Pella IA 50219

United States

FAA Airworthiness Directives Compliance Record

Company:

Category: Airframe

Position:

ATP Revision: 3/14/2022

Aircraft Registration No: N1713H

Manufacturer: Cirrus Design Corp.

P/N:

Model: SR22T

S/N: 0944

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2022-03-15 3/21/2022	[2 - 10 10 11 11 11 11 11 11 11 11 11 11 11	3/14/2022 Hrs: C:	not applicable per equipment not installed	No	D: Hrs: C: \	Classic Aviation, Inc. 3362480/A&P/IA Shane L Vande Voort
2012-01-11 2/29/2012	To inspect and modify the air box flange welds and slots and install induction system air box seals as applicable	2/4/2021 Hrs: C:	Not applicable per serial number	No	D: Hrs: C:	3362480/A&P/IA Shane Vande Voort

Category: Engine

Manufacturer: Continental Motors

Model: TSIO-550-K

Position:

P/N:

S/N: 1011225

ATP Revision: 3/14/2022

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2020-16-11 9/21/2020	To Prevent Failure of the Engine. If Not Addressed, Could Result in Failure of the Engine, In-Flight Shutdown, and Forced Landing	2/4/2021 Hrs: C:	Not applicable per cylinder part numbers	No	D: Hrs: C:	Classic Aviation, Inc. 3362480/A&P/IA Shane VandeVoort M. JAWA

CATP

3/15/2022 8:47:37 AM

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3/15/22, 8:47 AM			XtraExport			
Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2016-21-04 11/18/2016	fitting and engine, IFSD, and loss of the airplane	2/4/2021 Hrs: C:	Previously complied with, cross fitting not installed	No	D: Hrs: C:	3362480/A&P/IA Shane VandeVgort Lin Jallor
2016-16-12 9/15/2016	assemblies, which could lead to failure of the engine, in-flight,contd.	2/4/2021 Hrs: C:	Not applicable per ECI cylinders not installed	No	D: Hrs: C:	3362480/A&P/IA Shane VandeVoort
2012-10-13 5/8/2012	which could cause oil scavenge pump failure and engine,contd.	C:	Not applicable per serial number and manufacture date	No	D: Hrs: C:	3362480/A&P/IA Shane VandeVoort
012-03-06 C /24/2012	To prevent an in-flight engine shutdown due to a failed fuel servo diaphragm, and damage to the airplane	2/4/2021 Hrs: C:	Not applicable per AvStar fuel servo not installed	No	D: Hrs: C:	3362480/A&P/IA Shane VandeYoort
011-25-51 2/28/2011	Superseded by 2012-10-13	 Hrs: C:		No	D: Hrs: C:	3362480/A&P/IA
010-11-04 16/2010	To prevent excessive hydraulic lifter wear, which can result in loss of engine power & loss of control of the airplane	2/4/2021 Hrs: C:	Not applicable per serial number	No	D: Hrs: C:	3362480/A&P/IA Shane Vande Voort
09-24-52 E /18/2009	Superseded by 2010-11-04	 Hrs: C:		No	D: Hrs: C:	3362480/A&P/IA
04-08-10 5/2004	To prevent loss of engine power due to cracks in the cylinder head & possible engine failure caused, contd.	2/4/2021 Hrs: C:	Not applicable per not modified by STC	No	D: Hrs: C:	3362480/A&P/IA Shane VandeVoort
00-00-01 /22/2001	Important for Cessna Oil Filter Adapter Assemblies listed in AD 96-12-22	 Hrs: C:	dalija in die jagen Ekologische policy aus 24	No	D: Hrs: C:	3362480/A&P/IA

Description	Complied	Compliance	Recur	Next Due	Authorized By Signed
To prevent crankshaft connecting rod journal fracture, which could result in total engine power, contd.	2/4/2021 Hrs: C:	Not Applicable per serial number	No	D: Hrs: C:	3362480/A&P/IA Shane VandeVoort Sur J. J. J.
Superseded by 2000-23-21	 Hrs: C:	The same of the sa	No	D: Hrs: C:	3362480/A&P/IA
To prevent crankshaft failure due to crankshaft cheek cracks, which could result in total engine power loss,contd.	2/4/2021 Hrs: C:	Not applicable per serial number	No	D: Hrs: C:	3362480/A&P/IA Shane Vande Voort
Superseded by 99-19-01	 Hrs: C:		No	D: Hrs: C:	3362480/A&P/IA
ENGINE OIL CAUSED BY LOOSE OR	2/4/2021 Hrs: C:	Not applicable per Cessna Adapter not installed	No	D: Hrs: C:	3362480/A&P/IA QL IST
		Not applicable per serial number	No	D: Hrs: C:	3362480/A&P/IA Shane Vande Voort
	To prevent crankshaft connecting rod journal fracture, which could result in total engine power,contd. Superseded by 2000-23-21 To prevent crankshaft failure due to crankshaft cheek cracks, which could result in total engine power loss,contd. Superseded by 99-19-01 [Recurring] TO PREVENT LOSS OF ENGINE OIL CAUSED BY LOOSE OR SEPARATED OIL FILTER ADAPTERS, WHICH COULD RESULT IN ENGINE,CONTD. TO PREVENT AN ENGINE FAILURE DUE TO A MISSING CYLINDER VALVE	To prevent crankshaft connecting rod journal fracture, which could result in total engine power, contd. Superseded by 2000-23-21 To prevent crankshaft failure due to crankshaft cheek cracks, which could result in total engine power loss, contd. Superseded by 99-19-01 Forevent crankshaft failure due to crankshaft cheek cracks, which could result in total engine power loss, contd. C: [Recurring] TO PREVENT LOSS OF ENGINE OIL CAUSED BY LOOSE OR SEPARATED OIL FILTER ADAPTERS, WHICH COULD RESULT IN ENGINE, CONTD. TO PREVENT AN ENGINE FAILURE DUE TO A MISSING CYLINDER VALVE Hrs:	To prevent crankshaft connecting rod journal fracture, which could result in total engine power, contd. Superseded by 2000-23-21 To prevent crankshaft failure due to C: To prevent crankshaft failure due to crankshaft cheek cracks, which could result in total engine power loss, contd. Superseded by 99-19-01 For prevent crankshaft failure due to C: To prevent cr	To prevent crankshaft connecting rod journal fracture, which could result in total engine power,contd. Superseded by 2000-23-21 To prevent crankshaft failure due to C: Not applicable per No Cessna Adapter not installed Not applicable per Cessna Adapter not installed Not applicable per No Cessna Adapter not installed Not applicable per No Cessna Adapter not installed Not applicable per No Separate Oil Filter Adapters, WHICH COULD RESULT IN ENGINE FAILURE DUE TO A MISSING CYLINDER WALVE Hrs: Separate Oil Amissing CYLINDER WALVE Hrs: Not applicable per No Serial number No Serial number	To prevent crankshaft connecting rod journal fracture, which could result in total engine power,contd.

Manufacturer: Hartzell Propeller Model: PHC-J3Y1F-1

P/N:

S/N: NJ1018B

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2007-26-09 1/30/2008	To prevent failure of the propeller blade from fatigue cracks in the aluminum blade shank radius, which can,contd.	2/4/2021 Hrs: C:	Not applicable per blade type	No	D: Hrs: C:	3362480/A&P/IA Shane Vande Voort

ssue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2005-14-11 8/17/2005		2/4/2021 Hrs: C:	Not applicable per not returned to service by Southern California propeller	No	D: Hrs: C:	3362480/A&P/IA Shane VandeVoort
2002-09-08 6/13/2002	Superseded by 2007-26-09	 Hrs: C:	Stanton St.	No	D: Hrs: C:	3362480/A&P/IA
2001-07-03 C 6/4/2001	To prevent propeller failure of the propellers returned to service by BASCO, & possible loss of airplane control	2/4/2021 Hrs: C:	Not applicable per not returned to service by BASCO	No	D: Hrs: C:	3362480/A&P/IA

ATP Revision: 3/14/2022

Manufacturer: ACS Products Company Model: IGNITION SWITCHES

ssue Number Effective Date Amendment #	Description	Complied	Method of	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
93-05-06 4/29/1993	[Recurring] TO PREVENT FAILURE OF IGNITION SWITCHES		Due at 2000 hours TIS	Yes	D: Hrs: 2000 C:	3362480/A&P/IA Shane Wande Woort

Category: Magnetos

Manufacturer: Continental Motors

P/N: BL-500556-101

Model: S6-20 SERIES

S/N: D19EA330R & D18CA168R

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
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