 A&P IA 4. JIMMY L. GARLAND
80-22-05 **10/24/1980** ©ATP	TO PREVENT CRANKSHAFT FRONT OIL SEAL BEING DISLODGED FROM THE ENGINE CRANKCASE ©ATP		COMPLIED WITH AT TCM AT REBUILD 09-10-98	Once ©ATP	Signature:	1. S & S AVIATION CO 2. MECHANIC/IA 3. 256295713 A&P IA 4. JIMMY L. GARLAND
81-24-06 **11/23/1981** ©ATP	TO PREVENT POSSIBLE FUEL LEAKAGE AND POTENTIAL FIRE HAZARD ©ATP		COMPLIED WITH AT TCM AT REBUILD 09-10-98	Recur ©ATP	Signature:	1. S & S AVIATION CO 2. MECHANIC/IA 3. 256295713 A&P IA 4. JIMMY L. GARLAND

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Manufacturer Teledyne Continental	**Category** Engine	**Model** TSIO-520-R				**Part #:** **Serial #:** 294000-R
86-13-04 R3 **2/24/1988** ©ATP	TO PREVENT POSSIBLE CYLINDER HEAD TO BARREL SEPARATION, ENGINE FAILURE AND/OR ENGINE COMPARTMENT FIRE ©ATP		COMPLIED WITH AT TCM AT REBUILD 09-10-98	Recur ©ATP	Signature:	1. S & S AVIATION CO 2. MECHANIC/IA 3. 256295713 A&P IA 4. JIMMY L. GARLAND
87-23-08 **11/30/1987** ©ATP	Superseded by 97-26-17 ©ATP		XXXXXXXXXXXXX	Recur ©ATP	Signature:	1. S & S AVIATION CO 2. MECHANIC/IA 3. 256295713 A&P IA 4. JIMMY L. GARLAND
88-03-06 **4/15/1988** ©ATP	TO PREVENT POSSIBLE LOSS OF ENGINE OIL AND SUBSEQUENT ENGINE FAILURE ©ATP		COMPLIED WITH AT TCM AT REBUILD 09-10-98	Once ©ATP	Signature:	1. S & S AVIATION CO 2. MECHANIC/IA 3. 256295713 A&P IA 4. JIMMY L. GARLAND
89-24-01 R1 **8/10/1990** ©ATP	TO PREVENT POSSIBLE FAILURE OF SCAVENGE OIL PUMP GEARS WHICH COULD RESULT IN TOTAL LOSS OF ENGINE POWER ©ATP		COMPLIED WITH AT TCM AT REBUILD 09-10-98	Once ©ATP	Signature:	1. S & S AVIATION CO 2. MECHANIC/IA 3. 256295713 A&P IA 4. JIMMY L. GARLAND
91-19-03 **9/29/1991** ©ATP	TO PREVENT OPERATION WITH COLLAPSED OIL FILTER ELEMENTS, WHICH CAN RESULT IN LOSS OF OIL PRESSURE, CONTD. ©ATP		COMPLIED WITH AT TCM AT REBUILD 09-10-98	Once ©ATP	Signature:	1. S & S AVIATION CO 2. MECHANIC/IA 3. 256295713 A&P IA 4. JIMMY L. GARLAND
93-10-02 **8/12/1993** ©ATP	TO PREVENT AN ENGINE FAILURE DUE TO A MISSING CYLINDER VALVE RETAINER KEY ©ATP		COMPLIED WITH AT TCM AT REBUILD 09-10-98	Once ©ATP	Signature:	1. S & S AVIATION CO 2. MECHANIC/IA 3. 256295713 A&P IA 4. JIMMY L. GARLAND

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Manufacturer Teledyne Continental	**Category** Engine	**Model** TSIO-520-R			**Part #:** **Serial #:** 294000-R	
94-14-12 L **6/23/1994** ©ATP	Superseded by 95-21-15 ©ATP		XXXXXXXXXXXXX	Once ©ATP	Signature	1.S & S AVIATION CO 2.MECHANIC/IA 3.256295713 A&P IA 4.JIMMY L. GARLAND
95-21-15 **11/28/1995** ©ATP	TO PREVENT DETONATION DUE TO LOW OCTANE, WHICH CAN RESULT IN SEVERE ENGINE DAMAGE AND SUBSEQUENT FAILURE ©ATP		COMPLIED WITH AT TCM AT REBUILD 09-10-98	Once ©ATP	Signature:	1.S & S AVIATION CO 2.MECHANIC/IA 3.256295713 A&P IA 4.JIMMY L. GARLAND
96-12-22 **7/31/1996** ©ATP	TO PREVENT LOSS OF ENGINE OIL CAUSED BY LOOSE OR SEPARATED OIL FILTER ADAPTERS, WHICH COULD RESULT IN ENGINE.CONTD. ©ATP		SEE RECURRING LIST	Recur ©ATP	Signature:	1.S&S AVIATION 2.MECHANIC/IA 3.256295713 A&P IA 4.JIMMY L. GARLAND
97-26-17 C **1/23/1998** ©ATP	TO PREVENT CRANKSHAFT FAILURE AND SUBSEQUENT ENGINE FAILURE ©ATP		COMPLIED WITH AT TCM AT REBUILD 09-10-98	Recur ©ATP	Signature:	1.S & S AVIATION CO 2.MECHANIC/IA 3.256295713 A&P IA 4.JIMMY L. GARLAND
98-01-08 E **1/15/1998** ©ATP	TO PREVENT EXHAUST ROLLER ROCKER ARM FAILURE, WHICH CAN RESULT IN BENT PUSH RODS, RUPTURED ROCKER ARM.CONTD. ©ATP		DNA NOT INSTALLED	Once ©ATP	Signature:	1.S&S AVIATION 2.MECHANIC/IA 3.256295713 A&P IA 4.JIMMY L. GARLAND
98-01-08 L **1/15/1998** ©ATP	TO PREVENT EXHAUST ROLLER ROCKER ARM FAILURE, WHICH CAN RESULT IN BENT PUSH RODS, RUPTURED ROCKER ARM.CONTD. ©ATP		COMPLIED WITH AT TCM AT REBUILD 09-10-98	Once ©ATP	Signature:	1.S & S AVIATION CO 2.MECHANIC/IA 3.256295713 A&P IA 4.JIMMY L. GARLAND

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Manufacturer Teledyne Continental	**Category** Engine	**Model** TSIO-520-R			**Part #:** **Serial #:** 294000-R	
99-09-17 L **4/22/1999** ©ATP	Superseded by 99-19-01 ©ATP		COMPLIED WITH AT TCM AT REBUILD 09-10-98	Once ©ATP	Signature:	1. S & S AVIATION CO 2. MECHANIC/IA 3. 256295713 A&P IA 4. JIMMY L. GARLAND
99-19-01 **9/30/1999** ©ATP	To prevent crankshaft failure due to crankshaft cheek cracks, which could result in total engine power loss,contd. ©ATP		COMPLIED WITH 05-25-05 AT TACH 1027.7	Once ©ATP	Signature:	1. S & S AVIATION CO 2. MECHANIC/IA 3. 256295713 A&P IA 4. JIMMY L. GARLAND
2000-08-51 E **4/28/2000** ©ATP	Superseded by 2000-23-21 ©ATP		XXXXXXXXXXXXXXXX	Once ©ATP	Signature:	1. S & S AVIATION CO 2. MECHANIC/IA 3. 256295713 A&P IA 4. JIMMY L. GARLAND
2000-23-21 **12/12/2000** ©ATP	To prevent crankshaft connecting rod journal fracture, which could result in total engine power,contd. ©ATP		DNA SERAIL NUMBER	Once ©ATP	Signature:	1. S & S AVIATION CO 2. MECHANIC/IA 3. 256295713 A&P IA 4. JIMMY L. GARLAND
2004-08-10 **5/5/2004** ©ATP	To prevent loss of engine power due to cracks in the cylinder head & possible engine failure caused,contd. ©ATP		DNA AFFECTED CYLINDERS NOT INSTALLED	Once ©ATP	Signature:	1. S & S AVIATION CO 2. MECHANIC/IA 3. 256295713 A&P IA 4. JIMMY L. GARLAND
2007-04-19 R1 **5/7/2007** ©ATP	To prevent cylinder separation that can lead to engine failure, possible engine compartment fire, and,contd. ©ATP		DNA NOT INSTALLED	Once ©ATP	Signature:	1. S&S AVIATION 2. MECHANIC/IA 3. 256295713 A&P IA 4. JIMMY L. GARLAND

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FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. By
Manufacturer McCauley	**Category** Propeller	**Model** D3A34C402				**Part #:** **Serial #:** 815993
77-26-03 **6/7/1978** ©ATP	TO PREVENT POSSIBLE BLADE PITCH CONTROL FAILURES ©ATP		DNA SERAIL NUMBER	Once ©ATP		1. S & S AVIATION CO 2. MECHANIC/IA 3. 256295713 A&P IA 4. JIMMY L. GARLAND Signature:
82-27-02 R1 **2/22/1983** ©ATP	TO PREVENT POSSIBLE PROPELLER BLADE SHANK FAILURE ©ATP		DNA SERIAL NUMBER	Once ©ATP		1. S & S AVIATION CO 2. MECHANIC/IA 3. 256295713 A&P IA 4. JIMMY L. GARLAND Signature:
2003-13-17 **7/18/2003** ©ATP	To detect unsafe conditions that could result in separation of a propeller blade & loss of control,contd. ©ATP		DNA OVERHAUL FACILITY	Once ©ATP		1. S & S AVIATION CO 2. MECHANIC/IA 3. 256295713 A&P IA 4. JIMMY L. GARLAND Signature:
2005-14-11 **8/17/2005** ©ATP	To prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane ©ATP		DNA OVERHAUL FACILITY	Once ©ATP		1. S&S AVIATION 2. MECHANIC/IA 3. 256295713 A&P IA 4. JIMMY L. GARLAND Signature:
2006-24-07 **1/3/2007** ©ATP	To detect potentially unsafe conditions that could result in a propeller blade separating from the hub,contd. ©ATP		DNA OVERHAUL FACILITY	Once ©ATP		1. S&S AVIATION 2. MECHANIC/IA 3. 256295713 A&P IA 4. JIMMY L. GARLAND Signature:
Manufacturer ACS Products Company	**Category** Ignition Switches	**Model** IGNITION SWITCHES				**Part #:** **Serial #:**
93-05-06 **4/29/1993** ©ATP	TO PREVENT FAILURE OF IGNITION SWITCHES ©ATP		COMPLIED WITH AT 2112.7 DUE AGAIN AT 4112.7	Recur ©ATP	4112.7	1. S & S AVIATION CO 2. MECHANIC/IA 3. 256295713 A&P IA 4. JIMMY L. GARLAND Signature:

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Manufacturer Induction Air Filters	**Category** Air Filter	**Model** PAPER INDUCTION AIRFILTER				**Part #:** **Serial #:**
84-26-02 **1/29/1985** ©ATP	TO PREVENT POSSIBLE ENGINE POWER LOSS OR STOPPAGE CAUSED BY ENGINE INGESTION OF FRAGMENTS, CONTD. ©ATP		SEE RECURRING LIST	Recur ©ATP	Signature:	1. S & S AVIATION CO 2. MECHANIC/IA 3. 256295713 A&P IA 4. JIMMY L. GARLAND

AD NOTES COMPLIANCE RECORD

Airframe - Cessna - T210N 64641

Engine - Teledyne Continental - TSIO-520-R 294000R

Propeller - McCauley - D3A34C402 815993

AD#	Applicable S.B. # & Subject	Date & Hours @ Comp.	Method of Compliance	One Time	Recurring	Next Comp. @ Hrs/Date	Authorized Signature & Number
69-08-11	Fuel boost pump		N/A BY S/N	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
71-09-07 R1	Exhaust manifold heat exchanger		INSPECT		X	EV 50 HRS	ADVANTAGE AIRCRAFT CRS Q2AR598N
72-07-09 R1	Cracks, bolts in fin and rudder		N/A BY S/N	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
74-18-06	Slick magnetos		N/A BY MODEL	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
75-05-07	King Radio nav systems		N/A DATE OF MANUFACTURE	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
77-05-04	Crankshaft failure	9/10/98	COMPLIED WITH AT O/H	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
77-16-05	Fuel selector valve		N/A BY S/N	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
77-26-03	D3A34C		N/A BY S/N	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
78-07-01	Engine oil pump		N/A BY S/N	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
78-26-12	Fuel quantity system		N/A BY S/N	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
79-05-09	Oil pressure relief valve	9/10/98	COMPLIED WITH AT O/H	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
79-08-03	Electrical system		N/A BY S/N	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
79-10-14 R1	Fuel tank venting		N/A BY S/N	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
79-15-01	Fuel flow distribution		N/A BY S/N	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
79-25-07	Alternator ground		N/A BY S/N	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
80-01-04	Cylinder holddown flanges	9/10/98	COMPLIED WITH AT O/H	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
80-06-05	Slick magnetos		N/A BY MODEL	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
80-07-01	Oil pressure		N/A BY S/N	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
80-21-03	Roll axis flight control		N/A EQUIPMENT NOT INSTALLED	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
80-22-06	Crankshaft front oil seal	9/10/98	COMPLIED WITH AT O/H	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
81-16-05	Slick magnetos		N/A BY MODEL	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
81-24-06	Fuel pump	9/10/98	COMPLIED WITH AT O/H	X			ADVANTAGE AIRCRAFT CRS Q2AR598N

AD#	Applicable S.B. # & Subject	Date & Hours @ Comp.	Method of Compliance	One Time	Recurring	Next Comp. @ Hrs/Date	Authorized Signature & Number
82-06-10	Vacuum-driven instruments		N/A EQUIPMENT NOT INSTALLED	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
82-27-02 R1	Propeller blade shank failure	6/11/91 @1683	COMPLIED WITH AT O/H	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
84-10-01 R1	Bladder fuel cells		N/A BY S/N	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
84-26-02	Paper induction air filters		REPLACE FILTER		X	EV 500 HRS	ADVANTAGE AIRCRAFT CRS Q2AR598N
85-02-07	Fuel selector		N/A BY S/N	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
86-13-04 R3	Cylinder assemblies		N/A BY MANUFACTURER	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
86-19-11	Contaminated fuel	11/1/86 @713	INSERT POH PROCEDURES	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
87-20-03 R2	Seat tracks		INSPECT SEAT LOCKS		X	EV ANNUAL	ADVANTAGE AIRCRAFT CRS Q2AR598N
87-23-08	Crankshaft fatigue cracks		SUPERCEEDED	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
88-03-06	Oil filter		N/A DATE OF MANUFACTURE	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
88-22-07	Hose assemblies	12/12/88 @1174	INSP	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
88-25-04	AFM/POH changes-magneto		N/A NO PRESSURIZED MAGS	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
91-19-03	Champion oil filter		N/A DATE OF MANUFACTURE	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
91-22-01	Fuel line chaffing		N/A BY S/N	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
92-26-04	Fuel loss		SUPERCEEDED	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
93-05-06	ACS ignition switches	2/9/94 @ 2112.7	DIODE INSTALLED REINSP / LUBE		X	EV 2000 HRS	ADVANTAGE AIRCRAFT CRS Q2AR598N
93-08-17	Incorrect oil pick-up tube	9/10/98	COMPLIED WITH AT O/H	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
93-10-02	Cylinder valve retainer	9/10/98	COMPLIED WITH AT O/H	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
93-13-09	Intercooler installation		N/A NO STC INSTALLED	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
94-12-08	Preflight procedures	11/3/09 @3976	INSERT POH PROCEDURES CALBRATE FUEL QTY INSTALL RAISED FUEL CAPS	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
94-14-12	Low octane detonation		SUPERCEEDED	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
95-21-15	Engine teardown and analytical inspect.	9/10/98	COMPLIED WITH AT O/H	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
96-12-22	Oil filter adapter		N/A NOT INSTALLED	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
97-26-17	CORRECTION - Crankshaft fatigue cracks	9/10/98	COMPLIED WITH AT O/H	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
PL98-01-08	Exhaust roller rocker arms		N/A NO STC INSTALLED	X			ADVANTAGE AIRCRAFT CRS Q2AR598N

AD#	Applicable S.B. # & Subject	Date & Hours @ Comp.	Method of Compliance	One Time	Recurring	Next Comp. @ Hrs/Date	Authorized Signature & Number
98-05-14	AFM revision	12/7/98 @964	INSERT COPY OF AD IN AFM	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
98-05-14 R1	AFM revision	12/7/98 @964	INSERT COPY OF AD IN AFM	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
98-14-03	AlliedSignal ATC transponders		N/A BY S/N	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
PL99-09-17	Crankshaft failure		SUPERCEEDED	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
99-19-01	Crankshaft failure	5/25/99 @118.4	INSP TCM SB 99-3	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
99-23-22 R2	Traffic Alert Collision Avoidance System (TCAS II) advisories		N/A EQUIPMENT NOT INSTALLED	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
2000-06-01	Prevent foreign material from entering the fuel system	11/3/09 @3976	INSP FUEL STRAINER	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
PL2000-08-51	Crankshaft connecting rod journal fracture		SUPERCEEDED	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
2000-23-21	Fracture of the crankshaft connecting rod journal	9/8/98 O/H	N/A BY CRANKSHAFT S/N K169313N	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
2001-23-17	Prevent external noise to the GNS 430 units course deviation indicator (CDI)		N/A 430W INSTALLED	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
2002-07-01	CORRECTION - Detect and replace structurally deficient horizontal stabilizer attachment brackets	11/3/09 @3976	N/A NO RECORD OF PART REPLACEMENT	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
2003-13-17	Detect unsafe conditions that could result in separation of a propeller blade		N/A NO REWORK BY T&W PROP	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
2004-08-10	Prevent loss of engine power		N/A NO STC INSTALLED	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
2004-19-01	CORRECTION - Prevent slippage of the pilot/co-pilot shoulder harness		N/A EQUIPMENT NOT INSTALLED	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
2005-14-11	Prevent blade failure that could result in separation of a propeller blade		N/A NO REWORK BY SO. CAL. PROP	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
2005-18-20	Prevent Goodrich "FASTprop" propeller de-icers from detaching from the propeller blade		N/A BY BOOT P/N	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
2005-26-10	To prevent loss of engine power due to cracks in the cylinder assemblies		SUPERCEEDED	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
2006-24-07	To detect unsafe conditions that could result in a propeller blade separating from the hub and loss of control of the airplane		N/A NO REWORK BY CSE AVIATION	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
2007-04-19	To prevent cylinder separation that can lead to engine failure		N/A TCM CYLINDERS INSTALLED	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
2007-04-19R1	To prevent cylinder separation that can lead to engine failure		N/A TCM CYLINDERS INSTALLED	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
2008-10-02	To prevent erroneous indications from the altimeter, airspeed, and vertical speed indicators	11/3/09 @3976	N/A BY VALVE P/N	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
2008-26-10	Prevent erroneous indications from the altimeter, airspeed, and vertical speed indicators	11/3/09 @3976	N/A BY VALVE P/N	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
2009-16-03	To prevent the separation of the cylinder head	11/3/09 @3976	N/A BY MODEL	X			ADVANTAGE AIRCRAFT CRS Q2AR598N

AD#	Applicable S.B. # & Subject	Date & Hours @ Comp.	Method of Compliance	One Time	Recurring	Next Comp. @ Hrs/Date	Authorized Signature & Number
2009-19-07	Correction - To prevent loss of engine power due to cracks in the cylinder head, possible engine failure, and fire in the engine compartment		N/A NO NEW CYLINDERS INSTALLED	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
2009-24-51	To address rapid wear on the face of hydraulic lifters		SUPERCEEDED	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
2009-24-52	To address rapid wear on the face of hydraulic lifters		SUPERCEEDED	X			ADVANTAGE AIRCRAFT CRS Q2AR598N
2010-11-04	To prevent excessive hydraulic lifter wear	12/7/10 @4058	N/A NO RECORD OF SUSPECT LIFTER INSTALLATION POST O/H	X			ADVANTAGE AIRCRAFT CRS Q2AR598N

Recurring Items

N9923Y	S/N 20164641
AD96-12-22	OIL FILTER ADAPTER

Description	Date of Compliance	Hour Meter at Compliance	Method of Compliance	Next Due Compliance	Signature
INSPECT OIL FILTER ADAPTER FOR LOOSENESS AND TORQUE STRIPE	12-01-07	HOBBS 1934.0	VISUAL INSPECTION	NEXT OIL CHANGE	J. GARLAND 256295713A&P

INSPEC.190

Recurring Items

N9923Y	S/N 20164641
AD71-09-07	EXHAUST INSPECTION

Description	Date of Compliance	Hour Meter at Compliance	Method of Compliance	Next Due Compliance	Signature
EXHAUST HEAT EXCHANGER PRESSURE TEST(DUE 50 HOURS)	11-08-05	HOBBS 1735.5	~~REPLACED~~ ~~INDUCTION~~ ~~AIR~~ ~~FILTER~~ Inspection & Pressure test	HOBBS 1785.5	J. GARLAND 256295713A&P
" " "	12-18-06	Hobbs 1860.8	Inspection & Press Test of Heat Exchanger	Hobbs. 1910.8	[signature] 519860A&P IA
" " "	12-01-07	~~Hobbs~~ Tach 1934.0	" "	1984.0	[signature] 2562957A&P

INSPEC.190

Recurring Items

N9923Y	S/N 21064641
AD87-20-03R2	SEATS AND RAILS

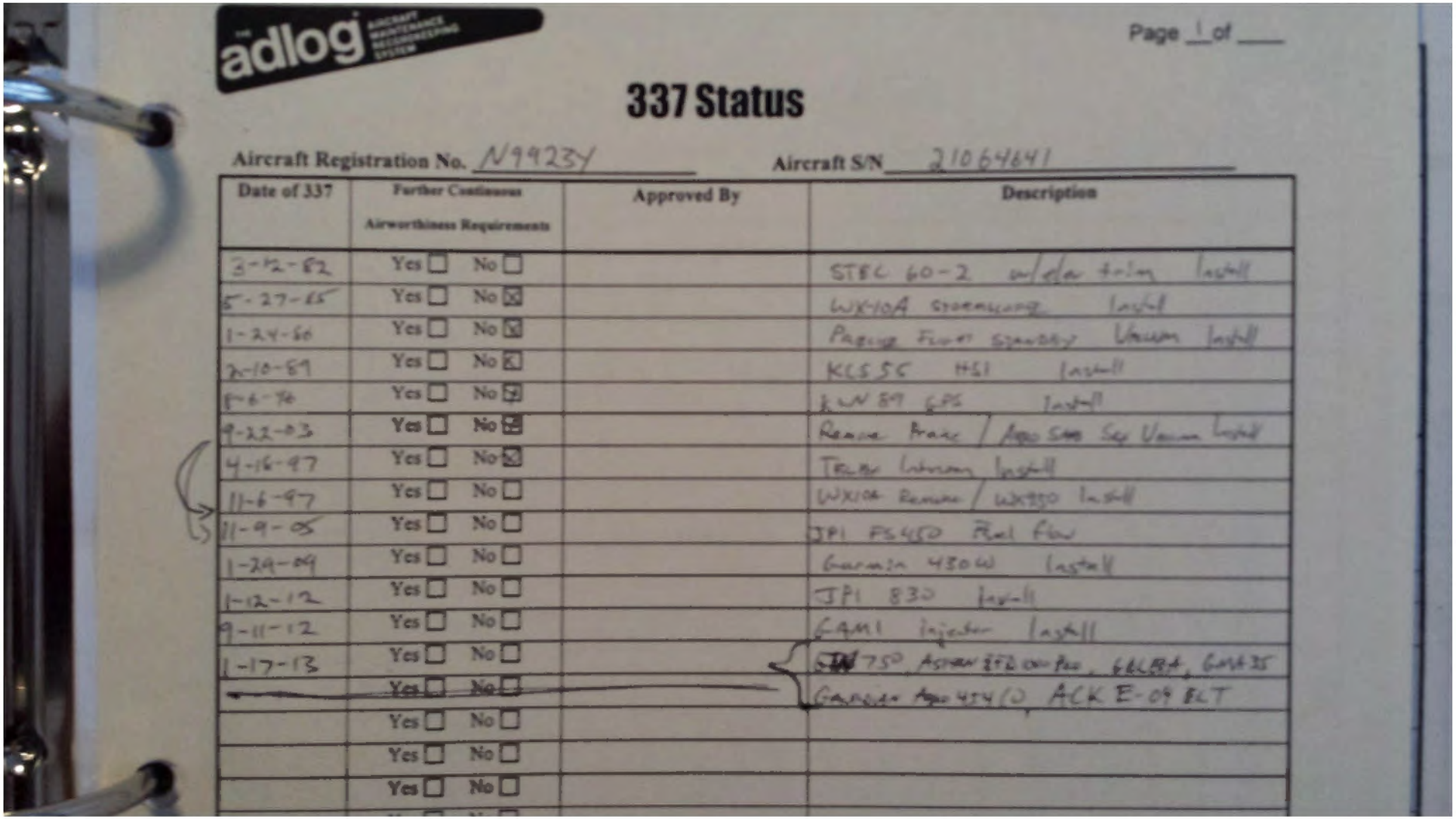
Description	Date of Compliance	Hour Meter at Compliance	Method of Compliance	Next Due Compliance	Signature
INSPECTION OF SEATS AND RAILS. DUE ANNUALLY	11-08-05	TACH 1735.5	INSPECTION OF SEATS AND RAILS	11/06	J. GARLAND 256295713 A&P
" " "	12-18-06	Tach 1860.8	" " "	12-07	[illegible] 3191860 A&P
" " "	12-01-07	Tach 1934.0	" " "	12-08	[illegible] 256295713 A&P

INSPEC.190

Recurring Items

N9923Y	S/N 20164641
AD84-26-02	PAPER AIR FILTER

Description	Date of Compliance	Hour Meter at Compliance	Method of Compliance	Next Due Compliance	Signature
PAPER AIR FILTER REPLACEMENT (DUE 500 HOURS)	11-08-05	HOBBS 1735.5	REPLACED INDUCTION AIR FILTER	HOBBS 2235.5	J. GARLAND 256295713A&P



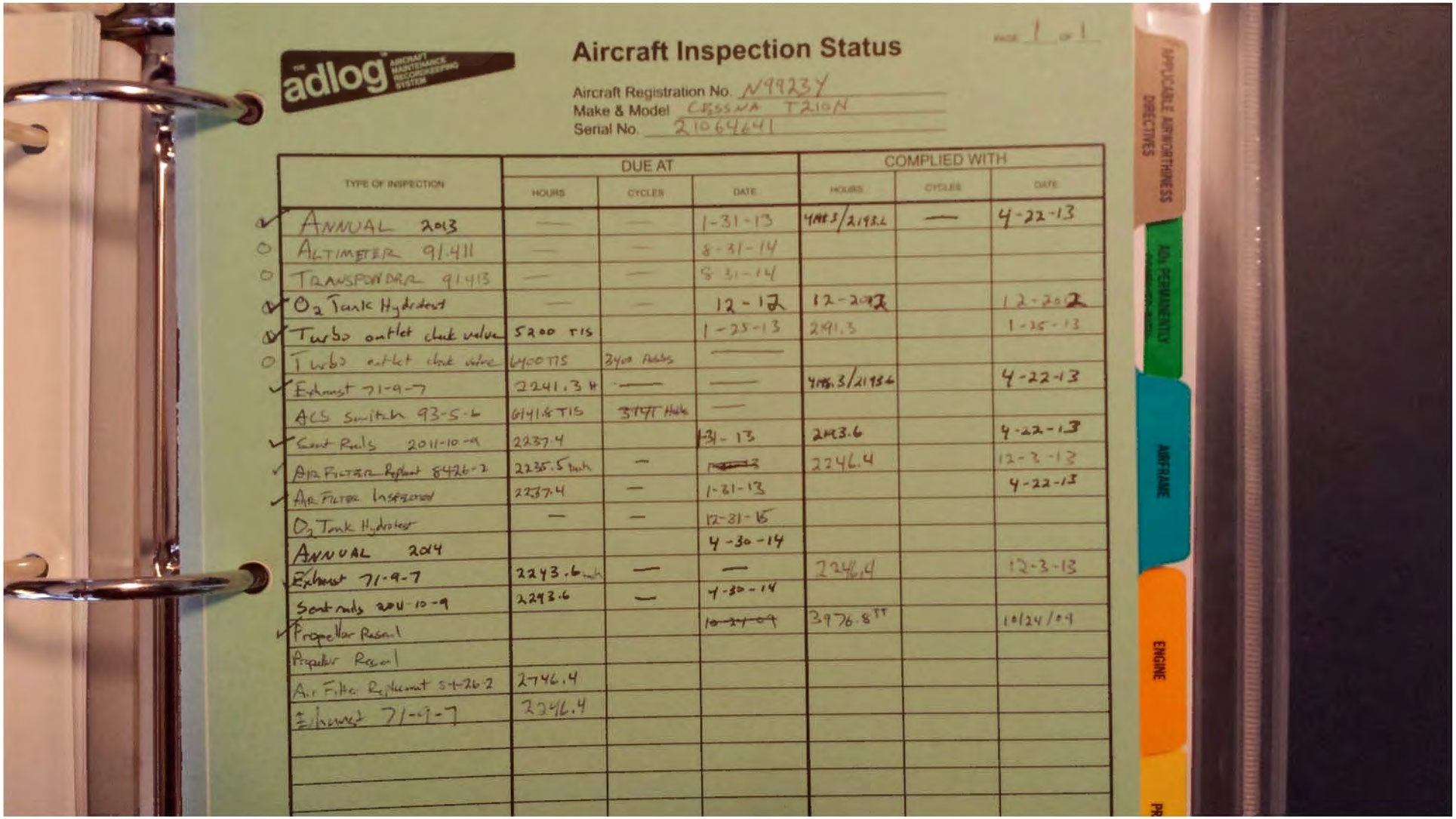
adlog AIRCRAFT MAINTENANCE RECORDKEEPING SYSTEM

Page 1 of ____

337 Status

Aircraft Registration No. N9923Y Aircraft S/N 21064641

Date of 337	Further Continuous Airworthiness Requirements	Approved By	Description
3-12-82	Yes ☐ No ☐		STEC 60-2 w/ elec trim Install
5-27-85	Yes ☐ No ☒		WX-10A Stormscope Install
1-24-86	Yes ☐ No ☒		Passive Fuel Sensors Uniform Install
2-10-89	Yes ☐ No ☒		KCS55 HSI Install
8-6-96	Yes ☐ No ☒		KLN 89 GPS Install
9-22-03	Yes ☐ No ☒		Remove Trans / Apollo SL40 Sky Uniform Install
4-16-97	Yes ☐ No ☒		TCAS Uniform Install
11-6-97	Yes ☐ No ☐		WX10A Remove / WX950 Install
11-9-05	Yes ☐ No ☐		JPI EDM 830 Fuel Flow
1-29-09	Yes ☐ No ☐		Garmin 430W Install
1-12-12	Yes ☐ No ☐		JPI 830 Install
9-11-12	Yes ☐ No ☐		GAMI Injectors Install
1-17-13	Yes ☐ No ☐		SW 750 Aspen EFD 1000 Pro, KAP 140, GMA 35
	Yes ☐ No ☐		Garmin Apollo GTX 345(D), ACK E-09 ELT
	Yes ☐ No ☐		
	Yes ☐ No ☐		
	Yes ☐ No ☐		



adlog AIRCRAFT MAINTENANCE RECORDKEEPING SYSTEM

Aircraft Inspection Status

PAGE 1 of 1

Aircraft Registration No. N9923Y
Make & Model CESSNA T210N
Serial No. 21064641

	TYPE OF INSPECTION	DUE AT			COMPLIED WITH		
		HOURS	CYCLES	DATE	HOURS	CYCLES	DATE
✓	ANNUAL 2013	—	—	1-31-13	4MHS/2193.2	—	4-22-13
○	ALTIMETER 91.411	—	—	8-31-14			
○	TRANSPONDER 91.413	—	—	8-31-14			
✓	O_2 Tank Hydrotest	—	—	12-12	12-2002		12-2002
✓	Turbo outlet check valve	5200 TIS		1-25-13	2491.3		1-25-13
○	Turbo outlet check valve	6400 TIS	3400 Hours	——			
✓	Exhaust 71-9-7	2241.3 H	——	——	4MHS/2193.2		4-22-13
	ACS Switch 93-5-6	6141.6 TIS	3447 Hrs	——			
✓	Seat Rails 2011-10-9	2237.4		1-31-13	2243.6		4-22-13
✓	Air Filter Replace 8426-2	2235.5 Tach	—	~~1-31-13~~	2246.4		12-3-13
✓	Air Filter Inspection	2237.4	—	1-31-13			4-22-13
	O_2 Tank Hydrotest	—	—	12-31-15			
	ANNUAL 2014			4-30-14			
✓	Exhaust 71-9-7	2243.6 Tach	—	—	2246.4		12-3-13
	Seat rails 2011-10-9	2243.6	—	4-30-14			
✓	Propeller Reseal			~~10-24-09~~	3976.8 TT		10/24/09
	Propeller Reseal						
	Air Filter Replacement 5-4-26-2	2746.4					
	Exhaust 71-9-7	2246.4					

APPLICABLE AIRWORTHINESS DIRECTIVES
AIRFRAME
ENGINE

N9923Y
AIRCRAFT REGISTRATION NO.

21064641
AIRCRAFT SERIAL NO.

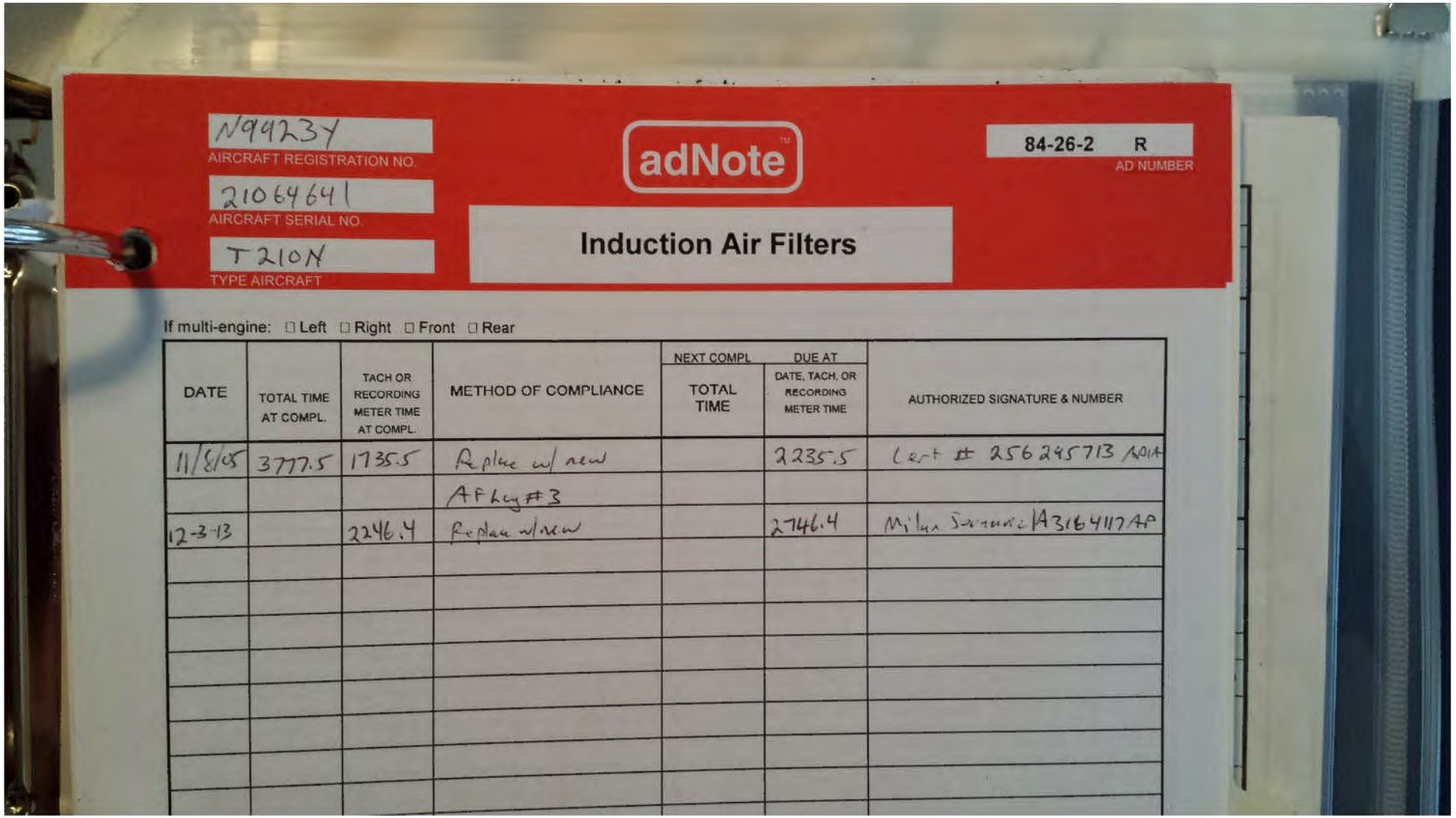
T210N
TYPE AIRCRAFT

adNote™

71-9-7 Rev.1 R
AD NUMBER

Exhaust Gas Entering Cabin

DATE	TOTAL TIME AT COMPL.	TACH OR RECORDING METER TIME AT COMPL.	METHOD OF COMPLIANCE	NEXT COMPL. DUE AT		AUTHORIZED SIGNATURE & NUMBER
				TOTAL TIME	DATE, TACH, OR RECORDING METER TIME	
1-25-13	4195.7	2191.3			2241.3	RA Barnhart 3124994AP
4-22-13	4198.3	2193.6			2243.6	C John Calaluca CRS LC1 R291K
12-3-13	4251.1	2246.4			2296.4	Milan Jovanovic IA 3144117AP



N94234
AIRCRAFT REGISTRATION NO.

2106461
AIRCRAFT SERIAL NO.

T210N
TYPE AIRCRAFT

adNote™

84-26-2 R
AD NUMBER

Induction Air Filters

If multi-engine: ☐ Left ☐ Right ☐ Front ☐ Rear

DATE	TOTAL TIME AT COMPL.	TACH OR RECORDING METER TIME AT COMPL.	METHOD OF COMPLIANCE	NEXT COMPL DUE AT TOTAL TIME	NEXT COMPL DUE AT DATE, TACH, OR RECORDING METER TIME	AUTHORIZED SIGNATURE & NUMBER
11/8/05	3777.5	1735.5	Replace w/ new		2235.5	Cert # 256245713 A&P
			AF Key #3			
12-3-13		2246.4	Replace w/new		2746.4	Milan Samanic/A3164117 AP

AIRCRAFT REGISTRATION NO.

AIRCRAFT SERIAL NO

TYPE AIRCRAFT

adNote

93-5-6 R

AD NUMBER

Ignition Switch

DATE	TOTAL TIME AT COMPL.	TACH OR RECORDING METER TIME AT COMPL.	METHOD OF COMPLIANCE	NEXT COMPL DUE AT TOTAL TIME	NEXT COMPL DUE AT DATE, TACH, OR RECORDING METER TIME	AUTHORIZED SIGNATURE & NUMBER
2/9/94	2112.7		Diode AFHwy #2			
1/11/12	4141.8		Inspection AFHwy #3	6141.8		AP 268 9017 1A

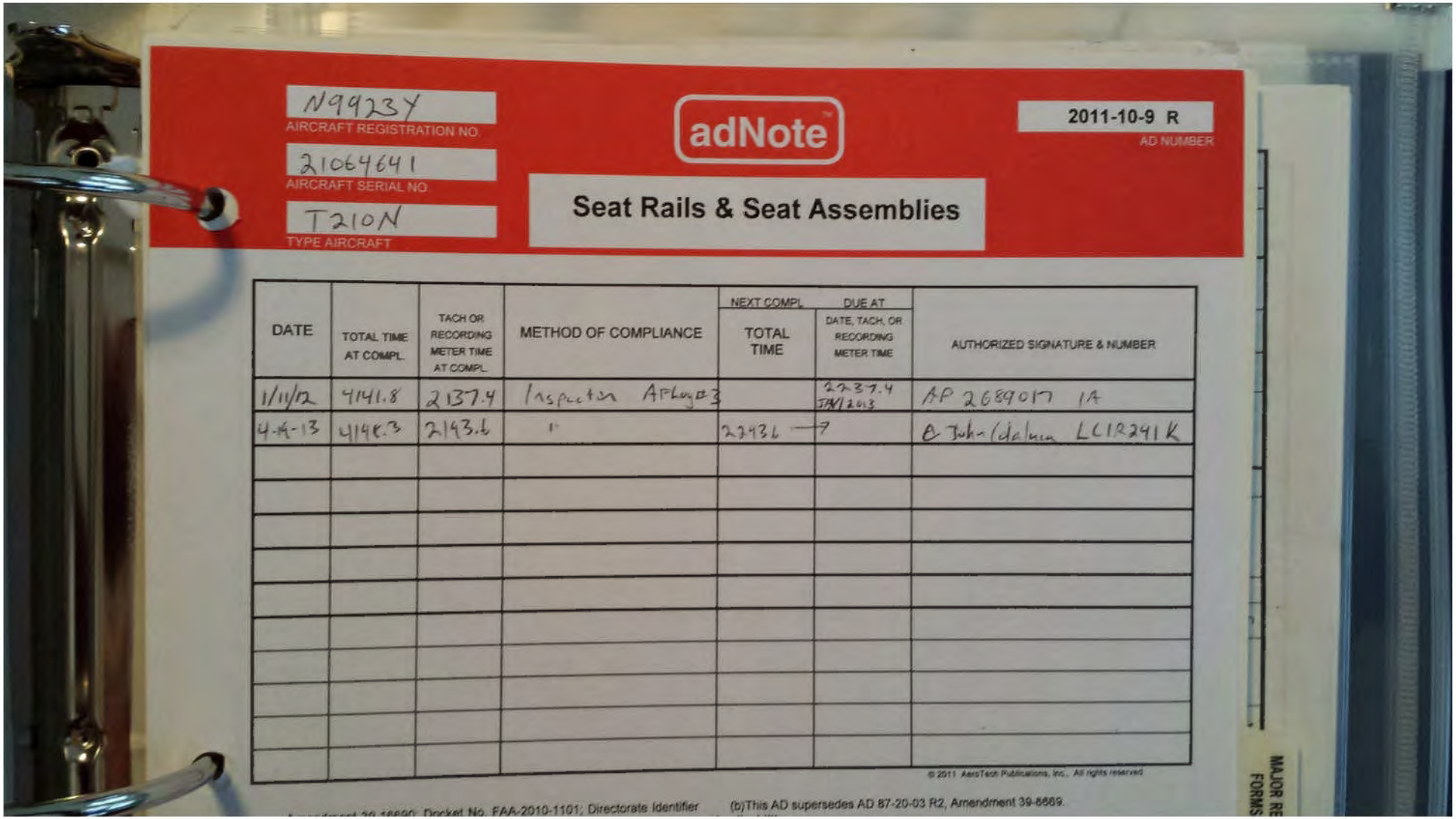
Amendment 39-8511. Docket 92-NM-165-AD.

Applicability: ACS and Gerdes ignition switches; as installed in, but not limited to, Piper Model PA-38-112 series airplanes, Schweizer Model G-164 series (including Model G-164A, G-164B, and G-164C) airplanes, Schweizer Model 2-37 and 2-37A series airplanes, and the following Cessna airplanes; certificated in any category:

Cessna Model	Serial Numbers		
150	15074428	through	15079405
	A1500389	through	A1500734

February 20, 1989, and have not accumulated 2,000 flight hours, need not be lubricated. The manufacture date is stamped on the switch body. These switches are identifiable by red paint in the screw heads on the back of the switch. However, manufacturer lubricated switches that have a "start" position, but do not have a starter solenoid diode, must be inspected and modified.

(b) Within 100 flight hours after the effective date of this AD, or at the next annual inspection, whichever occurs first, inspect the ignition switch installation to determine if a diode or other surge suppresser is installed on the starter solenoid. If one is not installed, prior to further



N9923Y
AIRCRAFT REGISTRATION NO.

21064641
AIRCRAFT SERIAL NO.

T210N
TYPE AIRCRAFT

adNote

2011-10-9 R
AD NUMBER

Seat Rails & Seat Assemblies

DATE	TOTAL TIME AT COMPL.	TACH OR RECORDING METER TIME AT COMPL.	METHOD OF COMPLIANCE	NEXT COMPL. DUE AT: TOTAL TIME	NEXT COMPL. DUE AT: DATE, TACH, OR RECORDING METER TIME	AUTHORIZED SIGNATURE & NUMBER
1/11/12	4141.8	2137.4	Inspection AP Log #3		2237.4 JAN 2013	AP 2689017 IA
4-4-13	4148.3	2143.6	"	2743.6		E John Holmes LCIR241K

(b)This AD supersedes AD 87-20-03 R2, Amendment 39-6689.

MAJOR RE
FORMS

N9923Y
AIRCRAFT REGISTRATION NO.

21064641
AIRCRAFT SERIAL NO.

T210N
TYPE AIRCRAFT

adNote™

Continental Engine

77-5-4 N/R
AD NUMBER

If multi-engine: ☐ Left ☐ Right ☐ Front ☐ Rear Engine Model/Serial No. _____

DATE	TOTAL TIME AT COMPL.	TACH OR RECORDING METER TIME AT COMPL.	METHOD OF COMPLIANCE	NEXT COMPL. DUE AT		AUTHORIZED SIGNATURE & NUMBER
				TOTAL TIME	DATE, TACH, OR RECORDING METER TIME	
9/14/98			C/W @ OH			
			Engine Log #1			

N9923Y
AIRCRAFT REGISTRATION NO.

21064641
AIRCRAFT SERIAL NO.

T210N
TYPE AIRCRAFT

adNote

81-24-6 N/R
AD NUMBER

Continental Engine

If multi-engine: ☐ Left ☐ Right ☐ Front ☐ Rear Engine Model/Serial No: _____

DATE	TOTAL TIME AT COMPL	TACH OR RECORDING METER TIME AT COMPL	METHOD OF COMPLIANCE	NEXT COMP. DUE AT		AUTHORIZED SIGNATURE & NUMBER
				TOTAL TIME	DATE, TACH, OR RECORDING METER TIME	
9/10/98			C/W @ OH			
			Engine Log #1			

N9423Y
AIRCRAFT REGISTRATION NO.

2/064641
AIRCRAFT SERIAL NO.

T210N
TYPE AIRCRAFT

adNote™

82-27-2 Rev. 1 N
AD NUMBER

McCauley Propeller

If multi-engine: ☐ Left ☐ Right ☐ Front ☐ Rear Propeller Model/Serial No. _____

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
9/10/98			c/we off	

Amendment 39-4521 as amended by Amendment 39-4564. Applies to the following McCauley Accessory Division C200, C300, and C400 series constant speed propellers with blade

B120667 thru B120686	90DCA-10
B120687 thru B120929	90DHB-16E
B121063 thru B121262	90DCB-8 and 90DHB-16E
B121450 thru B121489	90DCB-8

N9923Y
AIRCRAFT REGISTRATION NO.

21064641
AIRCRAFT SERIAL NO.

T210N
TYPE AIRCRAFT

adNote™

86-5-2 N/M
AD NU

United Instruments Altimeter

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			NA SN ft	

Amendment 39-5317. Applies to altimeter Part Numbers 5934, 5934A, 5934M, 5934AM, 5934P, 5934PA, 5934PM, 5934PAM, 5934D, 5934PD, 5934AD, and 5934PAD with the following serial numbers:

6C461 thru 6C999
7C000 thru 7C999
8C000 thru 8C999
9C000 thru 9C999
0D000 thru 0D999
1D000 thru 1D999
2D000 thru 2D869

NOTE 1: This AD is applicable to pressure sensitive

NOTE 2: It is recommended but not required by this A that the above check for synchronized movement accomplished each time the altimeter barometric pressu dial is adjusted.

(b) Regardless of the results of the check specified paragraph (a) of this AD, on or before July 1, 1986, for affected altimeters installed in an aircraft, remove t altimeter and return it to United Instruments, Inc. at t above address. Replacement altimeters must serviceable units.

(c) For all affected altimeters not installed in an aircra prior to further use but no later than July 1, 1986, return t

N9923Y
AIRCRAFT REGISTRATION NO.

21064641
AIRCRAFT SERIAL NO

T210N
TYPE AIRCRAFT

adNote

Continental Engine

86-13-4 Rev.3 N/R
AD NUMBER

If multi-engine: ☐ Left ☐ Right ☐ Front ☐ Rear Engine Model/Serial No: _____

DATE	TOTAL TIME AT COMPL.	TACH OR RECORDING METER TIME AT COMPL.	METHOD OF COMPLIANCE	NEXT COMP. DUE AT		AUTHORIZED SIGNATURE & NUMBER
				TOTAL TIME	DATE, TACH, OR RECORDING METER TIME	
9/10/98			C/W @ OH			
			Engine Log #1			

Amendment 39-5345, as amended by Amendment 39-5555, is further amended by Amendment 39-5850. Applies to cylinder assemblies (part number (P/N) stamped on flange of cylinder) with P/N's 643985, 646100, 646101, 646652, 646652CP, 646657, 646657CP, 649162, 649162CP, 649169, 649169CP including all these numbers with all "A" dash numbers as a suffix, and also any cylinder reworked from the above part numbers, either of which were manufactured on or after January 1, 1985, and with 485 total hours or less installed on, but not limited to, the following Teledyne Continental Motors (TCM) Engines:

NEW ENGINES	SERIAL NUMBERS
GTSIO-520-H	607068 thru 607070
-K	605164
-L	608669 thru 608673
-K	224045, 224046
-L	242834 thru 242896, 242899
-MB	236383 thru 236400, 266000 thru 266017, 266019
-M	235728 thru 235787, 235789 thru 235793
IO-550-B	249104 thru 249122

These engines are installed in, but are not limited to, the following airplanes:
Aero Commander 200, 500, 685; AISI F, 20 Pegaso; Ambrosini MF-15; Beagles B206S; Beech 33, 35, 36, A36, A36TC, 55, 58, 58P, 58TC; Bellanca Viking 300; Cessna 185, 188, 206, 207, 210, 310, T310, 320, 335, 340, 401, 402, 404, 411, 414, 421; Fletcher FU-24A; Janox Javilon; Navion Model H; Omnipal Cmelak; Piper PA-46; Prinair DeHavilland Heron; Procaer F-150 Picchio; Transavia Airtruck; Windecker Eagle; Yeoman Cropmaster 285.

N9923Y
AIRCRAFT REGISTRATION NO.

21064691
AIRCRAFT SERIAL NO.

T210N
TYPE AIRCRAFT

adNote

86-19-11 N
AD NUMBER

Quick-Drain Installation

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
11/1/86	-713.1		POH Inserts	

Amendment 39-5407. Applies to Models R172 thru R172K, FR172E thru FR172K, 177 thru 177B and 177RG, F177RG, 185 thru 185E, A185E, A185F, A188, A188A, A188B, T188C, 205 and 205A, 206, U206, U206A thru U206G, TU206A thru TU206G, P206, P206A thru P206E, TP206A thru TP206E, 207 and 207A, T207 and T207A, 210B thru 210R, T210F thru T210R, P210N and P210R (all Serial Numbers (S/N)) airplanes equipped with fuel reservoir(s) certified in any category.

Compliance required within 100 hours time-in-service or at the next annual inspection, whichever comes first after the effective date of this AD, unless already accomplished.

To eliminate the possibility of engine power reduction due to contaminated fuel, accomplish the following:

A. On Cessna Models R172, R172E thru R172H, (S/Ns R172-0001 thru R1720625) FR172E thru FR172J (S/Ns FR17200001 thru FR17200530) 177 thru 177A (S/Ns 17700001 thru 17702123) Model 177RG (S/Ns 177RG0001 thru 177RG0592) F177RG (S/Ns F177RG0001 thru F177RG0122) [illegible] thru 210L and T210L (S/Ns 21058819 thru 210H, 210J, 210K, 210L, 210M, 210N, 210R, T210F, T210G, T210H, T210J, T210K, T210L, T210M, T210N, T210R (S/Ns 21057841 and on) P210N and P210R (S/Ns P21000001 and on) airplanes, attach the information that is included in the appendix to this AD (entitled PILOT OPERATING PROCEDURES — PREFLIGHT FUEL SYSTEM CHECK) to the airplane documents.

C. An equivalent means of compliance with this AD may be used if approved by the Manager, Aircraft Certification Office, FAA, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209.

All persons affected by this directive may obtain copies of the document(s) referred to herein upon request to Cessna Aircraft Company, Piston Aircraft Marketing Division, Post Office Box 1521, Wichita, Kansas 67201; or FAA, Office of the Regional Counsel, Room 1558, 601 East 12th Street, Kansas City, Missouri 64106.

This amendment becomes effective October 4, 1986.

APPENDIX

AD REPAIRS ADDITIONAL

MAJOR REPAIR & A

N9923Y
AIRCRAFT REGISTRATION NO.

2106464 1
AIRCRAFT SERIAL NO.

T 210N
TYPE AIRCRAFT

adNote™

88-3-6 N
AD NUMBER

Continental Oil Filters

If multi-engine: ☐ Left ☐ Right ☐ Front ☐ Rear Engine Model/Serial No:_____

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
9/10/98		C/W e	OH	
		Engine	hay #1	

Amendment 39-5888. Applies to IO-360, TSIO-360, O-470, IO-470, TSIO-470, IO-520, TSIO-520, GTSIO-520 and IO-550 series engines equipped with oil filters.

Compliance is required at the next oil change or within 10 flight hours, whichever occurs first, unless already accomplished.

To prevent possible loss of engine oil and subsequent engine failure, accomplish the following:

(a) Determine if oil filter TCM P/N 649309 or

can be accomplished.

(d) Upon request, an equivalent means of compliance with the requirements of this priority letter AD may be approved by the Manager, Atlanta Aircraft Certification Office, FAA, 1669 Phoenix Parkway, Suite 210C, Atlanta, GA 30349.

(e) Upon submission of substantiating data by an owner or operator, through an FAA maintenance inspector, the Manager, Atlanta Aircraft Certification Office, may adjust the compliance time specified in this AD.

Notes: (1) TCM Service Bulletin No. M88-4, dated

ADs REQUIRING ADDITIONAL COMPLIANCE

MAJOR

N9923Y
AIRCRAFT REGISTRATION NO

21064641
AIRCRAFT SERIAL NO

T210N
TYPE AIRCRAFT

adNote

88-22-7 N
AD NUMBER

Aeroquip Hose Assemblies

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
12/12/88	1174.4		Inspection	
		~~A~~ AF Log #1		

Amendment 39-6050. Applies to all TP206, TU206, T207, T210 and P210 Series airplanes (all serial numbers) certificated in any category.

Compliance required within the next 75 hours time in service after the effective date of this AD, unless already accomplished.

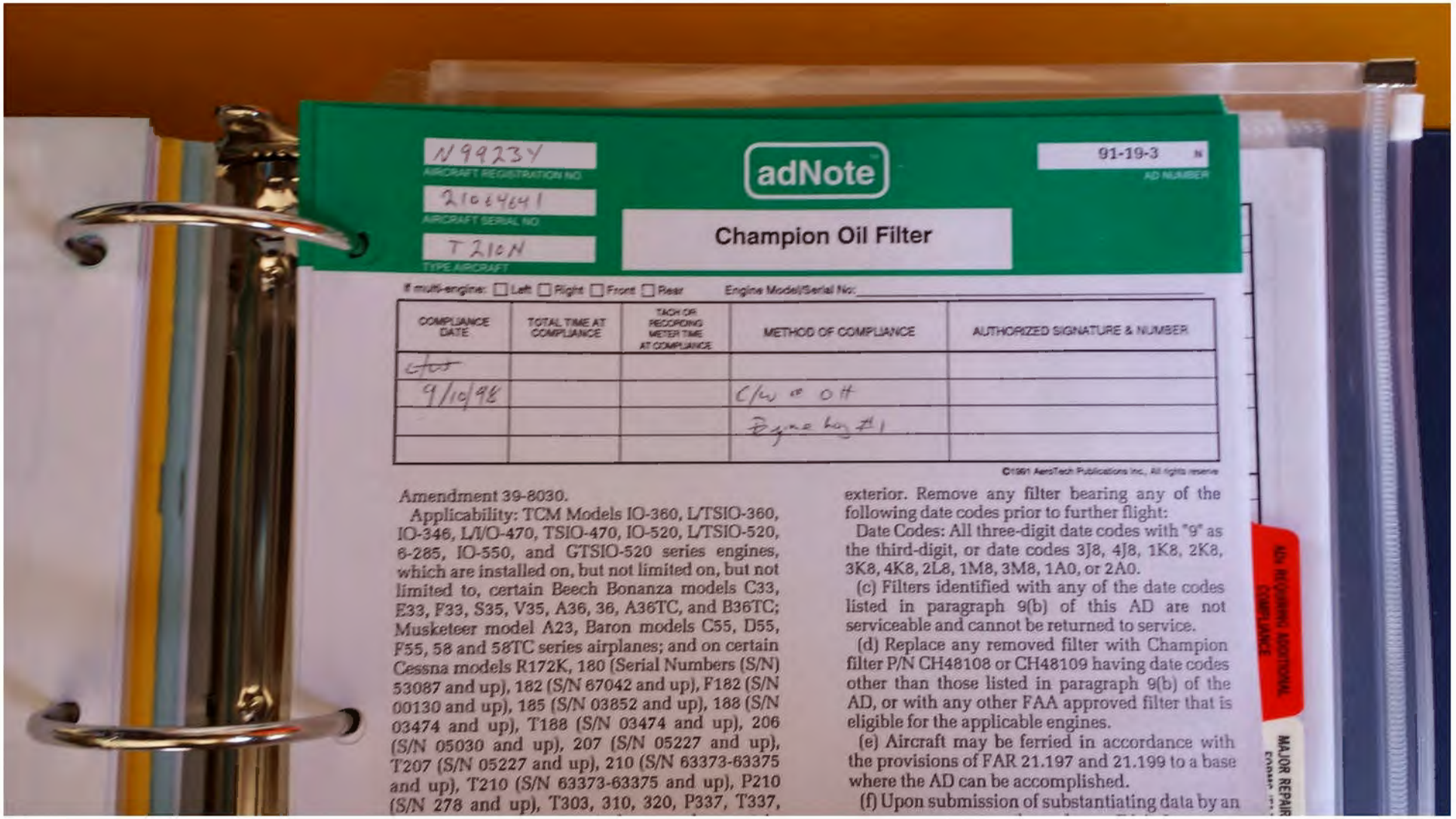
To prevent power loss or fire due to failure of certain Aeroquip 601 hose assemblies, accomplish the following:

(e) Visually inspect all of the exterior metal

that a Model 601 hose was installed between April 1984, and May, 1988, replace the suspect hoses as follows:

(i) Prior to further flight replace the waste gate supply hose assembly, Aeroquip P/N 601000-4-0310 or the hose identified as Cessna S1236-4-0310 supplied by sources other than Cessna, or as identified above with an Aeroquip P/N AE3663162E0310 hose or equivalent in accordance with Cessna Service Bulletin SEB 88-5,

ADs REQUIRING ADDITIONAL COMPLIANCE



N9923Y
AIRCRAFT REGISTRATION NO.

21064641
AIRCRAFT SERIAL NO.

T210N
TYPE AIRCRAFT

adNote

91-19-3 N
AD NUMBER

Champion Oil Filter

If multi-engine: ☐ Left ☐ Right ☐ Front ☐ Rear Engine Model/Serial No:

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
~~GTOT~~				
9/10/98			C/W @ OH	
			Bynes hay #1	

Amendment 39-8030.

Applicability: TCM Models IO-360, L/TSIO-360, IO-346, L/I/O-470, TSIO-470, IO-520, L/TSIO-520, 6-285, IO-550, and GTSIO-520 series engines, which are installed on, but not limited on, but not limited to, certain Beech Bonanza models C33, E33, F33, S35, V35, A36, 36, A36TC, and B36TC; Musketeer model A23, Baron models C55, D55, F55, 58 and 58TC series airplanes; and on certain Cessna models R172K, 180 (Serial Numbers (S/N) 53087 and up), 182 (S/N 67042 and up), F182 (S/N 00130 and up), 185 (S/N 03852 and up), 188 (S/N 03474 and up), T188 (S/N 03474 and up), 206 (S/N 05030 and up), 207 (S/N 05227 and up), T207 (S/N 05227 and up), 210 (S/N 63373-63375 and up), T210 (S/N 63373-63375 and up), P210 (S/N 278 and up), T303, 310, 320, P337, T337,

exterior. Remove any filter bearing any of the following date codes prior to further flight:

Date Codes: All three-digit date codes with "9" as the third-digit, or date codes 3J8, 4J8, 1K8, 2K8, 3K8, 4K8, 2L8, 1M8, 3M8, 1A0, or 2A0.

(c) Filters identified with any of the date codes listed in paragraph 9(b) of this AD are not serviceable and cannot be returned to service.

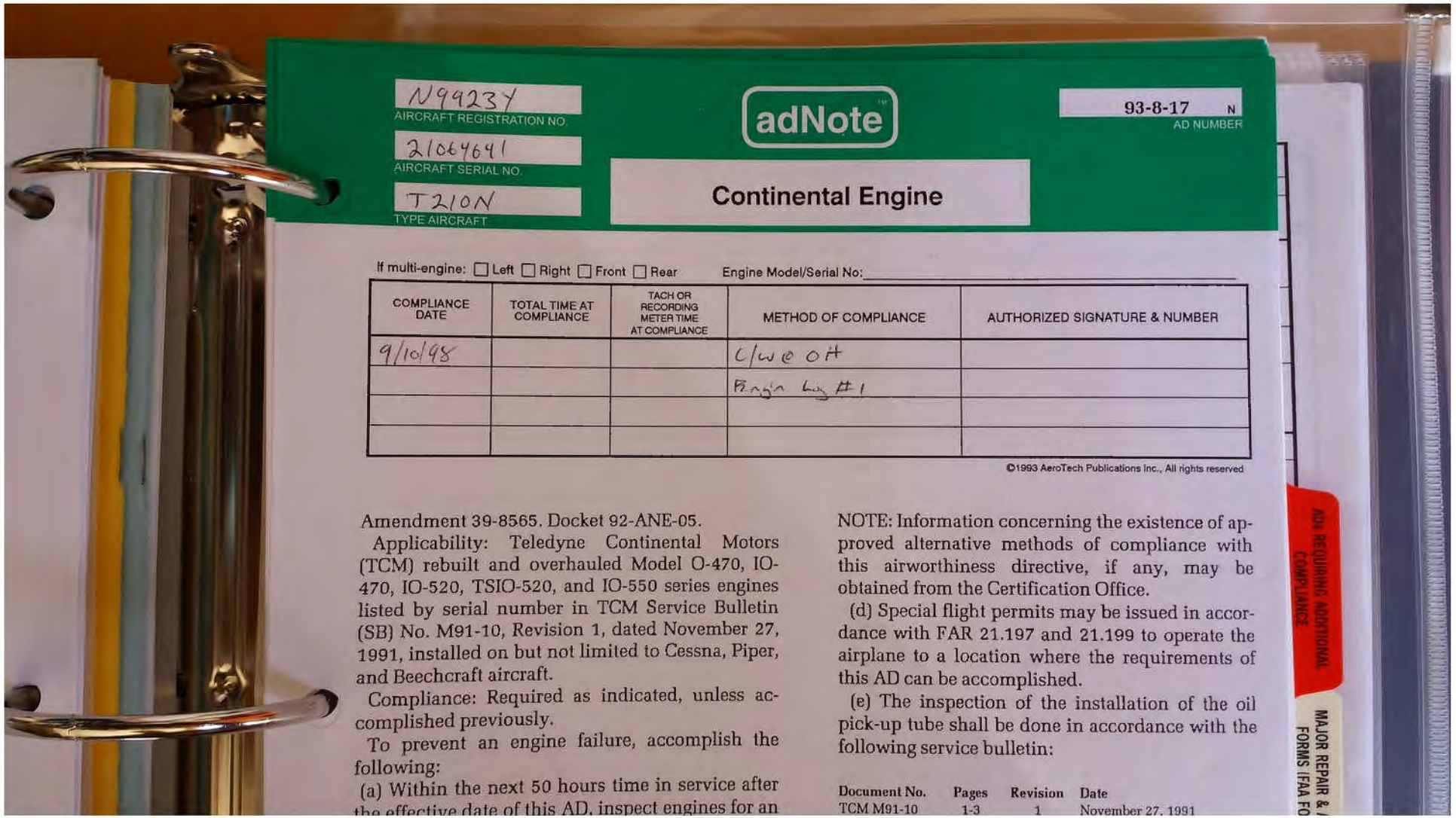
(d) Replace any removed filter with Champion filter P/N CH48108 or CH48109 having date codes other than those listed in paragraph 9(b) of the AD, or with any other FAA approved filter that is eligible for the applicable engines.

(e) Aircraft may be ferried in accordance with the provisions of FAR 21.197 and 21.199 to a base where the AD can be accomplished.

(f) Upon submission of substantiating data by an

AD REQUIRING ADDITIONAL COMPLIANCE

MAJOR REPAIR



N9923Y
AIRCRAFT REGISTRATION NO.

21064641
AIRCRAFT SERIAL NO.

T210N
TYPE AIRCRAFT

adNote

93-8-17 N
AD NUMBER

Continental Engine

If multi-engine: ☐ Left ☐ Right ☐ Front ☐ Rear Engine Model/Serial No:

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
9/10/98			C/W e OH	
			Engine Log #1	

Amendment 39-8565. Docket 92-ANE-05.

Applicability: Teledyne Continental Motors (TCM) rebuilt and overhauled Model O-470, IO-470, IO-520, TSIO-520, and IO-550 series engines listed by serial number in TCM Service Bulletin (SB) No. M91-10, Revision 1, dated November 27, 1991, installed on but not limited to Cessna, Piper, and Beechcraft aircraft.

Compliance: Required as indicated, unless accomplished previously.

To prevent an engine failure, accomplish the following:

(a) Within the next 50 hours time in service after the effective date of this AD, inspect engines for an

NOTE: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Certification Office.

(d) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) The inspection of the installation of the oil pick-up tube shall be done in accordance with the following service bulletin:

Document No.	Pages	Revision	Date
TCM M91-10	1-3	1	November 27, 1991

ADs REQUIRING ADDITIONAL COMPLIANCE

MAJOR REPAIR & ALTERATION FORMS (FAA FO

N9923Y
AIRCRAFT REGISTRATION NO.

21064641
AIRCRAFT SERIAL NO.

T210N
TYPE AIRCRAFT

adNote™

94-6-9 N
AD NUMBER

TCM (Bendix) Magneto

If multi-engine: ☐ Left ☐ Right ☐ Front ☐ Rear Magneto Position/Mod./Serial No: LFT. ☐ RT ☐:

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
9/10/98			C/W @ Off	
			Engine Mag #1	

Amendment 39-8895. Docket 94-ANE-12.

Applicability: Teledyne Continental Motors (TCM) (formerly Bendix) magnetos new and rebuilt TCM Model SC-20, Part Number (P/N) 10-500XXX-X series; Model SC-200, P/N 10-600XXX-X series; and Model S-1200, P/N 10-349XXX-X series, magnetos with Serial Numbers (S/N) J2793XXX(R) through J3193XXX(R), K0193XXX(R) through K3093XXX(R) and L0193XXX(R) through L2293XXX(R) inclusive, with capacitor, P/N 10-349276, with date code 93-40 or 93-42. In addition, all TCM Model SC-20, P/N 10-500XXX-X series; SC-200, P/N 10-600XXX-X series; and S-1200, P/N 10-349XXX-X series, magnetos that have capacitor, P/N 10-349276, identified with date code 93-40 or 93-42, installed after October 27, 1993. Also, any TCM or Bendix magneto regardless of serial number that was fitted after October 27, 1993, with capacitors P/N 10-349276, sold as individual replacement parts with date code 93-40 or 93-42. These magnetos are installed on but not limited to reciprocating engine powered Beech, Cessna, Maule, Mooney, Piper, and Robinson aircraft. NOTE: The "X" represents numbers in the [illegible] that have no significance in determining applicability:

date code other than 93-40 or 93-42, and metal stamp the letter "E" in accordance with the Identification paragraph of TCM CSB641, dated February 1, 1994, to show compliance with this AD.

(b) Prior to installation, inspect uninstalled capacitor, P/N 10-349276, and replace, if necessary, with a serviceable part, in accordance with the Detailed Instruction, paragraph 2.1 of TCM CSB641, dated February 1, 1994. NOTE: TCM Critical Service Bulletin CSB94-1 dated February 1, 1994, and Lycoming Service Bulletin 517 dated February 25, 1994, refers to this subject.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Atlanta Aircraft Certification Office. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta Aircraft Certification Office. NOTE: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Atlanta Aircraft Certification Office.

(d) Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the aircraft to a location where the

ADs REQUIRING ADDITIONAL COMPLIANCE

MAJOR REPAIR & A
FORMS (FAA FOR

N99237
AIRCRAFT REGISTRATION NO.

21064641
AIRCRAFT SERIAL NO.

T210N
TYPE AIRCRAFT

adNote

94-12-8 N
AD NUMBER

Fuel System

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
11/3/09	3976.8		POH ✓ Fuel quant calibration	FAA CRS
			raised fuel caps installed	Q2AR595N

Amendment 39-8936; Docket No. 93-CE-33-AD. Supersedes AD 92-26-04, Amendment 39-8431.

Applicability: The following model and serial number airplanes, certificated in any category.

Model	Serial Numbers
210G through 210R, and T210G through T210R	21058819 through 21065009, and T210-0198 through T210-0454
P210N, and P210R	P21000001 through P21000874

Compliance: Required within the next 12 calendar months after the effective date of this AD, unless already accomplished.

To prevent loss of engine power caused by inadvertent fuel loss or inadequate fuel servicing, accomplish the following:

(a) Incorporate the PILOT OPERATING PROCEDURES -PREFLIGHT FUEL SYSTEM QUANTITY CHECK that is Figure 1 of this AD into the

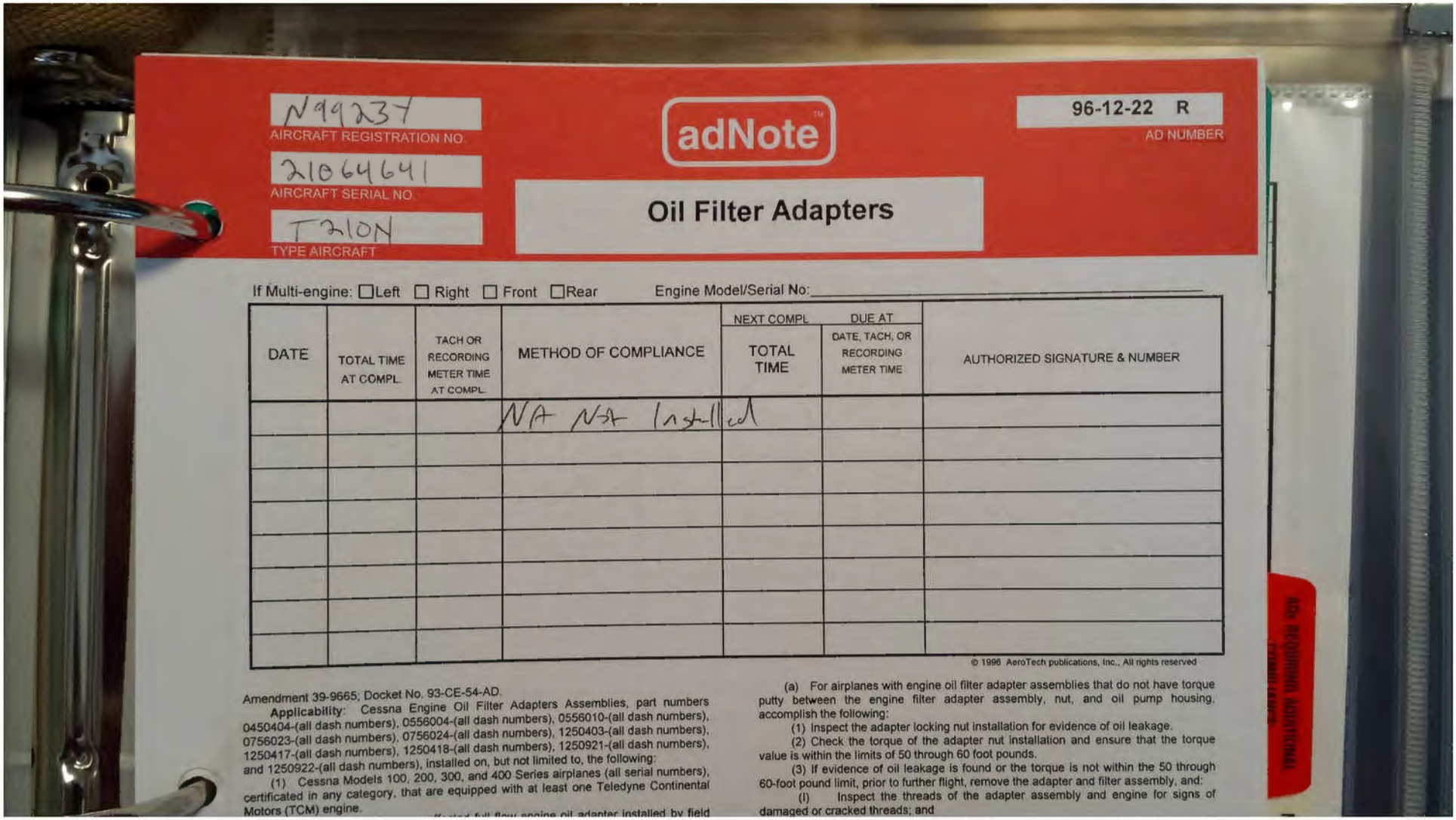
filler opening: "TO ASSURE FULL CAPACITY WHILE FILLING, FILL SLOWLY DURING LAST 5 GALLONS. RECHECK FOR FULL AFTER 2 MINUTES."

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(f) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

NOTE: Information concerning the existence of approved alternative

ADs REQUIRING ADDITIONAL



N99237
AIRCRAFT REGISTRATION NO.

2106441
AIRCRAFT SERIAL NO.

T210N
TYPE AIRCRAFT

adNote™

96-12-22 R
AD NUMBER

Oil Filter Adapters

If Multi-engine: ☐Left ☐ Right ☐ Front ☐Rear Engine Model/Serial No:_____

DATE	TOTAL TIME AT COMPL.	TACH OR RECORDING METER TIME AT COMPL.	METHOD OF COMPLIANCE	NEXT COMPL DUE AT: TOTAL TIME	NEXT COMPL DUE AT: DATE, TACH, OR RECORDING METER TIME	AUTHORIZED SIGNATURE & NUMBER
			NA Not Installed			

Amendment 39-9665; Docket No. 93-CE-54-AD.

Applicability: Cessna Engine Oil Filter Adapters Assemblies, part numbers 0450404-(all dash numbers), 0556004-(all dash numbers), 0556010-(all dash numbers), 0756023-(all dash numbers), 0756024-(all dash numbers), 1250403-(all dash numbers), 1250417-(all dash numbers), 1250418-(all dash numbers), 1250921-(all dash numbers), and 1250922-(all dash numbers), installed on, but not limited to, the following:

(1) Cessna Models 100, 200, 300, and 400 Series airplanes (all serial numbers), certificated in any category, that are equipped with at least one Teledyne Continental Motors (TCM) engine.

[illegible] full flow engine oil adapter installed by field

(a) For airplanes with engine oil filter adapter assemblies that do not have torque putty between the engine filter adapter assembly, nut, and oil pump housing, accomplish the following:

(1) Inspect the adapter locking nut installation for evidence of oil leakage.

(2) Check the torque of the adapter nut installation and ensure that the torque value is within the limits of 50 through 60 foot pounds.

(3) If evidence of oil leakage is found or the torque is not within the 50 through 60-foot pound limit, prior to further flight, remove the adapter and filter assembly, and:

(i) Inspect the threads of the adapter assembly and engine for signs of damaged or cracked threads; and

N9923Y
AIRCRAFT REGISTRATION NO.

21064641
AIRCRAFT SERIAL NO.

T210N
TYPE AIRCRAFT

adNote

97-26-17 Corr. R
AD NUMBER

Continental/Rolls-Royce Engine

If multi-engine: ☐ Left ☐ Right ☐ Front ☐ Rear Engine Model/Serial No.

DATE	TOTAL TIME AT COMPL.	TACH OR RECORDING METER TIME AT COMPL.	METHOD OF COMPLIANCE	NEXT COMPL. DUE AT TOTAL TIME	NEXT COMPL. DUE AT DATE, TACH, OR RECORDING METER TIME	AUTHORIZED SIGNATURE & NUMBER
9/10/98			C/W @ OH			
			Eng. Log #1			

Amendment 39-10260. Docket 93-ANE-08. Supersedes AD 87-23-08, Amendment 39-5735.

Applicability: Teledyne Continental Motors (TCM) IO-360, LTSIO-360, TSIO-360, IO-520, LIO-520, LTSIO-520 and TSIO-520 series reciprocating engines built on or prior to December 31, 1980; rebuilt TCM IO-360, LTSIO-360, TSIO-360, IO-520, LIO-520, LTSIO-520 and TSIO-520 series reciprocating engines with serial numbers lower than those listed in TCM Critical Service Bulletin (SB) No. CSB96-8, dated June 25, 1996; TCM factory overhauled IO-360, LTSIO-360, TSIO-360, IO-520, LIO-520, LTSIO-520 and TSIO-520 series reciprocating engines with serial number of 901203H and lower; and Rolls-Royce, plc IO-360 and TSIO-360 series reciprocating engines with any serial number. These engines are installed on but not limited to the following aircraft: Raytheon (formerly Beech) models 95-C55, 95-C55A, D55, D55A, E55, E55A, 58, 58A, 58P, 58PA, 58TC, 58TCA, S35, V35, V35A, V35B, E33A, E33C, 35-C33A, 36, A36, F33A, F33C and A36TC; Bellanca model 17-30A; Cessna models 172XP, A185, A188, T188C, 206, T206, 207, T207, 210, T210, P210, 310R, T310P, T310Q, T310R, 320D, 320E, 320F, 336, 337, T337, P337, 340, 401, 402, 414 and T41B/C; Colemill conversion of [illegible] Airship Blimp 22; Maule Model M-4-210, M-

installation in the engine, conduct an ultrasonic inspection of the crankshaft in accordance with the procedures specified in TCM Mandatory SB No. MSB96-10, dated August 15, 1996, and, if necessary, replace with a serviceable part.

Note 2: Accomplishment of the ultrasonic inspection required by this AD does not fulfill any requirements for magnetic particle inspection or any other inspections specified in TCM or Rolls-Royce, plc overhaul manuals.

(c) The ultrasonic inspection of the crankshaft must be performed by a non-destructive test (NDT) ultrasonic (UT) Level II inspector who is qualified under the guidelines established by the American Society of Nondestructive Testing or MIL-STD-410 or FAA-approved equivalent, or must be trained by TCM personnel or their designated representative on how to accomplish and conduct this inspection procedure. The person approving the engine for return to service is required to verify that the UT inspection was accomplished in accordance with the requirements of this paragraph.

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Atlanta Aircraft Certification Office. Operators

ADs REQUIRING ADDITIONAL COMPLIANCE

MAJOR REPAIR FORMS (FAA

N99234
AIRCRAFT REGISTRATION NO.

21064641
AIRCRAFT SERIAL NO.

T210N
TYPE AIRCRAFT

adNote™

98-1-8 N
AD NUMBER

Continental Engine

If multi-engine: ☐ Left ☐ Right ☐ Front ☐ Rear

Engine Model/Serial

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			NA No STC	

Teledyne Continental Motors with STC SE8594SW: Priority Letter issued on December 23, 1997. Docket No. 97-ANE-48-AD.

Applicability: Teledyne Continental Motors (TCM) IO-520-A, -B, -BA, -C, -CB, -D, -E, -F, -K, -L, -M, -MB, -J; TSIO-520-A, -B, -D, -E, -F, -G, -H, -J, -K, -L, -M, -N, -P, -R, -T, -U, -UB, -AF, -CE, -VB, -WB, -NB, -LB, -KB, -JB, -EB, -DB, -BB; O-470-B, -G, -K, -L, -M, -P, -R, -S, -U; IO-470-C, -D, -E, -F, -G, -H, -L, -M, -N, -P, -R, -S, -U, -V; and IO-550-B, -C, and -G series reciprocating engines, with Performance Engineering exhaust roller rocker arms, Part Number (P/N) PE92E, installed, in accordance with Supplemental Type Certificate (STC) SE8594SW. These engines are installed on but not limited to Cessna 180, 182, 185, 206, 207, 210, 310, 335, 340, 401, 402, 414; Raytheon (Beech) 33, 35, 36, 55, 58; Bellanca 17-30; New Piper PA-46; Fletcher FU-24A aircraft.

roughness, and possible engine failure, accomplish the following:

(a) Within 25 hours time in service after the effective date of this AD, remove from service all Performance Engineering exhaust roller rocker arms, P/N PE92E, and replace with serviceable parts, as follows:

(1) For IO-520, TSIO-520, O-470, IO-470, and all IO-550 series engines except the IO-550-G, replace with serviceable TCM exhaust roller rocker arms, P/N 652130.

(2) For IO-550-G series engines, replace with serviceable TCM exhaust roller rocker arms, P/N 652966.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Special Certification Office. Operators shall submit their requests through an appropriate FAA

N99234
AIRCRAFT REGISTRATION NO

21064641
AIRCRAFT SERIAL NO

T210N
TYPE AIRCRAFT

adNote

98-5-14 Rev. 1 N
AD NUMBER

AFM Limitation

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
12/7/98	964.0		Added pages to AFM	

Amendment 39-10773; Docket No. 97-CE-62-AD; Revises AD 98-05-14, Amendment 39-10375.

Applicability: Models T210N (serial numbers 21063641 through 21064897), P210N (serial numbers P21000386 through P21000834), and P210R (all serial numbers) airplanes; certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated in the body of this AD, unless already accomplished.

To minimize the potential hazards associated with operating the airplane in severe icing conditions by providing more clearly defined [illegible] and limitations associated with such conditions, accomplish

"THE FOLLOWING WEATHER CONDITIONS MAY BE CONDUCIVE TO SEVERE IN-FLIGHT ICING:

- Visible rain at temperatures below 0 degrees Celsius ambient air temperature.
- Droplets that splash or splatter on impact at temperatures below 0 degrees Celsius ambient air temperature.

PROCEDURES FOR EXITING THE SEVERE ICING ENVIRONMENT:

These procedures are applicable to all flight phases from takeoff to landing. Monitor the ambient air temperature. While severe icing may form at temperatures as cold as -18 degrees Celsius, increased vigilance is warranted at temperatures around freezing with visible moisture present. If the visual cues specified in the Limitations Section of the AFM for identifying severe icing conditions are observed, accomplish the following:

- Immediately request priority handling from Air Traffic Control to facilitate a route or an altitude change to exit the severe icing conditions in order to avoid extended exposure to flight conditions more severe than those for which the airplane has been certificated.
- Avoid abrupt and excessive maneuvering that may exacerbate control difficulties.
- Do not engage the autopilot.
- If the autopilot is engaged, hold the control wheel firmly and

ADs REQUIRING ADDITIONAL COMPLIANCE

MAJOR R FORM

N94234
AIRCRAFT REGISTRATION NO

21064641
AIRCRAFT SERIAL NO.

T210N
TYPE AIRCRAFT

adNote

98-14-3 N
AD NUMBER

AlliedSignal KT-76A Transponder

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
12/7/98	964.0		NA by SN#	

Amendment 39-10637; Docket No. 97-CE-30-AD.

Applicability: AlliedSignal KT 76A Air Traffic Control (ATC) transponders; part number (P/N) 066-1062-00/10/02; serial numbers 93,000 through 109,999, as installed on, but not limited to the following airplanes (all serial numbers), certificated in any category:

- Cessna Aircraft Company: 172, 182, R182, T182, 206, P206, U206, TP206, 210, T210, P210, 310, E310, T310, and 421 series airplanes.
- Twin Commander Aircraft Company: 500, 520, 560, 680, 681, 685, 690, 695, and 720 series airplanes.
- The New Piper Aircraft Corporation: PA-31, PA-32, and PA-34 series airplanes.
- Raytheon Aircraft Company: E33, F33, G33, 35, J35, K35, L35, K35, M35, P35, S35, V35, 36, A26, B36, D55, E55, 56, A56, 58, 58A, 95, B95, D95, and E95 series airplanes.
- Mooney Aircraft Corporation: M20 series airplanes.
- McDonnell Douglas Helicopter Company: Model 500N

(a) Replace the two resistor network modules, RM401 and RM402, with new glass-coated parts in accordance with the MODIFICATION PROCEDURE section of AlliedSignal Service Bulletin SB KT 76A-7, dated July 1996. When accomplished, this replacement is referred to as Mod 7.

(b) As of the effective date of this AD, no person may install an AlliedSignal KT 76A ATC transponder; part number (P/N) 066-1062-00/10/02; serial numbers 93,000 through 109,999, in an aircraft without first incorporating Mod 7 as specified in paragraph (a) of this AD.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(d) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent

N99234
AIRCRAFT REGISTRATION NO.

21064641
AIRCRAFT SERIAL NO.

T210N
TYPE AIRCRAFT

adNote™

98-21-21 Rev. 1 N/M
AD NUMBER

Inflatable Door Seals

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			NA not installe	

Amendment 39-11621; Docket No. 98-CE-88-AD; Revises AD 98-21-21, Amendment 39-10844.

Applicability: Electric inflatable door seals, installed either in accordance with the applicable supplemental type certificate (STC) or through field approval, that are installed on, but not limited to, the following aircraft:

AeroTech Note: The applicability provision for this Airworthiness Directive (AD) that was in this location in the original AD from the FAA has been moved to the reverse side of this **adNote™** for easier reading.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision that has the affected inflatable door seals installed, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the

21. **The only substantive difference between this AD and AD 98-21-21 is the addition of the alternative method of compliance referenced in paragraph (c) of this AD.**

NOTE 3: This AD only applies to those aircraft equipped with the Bob Fields Aerocessories inflatable door seals. With this in mind, the owner/operator also has the option of removing all provisions of the Bob Fields Aerocessories inflatable door seals installation, and installing original equipment manufacturer door seals or an FAA-approved equivalent that is of a different design than the referenced Bob Fields Aerocessories inflatable door seals.

(c) One of the following actions may be accomplished as an alternative method of compliance to the requirements of paragraphs (a) and (b) of this AD. No further action is required by this AD as long as one of these configurations remains incorporated on the aircraft.

(1) Modify the electric door seal inflation system in accordance with the procedures in Bob Fields Aerocessories Service Bulletin No. BFA-001, Date: November 3, 1998; or

ADs REQUIRING ADDITIONAL COMPLIANCE

MAJ
FC

AIRCRAFT REGISTRATION NO.

AIRCRAFT SERIAL NO.

TYPE AIRCRAFT

adNote™

98-23-1 N/M
AD NUMBER

Vac. Pump Coupling

If multi-engine: ☐ Left ☐ Right ☐ Front ☐ Rear

Engine Model/Serial

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			NA RAPCO brand	

Amendment 39-10882; Docket No. 98-CE-108-AD.

Applicability: The following Airborne dry air pumps, conversion kits, and coupling kits, with flexible coupling, part number (P/N) B1-19-1, that:

1. Have a date code resembling a clockface on the coupling and indicating a manufacture date of either "12/97" or "5-6/98"; and
2. Are installed in, but not limited to, the following aircraft or engine models, certificated in any category, that are listed in the Appendix to this AD:

Item	Part Number	Serial Numbers
Dry Air Pump	211CC	2AP1 through 10AP319
Dry Air Pump	211CC-9	1AP1 through 2AP5
Dry Air Pump	E211CC	11AN543 through 11AN642 and 2AP1 through 7AP442
Dry Air Pump	212CW	2AP1 through 7AP286
Dry Air Pump	E212CW	1AP1 through 7AP492
Dry Air Pump	215CC	12AN719 through 12AN940 and 1AP1 through 9AP3510
Dry Air Pump	215CC-9	2AP1 through 7AP95
Dry Air Pump	216CW	12AN521 through 12AN660 and 1AP1 through 10AP2695

occurs later, replace any affected flexible coupling with P/N B1-7-3 flexible coupling (part of Parker Hannifin flexible coupling kit, Airborne P/N 350) in accordance with Parker Hannifin Airborne Service Letter No. 48, dated October 20, 1998.

(b) If parts have been ordered from Parker Hannifin, but are not available, accomplish the following:

(1) Operate the aircraft in visual flight rules (VFR) conditions only;

(2) Operate the aircraft during daytime hours only; and

(3) When parts become available, replace the coupling prior to further flight.

(c) As of the effective date of this AD, no person shall install, on any aircraft or engine, any of the affected Airborne dry air pumps, conversion kits, and coupling kits, with part number (P/N) B1-19-1 flexible coupling that has a date code resembling a clockface on the coupling and indicating a manufacture date of either "12/97" or "5-6/98".

(d) The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may check the maintenance records to determine whether the existing dry air pump, conversion kit, or coupling kit was installed or modified since January 1, 1998. If the dry air pump, conversion kit, or coupling kit was not installed or modified since January 1, 1998, the

ADs REQUIRING ADDITIONAL COMPLIANCE

MAJOR R FORM

N99234
AIRCRAFT REGISTRATION NO.

2106461
AIRCRAFT SERIAL NO.

T210N
TYPE AIRCRAFT

adNote

99-19-1 N
AD NUMBER

Continental Engine

If multi-engine: ☐ Left ☐ Right ☐ Front ☐ Rear Engine Model/Serial

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
5/28/99		118.4 TSOH 1027.7 Tach		
			Inspection	
			Engine log #1	

Amendment 39-11290. Docket No. 99-NE-28-AD. Supersedes AD 99-09-17. Issued August 30, 1999.

Applicability: Teledyne Continental Motors (TCM) O-470, IO-470, TSIO-470, IO-520, TSIO-520, LTSIO-520, IO-550, TSIO-550, TSIOL-550, series new and rebuilt engines manufactured between January 1, 1998, and December 31, 1998, listed by serial number (S/N) in TCM Mandatory Service Bulletin (MSB) 99-3C, dated July 27, 1999. Also, GTSIO-520 series engines, listed by S/N in TCM Critical Service Bulletin (CSB) 99-6A dated July 21, 1999. This airworthiness directive (AD) is also applicable to any other TCM O-470, IO-470, TSIO-470, IO-520, TSIO-520, LTSIO-520, IO-550, TSIO-550, TSIOL-550, and GTSIO-520 series engines that were overhauled by facilities other than TCM, and that have had replacement crankshafts installed that were sold individually by TCM and were manufactured or rebuilt between January 1, 1998, and December 31, 1998.

Note 1: Engine S/Ns can be found in logbooks or other maintenance records. For those engines that were overhauled in the

Note 3: The engines and crankshafts that are the subject of this AD were manufactured or rebuilt by TCM during 1998. The dates that engines and crankshafts were delivered, however, may not coincide with their dates of manufacture. For the engines identified in paragraphs (a) and (b) of this AD, TCM has already determined which engines have either a new or rebuilt suspect crankshaft installed, and identified those engines by engine S/N. Only for those engines identified in paragraphs (c) and (d) of this AD does crankshaft serial number play a role in determining the need for visual and UT inspections.

Note 4: The engine S/Ns listed in TCM MSB 99-3C and TCM CSB 99-6A contain only the numerical portion of the S/N. Rebuilt engines will have the letter "R" at the end of the six digit numerical portion. This letter "R" should be disregarded and only the six digit numerical sequence should be used for determination of applicability. Only TCM is authorized to rebuild TCM engines and they have not approved any other agency to perform that function.

(1) If a crack is found, replace the crankshaft with a

ADs REQUIRING ADDITIONAL COMPLIANCE

MAJOR REPA FORMS (F

N99234
AIRCRAFT REGISTRATION NO.

21064641
AIRCRAFT SERIAL NO.

T210N
TYPE AIRCRAFT

adNote™

2000-6-1 N
AD NUMBER

Fuel Filter Standpipe

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
11/3/09	3976.8	1972.4	Measure	CRS Q2AR598N
			AF log #3	

Amendment 39-11641; Docket No. 97-CE-114-AD.

Applicability: All serial numbers of the following airplane models, certificated in any category, including those manufactured in France that have a capital "F" or "FR" prefix on the model number:

Models 150F, 150G, 150H, 150J, 150K, 150L, 150M, A150K, A150L, A150M, A-150L, A-A150L, F150F, F150G, F150H, F150J, F150K, F150L, F150M, FA150K, FA150L, FA150M, FRA150L, FRA150M, 152, A152, F152, FA152, 172F, 172G, 172H, 172I, 172K, 172L, 172M, 172N, 172P, 172Q, R172E (T41), R172F (T41), R172G (T41), R172H (T41), R172J, R172K, 172RG, F172F, F172G, F172H, F172K, F172L, F172M, F172N, F172P, FR172E, FR172F, FR172G, FR172H, FR172J, FR172K, 177, 177A, 177B, 177RG, F177RG, 180H, 180J, 180K, 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, 182R/T182, 182R, R182, R182/TR182, A182J, A182K, A182L, A182N, F182P, F182Q, FR182, 185D, 185E, A185E, A185F, 188, A188, 188A, A188A, 188B, A188B, T188C, A-A188B, U206, U206A, TU206A, U206B/TU206B, U206C/TU206C, U206D/TU206D, U206E/TU206E, U206F/TU206F, U206G/TU206G, P206, P206A, TP206A, P206B/TP206B, P206C/TP206C, P206D/TP206D, P206E/TP206E, 207/T207, 207A/T207A, 210E, 210F, 210G, 210H, 210J, 210K/T210K, 210L/T210L, 210M/T210M, 210N/T210N, T210F, T210G, T210H, T210J, P210N, ...337D/T337D,

(b) If the standpipe does not measure a maximum length of 1.68 inches, prior to further flight, replace the filter strainer top assembly in accordance with the ACCOMPLISHMENT INSTRUCTIONS section in Cessna Single Engine SB No. SEB97-9, dated November 17, 1997; or Cessna Multi-engine SB No. MEB97-12, dated November 17, 1997, whichever is applicable.

(c) The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may check the maintenance records to determine whether a Cessna part number (P/N) 0756005-2 top assembly, Cessna P/N 0756005-8 fuel strainer assembly, or a Cessna P/N 0756005-9 fuel strainer assembly was installed after December 12, 1996. Those parts that were shipped between December 12, 1996, and September 5, 1997, may have been manufactured with an internal tube installed to a depth less than specified and may become loose and dislodge from the strainer top assembly. If, by checking the maintenance records, the owner/operator can make an absolute determination that one of these parts is not installed or was installed prior to December 12, 1996, the requirements of paragraphs (a) and (b) of this AD do not apply. The owner/operator must make an entry into the aircraft records showing compliance with this portion of the AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

AD's REQUIRING ADDITIONAL COMPLIANCE

MAJOR REPA... FORMS (F...

N9923Y
AIRCRAFT REGISTRATION NO.

2106461
AIRCRAFT SERIAL NO.

T210N
TYPE AIRCRAFT

adNote™

2000-23-21 N/M
AD NUMBER

Teledyne Continental Engine

If multi-engine: ☐ Left ☐ Right ☐ Front ☐ Rear Engine Model/Serial

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
9/8/98			C/W @ OH	
			NA by SN #	

Amendment 39-11994. Docket 2000-NE-16-AD. Supersedes Emergency AD 2000-08-51. Docket 2000-NE-16-AD.

Applicability

This Airworthiness Directive (AD) is applicable to Teledyne Continental Motors (TCM) IO-360, TSIO-360, LTSIO-360, O-470, IO-470, TSIO-470, IO-520, TSIO-520, LTSIO-520, IO-550, TSIO-550 and TSIOL-550 series reciprocating engines that were assembled, rebuilt, or overhauled using a crankshaft that was manufactured between April 1, 1998, and March 31, 2000, listed by engine and crankshaft serial number (SN) in TCM Mandatory Service Bulletin (MSB) 00-5C, dated October 10, 2000.

Note 1: The engines and crankshafts that are the subject of this AD were manufactured by TCM from April 1, 1998 through March 31, 2000. However the dates that the engines and crankshafts were delivered may not coincide with their dates of manufacture. For crankshafts identified in paragraph (a) of this AD, TCM has already determined which engines have a new suspect crankshaft installed and have identified those engines by engine SN. The crankshaft SN is only used to determine the need for taking a core sample for those crankshafts identified in paragraph (a) and (b) of this AD. The engine SN can be found in

(i) Use the specialized tools and equipment provided by TCM as listed in section A of TCM MSB 00-5C, dated October 10, 2000.

(ii) You may use each rotobroach bit to obtain up to six core samples. Replace the rotobroach after the sixth core sample, or before if the rotobroach does not cut with the maximum torque applied.

(iii) Maintain a record of each core sample obtained with each rotobroach bit used. Contact TCM to obtain additional rotobroach bits.

(iv) Do not exceed the torque limits specified in TCM MSB 00-5C, dated October 10, 2000, when obtaining the core sample.

(2) After obtaining the results of the core sample evaluation, disposition the crankshaft as follows:

(i) If TCM notifies you that the crankshaft is not serviceable, replace the crankshaft with a serviceable crankshaft of the same part number before further flight.

(ii) If TCM notifies you that the crankshaft is serviceable, the propeller assembly may be reinstalled.

Installation of Crankshafts

(b) After the effective date of this AD, do not install a crankshaft with a SN that is listed in MSB 00-5C, dated October 10, 2000, unless core samples have

ADs REQUIRING ADDITIONAL COMPLIANCE

MAJOR

N9923Y
AIRCRAFT REGISTRATION NO.

~~210~~ 21064641
AIRCRAFT SERIAL NO.

T210N
TYPE AIRCRAFT

adNote™

Garmin GNS 430

2001-23-17 N
AD NUMBER

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			NA GNS 430W	

Amendment 39-12516; Docket No. 99-CE-87-AD.

(a) ***What airplanes are affected by this AD?*** This AD applies to the GNS 430 units that are specified in paragraph (a)(1) of this AD and are installed on aircraft. These GNS 430 units are installed in, but not limited to, aircraft that are certificated in any category and presented in paragraph (a)(2) of this AD:

(1) GNS 430 Units, part number 011-00280-00: serial numbers 9630001, 96300002, 96300017, 96300028, 96300034, 96300040, 96300068, 96300104, 96300108, 96300122, 96300125, 96300130, 96300142, 96300149, 96300161, 96300165, 96300218, 96300222, 96300232, 96300269, 96300272, 96300308, 96300333, 96300340, 96300348, 96300354, 96300369, 96300372, 96300382, 96300394, 96300411, 96300413, 96300429, 96300437, 96300451, 96300484, 96300485, 96300489, 96300504, 96300506, 96300513, 96300522, 96300549, 96300563, 96300585, 96300587, 96300618, 96300621, 96300624, 96300628, 96300641, 96300653, 96300664, 96300713, 96300734, 96300756, 96300766, 96300781, 96300785, 96300786, 96300808, 96300831, 96300837, 96300842, 96300846, 96300866, 96300870, 96300872, 96300899, 96300916, 96300923, 96300925, 96300929, 96300941, 96300961, 96300984, 96300987, 96301021, 96301108, 96301130, 96301280, and 96301296 through 96303200.

(2) Aircraft with the GNS 430 Unit Installation (other aircraft could have field approval installations):

AD: REQUIRING ADDITIONAL COMPLIANCE

MAJOR FORM

N9923Y
AIRCRAFT REGISTRATION NO.

21044641
AIRCRAFT SERIAL NO.

T210N
TYPE AIRCRAFT

adNote™

2002-7-1 N/M
AD NUMBER

Horizontal Stabilizer Attach Brackets

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
11/3/09	3976.8	1972.4	NA Not installed	FAA IRS Q2AR598N

Amendment 39-12695; Docket No. 2001-CE-42-AD.

(a) ***What airplanes are affected by this AD?*** This AD affects the following airplane models and serial numbers that are certificated in any category:

Model	Serial numbers
P206C and TP206C	P206-0420 through P206-0519
P206D and TP206D	P206-0520 through P206-0603
P206E and TP206E	P20600604 through P20600647, and P206-0001
U206C and TU206C	U206-0915 through U206-1234
U206D and TU206D	U206-1235 through U206-1444, U20601445 through U20601587
U206E and TU206E	U20601588 through 20601700
U206F and TU206F	U20601701 through U20602588, and U20602590 through U20603521
U206G and TU206G	676, U20602589, and U20603522 through U20607020
	20700001 through 20700362

AD REQUIRING ADDITIONAL COMPLIANCE

MAJOR RE FORMS

N94234
AIRCRAFT REGISTRATION NO.

A 21064641
AIRCRAFT SERIAL NO.

T210N1
TYPE AIRCRAFT

adNote™

2002-26-3 N/M
AD NUMBER

Brackett Air Filter

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			NA NO STC	

Brackett Aircraft Company: Amendment 39-12988; Docket No. 2002-CE-38-AD.

(a) ***What airplanes are affected by this AD?*** This AD affects Brackett single screen air filter assemblies, part number BA-2410, that are installed on, but not limited to, the following aircraft that are certificated in any category and incorporate Supplemental Type Certificate (STC) No. SA71GL:

Cessna Model	Serial Nos.
TP206A, TP206B,	All serial numbers.
TP206C, TP206D,	
TP206E, TU206A,	
TU206B, TU206C,	

ADs REQUIRING ADDITIONAL COMPLIANCE

N9423Y
AIRCRAFT REGISTRATION NO.

21064641
AIRCRAFT SERIAL NO.

T210N
TYPE AIRCRAFT

adNote™

2003-13-17 N/M
AD NUMBER

T and W Propeller Inc.

If multi-engine: ☐ Left ☐ Right ☐ Front ☐ Rear Propeller Model:_____ Serial No.:_____

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			NA no work by T+W	

Hartzell Propeller, Inc., McCauley Propeller Systems, Sensenich Propeller Manufacturing Company, Inc., and Raytheon Aircraft Company Propellers: Amendment 39-13219. Docket No. 2003-NE- 13-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective July 18, 2003.

Affected Ads

(b) None.

Applicability: (c) This AD applies to Hartzell Propeller, Inc., McCauley Propeller Systems, Sensenich Propeller Manufacturing Company, Inc., and Raytheon Aircraft Company (formerly Beech Aircraft Corporation) propellers returned to service by T and W Propellers, Inc. of Chino, CA, and that have a propeller hub serial number (SN) listed in Table 1 of this AD. Table 1 follows:

(2) Clean,

(3) Inspect for the following:

(i) Cracks,

(ii) Corrosion,

(iii) Nicks,

(iv) Scratches,

(v) Blade minimum dimensions,

(vi) Chemical conversion coat or paint or both applied over corrosion,

(vii) Lack of chemical conversion coating,

(viii) Lack of paint on internal surfaces,

(ix) Bolts incorrectly torqued,

(x) Incorrect parts,

(xi) Incorrect installation of parts,

(xii) Reinstallation of parts intended for one-time use, and

(xiii) Lack of proper shot peening.

ADs REQUIRING ADDITIONAL COMPLIANCE

N9923Y
AIRCRAFT REGISTRATION NO.

21064641
AIRCRAFT SERIAL NO

T210N
TYPE AIRCRAFT

adNote

2004-8-10 N/M
AD NUMBER

ECI Cylinders

If multi-engine: ☐ Left ☐ Right ☐ Front ☐ Rear Engine Model/Serial No:_____

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			NA no STC	

Amendment 39-13579. Docket No. 2004-NE-07-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective May 5, 2004.

Affected Ads

(b) None.

Applicability

(c) This AD applies to Teledyne Continental Motors (TCM) TSIO- 520-NB, -VB, and -WB engines that are modified by supplemental type certificate (STC) SE4327SW, STC SE09104SC, or STC SE09261SC for operation at 325 HP or greater, (the so-called RAM TSIO-520-NB, -VB, or -WB Series III, IV, and VII reciprocating engines; and Teledyne Continental Motors (TCM) model 520 and 550 series reciprocating engines with certain ECi reciprocating engine cylinders, part number (P/N) AEC631397, installed. These engines are installed on, but not limited to the airplanes listed in the following Table 1:

Table 1.--List of Airplanes That Use the Affected Engines

Airplane manufacturer and model	Engine model
AERFER/AERMECCHI AM. 3	GTSIO-520-C
AERO COMMANDER: 200D 500A COLEMILL CONVERSION 685	IO-520-A IO-520-E GTSIO-520-K IO-520-K
AISA: F20, PEGASO	

Airplane manufacturer and model	Engine model
U206B, C, D, E, F	IO-520-F
TURBO SKYWAGON TU206 A	IO-520-C
TU206B, C, D, E, F	TSIO-520-C
STATIONAIR U206	IO-520-F
TU206	TIOS-520-C
U206FII-300	IO-520-F
U206G-300	IO-520-F

ADs REQUIRING ADDITIONAL COMPLIANCE

N9923Y
AIRCRAFT REGISTRATION NO.

21064641
AIRCRAFT SERIAL NO.

T210N
TYPE AIRCRAFT

adNote™

2005-14-11 N/M
AD NUMBER

Southern California Propeller Service

If multi-engine: ☐ Left ☐ Right ☐ Front ☐ Rear Propeller Model:_____ Serial No.:_____

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			NA no work	

Hartzell Propeller, Inc., McCauley Propeller Systems, and Sensenich Propeller Manufacturing Company, Inc. Propellers: Amendment 39-14188. Docket No. 2003-NE-53-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective August 17, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the Hartzell Propeller, Inc., McCauley Propeller Systems, and Sensenich Propeller Manufacturing Company, Inc. propeller models last returned to service by Southern California Propeller Service of Inglewood, CA., listed in the following Table 1:

are issuing this AD to prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane.

Compliance

(h) You are responsible for having the actions required by this AD performed within 10 hours time-in-service after the effective date of this AD.

Required Actions

(i) Perform the actions specified in paragraph (j) of this AD on propeller models listed in Table 1 of this AD. You can find information on performing the actions in the applicable propeller manufacturer's service documentation.

(j) Perform the following actions:

(1) Disassemble,

ADs REQUIRING ADDITIONAL COMPLIANCE

AIRCRAFT REGISTRATION NO.

AIRCRAFT SERIAL NO.

TYPE AIRCRAFT

adNote™

2006-3-8 N/M
AD NUMBER

Aero Advantage Vac. Pump

If multi-engine: ☐ Left ☐ Right ☐ Front ☐ Rear

Mfg./ Part No.:_____

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
		NA	Brand	

Amendment 39-14472; Docket No. FAA-2005- 20440; Directorate Identifier 2005-CE-05-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on March 10, 2006.

What Other ADs Are Affected by This Action?

(b) None.

What Airplanes Are Affected by This AD?

(c) This AD affects ADV200 series (part numbers (P/Ns) ADV211CC and ADV212CW) vacuum pumps installed on, but not limited to, the following aircraft that are certificated in any category. These vacuum pumps can be installed under supplemental type certificate number SA10126SC, through field approval, or other methods:

Make	Model
Alexandria Aircraft, LLC	14–19, 14–19–2, 14–19–3, 17–30, 17–31, 17–31TC, 17–30A, 17–31A, and 17–31ATC.
Alliance Aircraft Group, LLC	H–295 (USAF U10D).
American Champion Aircraft Corp	7AC, 7ECA, 7GC, 7GCA, 7GCAA, 7GCB, 7GCBC, 7HC, 7KC, 7KCAB, 8GCBC, and 8KCAB.
[illegible] Company, The	172, 172A, 172B, 172C, 172D, 172E, 172F, 172G, 172H, 172I, 172K, 172L, 172M, 172N, 172P, 172Q, 182, 182A, 182B, 182C, 182D, 182E, 182F, 182G, 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, 182R, R182, T182, TR182, 172RG, R172E, R172F, R172H, R172J, 152, A152, 210, 210–5 (205), 210–5A (205A), 210A, 210B, 210C, 210D, 210E, 210F, 210G, 210H, 210J, 210K, 210L, 210M, 210N, P210N, T210G, T210H, T210M, T210N, T210R, 185, 185A, 185B, 185C, 185D, 185E, 180, 180A, 180B, 180C, 180D, 180E, 180F, 180G,

ADs REQUIRING ADDITIONAL COMPLIANCE

MAJOR R… FORM…

N9923Y
AIRCRAFT REGISTRATION NO.

21064641
AIRCRAFT SERIAL NO.

T210N
TYPE AIRCRAFT

adNote™

2006-24-7 N/M
AD NUMBER

Oxford Aviation Limited

If multi-engine: ☐ Left ☐ Right ☐ Front ☐ Rear Propeller Model:_____ Serial No.:_____

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			NA no work	

Amendment 39-14836. Docket No. FAA-2005-20141; Directorate Identifier 2005-NE-01-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective January 3, 2007.

Affected Ads

(b) None.

Applicability

(c) This AD applies to Hartzell Propeller Inc. (formerly TRW Hartzell Propeller) and McCauley Propeller Systems (formerly Cessna Aircraft Co.) propellers that have a part number (P/N) and serial number (SN) listed in Table 1 or Table 2 of this AD, serviced by Oxford Aviation Limited, doing business as CSE Aviation. These propellers are installed on, but not limited to airplanes used in general aviation, agricultural, flight training, and charter businesses.

Aerotech Note: Tables 1 & 2 that were in this position of the original Airworthiness Directive have been moved to facilitate compilation of this adNote™.

Unsafe Condition

(d) This AD results from findings that CSE Aviation failed to perform some specific inspections and repairs. We are issuing this AD to detect potentially unsafe conditions that [illegible] propeller blade separating from the hub and loss of control of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

(f) For propellers listed by SN in Table 1 or Table 2 overhauled or repaired by CSE after November 2003, or overhauled by an FAA- approved propeller repair facility after October 2003, no further action is required.

All Propellers Listed by SN in Table 1 or Table 2

(g) Before further flight, perform a document search of airplane and propeller records to determine if the propeller was involved in a ground strike.

(h) If the propeller was involved in a ground strike, perform the requirements specified in paragraph (j) or paragraph (k) of this AD within 10 flight hours (FH) time-in-service (TIS) after the effective date of this AD, or 2 years after the effective date of this AD, whichever is earlier.

(i) For all propellers listed by SN in Table 1 or Table 2 of this AD, not involved in a ground strike, use the compliance schedule in the following Table 3 to perform the requirements specified in paragraph (j) or paragraph (k) of this AD as applicable.

ADs REQUIRING ADDITIONAL COMPLIANCE

MAJ

N9923Y
AIRCRAFT REGISTRATION NO.

21064641
AIRCRAFT SERIAL NO.

T210N
TYPE AIRCRAFT

adNote

2007-4-19 Rev. 1 N
AD NUMBER

Superior Cylinders

If multi-engine: ☐ Left ☐ Right ☐ Front ☐ Rear Engine Model/Serial No:_____

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
1/11/12			NA ~~Rebuilt~~ Installed	

Amendment 39-15005. Docket No. FAA-2006-25948; Directorate Identifier 2006-NE-32-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective May 7, 2007.

Affected ADs

(b) This AD revises AD 2007-04-19.

Applicability

(c) This AD applies to Superior Air Parts, Inc. (SAP), cylinder assemblies, manufactured between April 2005 and November 2005, part numbers (P/Ns): SA47000L-A1, SA47000L-A20P, SA47000S-A1, SA47000S- A20P, SA47000S-A21P, SA52000-A1, SA52000-A20P, SA52000-A21P, SA52000-A22P, SA52000-A23P, SA55000-A1, and SA55000-A20P, installed in Teledyne Continental Motors (TCM) 470, 520, and 550 series reciprocating engines. These P/N cylinder assemblies may be installed in the TCM engine models listed in the following Table 1.

Table 1.--Affected Teledyne Continental Engine Models

Engine Model	
O-470	-G, -K, -L, -M, -P, -R, -S, -U
IO-470	-C, -D, -E, -F, -G, -H, -L, -M, -N, -P, -R, -S, -U, -V
IO-520	- A, B, BA, C, CB, D, E, F, J, K, L, M, BB, MB
TSIO-520	- AF, B, BB, C, CE, D, DB, E, EB, G, H, J, JB, K, KB, L, LB, M, N, NB, P, R, T, UB, VB, WB
IO-550	- A, B, C, D, E, F, L

These engine models are installed in, but not limited to, the aircraft models listed in the following Table 2:

Aerotech Note: Table 2 has been moved to page 2 to facilitate compilation of this adNote™.

series reciprocating engines and Avco Lycoming 540 series reciprocating engines. These P/N cylinder assemblies may be installed in the LE and AL engine models listed in the following Table 3.

Table 3.--Affected Lycoming Engines and Avco Lycoming Engine Models

Engine Model	
O-320	-A, -B, -C, -D, -E, H
IO-320	-B, -D, -E
LIO-320	-B
AIO-320	-A, -B, -C
AEIO-320	-D, -E
O-360	-A, -B, -C, -D, -F, -G, -J
IO-360	- B, -L, -M
LO-360	-A
AEIO-360	-B, -H
HO-360	-C
HIO-360	-B
O-540	-A, -B, -E, -F, -G, -H, -J
IO-540	-A, -C, -D, -N, -T, -V, -W
AEIO-540	-D

These engine models are installed in, but not limited to, the aircraft models listed in the following Table 4:

Aerotech Note: Table 4 has been moved to pages 2, 3 & 4 to facilitate compilation of this adNote™.

These engine models are known to be installed in the aircraft models listed in the following

ADs REQUIRING ADDITIONAL COMPLIANCE

MAJOR FOR

N9923Y
AIRCRAFT REGISTRATION NO.

21064641
AIRCRAFT SERIAL NO.

T210N
TYPE AIRCRAFT

adNote™

2008-10-2 N/M
AD NUMBER

Alternate Static Source Valve

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
11/3/09	3976.8		NA by Valve PN	CRS Q2AR598N

Amendment 39-15508; Docket No. FAA-2008-0471; Directorate Identifier 2008-CE-025-AD.

Effective Date

(a) This AD becomes effective on May 12, 2008.

Affected ADs

(b) None.

Applicability

(c) This AD applies to airplanes listed in Table 1 and Table 2 of this AD that:

[illegible] part number (P/N) 2013142-18 alternate static air

T182T	T18208822 and T18208828.
208	20800417, 20800418, and 20800419.
208B	208B1294 through 208B1310.

Note 1: Airplanes listed in Table 1 may have also had the affected part installed as a replacement part.

Aerotech Note: Table 2 that was in this position in the Original FAA version of this Airworthiness Directive, has been moved to the bottom of page 2 to facilitate compilation of this adNote™.

ADs REQUIRING AD COMPLIANC

N9423Y
AIRCRAFT REGISTRATION NO.

21064641
AIRCRAFT SERIAL NO.

T210N
TYPE AIRCRAFT

adNote™

2008-26-10 Corr. N/M
AD NUMBER

Alternate Static Source Valve

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
11/3/09			NA by Value PN	CRS Q2AR598N

Amendment 39-15776; Docket No. FAA-2008-1328; Directorate Identifier 2008-CE-066-AD.

Effective Date

(a) This AD becomes effective on January 5, 2009.

Affected ADs

(b) This AD relates to AD 98-01-01, Amendment 39-10287 and AD 2008-10-02, Amendment 39-15508. These ADs can be found on the Internet at the following Web site: http://rgl.faa.gov/.

Applicability

(c) This AD applies to all serial numbers (S/Ns) of the airplanes listed in Table 1 of this AD, certificated in any category, that:

(1) Were initially delivered from the manufacturer between January 1, 1993, and March 31, 2008, unless the modification/rework required in AD 2008-10-02 has been done and you remain in compliance with that AD; or

(2) Have a part number (P/N) 2013142-18 installed as a replacement part

Note 1: The affected part was shipped from Cessna Parts Distribution (CPD) between January 1, 1993, and March 31, 2008.

Note 2: P/N 2013142-18 replaced P/Ns 2013142-9, -13, and -17.

Aerotech Note: Table 1 has been moved from this location in the Original FAA version of this Airworthiness Directive to page 3 to facilitate compilation of this **adNote™**.

Unsafe Condition

(d) This AD is the result of reports of improper installation of the part number identification placard on the alternate static air source selector valve. We are issuing this AD to prevent erroneous indications from the altimeter, airspeed, and vertical speed indicators, which could cause the pilot to react to incorrect flight information and possibly result in loss of control.

Compliance

(e) To address this problem, you must do the following, unless already done.

COMPLIANCE

N9423Y
AIRCRAFT REGISTRATION NO.

~~A~~ 21064641
AIRCRAFT SERIAL NO.

T210N
TYPE AIRCRAFT

adNote

2009-16-3 N/R
AD NUMBER

Continental Engine

If multi-engine: ☐ Left ☐ Right ☐ Front ☐ Rear Engine Model: _____ Serial No: _____

DATE	TOTAL TIME AT COMPL.	TACH OR RECORDING METER TIME AT COMPL.	METHOD OF COMPLIANCE	NEXT COMPL TOTAL TIME	DUE AT DATE, TACH, OR RECORDING METER TIME	AUTHORIZED SIGNATURE & NUMBER
1/11/12			Continental NA ~~522~~ cylinders			

Amendment 39-15986. Docket No. FAA-2007-0051; Directorate Identifier 2007-NE-37-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective September 9, 2009.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Teledyne Continental Motors (TCM) IO-520, TSIO-520, and IO-550 series reciprocating engines with SAP investment cast cylinder assemblies, part numbers (P/Ns) SA52000-A1, SA52000-A20P, SA52000-A21P, SA52000-A22P, SA52000-A23P, SA55000-A1, or SA55000-A20P, installed. These engines are installed on, but not limited to, the airplanes listed in Table 1 of

(iii) If you see air bubbles, indicating air leakage, on the side of the cylinder head, or near the head-to-cylinder interface, replace the cylinder assembly before further flight.

(h) Thereafter, repeat the cylinder visual inspections and compression tests within 50 FH time-since-last inspection (TSLI) until the cylinders reach their time-between-overhaul (TBO) limits specified in Teledyne Continental Aircraft Engine Service Information Letter SIL98-9A, Revision A, dated March 28, 2003.

Replacing SAP Cylinder Assemblies

(i) For TCM IO-520, TSIO-520, and IO-550 series reciprocating engines with SAP investment cast cylinder assemblies, P/Ns SA52000- A1, SA52000-A20P, SA52000-A21P, SA52000-A22P, SA52000-A23P, SA55000- A1, or SA55000-A20P, replace the SAP cylinder head assembly at the first TBO after the effective date of this AD. Engines that were already overhauled may continue in service

ADs REQUIRING ADDITIONAL COMPLIANCE

MAJOR REP
FORMS

N9923Y
AIRCRAFT REGISTRATION NO.

2106461
AIRCRAFT SERIAL NO

T210N
TYPE AIRCRAFT

adNote

2009-19-7 N/R
AD NUMBER

Continental Engine

If multi-engine: ☐ Left ☐ Right ☐ Front ☐ Rear Engine Model: _____ Serial No: _____

DATE	TOTAL TIME AT COMPL.	TACH OR RECORDING METER TIME AT COMPL.	METHOD OF COMPLIANCE	NEXT COMPL TOTAL TIME	DUE AT DATE, TACH, OR RECORDING METER TIME	AUTHORIZED SIGNATURE & NUMBER
1/11/12			NA ~~Cont.~~ EQ3 cylinders			

Amendment 39-16023. Docket No. FAA-2009-0367; Directorate Identifier 2009-NE-10-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective October 7, 2009.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Teledyne Continental Motors (TCM) O-470, IO-470, TSIO-470, IO-520, TSIO-520, IO-550, and IOF-550 reciprocating engine models

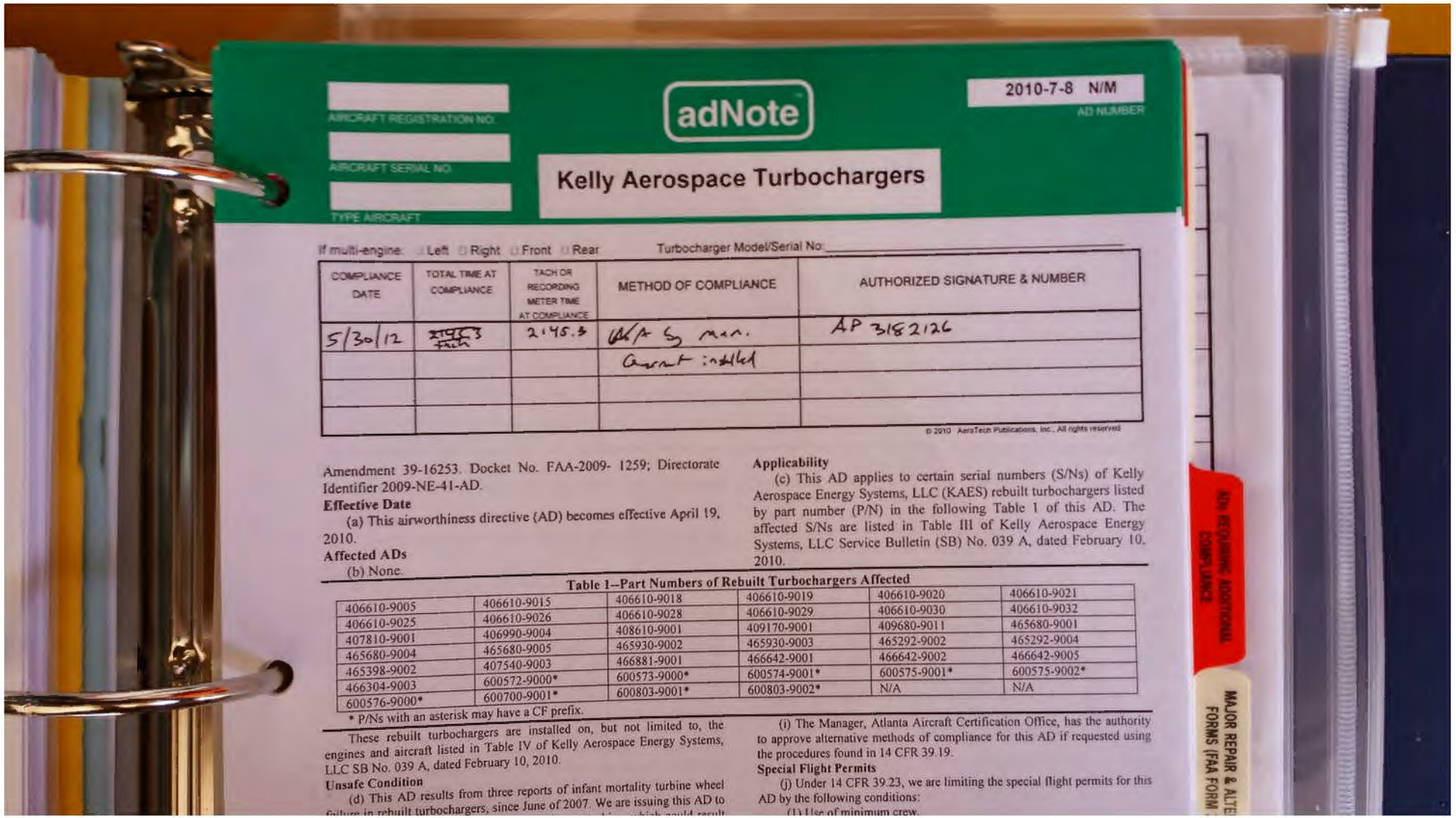
(2) For EQ3 cylinders with fewer than 400 hours total time of operation on the effective date of this AD, perform an initial visual inspection of the cylinder for cracks before reaching 400 hours total time of operation, using Step 2, paragraph B, of TCM MSB No. MSB09-1B, dated July 14, 2009.

(3) Remove from service before flight, any cylinders found cracked.

Repetitive Visual Inspections

(h) Repeat the visual inspections required by this AD every 50 hours of operation. Use Step 2, paragraph B, of TCM MSB No. MSB09- 1B, dated July 14, 2009, to perform the inspection.

ADs REQUIRING ADDITIONAL COMPLIANCE



AIRCRAFT REGISTRATION NO.

AIRCRAFT SERIAL NO.

TYPE AIRCRAFT

adNote

2010-7-8 N/M

AD NUMBER

Kelly Aerospace Turbochargers

If multi-engine: ☐ Left ☐ Right ☐ Front ☐ Rear Turbocharger Model/Serial No:

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
5/30/12	2195.3 Tach	2145.3	W/A by Mech.	AP 3182126
			Aircraft installed	

Amendment 39-16253. Docket No. FAA-2009- 1259; Directorate Identifier 2009-NE-41-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective April 19, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to certain serial numbers (S/Ns) of Kelly Aerospace Energy Systems, LLC (KAES) rebuilt turbochargers listed by part number (P/N) in the following Table 1 of this AD. The affected S/Ns are listed in Table III of Kelly Aerospace Energy Systems, LLC Service Bulletin (SB) No. 039 A, dated February 10, 2010.

Table 1--Part Numbers of Rebuilt Turbochargers Affected

406610-9005	406610-9015	406610-9018	406610-9019	406610-9020	406610-9021
406610-9025	406610-9026	406610-9028	406610-9029	406610-9030	406610-9032
407810-9001	406990-9004	408610-9001	409170-9001	409680-9011	465680-9001
465680-9004	465680-9005	465930-9002	465930-9003	465292-9002	465292-9004
465398-9002	407540-9003	466881-9001	466642-9001	466642-9002	466642-9005
466304-9003	600572-9000*	600573-9000*	600574-9001*	600575-9001*	600575-9002*
600576-9000*	600700-9001*	600803-9001*	600803-9002*	N/A	N/A

* P/Ns with an asterisk may have a CF prefix.

These rebuilt turbochargers are installed on, but not limited to, the engines and aircraft listed in Table IV of Kelly Aerospace Energy Systems, LLC SB No. 039 A, dated February 10, 2010.

Unsafe Condition

(d) This AD results from three reports of infant mortality turbine wheel failure in rebuilt turbochargers, since June of 2007. We are issuing this AD to

(i) The Manager, Atlanta Aircraft Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Special Flight Permits

(j) Under 14 CFR 39.23, we are limiting the special flight permits for this AD by the following conditions:

(1) Use of minimum crew.

AD REQUIRING ADDITIONAL COMPLIANCE

MAJOR REPAIR & ALTE
FORMS (FAA FORM

N9923Y
AIRCRAFT REGISTRATION NO.

21064641
AIRCRAFT SERIAL NO.

T210N
TYPE AIRCRAFT

adNote™

2010-11-4 N/M
AD NUMBER

Teledyne Continental Engine

If multi-engine: ☐ Left ☐ Right ☐ Front ☐ Rear Engine Model/Serial No:_____

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			N/A no lifter replacement since OH 1998	

Amendment 39-16309, Docket No. FAA-2009- 1156; Directorate Identifier 2009-NE-38-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective June 16, 2010.

Affected ADs

(b) This AD supersedes AD **2009-24-52**.

Applicability

(c) This AD applies to all Teledyne Continental Motors (TCM) **240**, **346**, **360**, **470**, **520**, and **550** series and Rolls-Royce Motors, Ltd. **(R-RM) IO-240-A** reciprocating engines with hydraulic lifters, part numbers (P/Ns) 657913, 657915, or 657916, installed. These engines are installed on, but not limited to, general aviation airplanes.

Unsafe Condition

(d) This AD results from TCM reporting another occurrence of rapid wear on the face of hydraulic lifters, P/Ns 657913, 657915, and 657916, and from the need to expand the applicability of this AD to include the **TCM 346** series engines and the **R-RM IO-240-A** reciprocating engines. We are issuing this AD to prevent excessive hydraulic lifter wear, which can result in loss of engine power and

December 4, 2009, Section I. Action Required, paragraphs 1. through 3. to determine the P/N of the lifters.

Replacing the Lifters

(h) If your engine has any affected hydraulic lifters, replace the hydraulic lifters using TCM MSB No. MSB09-8A, dated December 4, 2009, Step 2, paragraphs 2.a.1) through 2.b.4).

Installation Prohibition

(i) After the effective date of this AD, do not install any hydraulic lifters, P/Ns 657913, 657915, or 657916, into any TCM 240, 346, 360, 470, 520, or 550 series or R-RM IO-240-A reciprocating engine.

Alternative Methods of Compliance

(j) The Manager, Atlanta Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Special Flight Permits

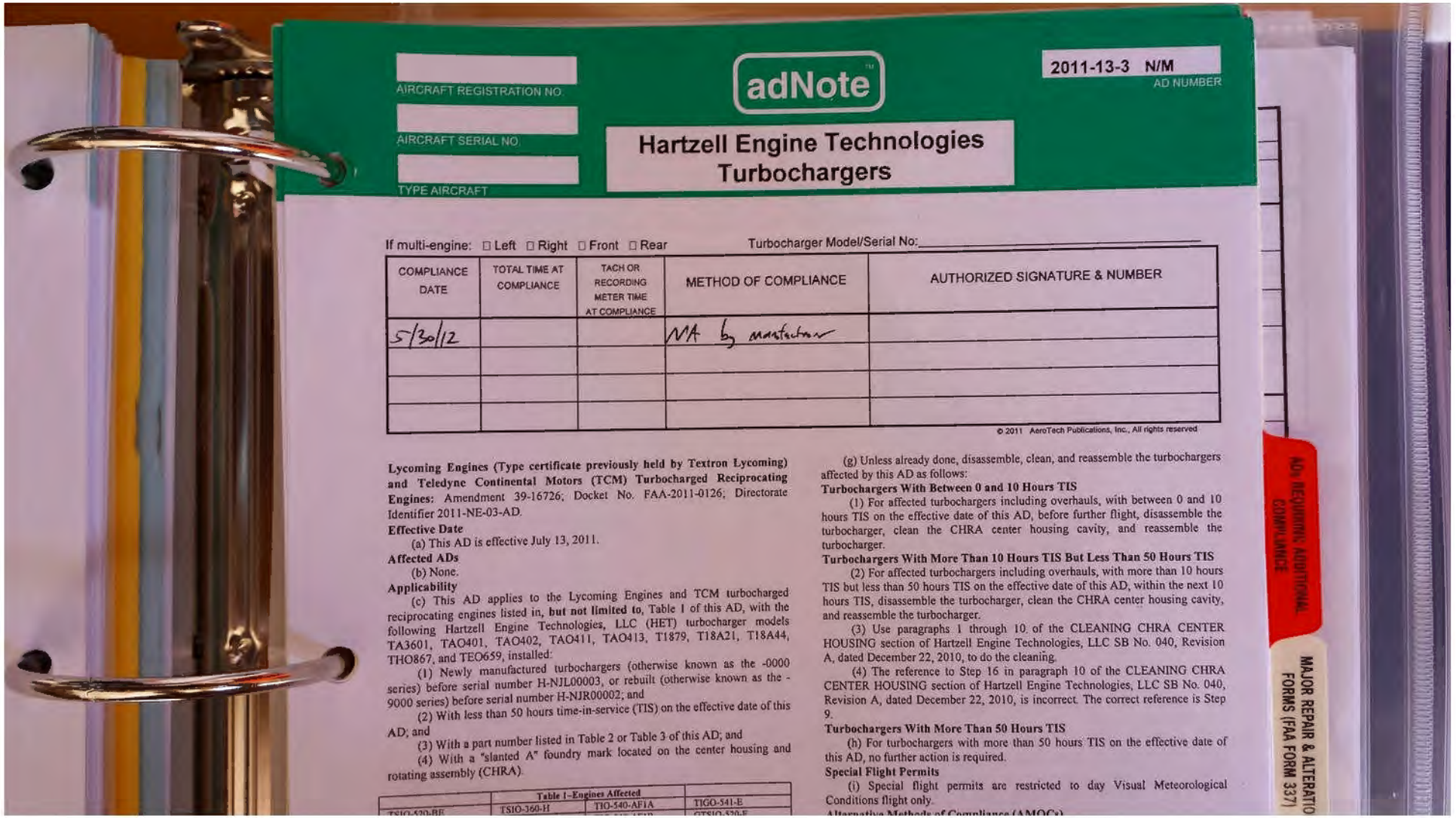
(k) We will not approve any special flight permits.

Related Information

(l) Contact Anthony Holton, Aerospace Engineer, Atlanta Certification Office, FAA, Small Airplane Directorate, 1701 Columbia Avenue, College Park, GA 30337; e-mail: anthony.holton@faa.gov; telephone (404) 474-5567; fax (404) 474-

ADs REQUIRING ADDITIONAL COMPLIANCE

MAJOR REPAIR & ALTE FORMS /FAA FORM



AIRCRAFT REGISTRATION NO.

AIRCRAFT SERIAL NO.

TYPE AIRCRAFT

adNote

2011-13-3 N/M
AD NUMBER

Hartzell Engine Technologies Turbochargers

If multi-engine: ☐ Left ☐ Right ☐ Front ☐ Rear Turbocharger Model/Serial No:_____

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
5/30/12			MA by manufacturer	

Lycoming Engines (Type certificate previously held by Textron Lycoming) and Teledyne Continental Motors (TCM) Turbocharged Reciprocating Engines: Amendment 39-16726; Docket No. FAA-2011-0126; Directorate Identifier 2011-NE-03-AD.

Effective Date

(a) This AD is effective July 13, 2011.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the Lycoming Engines and TCM turbocharged reciprocating engines listed in, **but not limited to**, Table 1 of this AD, with the following Hartzell Engine Technologies, LLC (HET) turbocharger models TA3601, TAO401, TAO402, TAO411, TAO413, T1879, T18A21, T18A44, THO867, and TEO659, installed:

(1) Newly manufactured turbochargers (otherwise known as the -0000 series) before serial number H-NJL00003, or rebuilt (otherwise known as the -9000 series) before serial number H-NJR00002; and

(2) With less than 50 hours time-in-service (TIS) on the effective date of this AD; and

(3) With a part number listed in Table 2 or Table 3 of this AD; and

(4) With a "slanted A" foundry mark located on the center housing and rotating assembly (CHRA).

Table 1–Engines Affected			
TSIO-520-BE	TSIO-360-H	TIO-540-AF1A	TIGO-541-E

(g) Unless already done, disassemble, clean, and reassemble the turbochargers affected by this AD as follows:

Turbochargers With Between 0 and 10 Hours TIS

(1) For affected turbochargers including overhauls, with between 0 and 10 hours TIS on the effective date of this AD, before further flight, disassemble the turbocharger, clean the CHRA center housing cavity, and reassemble the turbocharger.

Turbochargers With More Than 10 Hours TIS But Less Than 50 Hours TIS

(2) For affected turbochargers including overhauls, with more than 10 hours TIS but less than 50 hours TIS on the effective date of this AD, within the next 10 hours TIS, disassemble the turbocharger, clean the CHRA center housing cavity, and reassemble the turbocharger.

(3) Use paragraphs 1 through 10 of the CLEANING CHRA CENTER HOUSING section of Hartzell Engine Technologies, LLC SB No. 040, Revision A, dated December 22, 2010, to do the cleaning.

(4) The reference to Step 16 in paragraph 10 of the CLEANING CHRA CENTER HOUSING section of Hartzell Engine Technologies, LLC SB No. 040, Revision A, dated December 22, 2010, is incorrect. The correct reference is Step 9.

Turbochargers With More Than 50 Hours TIS

(h) For turbochargers with more than 50 hours TIS on the effective date of this AD, no further action is required.

Special Flight Permits

(i) Special flight permits are restricted to day Visual Meteorological Conditions flight only.

Alternative Methods of Compliance (AMOCs)

ADs REQUIRING ADDITIONAL COMPLIANCE

MAJOR REPAIR & ALTERATIO FORMS (FAA FORM 337)

N99234
AIRCRAFT REGISTRATION NO.

21064641
AIRCRAFT SERIAL NO.

T210N
TYPE AIRCRAFT

adNote™

2012-10-4 N/M
AD NUMBER

Lower Wing Spar Caps

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
5/30/12	4150	2145.3	Inspection SBL 57-01	AP 3182126

Amendment 39-17053; Docket No. FAA-2012-0534; Directorate Identifier 2012-CE-015-AD.

(a) Effective Date

This AD is effective June 5, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the following Cessna model airplanes listed in paragraphs (c)(1) through (c)(13) of this AD, certificated in any category:

(1) 210G: Serial numbers (S/Ns) 21058819 through 21058936,

(2) T210G: S/Ns T210-0198 through T210-0307,

(3) 210H: S/Ns 21058937 through 21059061,

(4) T210H: S/Ns T210-0308 through T210-0392,

(5) 210J: S/Ns 21059062 through 21059199,

(6) T210J: S/Ns 21058140, and T210-0393 through T210-0454,

(7) 210K and T210K: S/Ns 21059200 through 21059502,

(8) 210L and T210L: S/Ns 21059503 through 21061041, and 21061043 through 21061573,

[illegible] S/Ns 21061042, 21061574 through

this AD), do the following in accordance with Cessna Single Engine Service Letter SEL-57-01, Revision 1, dated May 9, 2012:

(i) Before further flight after June 5, 2012 (the effective date of this AD), do an external visual inspection of the outer skin underneath the main spar cap fitting between wing station (WS) 25.25 and WS 45.00 for cracks.

(ii) If no cracks are found during the inspection required in paragraph (g)(1)(i) of this AD, within the next 5 hours TIS after June 5, 2012 (the effective date of this AD), do an internal visual inspection of the wing lower main spar caps between WS 25.25 and WS 45.00 for cracks.

(2) For airplanes with 5,000 hours TIS or more, but less than 10,000 hours TIS as of June 5, 2012 (the effective date of this AD), within the next 25 hours TIS after June 5, 2012 (the effective date of this AD), do an internal visual inspection of the wing lower main spar caps between WS 25.25 and WS 45.00 for cracks in accordance with Cessna Single Engine Service Letter

ADs REQUIRING ADDITIONAL COMPLIANCE

MAJOR REPAIR & ALTERATION FORMS (FAA FORM 337)

adlog

Applicable Airworthiness Directives

ID No: 27936
Page No: 1
Date: 12/18/13

Model T210N; S/N: 21064641; Tail No: N9723Y

AD NUMBER	TYPE*	SUBJECT	Supersedes AD Number	N/A
		ENGINE(s): TSIO-520-R		
		PROPELLER(s): D3A34C402		
		MAGNETO(s): Bendix 'S' Series		
71-09-07R1	(R)	EXHAUST GAS ENTERING CABIN		
76-07-12R1	NM	BENDIX IGNITION SWITCH		
77-05-04	NM	CONTINENTAL ENGINE		
81-24-06	NM	CONTINENTAL ENGINE		
82-13-01	N	BENDIX MAGNETO		
82-20-01	N	BENDIX MAGNETO		
82-27-02R1	N	McCAULEY PROPELLER		
84-24-02	(R)	INDUCTION AIR FILTERS		
86-01-06	NM	AIRBORNE DRY AIR PUMP		
86-05-02	NM	UNITED INSTRUMENTS ALTIMETER		
96-13-04R3	NM	CONTINENTAL ENGINE		
86-19-11	N	FUEL RESERVOIR QUICK DRAINS		
87-17-06	N	AM-SAF SEAT BELT ASSEMBLIES		
88-03-06	N	CONTINENTAL OIL FILTERS		
88-22-07	N	AEROQUIP HOSE ASSEMBLIES		
91-19-03	N	CHAMPION OIL FILTER		
93-05-06	(R)	IGNITION SWITCH		
93-08-17	N	CONTINENTAL ENGINE		
93-10-02	N	CONTINENTAL ENGINE		
93-13-09	N	AIR INDUCTION HOSE FAILURE		
94-01-03R2	N	BENDIX MAGNETO	73-07-04	
94-06-09	N	TCM (BENDIX) MAGNETO		
94-12-08	N	FUEL SYSTEM	92-26-04	
96-12-22	N	OIL FILTER ADAPTERS		
97-26-17	N	CONTINENTAL/ROLLS-ROYCE ENGINE	87-23-08	
98-01-08	N	CONTINENTAL ENGINE		
98-05-14R1	NM	AFM LIMITATION		
98-14-02	N	ALLIEDSIGNAL KT-76A TRANSPONDER		
98-21-21R1	NM	INFLATABLE DOOR SEALS		
98-23-01	NM	VAC. PUMP COUPLING		

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Applicable Airworthiness Directives

ID No: 27838
Page No: 2
Date: 12/18/13

Model: T210N, S/N: 21064641, Tail No: N9923Y

AD NUMBER	TYPE*	SUBJECT	Supersedes AD Number	N
		ENGINE(s): TSIO-520-R		
		PROPELLER(s): D3A34C402		
		MAGNETO(s): Bendix 'S' Series		
99-19-01	N	CONTINENTAL ENGINE	99-09-17	
2000-06-01	N	FUEL FILTER STANDPIPE		
2000-23-21	NM	TELEDYNE CONTINENTAL ENGINE	2000-08-51	
2001-23-17	N	GARMIN GNS 430		
2002-07-01	NM	HORIZONTAL STABILIZER ATTACH BRACKETS		
2002-26-03	NM	BRACKETT AIR FILTER		
2003-13-17	NM	T AND W PROPELLER INC.		
2004-08-10	NM	ECI CYLINDERS		
2005-14-11	NM	SOUTHERN CALIFORNIA PROPELLER SERVICE		
2006-03-08	NM	AERO ADVANTAGE VAC. PUMP		
2006-24-07	NM	OXFORD AVIATION LIMITED		
2007-04-19R1	N	SUPERIOR CYLINDERS		
2008-10-02	NM	ALTERNATE STATIC SOURCE VALVE		
2008-26-10C	NM	ALTERNATE STATIC SOURCE VALVE		
2009-16-03	NR	CONTINENTAL ENGINE		
2009-19-07	NR	CONTINENTAL ENGINE		
2010-07-08	NM	KELLY AEROSPACE TURBOCHARGERS		
2010-11-04	NM	TELEDYNE CONTINENTAL ENGINE	2009-24-52	
2011-10-09	(R)	SEAT RAILS & SEAT ASSEMBLIES	87-20-03R2	
2011-13-03	NM	HARTZELL ENG. TECHNOLOGIES TURBOCHARGERS		
2012-10-04	NM	LOWER WING SPAR CAPS		
2012-10-52	N	HARTZELL ENG. TECHNOLOGIES TURBOCHARGER		

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N9923Y
AIRCRAFT REGISTRATION NO.

~~20T~~ 21064641
AIRCRAFT SERIAL NO.

T210N
TYPE AIRCRAFT

adNote™

2014-5-29 N/R
AD NUMBER

Continental Engine

If multi-engine: ☐ Left ☐ Right ☐ Front ☐ Rear Engine Model: _____ Serial No: _____

DATE	TOTAL TIME AT COMPL.	TACH OR RECORDING METER TIME AT COMPL.	METHOD OF COMPLIANCE	NEXT COMPL DUE AT		AUTHORIZED SIGNATURE & NUMBER
				TOTAL TIME	DATE, TACH, OR RECORDING METER TIME	
3/28/14			NA - Cont. Cylinders			

Amendment 39-17801; Docket No. FAA-2007-0051; Directorate Identifier 2007-NE-37-AD.

(ii) To check the cylinder, apply a 2-percent soapy water solution to the side of the leaking cylinder.

(iii) If you see air bubbles, indicating air leakage, on the side of the cylinder head,

ADs REQUIRING ADDITIONAL COMPLIANCE

THE adlog® AIRCRAFT MAINTENANCE RECORDKEEPING SYSTEM

Applicable Airworthiness Directives

ID No: 27838
Page No: 1
Date: 12/18/13

Model: T210N, S/N: 21064641, Tail No: N9923Y

AD NUMBER	TYPE*	SUBJECT	Supersedes AD Number	N.A.**
		ENGINE(s): TSIO-520-R		
		PROPELLER(s): D3A34C402		
		MAGNETO(s): Bendix 'S' Series		
71-09-07R1	(R)	EXHAUST GAS ENTERING CABIN		
76-07-12R1	NR	BENDIX IGNITION SWITCH		
77-05-04	NR	CONTINENTAL ENGINE		
81-24-06	NR	CONTINENTAL ENGINE		
82-13-01	R	BENDIX MAGNETO		
82-20-01	N	BENDIX MAGNETO		
82-27-02R1	N	McCAULEY PROPELLER		
84-26-02	(R)	INDUCTION AIR FILTERS		
86-01-06	N	AIRBORNE DRY AIR PUMP		
86-05-02	NM	UNITED INSTRUMENTS ALTIMETER		
86-13-04R3	NR	CONTINENTAL ENGINE		
86-19-11	N	FUEL RESERVOIR QUICK DRAINS		
87-17-06	N	AM-SAF SEAT BELT ASSEMBLIES		
88-03-06	N	CONTINENTAL OIL FILTERS		
88-22-07	N	AEROQUIP HOSE ASSEMBLIES		
91-19-03	N	CHAMPION OIL FILTER		
93-05-06	(R)	IGNITION SWITCH		
93-08-17	N	CONTINENTAL ENGINE		
93-10-02	N	CONTINENTAL ENGINE		
93-13-09	N	AIR INDUCTION HOSE FAILURE		
94-01-03R2	N	BENDIX MAGNETO	73-07-04	
94-06-09	N	TCM (BENDIX) MAGNETO		
94-12-08	N	FUEL SYSTEM	92-26-04	
96-12-22	R	OIL FILTER ADAPTERS		
97-26-17	R	CONTINENTAL/ROLLS-ROYCE ENGINE	87-23-08	
98-01-08	N	CONTINENTAL ENGINE		
98-05-14R1	NM	AFM LIMITATION		
98-14-03	N	ALLIEDSIGNAL KT-76A TRANSPONDER		
98-21-21R1	NM	INFLATABLE DOOR SEALS		
98-23-01	NM	VAC. PUMP COUPLING		

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Applicable Airworthiness Directives

ID No: 27838
Page No: 2
Date: 12/18/13

Model: T210N, S/N: 21064641, Tail No: N9923Y

AD NUMBER	TYPE*	SUBJECT	Supersedes AD Number	N/A**
		ENGINE(s): TSIO-520-R		
		PROPELLER(s): D3A34C402		
		MAGNETO(s): Bendix 'S' Series		
99-19-01	N	CONTINENTAL ENGINE	99-09-17	
2000-06-01	N	FUEL FILTER STANDPIPE		
2000-23-21	~~NM~~	TELEDYNE CONTINENTAL ENGINE	2000-08-51	
2001-23-17	~~N~~	GARMIN GNS 430		
2002-07-01	NM	HORIZONTAL STABILIZER ATTACH BRACKETS		
2002-26-03	~~NM~~	BRACKETT AIR FILTER		
2003-13-17	NM	T AND W PROPELLER INC.		
2004-08-10	~~NM~~	ECI CYLINDERS		
2005-14-11	~~NM~~	SOUTHERN CALIFORNIA PROPELLER SERVICE		
2006-03-08	~~NM~~	AERO ADVANTAGE VAC. PUMP		
2006-24-07	~~NM~~	OXFORD AVIATION LIMITED		
2007-04-19R1	~~N~~	SUPERIOR CYLINDERS		
2008-10-02	NM	ALTERNATE STATIC SOURCE VALVE		
2008-26-10C	~~NM~~	ALTERNATE STATIC SOURCE VALVE		
2009-16-03	~~NR~~	CONTINENTAL ENGINE		
2009-19-07	~~NR~~	CONTINENTAL ENGINE		
2010-07-08	~~NM~~	KELLY AEROSPACE TURBOCHARGERS		
2010-11-04	NM	TELEDYNE CONTINENTAL ENGINE	2009-24-52	
2011-10-09	(R)	SEAT RAILS & SEAT ASSEMBLIES	87-20-05R2	
2011-13-03	~~NM~~	HARTZELL ENG. TECHNOLOGIES TURBOCHARGERS		
2012-10-04	~~NM~~	LOWER WING SPAR CAPS		
2012-10-52	~~N~~	HARTZELL ENG. TECHNOLOGIES TURBOCHARGER		
[illegible]	NR	[illegible]		

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Applicable Airworthiness Directives

adlog AIRCRAFT MAINTENANCE RECORDKEEPING SYSTEM

ID No: 27838
Page No: 1
Date: 12/20/2019

Model: T210N, S/N: 21064641, Tail No: N9923Y

AD NUMBER	TYPE*	SUBJECT	Supersedes AD Number	N/A**
		ENGINE: TSIO-520-R		
		PROPELLER: D3A34C402		
		MAGNETO: BENDIX-S		
71-09-07R1	R	EXHAUST GAS ENTERING CABIN		
76-07-12R1	NR	BENDIX IGNITION SWITCH		
77-05-04	NR	CONTINENTAL ENGINE		
81-24-06	NR	CONTINENTAL ENGINE		
82-13-01	NR	BENDIX MAGNETO		
82-20-01	N	BENDIX MAGNETO		
82-27-02R1	N	MCCAULEY PROPELLER		
84-26-02	R	INDUCTION AIR FILTERS		
86-01-06	NM	AIRBORNE DRY AIR PUMP		
86-05-02	NM	UNITED INSTRUMENTS ALTIMETER		
86-13-04R3	R	CONTINENTAL ENGINE		
86-19-11	N	QUICK-DRAIN INSTALLATION		
87-17-06	N	AM-SAF SEAT BELT ASSEMBLIES		
88-03-06	N	CONTINENTAL OIL FILTERS	61-03-02	
88-22-07	N	AEROQUIP HOSE ASSEMBLIES		
91-19-03	N	CHAMPION OIL FILTER		
93-05-06	R	IGNITION SWITCH		
93-08-17	N	CONTINENTAL ENGINE		
93-10-02	N	CONTINENTAL ENGINE		
93-13-09	N	AIR INDUCTION HOSE FAILURE		
94-01-03R2	N	BENDIX MAGNETO	73-07-04	
94-06-09	N	TCM (BENDIX) MAGNETO		
94-12-08	N	FUEL SYSTEM	92-26-04	
96-12-22	R	OIL FILTER ADAPTERS		
97-26-17	R	CONTINENTAL/ROLLS-ROYCE ENGINE	87-23-08	
98-01-08	N	CONTINENTAL ENGINE		
98-05-14R1	NM	AFM LIMITATION		
98-14-03	N	ALLIEDSIGNAL KT-76A TRANSPONDER		
98-21-21R1	NM	INFLATABLE DOOR SEALS		
98-23-01	N	VAC. PUMP COUPLING		
99-19-01	N	CONTINENTAL ENGINE	99-09-17	

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Applicable Airworthiness Directives

adlog AIRCRAFT MAINTENANCE RECORDKEEPING SYSTEM

ID No: 27838
Page No: 2
Date: 12/20/2019

Model: T210N, S/N: 21064641, Tail No: N9923Y

AD NUMBER	TYPE*	SUBJECT	Supersedes AD Number	N/A**
		ENGINE: TSIO-520-R		
		PROPELLER: D3A34C402		
		MAGNETO: BENDIX-S		
2000-06-01	N	FUEL FILTER STANDPIPE		
2000-23-21	NM	TELEDYNE CONTINENTAL ENGINE	2000-08-51	
2001-23-17	N	GARMIN GNS 430		
2002-07-01	NM	HORIZONTAL STABILIZER ATTACH BRACKETS		
2002-26-03	NM	BRACKETT AIR FILTER		
2003-13-17	NM	T AND W PROPELLER INC.		
2004-08-10	NM	ECI CYLINDERS	2005-26-10	
2005-14-11	NM	SOUTHERN CALIFORNIA PROPELLER SERVICE		
2006-03-08	NM	AERO ADVANTAGE VAC. PUMP		
2006-24-07	NM	OXFORD AVIATION LIMITED		
2007-04-19R1	N	SUPERIOR CYLINDERS		
2008-10-02	NM	ALTERNATE STATIC SOURCE VALVE		
2008-26-10C	NM	ALTERNATE STATIC SOURCE VALVE		
2009-19-07	NR	CONTINENTAL ENGINE		
2010-07-08	NM	KELLY AEROSPACE TURBOCHARGERS		
2010-11-04	NM	TELEDYNE CONTINENTAL ENGINE	2009-24-52	
2011-10-09	R	SEAT RAILS & SEAT ASSEMBLIES	87-20-03R2	
2011-13-03	NM	HARTZELL ENG. TECHNOLOGIES TURBOCHARGERS		
2012-10-04	NM	LOWER WING SPAR CAPS		
2012-10-52	N	HARTZELL ENG. TECHNOLOGIES TURBOCHARGER		
2014-05-29	NR	CONTINENTAL ENGINE	2009-16-03	
2016-16-12	NM	ECi CYLINDERS		
2017-04-06	NM	UNITED ALTIMETER		

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