AD NOTES COMPLIANCE RECORD

Airframe - Mooney - M-20F SN: 690012 688.8 Tach 3392.92 AFTT Prepared by Greg Churchill AP3876841IA

Engine - Lycoming Engines - IO-360-A1A SN: L-5774-51A 912.9 ESOH 3392.92 ETT

Propeller - Hartzell - ( )HC-( )( )Y( ) SN: CH28690E 926.9 PTT x Greg Churchill

Appliance - Magnetos - Slick LT SN: 96060693 66.8 MSOH

Appliance - Magnetos - Slick RT SN: 03030497 580.6 MTT

Appliance - Ignition Switches - Bendix

AD#	Applicable S.B. # & Subject	Date & Hours @ Comp.	Method of Compliance	One Time	Recurring	Next Comp. @ Hrs/Date	Authorized Signature & Number
64-16-05	Oil seal failure		NA per Date of Manufacture.	X			
66-06-03	Connecting rod assemblies		NA per Serial No and per Date of Manufacture.	X			
66-20-04	Oil filter adaptor gasket		NA - Affected Parts not Installed.	X			
67-22-06	Fuel diaphragm		NA per Parts List Suffix No.	X			
67-22-07	Rudder assembly		NA per Serial No.	X			
71-05-02 R4	Crankshaft main bearings	4Jun71 1186AFTT	PCW - See engine logbook #2 engine overhaul.	X			
71-11-02	Hydraulic tappet plunger		NA per Serial No.	X			
73-21-01	Rod end bearing lubrication	06Sep24 3392AFTT	CW para(a)(c) by inspection and lubrication of all flight controls and landing gear systems.		X	Sep2025 3492AFTT	
73-23-01	Piston pin failures		NA per Serial No.	X			
74-18-05	Slick magnetos		NA per Model No.	X			
74-18-05	Slick magnetos		NA per Model No.	X			
75-04-09 R1	Landing gear actuator		NA per Date of Manufacture.	X			
75-08-09	Oil pump		NA per Serial No.	X			
75-09-08	Engine mount	06Sep24 3392AFTT	CW by inspection. No defects noted.		X	3492AFTT	
75-09-15	Fuel flow divider gasket	12May75 1045Tach	PCW - See engine logbook # 2.	X			
75-23-04	Dukes gear actuator		NA - Affected Parts not Installed.	X			
76-07-12	Bendix switches	06Sep24 3392AFTT	CW by operational check. No defects noted		X	3492AFTT	
76-10-05	Fuel pressure switch diaphragm		NA per Serial No.	X			
77-08-06	Oil cooler		NA per Model No.	X			
77-17-04	Control wheel shaft	06Sep24 3392AFTT	CW by installation of Mooney SB Kit M20-205-001 on both yoke shafts for terminating action.	X			
77-18-01	Stewart-Warner oil cooler	30Jan79 1521Tach	PCW - See airframe logbook # 2.	X			
78-15-02	Main ldg gear side brace bolts	30Jan79 1521Tach	PCW - See airframe logbook # 2.	X			
78-17-01	Pacific Comm. ELT "Alert 50"		NA per Serial No.	X			

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78-23-10	Center body bellows seal assembly		NA per Parts List Suffix No.	X			
79-04-05	Fuel diaphragm		NA per Parts List Suffix No and date of overhaul (5/29/15).	X			
79-06-04	Edo-Aire Mitchell pitch servo		NA per registration number.	X			
80-06-05	Slick magnetos		NA per Model No.	X			
80-06-05	Slick magnetos		NA per Model No.	X			
80-13-03	Fuel filter installation	18Jun81 1554Tach	PCW - See airframe logbook # 2.	X			
81-16-05	Slick magnetos		NA per Model No.	X			
81-16-05	Slick magnetos		NA per Model No.	X			
85-24-03	Water entrapment in fuel tanks	06Sep24 3392AFTT	CW para(b) by installation of new fuel cap O-rings.	X			
90-04-06 R1	Prop governor oil line	06Sep24 3392AFTT	CW by replacement of oil line and installation of support clamps.	X			
92-12-05	Piston pin failure		NA - Affected Parts not Installed.	X			
93-11-11	AC, Textron, Rajay fuel pumps		NA per date of pump overhaul.	X			
95-07-01	Connecting rod bolts		NA - Affected Parts not Installed.	X			
95-26-02	Low octane detonation		NA per Registration No.	X			
96-09-10	Oil Pumps	30Apr88 1736Tach	PCW by compliance with AD81-18-04 by installation of new oil pump assy and housing.	X			
96-23-03	High pressure fuel pumps		NA - Affected Parts not Installed.	X			
97-15-11	Piston pin		NA - Affected Parts not Installed.	X			
97-26-08	Fuel filler cap		NA - Affected Parts not Installed.	X			
98-02-08	Crankshaft corrosion		NA by installation of constant speed prop.	X			
98-17-11	Crankshafts		NA - Affected Parts not Installed.	X			
98-24-11	To detect and correct cracked aileron control links	06Sep24 3392AFTT	CW by installation of used servicable aileron control links with gussets per Mooney SB M20-264 for terminating action.	X			
99-04-04	Magneto impulse coupling		NA per Model No.	X			
99-04-04	Magneto impulse coupling		NA per Model No.	X			
2001-07-03	CORRECTION - Prevent propeller failure of the propellers returned to service by BASCO		NA per Serial No.	X			
2001-23-08	Prevent failure of the propeller hub resulting from cracks		NA by aircraft type installed on.	X			
2003-01-03	Prevent in-flight propeller blade separation		NA per Model No.	X			
2003-03-20	Prevent fatigue failure of the original propeller hub and blades		NA per Model No.	X			
2003-13-17	Maintenance by T&W Propellers Inc.		NA- no work performed by T&W.	X			
2003-14-03	Prevent rotary fuel pump leaks		NA - Affected Parts not Installed.	X			

AD#	Applicable S.B. # & Subject	Date & Hours @ Comp.	Method of Compliance	One Time	Recurring	Next Comp. @ Hrs/Date	Authorized Signature & Number
2004-10-14	CORRECTION - Prevent loosening or failure of the crankshaft gear retaining bolt		NA until prop strike.		X	Propstrike	
2004-25-04	Prevent water from entering the fuel bladders		NA - Affected Parts not Installed.	X			
2005-14-11	Maintenance by Southern California Propeller Service		NA- no work performed by SCPS.	X			
2005-19-11	Prevent failure of the crankshaft		NA - Affected Parts not Installed.	X			
2006-06-16	To prevent failure of the crankshaft		NA - Affected Parts not Installed.	X			
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		NA- no work performed by Oxford Aviation Limited.	X			
2007-26-09	To prevent failure of the propeller blade from fatigue cracks in the blade shank radius		NA per Date of Manufacture and Blade SN.	X			
2008-13-28	To prevent failure of the propeller hub		NA per Model No.	X			
2009-02-03	To prevent a lean running engine		NA - Affected Parts not Installed. G stamped on fuel servo plug.	X			
2009-22-03	To prevent failure of the propeller hub causing blade separation and subsequent loss of airplane control	30Sep23 636Tach	PCW - See prop logbook #1		X	736.8Tach	
2011-26-07	To prevent engine failure due to migration of the magneto impulse coupling stop pin		NA per Engine Make and Model No.	X			
2011-26-07	To prevent engine failure due to migration of the magneto impulse coupling stop pin		NA per Engine Make and Model No.	X			
2012-03-06	To prevent an in-flight shutdown due to a failed fuel servo diaphragm		NA - Affected Parts not Installed.	X			
2012-03-07	To address a "machined-from-billet" HA-6 carburetor having a loose mixture control sleeve that rotated in the carburetor body		NA - Affected Parts not Installed.	X			
2012-05-09	To address failure of the tail pitch trim assembly	12Jun14 130.2Tach	PCW - See airframe logbook #3.	X			
2012-19-01	To prevent failure of the crankshaft		NA - Affected Parts not Installed.	X			
2015-19-07	External Fuel Injector Lines	06Sep24 3392AFTT	CW by inspection and replacement of loose clamps. No other defects noted.		X	3502AFTT	
2017-16-11	Engine Connecting Rod Assemblies Integrity		NA - Affected Parts not Installed.	X			
2023-02-04	Corrosion and Cracking of the Hybrid Elevator Balance Weight		NA - Affected Parts not Installed.	X			
2023-17-04	STC F&M or Stratus Oil Filter Adapter Fiber Gasket Oil Loss		NA - Affected Parts not Installed.	X			
2024-14-03	Autopilot System Software Update		NA - Affected Parts not Installed.	X			

Content Revision: 6/6/2014 File ID: 9068V Aircraft Registration: N9068V

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	**Category**	**Model**			**Part #:**	
Mooney Aircraft Corp.	Airframe	M20F			**Serial #:**	
67-22-07 8/21/1967 ©ATP	TO PREVENT WATER RETENTION IN THE RUDDER ASSEMBLY ©ATP		N/A by S/N	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
72-12-02 1/1/1972 ©ATP	Superseded by 73-21-01 ©ATP		Supersededxxxxxxxxxxxxxxxxxxxxxxxxxxxx	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
73-21-01 10/10/1973 ©ATP	TO PREVENT CORROSION AND/OR MISRIGGING IN THE FLIGHT CONTROL AND LANDING GEAR SYSTEMS WHICH MAY, CONTD. ©ATP	6/12/2014 130.2 Tach	Complied with by inspection, lube, and rigging check, no defects noted.	Recur ©ATP	230.2 Tach or 6/12/2015	1. Anderson Aircraft Service 2. 3. 4. Signature: E. M. Lu AP3063427TA
75-04-09 3/20/1975 ©ATP	TO PREVENT FAILURE OF THE LANDING GEAR ACTUATOR ©ATP		N/A by S/N	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
75-09-08 4/30/1975 ©ATP	TO DETECT CRACKED ENGINE MOUNT MEMBERS ©ATP	6/12/2014 130.2	Complied wth by inspection, no defects noted.	Recur ©ATP	230.2	1. Anderson Aircraft Service 2. 3. 4. Signature: E. M. Lu AP3063427TA
75-23-04 12/8/1975 ©ATP	TO PREVENT FURTHER FAILURES OF THE ELECTRIC LANDING GEAR ACTUATOR, DUKES P/N 4196-00-1C ©ATP		PT1 2/13/76 1882TT PT II 5/7/96 2758.4TT	Recur ©ATP	N/A	1. Anderson Aircraft Service 2. 3. 4. Signature:

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Manufacturer	**Category**	**Model**				**Part #:**
Mooney Aircraft Corp.	Airframe	M20F				**Serial #:**
76-10-05 5/19/1976 ©ATP	TO PREVENT FUEL FROM LEAKING IN THE CABIN AS A RESULT OF A CRACKED DIAPHRAGM IN THE LOW FUEL PRESSURE SWITCH ©ATP		N/A by S/N	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
77-08-06 7/25/1977 ©ATP	TO PREVENT LOSS OF ENGINE OIL ©ATP		N/A by oil cooler P/N	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
77-17-04 7/7/1978 ©ATP	TO PREVENT FAILURE OF THE CONTROL WHEEL SHAFT DUE TO CRACKING WITH ASSOCIATED CRACK GROWTH ©ATP	8/7/1991 2563.36TT	P/C/W	Recur ©ATP	3063.36	1. Anderson Aircraft Service 2. 3. 4. Signature:
77-18-01 8/31/1977 ©ATP	TO PREVENT OVERHEATING OF ENGINE OIL ©ATP	1/30/1979 1521	P/C/W	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
78-15-02 8/1/1978 ©ATP	TO PREVENT POSSIBLE FAILURE OF THE MAIN LANDING GEAR SIDE BRACE BOLTS ©ATP	1/30/1979 1521	P/C/W	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
78-17-01 8/21/1978 ©ATP	TO ASSURE THAT THE EMERGENCY LOCATOR TRANSMITTER WILL RADIATE A PROPER SIGNAL WHEN ACTIVATED DURING, CONTD. ©ATP		N/A by ELT model installed	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:

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Manufacturer	**Category**	**Model**				**Part #:**
Mooney Aircraft Corp.	Airframe	M20F				**Serial #:**
79-06-04 3/26/1979 ©ATP	TO PREVENT ELEVATOR CONTROL LOCK ©ATP		N/A by registration number	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
80-13-03 6/20/1980 ©ATP	TO PREVENT LOSS OF BOTH FUEL PUMPS ©ATP	6/18/1981 1554.81 Tach	P/C/W	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
85-24-03 1/6/1986 ©ATP	TO PRECLUDE FUEL CONTAMINATION AND WATER ENTRAPMENT IN THE FUEL TANKS ©ATP	3/1/1986 2517.8 Tach	P/C/W	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
97-26-08 1/20/1998 ©ATP	TO PREVENT LOSS OF ENGINE POWER & FUEL DEPLETION DURING FLIGHT CAUSED BY A FALSE FUEL GAUGE READING ©ATP	7/23/2003 2812.3 TT	P/C/W inspected and found lanyards removed per SB M20-59	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
98-24-11 12/28/1998 ©ATP	TO DETECT AND CORRECT CRACKED AILERON CONTROL LINKS, WHICH COULD RESULT IN LOSS OF AILERON CONTROL AND,CONTD. ©ATP	8/2/1999 2797.3 TT	P/C/W	Recur ©ATP	Next due Tach 193.2/2897.3 TT	1. Anderson Aircraft Service 2. 3. 4. Signature:
2004-25-04 1/21/2005 ©ATP	To assist in preventing water from entering the fuel bladders, which could result in rough engine,contd. ©ATP		N/A not installed	Recur ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:

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Manufacturer: Mooney Aircraft Corp. 2012-05-09 3/20/2012 ©ATP	Category: Airframe Model: M20F To inspect the trim fitting, hinge, and filler plate of the tail pitch trim assembly for correct positioning,contd. ©ATP	6/12/2014 130.2 Tach	Complied with by compliance with SBM20-313A, no defects noted. Sent compliance card to Mooney Aircraft	Once ©ATP	Part #: Serial #: Signature:	1.Anderson Aircraft Service 2. 3. 4. AP3063927IA

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 Textron Lycoming	Category Engine	Model IO-360-A1A				Part #: Serial #:
64-16-05 7/10/1964 ©ATP	TO PRECLUDE THE POSSIBILITY OF ENGINE OIL BEING DRAINED OVERBOARD AS A RESULT OF OIL SEAL FAILURE, CONTD. ©ATP		N/A by MFG Date	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
66-06-03 1/16/1969 ©ATP	TO PREVENT FURTHER FAILURES OF CONNECTING ROD ASSEMBLIES, P/N 74503 AND P/N 74308 ©ATP		N/A by MFG Date	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
66-20-04 8/27/1966 ©ATP	TO PREVENT FURTHER FAILURES OF OIL FILTER ADAPTER GASKET, P/N 74904 ©ATP		N/A by Filter Type	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
67-22-06 8/9/1967 ©ATP	TO PREVENT POSSIBLE FAILURES OF THE DELRIN STEMMED FUEL DIAPHRAGM ASSEMBLY P/N 2520887 OR 2523067 ©ATP		N/A by part installed	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
71-05-02 R(4) 2/13/1973 ©ATP	TO PREVENT SHIFTING AND POSSIBLE FAILURES OF THE CRANKCASE MAIN BEARINGS ©ATP	6/4/1971 1186.2	Major Overhaul Performed	Recur ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
71-11-02 3/14/1972 ©ATP	TO PREVENT VALVE FAILURES REPLACE THE INTAKE AND EXHAUST HYDRAULIC TAPPET PLUNGER ASSEMBLY P/N 76290, CONTD. ©ATP		N/A by S/N	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:

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 Textron Lycoming	**Category** Engine	**Model** IO-360-A1A				**Part #:** **Serial #:**
73-23-01 R(4) 1/13/1977 ©ATP	TO PREVENT PISTON PIN FAILURES RESULTING FROM GRINDING CRACKS WHICH OCCURRED DURING MANUFACTURE ©ATP		N/A by S/N	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
75-08-09 R(3) 8/18/1977 ©ATP	TO PREVENT OIL PUMP FAILURES, INSPECT, REPLACE AND ASSEMBLE THE OIL PUMP DRIVE SHAFT AND DRIVE IMPELLER ©ATP		N/A by S/N	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
75-09-15 4/30/1975 ©ATP	TO PREVENT POSSIBLE FUEL STARVATION TO THE ENGINE ©ATP	5/12/1075 1045 Tach	P/C/W	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
78-23-10 11/7/1978 ©ATP	TO PREVENT AN IN-FLIGHT POWER LOSS DUE TO AN OVER RICH CONDITION, CONTD. ©ATP		N/A by parts list #	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
79-04-05 9/26/1979 ©ATP	TO PREVENT AN IN-FLIGHT POWER LOSS DUE TO THE SEPARATION OF THE P/N 2529192 REGULATOR DIAPHRAGM STEM ASSEMBLY ©ATP		N/A by S/N	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
81-18-04 R2 6/7/1982 ©ATP	Superseded by 96-09-10 ©ATP		Supersededxxxxxxxxxxxxxxxxxxxxxxxxxxxx	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:

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Manufacturer Textron Lycoming	Category Engine	Model IO-360-A1A			Part #: Serial #:	
90-04-06 R1 5/28/1991 ©ATP	TO PREVENT OIL LINE FRACTURE AND LOSS OF ENGINE OIL ©ATP		PCW by installation of flex line and steel fittings. Replacement of hose do at overhaul	Once ©ATP		1.Anderson Aircraft Service 2. 3. 4. Signature:
91-14-22 8/19/1991 ©ATP	Superseded by 2004-10-14 ©ATP		Supersededxxxxxxxxxxxxxxxxxxxxxxxxxxxx	Recur ©ATP		1.Anderson Aircraft Service 2. 3. 4. Signature:
92-12-05 7/10/1992 ©ATP	TO PREVENT PISTON PIN FAILURE, OR PISTON RELEASE, AND ENGINE FAILURE ©ATP		N/A by S/N	Once ©ATP		1.Anderson Aircraft Service 2. 3. 4. Signature:
93-02-05 6/14/1993 ©ATP	Superseded by 2002-26-01 ©ATP		Supersededxxxxxxxxxxxxxxxxxxxxxxxxxxxx	Recur ©ATP		1.Anderson Aircraft Service 2. 3. 4. Signature:
94-14-13 L 6/23/1994 ©ATP	Superseded by 95-26-02 ©ATP		Supersededxxxxxxxxxxxxxxxxxxxxxxxxxxxx	Once ©ATP		1.Anderson Aircraft Service 2. 3. 4. Signature:
95-07-01 4/12/1995 ©ATP	TO PREVENT ENGINE FAILURE DUE TO CONNECTING ROD BOLT FAILURE, WHICH COULD RESULT IN DAMAGE TO OR LOSS,CONTD. ©ATP		N/A by Date	Once ©ATP		1.Anderson Aircraft Service 2. 3. 4. Signature:

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Manufacturer Textron Lycoming	**Category** Engine	**Model** IO-360-A1A				**Part #:** **Serial #:**
95-26-02 1/24/1996 ©ATP	TO PREVENT DETONATION DUE TO LOW OCTANE, WHICH CAN RESULT IN SEVERE ENGINE DAMAGE AND SUBSEQUENT FAILURE ©ATP		N/A by M/N and Registration number	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
96-09-10 C 7/15/1996 ©ATP	TO PREVENT OIL PUMP FAILURE DUE TO IMPELLER FAILURE, WHICH COULD RESULT IN AN ENGINE FAILURE ©ATP	4/30/1988 1736 Tach	P/C/W N/A. C/W AD81-18-04 Replacement of oil pump gears	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
96-23-03 12/17/1996 ©ATP	TO PREVENT AN INFLIGHT ENGINE FAILURE DUE TO FUEL STARVATION, WHICH COULD RESULT IN A FORCED LANDING ©ATP		N/A by date, pump not installed	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
97-01-03 1/21/1997 ©ATP	Superseded by 97-15-11 ©ATP		Supersededxxxxxxxxxxxxxxxxxxxxxxxxxxx	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
97-15-11 8/12/1997 ©ATP	TO PREVENT PISTON PIN FAILURE, WHICH COULD RESULT IN ENGINE FAILURE ©ATP		N/A not listed in SB527C and no cylinder work done at this time	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
98-02-08 3/30/1998 ©ATP	TO PREVENT CRANKSHAFT FAILURE, WHICH CAN RESULT IN ENGINE FAILURE, PROPELLER SEPARATION, FORCED LANDING, AND,CONTD. ©ATP		N/A by Propeller Model	Recur ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:

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Manufacturer Textron Lycoming	Category Engine	Model IO-360-A1A				Part #: Serial #:
98-17-11 C 10/19/1998 ©ATP	TO PREVENT CRANKSHAFT FAILURE DUE TO CRACKING, WHICH COULD RESULT IN AN INFLIGHT ENGINE FAILURE AND POSSIBLE,CONTD. ©ATP		N/A not repaired by Nelson Balancing	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
98-18-12 9/28/1998 ©ATP	Superseded by 2003-14-03 ©ATP		Supersededxxxxxxxxxxxxxxxxxxxxxxxxx	Recur ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
2002-26-01 1/31/2003 ©ATP	Superseded by 2008-14-07 ©ATP		Supersededxxxxxxxxxxxxxxxxxxxxxxxxx	Recur ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
2003-14-03 8/14/2003 ©ATP	To prevent rotary fuel pump leaks, which could result in an engine failure, engine fire, and damage to or,contd. ©ATP		N/A not installed	Recur ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
2004-10-14 C 6/25/2004 ©ATP	To prevent loosening or failure of the crankshaft gear retaining bolt, which may cause sudden engine failure ©ATP		Due At Prop strike or sudden stoppage	Recur ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
2005-19-11 10/21/2005 ©ATP	To prevent failure of the crankshaft, which could result in total engine power loss, in-flight failure, and,contd. ©ATP		N/A by Date.	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:

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 Textron Lycoming	Category Engine	Model IO-360-A1A			Part #: Serial #:	
2006-06-16 4/27/2006 ©ATP	To prevent failure of the crankshaft, which could result in total engine power loss, in-flight engine,contd. ©ATP		N/A by Date	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
2006-20-09 11/3/2006 ©ATP	Superseded by 2012-19-01 ©ATP		Supersededxxxxxxxxxxxxxxxxxxxxxxxxxxxx	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
2008-06-51 E 3/12/2008 ©ATP	Superseded by 2008-08-14 ©ATP		Supersededxxxxxxxxxxxxxxxxxxxxxxxxxxxx	Recur ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
2008-08-14 4/29/2008 ©ATP	Superseded by 2009-02-03 ©ATP		Supersededxxxxxxxxxxxxxxxxxxxxxxxxxxxx	Recur ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
2008-14-07 8/14/2008 ©ATP	Superseded by 2011-26-04 ©ATP		Supersededxxxxxxxxxxxxxxxxxxxxxxxxxxxx	Recur ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
2009-02-03 2/9/2009 ©ATP	To prevent a lean running engine, which could result in a substantial loss of engine power and subsequent,contd. ©ATP		N/A no record of service on or after date specified.	Recur ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:

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 Textron Lycoming	Category Engine	Model IO-360-A1A				Part #: Serial #:
2011-15-10 8/16/2011 ©ATP	Superseded by 2012-03-06 ©ATP		Superseded	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
2011-26-04 1/25/2012 ©ATP	To prevent failure of the fuel injector fuel lines that would allow fuel to spray into the engine compartment,contd. ©ATP	6/12/2014 130.2	C/W by inspection, no defects noted.	Recur ©ATP	230.2 or 6/12/2015	1. Anderson Aircraft Service 2. 3. 4. Signature:
2012-03-06 C 2/24/2012 ©ATP	To prevent an in-flight engine shutdown due to a failed fuel servo diaphragm, and damage to the airplane ©ATP		N/A not installed	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
2012-19-01 10/24/2012 ©ATP	To prevent failure of the crankshaft, which will result in total engine power loss, in-flight engine,contd. ©ATP		N/A no work completed after date specified.	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:

AP3060392IA

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 Hartzell Propeller	**Category** Propeller	**Model** HC-C2YK-1				**Part #:** **Serial #:**
64-20-01 **8/28/1964** ©ATP	PLASTIC PITCH CHANGE BLOCKS ©ATP		N/A by S/N	Recur ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
70-02-01 **1/1/1970** ©ATP	Superseded by 73-10-03 ©ATP		Supersededxxxxxxxxxxxxxxxxxxxxxxxxxxxx	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
70-16-03 R **1/1/1970** ©ATP	Superseded by 77-12-06 ©ATP		Supersededxxxxxxxxxxxxxxxxxxxxxxxxxxxx	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
73-10-03 **1/1/1973** ©ATP	Superseded by 77-12-06 ©ATP		Supersededxxxxxxxxxxxxxxxxxxxxxxxxxxxx	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
74-15-02 **1/1/1974** ©ATP	Superseded by 77-12-06 ©ATP		Supersededxxxxxxxxxxxxxxxxxxxxxxxxxxxx	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
75-07-05 **5/1/1977** ©ATP	Superseded by 77-12-06 ©ATP		Supersededxxxxxxxxxxxxxxxxxxxxxxxxxxxx	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:

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 Hartzell Propeller	**Category** Propeller	**Model** HC-C2YK-1				**Part #:** **Serial #:**
77-12-06 R(2) **12/21/1977** ©ATP	Superseded by 2002-09-08 ©ATP		Supersededxxxxxxxxxxxxxxxxxxxxxxxxxxxx	Recur ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
90-02-23 L **2/5/1990** ©ATP	Superseded by 2001-23-08 ©ATP		Supersededxxxxxxxxxxxxxxxxxxxxxxxxxxxx	Recur ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
2001-07-03 C **6/4/2001** ©ATP	To prevent propeller failure of the propellers returned to service by BASCO, & possible loss of airplane control ©ATP		N/A by S/N	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
2001-23-08 **12/24/2001** ©ATP	To prevent failure of the propeller hub resulting from cracks, that can cause blade separation & subsequent,contd. ©ATP		N/A not installed on acrobatic or agricultural aircraft.	Recur ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
2002-09-08 **6/13/2002** ©ATP	Superseded by 2007-26-09 ©ATP		Supersededxxxxxxxxxxxxxxxxxxxxxxxxxxxx	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
2003-01-03 **1/23/2003** ©ATP	To prevent in-flight propeller blade separation resulting in airframe and engine damage, & possible loss of the airplane ©ATP		N/A by S/N	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:

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 Hartzell Propeller	Category Propeller	Model HC-C2YK-1			Part #: Serial #:	
2003-06-02 4/29/2003 ©ATP	To prevent propeller blade separation, damage to the airplane, and possible loss of the airplane ©ATP		N/A TKS not installed	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. 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		N/A not returned to service by T&W	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. 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		N/A not returned to service by Southern California Propeller	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
2006-18-15 9/25/2006 ©ATP	Superseded by 2009-22-03 ©ATP		Supersededxxxxxxxxxxxxxxxxxxxxxxxxxxxx	Recur ©ATP		1. Anderson Aircraft Service 2. 3. 4. 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		N/A not serviced by oxford aviation	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:
2007-26-09 1/30/2008 ©ATP	To prevent failure of the propeller blade from fatigue cracks in the aluminum blade shank radius, which can,contd. ©ATP	1/22/1988	P/C/W AD77-12-06	Once ©ATP		1. Anderson Aircraft Service 2. 3. 4. Signature:

Current Revision: 6/6/2014

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 Hartzell Propeller	**Category** Propeller	**Model** HC-C2YK-1				**Part #:** **Serial #:**
2009-22-03 11/12/2009 ©ATP	To prevent failure of the propeller hub causing blade separation and subsequent loss of airplane control ©ATP		Due 50 hours after effective date of AD2006-18-15. Last recorded time 2825.8TT prior to date. 100hr recurring after initial	Recur ©ATP	2875.8TT Signature:	1. Anderson Aircraft Service 2. 3. 4.
Manufacturer Bendix Corporation	**Category** Ignition Systems	**Model** P/N 10-157XXX				**Part #:** **Serial #:**
76-07-12 R1 8/30/1977 ©ATP	IGNITION SWITCHES ©ATP	6/12/2014 130.2 Tach	Complied with by inspection and functional check, no defects noted.	Recur ©ATP	230.2 or 6/12/2015 Signature:	1. Anderson Aircraft Service 2. 3. 4.

E. M. Vk
AP3063927IA

MOONEY AVIATION COMPANY

KERRVILLE, TEXAS 78028 - FAX to 830-257-4635

SERVICE (BULLETIN) (INSTRUCTION) NO. SBM20-313A HAS BEEN COMPLIED

WITH ON AIRCRAFT MODEL M20F SERIAL NUMBER 690012

Tach. Time: 130.2

N-Number N9068V (Reg. No.)

Owner: INDY AIR SALES
282 AIRPORT RD
ANDERSON, IN 46017

Date of Compliance: 6/12/2014

Complied By: ERIC M. WILSON

Inspection Report: Complied with AD2012-05-09 by inspection as directed in SBM20-313A. No Defects Noted.

Form 07-0001

AD2012-05-09

PLACE STAMP HERE

MOONEY AVIATION COMPANY
ATT'N: TECHNICAL SUPPORT
165 Al Mooney Road, North
Kerrville, Texas 78028

SEND TO:

Mooney Aviation Company
165 Al Mooney Road North
Kerrville, TX 78028

Figure SB M20-313-2 - Compliance Card

USARL Research Date: 07/23/2003

Manufacturer	Model	Part # : / Serial # :
Mooney Aircraft Corp.	M20F	Serial # : 690012

AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. by
67-22-07 08/21/1967 ©ATP	TO PREVENT WATER RETENTION IN THE RUDDER ASSEMBLY ©ATP		N/A by S/N	Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
72-12-02 01/01/1972 ©ATP	Superseded by 73-21-01 ©ATP			Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
73-21-01 10/10/1973 ©ATP	TO PREVENT CORROSION AND/OR MISRIGGING IN THE FLIGHT CONTROL AND LANDING GEAR ©ATP	7/23/03 2812.3 TT	Lubricated controls per AD	Recur ©ATP	2912.3TT or 7/04	1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
75-04-09 03/20/1975 ©ATP	TO PREVENT FAILURE OF THE LANDING GEAR ACTUATOR ©ATP		N/A by S/N	Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
75-09-08 04/30/1975 ©ATP	TO DETECT CRACKED ENGINE MOUNT MEMBERS ©ATP	5/7/96 2758.4TT		Recur ©ATP	2858.4TT	1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
75-23-04 12/08/1975 ©ATP	TO PREVENT FURTHER FAILURES OF THE ELECTRIC LANDING GEAR ACTUATOR, DUKES P/N 4 ©ATP	PT I 2/13/76 1882TT PT II 5/7/96 2758.4TT	ACTUTOR P/N 4196-00-1C IS NOT INSTALLED IN AIRCRAFT. NO FURTHER ACTION REQUIRED	Recur ©ATP	N/A	1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:

USARL Research Date: 07/23/2003

Manufacturer	Model	Part # : / Serial # :
Mooney Aircraft Corp.	M20F	Serial # : 690012

AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. by
76-10-05 05/19/1976 ©ATP	TO PREVENT FUEL FROM LEAKING IN THE CABIN AS A RESULT OF A CRACKED DIAPHRAGM I ©ATP		N/A BY S/N	Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
77-08-06 07/25/1977 ©ATP	TO PREVENT LOSS OF ENGINE OIL ©ATP		N/A BY OIL COOLER P/N	Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
77-17-04 07/07/1978 ©ATP	TO PREVENT FAILURE OF THE CONTROL WHEEL SHAFT DUE TO CRACKING WITH ASSOCIATED ©ATP	8/7/91 2563.36TT		Recur ©ATP	3063.36TT	1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
77-18-01 08/31/1977 ©ATP	TO PREVENT OVERHEATING OF ENGINE OIL ©ATP	1/30/79 1521 TACH	PCW	Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
78-15-02 08/01/1978 ©ATP	TO PREVENT POSSIBLE FAILURE OF THE MAIN LANDING GEAR SIDE BRACE BOLTS ©ATP	1/30/79 1521 TACH	PCW	Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
78-17-01 08/21/1978 ©ATP	TO ASSURE THAT THE EMERGENCY LOCATOR TRANSMITTER WILL RADIATE A PROPER SIGNAL ©ATP		N/A BY ELT MODEL INSTALLED	Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:

USARL Research Date: 07/23/2003

Manufacturer	Model	Part # : / Serial # : 690012
Mooney Aircraft Corp.	M20F	

AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. by
79-06-04 03/26/1979 ©ATP	TO PREVENT ELEVATOR CONTROL LOCK ©ATP		N/A BY N#	Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
80-13-03 06/20/1980 ©ATP	TO PREVENT LOSS OF BOTH FUEL PUMPS ©ATP	6/18/81 1554.81 TACH	PCW	Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
85-24-03 01/06/1986 ©ATP	TO PRECLUDE FUEL CONTAMINATION AND WATER ENTRAPMENT IN THE FUEL TANKS ©ATP	3/1/86 2517.8 TACH	PCW	Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
97-26-08 01/20/1998 ©ATP	TO PREVENT LOSS OF ENGINE POWER & FUEL DEPLETION DURING FLIGHT CAUSED BY A FAL ©ATP	7/23/03 2812.3 TT	INSPECTED AND FOUND LANYARDS REMOVED PER SB M20-59.	Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature: Robert D Hallock
98-24-11 12/28/1998 ©ATP	TO DETECT AND CORRECT CRACKED AILERON CONTROL LINKS, WHICH COULD RESULT IN LOS ©ATP	8/2/99 2797.3 TT		Recur ©ATP	2897.3	1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
2004-25-04	O & N Bladder Cell		NA- Not Installed	once		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:

Manufacturer	Model	Part # :
Lycoming	IO-360-A1A	Serial # : L-5774-51A

AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. by
64-16-05 07/10/1964 ©ATP	TO PRECLUDE THE POSSIBILITY OF ENGINE OIL BEING DRAINED OVERBOARD AS A RESULT ©ATP		N/A BY ENGINE MFG DATE	Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
66-06-03 01/16/1969 ©ATP	TO PREVENT FURTHER FAILURES OF CONNECTING ROD ASSEMBLIES, P/N 74503 AND P/N 74 ©ATP		N/A BY ENGINE MFG DATE	Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
66-20-04 08/27/1966 ©ATP	TO PREVENT FURTHER FAILURES OF OIL FILTER ADAPTER GASKET, P/N 74904 ©ATP		N/A BY FILTER TYPE	Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
67-22-06 08/09/1967 ©ATP	TO PREVENT POSSIBLE FAILURES OF THE DELRIN STEMMED FUEL DIAPHRAGM ASSEMBLY P/N ©ATP		N/A BY PART INSTALLED	Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
71-05-02 R(4) 02/13/1973 ©ATP	TO PREVENT SHIFTING AND POSSIBLE FAILURES OF THE CRANKCASE MAIN BEARINGS ©ATP	6/4/71 1186.62	MAJOR OVERHAUL PERFORMED	Recur ©ATP	N/A	1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
71-11-02 03/14/1972 ©ATP	TO PREVENT VALVE FAILURES REPLACE THE INTAKE AND EXHAUST HYDRAULIC TAPPET PLUN ©ATP		N/A BY S/N	Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:

USARL Research Date: 07/23/2003

Manufacturer	Model	Part # : / Serial # :
Lycoming	IO-360-A1A	Serial # : L-5774-51A

AD Number / Effective date	Description	Complied Date / Time	Status / Method of Compliance/Applicability	Once or Recur	Next Due Date / Time	1. Facility 3. Cert. Num. / 2. Cert. Type 4. Author. by
73-23-01 R(4) 01/13/1977 ©ATP	TO PREVENT PISTON PIN FAILURES RESULTING FROM GRINDING CRACKS WHICH OCCURRED D ©ATP		N/A BY S/N	Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
75-08-09 R(3) 08/18/1977 ©ATP	TO PREVENT OIL PUMP FAILURES, INSPECT, REPLACE AND ASSEMBLE THE OIL PUMP DRIVE ©ATP		N/A BY S/N	Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
75-09-15 04/30/1975 ©ATP	TO PREVENT POSSIBLE FUEL STARVATION TO THE ENGINE ©ATP	5/12/75 1045 TACH	PCW	Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
78-23-10 11/07/1978 ©ATP	TO PREVENT AN IN-FLIGHT POWER LOSS DUE TO AN OVER RICH CONDITION, CONTD. ©ATP		N/A BY PARTS LIST #	Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
79-04-05 09/26/1979 ©ATP	TO PREVENT AN IN-FLIGHT POWER LOSS DUE TO THE SEPARATION OF THE P/N 2529192 RE ©ATP		N/A BY S/N	Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
81-18-04 R2 06/07/1982 ©ATP	Superseded by 96-09-10 ©ATP			Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:

USARL Research Date: 07/23/2003

Manufacturer	Model	Part # :
Lycoming	IO-360-A1A	Serial # : L-5774-51A

AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. by
90-04-06 R1 05/28/1991 ©ATP	TO PREVENT OIL LINE FRACTURE AND LOSS OF ENGINE OIL ©ATP		PCW BY INSTALLATION OF FLEX LINE AND STEEL FITTINGS. REPLACEMENT OF HOSE DUE AT OVERHAUL	Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
91-08-07 C 05/06/1991 ©ATP	TO PREVENT ENGINE POWER LOSS AND POSSIBLE LOSS OF THE AIRCRAFT ©ATP		N/A BY ENGINE MODEL	Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
91-14-22 08/19/1991 ©ATP	TO PREVENT LOOSENING OR FAILURE OF THE CRANKSHAFT GEAR RETAINING BOLT, WHICH M ©ATP			Recur ©ATP	O/H,PROP STRIKE,OR GEAR REPAIR	1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
92-12-05 07/10/1992 ©ATP	TO PREVENT PISTON PIN FAILURE, OR PISTON RELEASE, AND ENGINE FAILURE ©ATP		N/A BY S/N	Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
93-02-05 06/14/1993 ©ATP	Superseded by 2002-26-01 ©ATP			Recur ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
94-14-13 L 06/23/1994 ©ATP	Superseded by 95-26-02 ©ATP			Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:

Airworthiness Directive Compliance Record

File ID: 9068V

USARL Research Date: 07/23/2003

Manufacturer	Model	Part # : / Serial # :
Lycoming	IO-360-A1A	Serial # : L-5774-51A

AD Number / Effective date	Description	Complied Date / Time	Status / Method of Compliance/Applicability	Once or Recur	Next Due Date / Time	1. Facility 3. Cert. Num. / 2. Cert. Type 4. Author. by
95-07-01 04/12/1995 ©ATP	TO PREVENT ENGINE FAILURE DUE TO CONNECTING ROD BOLT FAILURE, WHICH COULD RESU ©ATP		N/A BY TIME FRAME	Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
95-26-02 01/24/1996 ©ATP	TO PREVENT DETONATION DUE TO LOW OCTANE, WHICH CAN RESULT IN SEVERE ENGINE DAM ©ATP		N/A BY MODEL AND N#	Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
96-09-10 C 07/15/1996 ©ATP	TO PREVENT OIL PUMP FAILURE DUE TO IMPELLER FAILURE, WHICH COULD RESULT IN AN ©ATP		N/A BY COMPLIANCE WITH 81-18-04 ON 4/30/88@1736 TACH, REPLACEMENT OF OIL PUMP GEARS	Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
96-23-03 12/17/1996 ©ATP	TO PREVENT AN INFLIGHT ENGINE FAILURE DUE TO FUEL STARVATION, WHICH COULD RESU ©ATP		N/A BY TIME FRAME-NO PUMP INSTALLED	Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
97-01-03 01/21/1997 ©ATP	Superseded by 97-15-11 ©ATP			Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
97-15-11 08/12/1997 ©ATP	TO PREVENT PISTON PIN FAILURE, WHICH COULD RESULT IN ENGINE FAILURE ©ATP		N/A NO MAINTENANCE IN TIME FRAME	Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:

Airworthiness Directive Compliance Record

File ID: 9068V

USARL Research Date: 07/23/2003

Manufacturer	Model	Part # : / Serial # :
Lycoming	IO-360-A1A	Serial # : L-5774-51A

AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. by
98-02-08 03/30/1998 ©ATP	TO PREVENT CRANKSHAFT FAILURE, WHICH CAN RESULT IN ENGINE FAILURE, PROPELLER S ©ATP		N/A BY CONSTANT SPEED PROP	Recur ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
98-17-11 C 10/19/1998 ©ATP	TO PREVENT CRANKSHAFT FAILURE DUE TO CRACKING, WHICH COULD RESULT IN AN INFLIG ©ATP		N/A BY NO CRANKSHAFT WORK IN TIME FRAME	Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
98-18-12 09/28/1998 ©ATP	TO PREVENT ROTARY FUEL PUMP LEAKS,WHICH COULD RESULT IN AN ENGINE FAILURE,ENGI ©ATP		N/A ROTARY PUMP NOT INSTALLED	Recur ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
2002-26-01 01/31/2003 ©ATP	To prevent failure of the fuel injector fuel lines allowing fuel to spray into ©ATP	7/23/03 108.2 TACH 341.4 SMOH	INSPECTED FUEL LINES PER SB342D. ALL DISCREPANCIES CORRECTED	Recur ©ATP	7/04 OR FUEL LINE WORK	1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature: Robert D Hilda Sr
2003-14-03	Rotary Fuel Pumps		NA- Rotary Pump not Installed	once		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
2004-10-14	Crankshaft Gear		Inspection and Replacement		Prop strike overhaul Gear Repair	1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
2005-26-10	Cylinders		NA - Cylinder PT #			
2006-06-16	Crankshaft		NA- overhaul date			

Airworthiness Directive Compliance Record

File ID: 9068V

USARL Research Date: 07/23/2003

Manufacturer	Model	Part # : / Serial # :
Hartzell Propeller	HC-C2YK-1	Serial # : CH28690

AD Number / Effective date	Description	Complied Date / Time	Status / Method of Compliance/Applicability	Once or Recur	Next Due Date / Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. by
64-20-01 08/28/1964 ©ATP	PLASTIC PITCH CHANGE BLOCKS ©ATP		N/A BY S/N	Recur ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
70-02-01 01/01/1970 ©ATP	Superseded by 73-10-03 ©ATP			Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
70-16-03 R 01/01/1970 ©ATP	Superseded by 77-12-06 ©ATP			Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
73-10-03 01/01/1973 ©ATP	Superseded by 77-12-06 ©ATP			Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
74-15-02 01/01/1974 ©ATP	Superseded by 77-12-06 ©ATP			Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
75-07-05 05/01/1977 ©ATP	Superseded by 77-12-06 ©ATP			Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:

Airworthiness Directive Compliance Record

File ID: 9068V

USARL Research Date: 07/23/2003

Manufacturer	Model	Part # : / Serial # :
Hartzell Propeller	HC-C2YK-1	Serial # : CH28690

AD Number / Effective date	Description	Complied Date / Time	Status / Method of Compliance/Applicability	Once or Recur	Next Due Date / Time	1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. by
77-12-06 R(2) 12/21/1977 ©ATP	Superseded by 2002-09-08 ©ATP			Recur ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
90-02-23 L 02/05/1990 ©ATP	Superseded by 2001-23-08 ©ATP			Recur ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
2001-07-03 C 06/04/2001 ©ATP	To prevent propeller failure of the propellers returned to service by BASCO, & ©ATP		N/A BY S/N	Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature: Robert D Holdaway
2001-23-08 12/24/2001 ©ATP	To prevent failure of the propeller hub resulting from cracks, that can cause ©ATP		N/A BY TYPE OF INSTALLATION	Recur ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature: Robert D Holdaway
2002-09-08 06/13/2002 ©ATP	To prevent failure of the propeller blade from fatigue cracks in the blade sha ©ATP		IN COMPLIANCE BY BLADE S/N'S PER AD2002-09-08(a)(1) BLADE S/N'S F88585 AND F88586	Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature: Robert D Holdaway
2003-01-03 01/23/2003 ©ATP	To prevent in-flight propeller blade separation resulting in airframe and engi ©ATP		N/A BY S/N	Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature: Robert D Holdaway

Airworthiness Directive Compliance Record

File ID: 9068V

USARL Research Date: 07/23/2003

Manufacturer	Model	Part # : / Serial # :
Hartzell Propeller	HC-C2YK-1	Serial # : CH28690

AD Number / Effective date	Description	Complied Date / Time	Status / Method of Compliance/Applicability	Once or Recur	Next Due Date / Time	1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. by
2003-06-02 04/29/2003 ©ATP	To prevent propeller blade separation, damage to the airplane, and possible lo ©ATP		N/A-TKS NOT INSTALLED	Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
2003-13-17	Blades		NA- overhaul date			1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
2006-18-15	Front cylinder Halt at Hub Eddy current Test		Due at 2880 Airframe T- Then after Initial, Every 100 Hrs, or Annual Inspection - whichever first	Recure		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
2006-24-07			NA- not serviced by oxford Aviation Limited - DBA CSE Aviation	once		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
						1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
						1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:

USARL Research Date: 07/23/2003

AD Number / Effective date	Description	Complied Date / Time	Status / Method of Compliance/Applicability	Once or Recur	Next Due Date / Time	1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. by
Manufacturer	**Appliance Category**	**Model**			**Part # :** 2524054-4	**Serial # :** 22771/43
Bendix Corporation	Fuel Injected System	RSA-5AD1				
73-10-02 05/16/1973 ©ATP	TO DETECT DEFECTIVE DIAPHRAGM ASSEMBLIES ©ATP		INSPECTED PER PARA (a) AND NO MAINTENANCE WAS PERFORMED IN TIME FRAME	Recur ©ATP	WHEN SERVO IS INSTALLED	1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
79-21-08 10/24/1979 ©ATP	TO PREVENT A FUEL FLOW CUTOFF TO THE ENGINE AND SUBSEQUENT LOSS OF POWER ©ATP		N/A BY PARTS LIST #	Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
79-26-03 12/26/1979 ©ATP	REGULATOR STEM AND LOCK ©ATP		N/A BY P/N	Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
Manufacturer	**Appliance Category**	**Model**			**Part # :**	**Serial # :**
Bendix Corporation	Ignition Switches	P/N 10-157XXX				
76-07-12 08/30/1977 ©ATP	IGNITION SWITCHES ©ATP	6/3/97 2773.2 TT		Recur ©ATP	2883.2 TT	1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
						1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:

Airworthiness Directive Compliance Record

File ID: 9068V

USARL Research Date: 07/23/2003

AD Number / Effective date	Description	Complied Date / Time	Status / Method of Compliance/Applicability	Once or Recur	Next Due Date / Time	1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. by
Manufacturer	**Appliance Category**		**Model**			**Part # :** 211CC
Airborne Manufacturing	Vacuum Pumps		211CC			**Serial # :** 10474
79-13-08 06/07/1979 ©ATP	TO PREVENT CATASTROPHIC FAILURE OF THE PUMP AND SUBSEQUENT LOSS OF THE VACUUM ©ATP		N/A BY S/N	Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
98-23-01 11/20/1998 ©ATP	TO PREVENT FAILURE OF THE PRIMARY DRY AIR PUMP CAUSED BY DEFECTIVE FLEXIBLE CO ©ATP		N/A NO PARTS REPLACED IN TIME FRAME	Once ©ATP		1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
						1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
						1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:
						1. Centennial Aircraft 2. CRS 3. W2OR467Y 4. Signature:

N9068V

Airworthiness Directives: Compliance Report - Airframe --Excluding Superseded ADs		
Make: Mooney Aircraft Corp. Model: M20F	N-No.: N9068V Serial: 690012	Total AC Hours: 2855.3 Hrs. Since Last;

AD 67-22-07	Amdt. 39-444	Issued: 1967	Effective: 08/21/67	Recurring: No	Hrs:
Subject: Rudder assembly			Supersedes:		Due:
Method: N/A by S/N					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date:

AD 73-21-01	Amdt. 39-1729	Issued: 1973	Effective: 10/10/73	Recurring: Yes	Hrs: 151.2 tach
Subject: Flight control landing gear system			Supersedes: 72-12-02		Due: 251.2 tach
Method: C/W by flight control / gear lube					SB#:
Terminated by:					SB#:
Name: Laurence Martin		Sig. Laurence Martin		Cert. 2609877	Date: 2/4/15

AD 75-04-09	Amdt. 39-2127	Issued: 1975	Effective: 03/20/75	Recurring: No	Hrs:
Subject: Landing gear actuator			Supersedes:		Due:
Method: N/A by S/N					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date:

AD 75-09-08	Amdt. 39-2181	Issued: 1975	Effective: 04/30/75	Recurring: Yes	Hrs:151.2 tach
Subject: Engine mount members			Supersedes:		Due:251.2 tach
Method: C/W by engine mount inspection					SB#:
Terminated by:					SB#:
Name: Laurence Martin		Sig. Laurence Martin		Cert. 2609877	Date: 2/4/15

AD 75-23-04	Amdt. 39-2415	Issued: 1975	Effective: 12/08/75	Recurring: Yes	Hrs:
Subject: Electric gear systems			Supersedes:		Due:
Method: N/A by part not installed per AD records 7/23/03					SB#:
Terminated by:					SB#:
Name: Laurence Martin		Sig.		Cert. 2609877	Date:

AD 76-10-05	Amdt. 39-2607	Issued: 1976	Effective: 05/19/76	Recurring: No	Hrs:
Subject: Leaking fuel			Supersedes:		Due:
Method: N/A by S/N					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date:

AD 77-08-06	Amdt. 39-2962	Issued: 1977	Effective: 07/25/77	Recurring: No	Hrs:
Subject: Engine oil			Supersedes:		Due:
Method: N/A by oil cooler P/N					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date:

AD 77-17-04	Amdt. 39-3258	Issued: 1977	Effective: 07/07/78	Recurring: Yes	Hrs: 2563.3 total
Subject: Control wheel shaft			Supersedes:		Due: 3063.3/359.2
Method: P/C/W					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date: 8/7/91

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AD 77-18-01	Amdt. 39-3026	Issued: 1977	Effective: 08/31/77	Recurring: No	Hrs: 2563.3
Subject: Engine oil cooler			Supersedes:		Due:
Method: P/C/W					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date: 8/7/91

AD 78-15-02	Amdt. 39-3270	Issued: 1978	Effective: 08/01/78	Recurring: No	Hrs: 2563.3
Subject: MLG side brace bolts			Supersedes:		Due:
Method: P/C/W					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date: 8/7/91

AD 78-17-01	Amdt. 39-3279	Issued: 1978	Effective: 08/21/78	Recurring: No	Hrs:
Subject: Emergency locator transmitter			Supersedes:		Due:
Method: N/A by ELT model					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date:

AD 79-06-04	Amdt. 39-3438	Issued: 1979	Effective: 03/26/79	Recurring: No	Hrs:
Subject: Elevator control lock			Supersedes:		Due:
Method: N/A by Registration number					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date:

AD 80-13-03	Amdt. 39-3791	Issued: 1980	Effective: 06/20/80	Recurring: No	Hrs: 1554.8 tach
Subject: Fuel pumps			Supersedes:		Due:
Method: P/C/W					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date: 6/18/81

AD 85-24-03	Amdt. 39-5173	Issued: 1985	Effective: 01/06/86	Recurring: Yes	Hrs: 2517.8 tach
Subject: Inspect fuel tank bays and rib station & fuel filler cap			Supersedes:		Due:
Method: P/C/W					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date: 3/1/86

AD 97-26-08	Amdt. 39-10251	Issued: 12/18/97	Effective: 01/20/98	Recurring: No	Hrs: 2812.3 tach
Subject: Fuel cap retaining lanyard			Supersedes:		Due:
Method: P/C/W					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date: 7/23/03

AD 98-24-11	Amdt. 39-10897	Issued: 11/23/98	Effective: 12/28/98	Recurring: Yes	Hrs: 151.2 tach
Subject: Aileron control link weld area			Supersedes:		Due: 251.2 tach
Method: C/W by aileron control inspection					SB#:
Terminated by:					SB#:
Name: Laurence Martin		Sig.		Cert. 2609877	Date: 2/4/15

AD 2004-25-04	Amdt. 39-13891	Issued: 12/09/04	Effective: 01/21/05	Recurring: No	Hrs:
Subject: O & N Aircraft Mods - Bladder Fuel Cells			Supersedes:		Due:
Method: N/A by not installed					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date:

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AD 2012-05-09	Amdt. 39-16981	Issued: 03/20/12	Effective: 03/20/12	Recurring: No	Hrs: 130.2 tach
Subject: Huck Bolt fasteners - tail pitch trim assembly			Supersedes: 2012-03-52		Due:
Method: P/C/W					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date: 6/12/14

Number of ADs: 18 of 19

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Airworthiness Directives: Compliance Report - Engine –Excluding Superseded ADs		
Make: Textron Lycoming Model: IO-360-A1A	Right S/N: Left S/N: L-5774-51A	Right Hours: Left Hours: 384.4 TSMOH

AD	Amdt.	Issued:	Effective:	Recurring:	Hrs:
Subject:			Supersedes:		Due:
Method:					SB#:
Terminated by:					SB#:
Name: Laurence Martin		Sig.		Cert. 2609877	Date:

AD 64-16-05	Amdt. 765	Issued: 1964	Effective: 07/10/64	Recurring: No	Hrs:
Subject: Oil seal failure			Supersedes:		Due:
Method: N/A by mfg date					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date:

AD 66-06-03	Amdt. 39-708	Issued: 1966	Effective: 01/16/69	Recurring: No	Hrs:
Subject: Connecting rod assemblies			Supersedes:		Due:
Method: N/A by mfg date					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date:

AD 66-20-04	Amdt. 39-277	Issued: 1966	Effective: 08/27/66	Recurring: No	Hrs:
Subject: Oil filter adapter gasket			Supersedes:		Due:
Method: N/A by filter type					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date:

AD 67-22-06	Amdt. 39-448	Issued: 1967	Effective: 08/09/67	Recurring: No	Hrs:
Subject: Delrin stemmed fuel diaphram assy.			Supersedes:		Due:
Method: N/A by part installed					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date:

AD 71-05-02	Amdt. 39-1589	Issued: 1971	Effective: 02/13/73	Recurring: Yes	Hrs: 1186.2
Subject: Crankcase main bearings			Supersedes:		Due:
Method: C/W at overhaul					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date: 6/4/71

AD 71-11-02	Amdt. 39-1403	Issued: 1971	Effective: 03/14/72	Recurring: No	Hrs:
Subject: Engine fuel interruption			Supersedes:		Due:
Method: N/A by S/N					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date:

AD 73-23-01	Amdt. 39-2804	Issued: 1973	Effective: 01/13/77	Recurring: No	Hrs:
Subject: Piston pins			Supersedes:		Due:
Method: N/A by S/N					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date:

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AD 75-08-09	Amdt. 39-3013	Issued: 1975	Effective: 08/18/77	Recurring: No	Hrs:
Subject: Oil pump failure			Supersedes:		Due:
Method: N/A by S/N					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date:

AD 75-09-15	Amdt. 39-2187	Issued: 1975	Effective: 04/30/75	Recurring: No	Hrs: 1045.0
Subject: Fuel starvation			Supersedes:		Due:
Method: P/C/W					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date: 5/12/75

AD 78-23-10	Amdt. 39-3333	Issued: 1978	Effective: 11/07/78	Recurring: No	Hrs:
Subject: Center body bellows seal assembly			Supersedes:		Due:
Method: N/A by Parts List number					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date:

AD 79-04-05	Amdt. 39-3570	Issued: 1979	Effective: 09/26/79	Recurring: No	Hrs:
Subject: Regulator diaphram stem assembly			Supersedes:		Due:
Method: N/A by S/N					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date:

AD 90-04-06 R1	Amdt. 39-6915	Issued: 1990	Effective: 05/28/91	Recurring: No	Hrs: 2640.1
Subject: External oil line			Supersedes:		Due:
Method: P/C/W					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date: 6/21/90

AD 92-12-05	Amdt. 39-8265	Issued: 05/12/92	Effective: 07/10/92	Recurring: No	Hrs:
Subject: Piston pins			Supersedes:		Due:
Method: N/A by S/N					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date:

AD 95-07-01	Amdt. 39-9183	Issued: 03/28/95	Effective: 04/12/95	Recurring: No	Hrs:
Subject: Connecting rod bolt failure			Supersedes: 95-07-01 P		Due:
Method: N/A by date					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date:

AD 95-26-02	Amdt. 39-9460	Issued: 01/09/96	Effective: 01/24/96	Recurring: No	Hrs:
Subject: Contaminated aviation fuel			Supersedes: 94-14-13 L		Due:
Method: N/A by Registration number					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date:

AD 96-09-10	Amdt. 39-9586	Issued: 06/10/96	Effective: 07/15/96	Recurring: No	Hrs: 1736.0
Subject: Iron and aluminum impellers in oil pumps			Supersedes: 81-18-04 R2		Due:
Method: P/C/W					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date: 4/30/88

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AD 96-23-03	Amdt. 39-9826	Issued: 12/02/96	Effective: 12/17/96	Recurring: No	Hrs:
Subject: High pressure fuel pumps			Supersedes: 96-23-03 L		Due:
Method: N/A by pump not installed					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date:

AD 97-15-11	Amdt. 39-10085	Issued: 07/28/97	Effective: 08/12/97	Recurring: No	Hrs:
Subject: Defective piston pins			Supersedes: 97-01-03		Due:
Method: N/A by not listed in SB 527C					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date:

AD 98-02-08	Amdt. 39-10291	Issued: 01/28/98	Effective: 03/30/98	Recurring: Yes	Hrs:
Subject: Crankshaft failure			Supersedes:		Due:
Method: N/A by constant speed prop installed					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date:

AD 98-17-11	Amdt. 39-10713	Issued: 08/20/98	Effective: 10/19/98	Recurring: No	Hrs:
Subject: Crankshafts serviced by Nelson Balancing			Supersedes:		Due:
Method: N/A by no Nelson Balancing service					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date:

AD 98-17-11 C1	Amdt. 39-10713	Issued: 10/19/98	Effective: 10/19/98	Recurring: No	Hrs:
Subject: Crankshafts serviced by Nelson Balancing			Supersedes:		Due:
Method: N/A by no Nelson Balancing service					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date:

AD 2003-14-03	Amdt. 39-13222	Issued: 07/10/03	Effective: 08/14/03	Recurring: Yes	Hrs:
Subject: Non-TC Holder - Crane/Lear Romec AN-Type rotary fuel pumps			Supersedes: 98-18-12		Due:
Method: N/A by pump model					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date:

AD 2004-10-14	Amdt. 39-13644	Issued: 05/21/04	Effective: 06/25/04	Recurring: Yes	Hrs:
Subject: Prop Strike - crankshaft gear installation			Supersedes: 91-14-22		Due:
Method: N/A by no prop strike at this time – due upon prop strike					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date:

AD 2006-12-07	Amdt. 39-14632	Issued: 06/06/06	Effective: 07/11/06	Recurring: No	Hrs:
Subject: Non-TC Holder - ECi cylinder assemblies			Supersedes: 2005-26-10		Due:
Method: N/A by not installed					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date:

AD 2009-02-03	Amdt. 39-15793	Issued: 01/23/09	Effective: 02/09/09	Recurring: Yes	Hrs:
Subject: Non-TC Holder Precision Airmotive RSA-5 & RSA-10 series fuel injection servos			Supersedes: 2008-08-14		Due:
Method: N/A by no work performed in date range listed in AD body					SB#:

Terminated by:					
Name:	Sig.		Cert.	SB#:	
				Date:	

AD 2009-26-12	Amdt. 39-16151	Issued: 12/31/09	Effective: 02/04/10	Recurring: Yes	Hrs:
Subject: Non-TC Holder - ECi cylinder assemblies; P/N AEL65102 Series			Supersedes: 2008-19-05		Due:
Method: N/A by not installed					SB#:
Terminated by:					SB#:
Name:	Sig.		Cert.		Date:

AD 2011-26-04	Amdt. 39-16894	Issued: 12/21/11	Effective: 01/25/12	Recurring: Yes	Hrs: 151.2 tach
Subject: Externally mounted fuel injector fuel lines			Supersedes: 2008-14-07		Due: 251.2 tach
Method: C/W by inspection of fuel injector lines, #2 replaced for cracks					SB#:
Terminated by:					SB#:
Name: Laurence Martin	Sig.		Cert. 2609877		Date: 2/4/15

AD 2012-03-06	Amdt. 39-16947	Issued: 02/09/12	Effective: 02/24/12	Recurring: No	Hrs:
Subject: Non-TC Holder - AVStar - fuel servos - diaphragm P/Ns AV2541801, AV2541803			Supersedes: 2011-15-10		Due:
Method: N/A by not installed					SB#:
Terminated by:					SB#:
Name:	Sig.		Cert.		Date:

AD 2012-19-01	Amdt. 39-17196	Issued: 09/19/12	Effective: 10/24/12	Recurring: No	Hrs:
Subject: Crankshafts			Supersedes: 2006-20-09		Due:
Method: N/A by no work performed in date specified in AD body					SB#:
Terminated by:					SB#:
Name:	Sig.		Cert.		Date:

Number of ADs: 30 of 43

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Airworthiness Directives: Compliance Report - Propeller --Excluding Superseded ADs

Make: Hartzell Propeller Model: HC-C2YK-1	Right S/N: Left S/N:	Right Hours: Left Hours:

AD 64-20-01	Amdt. 803	Issued: 1964	Effective: 08/28/64	Recurring: Yes	Hrs:
Subject: Plastic pitch change blocks			Supersedes:		Due:
Method: N/A by S/N					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date:

AD 2001-07-03	Amdt. 39-12168	Issued: 04/04/01	Effective: 06/04/01	Recurring: No	Hrs:
Subject: Y-shank propellers serviced by BASCO			Supersedes:		Due:
Method: N/A by S/N					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date:

AD 2001-07-03 C1	Amdt. 39-12168	Issued: 05/24/01	Effective: 06/04/01	Recurring: No	Hrs:
Subject: Y-shank propellers serviced by BASCO			Supersedes:		Due:
Method: N/A by S/N					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date:

AD 2001-23-08	Amdt. 39-12505	Issued: 11/19/01	Effective: 12/24/01	Recurring: Yes	Hrs:
Subject: Hub cracks			Supersedes: 90-02-23		Due:
Method: N/A by not acrobatic or agricultural					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date:

AD 2003-01-03	Amdt. 39-13014	Issued: 01/08/03	Effective: 01/23/03	Recurring: No	Hrs:
Subject: Two-bladed aluminum propeller hub			Supersedes:		Due:
Method: N/A by S/N					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date:

AD 2003-06-02	Amdt. 39-13089	Issued: 03/25/03	Effective: 04/29/03	Recurring: No	Hrs:
Subject: SOCATA anti-ice boots			Supersedes:		Due:
Method: N/A by part not installed					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date:

AD 2003-13-17	Amdt. 39-13219	Issued: 07/03/03	Effective: 07/18/03	Recurring: No	Hrs:
Subject: Props serviced by T and W Propellers			Supersedes:		Due:
Method: N/A by no T and W Propellers service					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date:

AD 2005-14-11	Amdt. 39-14188	Issued: 07/13/05	Effective: 08/17/05	Recurring: No	Hrs:
Subject: Blades serviced by Southern Calif. Prop. Service			Supersedes:		Due:
Method: N/A by no Southern California Prop Service service					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date:

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AD 2006-24-07	Amdt. 39-14836	Issued: 11/29/06	Effective: 01/03/07	Recurring: No	Hrs:
Subject: Props serviced by Oxford Aviation Services Ltd.			Supersedes:		Due:
Method: N/A by no Oxford Aviation Services service					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date:

AD 2007-26-09	Amdt. 39-15311	Issued: 12/26/08	Effective: 01/20/08	Recurring: No	Hrs:
Subject: Cracks - aluminum blade shank radius			Supersedes: 2002-09-08		Due:
Method: P/C/W by AD 77-12-06 C/W					SB#:
Terminated by:					SB#:
Name:		Sig.		Cert.	Date: 1/22/88

AD 2009-22-03	Amdt. 39-16054	Issued: 10/27/09	Effective: 11/12/09	Recurring: Yes	Hrs:
Subject: Cracks - propeller hub - front cylinder half			Supersedes: 2006-18-15		Due:
Method: Initial Eddy Current due by 176.9 and then every 100 hours until hub replaced					SB#:
Terminated by:					SB#:
Name: Laurence Martin		Sig. Laurence Martin		Cert. 2609877	Date:

Number of ADs: 11 of 20

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Airworthiness Directives: Compliance Report - Appliance

Make: Model:	N-No.: Serial:	Total AC Hours: Hrs. Since Last:

AD 76-07-12	Amdt. 39-3024	Issued: 05/29/05	Effective: 08/17/77	Recurring: Yes	Hrs: 151.2
Subject: Bendix P/N 10-357,-126 & -157 Series Ignition Switches Repair & Replacement SB 583			Supersedes:		Due: 251.2
Method: C/W by function test					SB#:
Terminated by:					SB#:
Name: Laurence Martin		Sig. Laurence Martin		Cert. 2609877	Date: 2/4/15

AIRFRAME Airworthiness Directive Compliance Record

Company Bruce Barlond
Manufacturer MOONEY AIRCRAFT CORPORATION (SEE UNIVAIR)
Model M20F
Tail # 9068V
Serial # 690012
Tach Time 103.7
Total Time
A/C Cert. Date

67-22-07 08/21/67 RUDDER ASSEMBLY/
Method of Compliance NA By SIN
SB # Date Next Due
Signature Cert. #

***73-21-01** 10/10/73 FLIGHT CONTROL LANDING GEAR SYSTEM/
Method of Compliance Visual
SB # Date Next Due 10/1/01
Signature 9/18/00 Cert. # 374726575 ASP

75-04-09 03/20/75 FLIGHT CONTROL LANDING GEAR SYSTEMS/
Method of Compliance NA By SIN
SB # Date Next Due
Signature Cert. #

***75-09-08** 04/30/75 ENGINE MOUNT MEMBERS/
Method of Compliance
SB # Date Next Due 2858.4 TT
Signature Cert. #

***75-23-04** 12/08/75 ELECTRIC GEAR SYSTEMS/
Method of Compliance NA By Mod #
SB # Date Next Due
Signature Cert. #

76-10-05 05/19/76 LEAKING FUEL/
Method of Compliance NA By SIN
SB # Date Next Due
Signature Cert. #

77-08-06 07/25/77 ENGINE OIL/
Method of Compliance NA By PN + SIN
SB # Date Next Due
Signature Cert. #

***77-17-04** 07/07/78 CONTROL WHEEL SHAFT/
Method of Compliance
SB # Date Next Due 3163.7 TT
Signature Cert. #

77-18-01 08/31/77 ENGINE OIL COOLER/
Method of Compliance N A By P/N + S/N
SB # Date Next Due
Signature Cert. #

78-15-02 08/01/78 MAIN LANDING GEAR SIDE BRACE BOLTS/
Method of Compliance
SB # Date Next Due
Signature N/A By replacement Cert. #

78-17-01 08/21/78 EMERGENCY LOCATOR TRANSMITTER/
Method of Compliance N A By S/N
SB # Date Next Due
Signature Cert. #

79-06-04 03/26/79 ELEVATOR CONTROL LOCK/
Method of Compliance N/A By TAIL #
SB # Date Next Due
Signature Cert. #

80-13-03 06/20/80 FUEL PUMPS/
Method of Compliance
SB # Date Next Due
Signature N/A By Replacement Cert. #

*85-24-03 01/06/86 FUEL TANK BAYS AND RIB STATION INSPECTION/
Method of Compliance
SB # Date Next Due
Signature PCW Cert. #

97-26-08 01/20/98 FUEL GAGE READING/
Method of Compliance PCW By Visual
SB # M20-259 Date Next Due ONE TIME
Signature Cert. # 3747265 15

*98-24-11 12/28/98 AILERON CONTROL LINKS/
Method of Compliance
SB # Date Next Due ~~2 0 T~~ . 2897.3 TT
Signature Cert. # 193.2 Tach

ENGINE Airworthiness Directive Compliance Record

Company Bruce Barlond
Manufacturer TEXTRON LYCOMING
Model IO-360 SERIES
Location
Serial #
Tach Time
Total Time

64-16-05 07/10/64 OIL SEAL FAILURE/
Method of Compliance
SB # Date Next Due
Signature N/A Cert. #

66-06-03 01/16/69 CONNECTING ROD ASSEMBLIES/
Method of Compliance
SB # Date Next Due
Signature N/A Cert. #

66-20-04 08/27/66 OIL FILTER ADAPTER GASKET/
Method of Compliance
SB # Date Next Due
Signature N/A Cert. #

67-22-06 08/09/67 FUEL DIAPHRAGM ASSEMBLY/
Method of Compliance
SB # Date Next Due
Signature Cert. #

***71-05-02** 02/13/73 LUBRICATION SYSTEM/
Method of Compliance
SB # Date Next Due
Signature Cert. #

71-11-02 03/14/72 HYDRAULIC TAPPET PLUNGER/
Method of Compliance
SB # Date Next Due
Signature Cert. #

73-23-01 01/13/77 PISTON PIN/
Method of Compliance
SB # Date Next Due
Signature Cert. #

75-08-09 08/18/77 OIL PUMP DRIVE SHAFT/
Method of Compliance
SB # Date Next Due
Signature Cert. #

75-09-15 04/30/75 FUEL FLOW DIVIDER COVER/
Method of Compliance
SB #
Signature
Date
Next Due
Cert. #

78-23-10 11/07/78 CENTER BODY BELLOWS SEAL ASSEMBLY/
Method of Compliance
SB #
Signature
Date
Next Due
Cert. #

79-04-05 02/26/79 REGULATOR DIAPHRAGM/
Method of Compliance
SB #
Signature
Date
Next Due
Cert. #

87-10-06 R1 09/01/89 ROCKER ARM ASSEMBLIES/
Method of Compliance
SB #
Signature
Date
Next Due
Cert. #

90-04-06 R1 05/28/91 REAR MOUNTED PROPELLER GOVERNOR AND EXTERNAL OIL LINE/
Method of Compliance
SB #
Signature
Date
Next Due
Cert. #

91-08-07 10/11/94 FUEL PUMP VENTED TO INDUCTION SYSTEM/
Method of Compliance
SB #
Signature
Date
Next Due
Cert. #

***91-14-22** 06/19/91 PROPELLER STRIKE/
Method of Compliance
SB #
Signature
Date
Next Due
Cert. #

92-12-05 07/10/92 PISTON PIN INSPECTION/
Method of Compliance
SB #
Signature
Date
Next Due
Cert. #

***93-02-05** 06/14/93 FUEL INJECTOR FUEL LINES/
Method of Compliance
SB #
Signature
Date
Next Due
Cert. #

93-11-11 06/21/93 FUEL PUMP/
Method of Compliance
SB #
Signature
Date
Next Due
Cert. #

93-14-15 08/23/93 MANIFOLD PRESSURE GAUGE/
Method of Compliance
SB #
Signature
Date
Next Due
Cert. #

95-07-01 03/17/95 CONNECTING ROD BOLTS/
Method of Compliance
SB #
Signature
Date
Next Due
Cert. #

95-26-02 01/24/96 ENGINE INSPECTION - TEARDOWN/
Method of Compliance
SB #
Signature
Date
Next Due
Cert. #

96-09-10 07/15/96 IMPELLER/
Method of Compliance
SB #
Signature
Date
Next Due
Cert. #

96-23-03 10/28/96 FUEL STARVATION/
Method of Compliance
SB #
Signature
Date
Next Due
Cert. #

97-15-11 08/12/97 PISTON PIN FAILURE/
Method of Compliance
SB #
Signature
Date
Next Due
Cert. #

***98-02-08** 03/30/98 CORROSION PITS ON CRANKSHAFT/
Method of Compliance
SB #
Signature
Date
Next Due
Cert. #

98-17-11 10/19/98 CRANKSHAFT CRACKS/
Method of Compliance
SB #
Signature
Date
Next Due
Cert. #

***98-18-12** 09/28/98 ROTARY FUEL PUMP LEAKS/
Method of Compliance
SB #
Signature
Date
Next Due
Cert. #

APPLIANCES Airworthiness Directive Compliance Record

Company Bruce Barlond
Tail #
Component
Model #
Serial #
Make
Part #
Location
Comments

73-10-02 05/16/73 BENDIX
FUEL INJECTION SYSTEMS

RSA-5AD1, -51B1, -10AD1/
Method of Compliance
SB # Date Next Due
Signature Cert. #

79-21-08 10/24/79 BENDIX
FUEL INJECTION SYSTEMS

RSA-5AB1,-5AD1,-7AA1,-7DA1,-10AD1,-10DB1,-10ED1,-10ED2/
Method of Compliance
SB # Date Next Due
Signature Cert. #

79-26-03 12/26/79 BENDIX
FUEL INJECTION SYSTEMS

RSA-5AD1/
Method of Compliance
SB # Date Next Due
Signature Cert. #

AD Number / Effective Date	Description	Complied Date / Time	Status / Method of Compliance/Applicability	Once or Recur	Next Due Date / Time	1. Facility 2. Cert. Type 3. Cert. 4. Author. By
Manufacturer Mooney Aircraft Corp.	**Category** Airframe	**Model** M20F			**Part #:** **Serial #:** 690012	
73-21-01 **10/10/1973** ©ATP	TO PREVENT CORROSION AND/OR MISRIGGING IN THE FLIGHT CONTROL AND LANDING GEAR SYSTEMS WHICH MAY, CONTD. ©ATP	09/20/2004 2820.5 TT	Lubricated controlsand performed landing gear rigging check per AD	Recur ©ATP	2920.5TT or 9/05 Signature:	1.Centennial Aircraft 2.CRS 3.W2OR467Y 4.
75-09-08 **04/30/1975** ©ATP	TO DETECT CRACKED ENGINE MOUNT MEMBERS ©ATP	05/07/1996 2758.4TT		Recur ©ATP	2858.4TT Signature:	1.Centennial Aircraft 2.CRS 3.W2OR467Y 4.
77-17-04 **07/07/1978** ©ATP	TO PREVENT FAILURE OF THE CONTROL WHEEL SHAFT DUE TO CRACKING WITH ASSOCIATED CRACK GROWTH ©ATP	08/07/1991 2563.36TT		Recur ©ATP	3063.36TT Signature:	1.Centennial Aircraft 2.CRS 3.W2OR467Y 4.
98-24-11 **12/28/1998** ©ATP	TO DETECT AND CORRECT CRACKED AILERON CONTROL LINKS, WHICH COULD RESULT IN LOSS OF AILERON CONTROL AND,CONTD. ©ATP	08/02/1999 2797.3 TT		Recur ©ATP	2897.3 Signature:	1.Centennial Aircraft 2.CRS 3.W2OR467Y 4.
Manufacturer Lycoming	**Category** Engine	**Model** IO-360-A1A			**Part #:** **Serial #:** L-5774-51A	
2002-26-01 **01/31/2003** ©ATP	To prevent failure of the fuel injector fuel lines allowing fuel to spray into the engine compartment, resulting,contd. ©ATP	09/20/2004 116.4 TACH	INSPECTED FUEL LINES PER SB342E. NO DISCREPANCIES NOTED	Recur ©ATP	9/05 OR FUEL LINE WORK Signature:	1.Centennial Aircraft 2.CRS 3.W2OR467Y 4.

Note: 54 compliance documents are hidden.

AD Number / Effective Date	Description	Complied Date / Time	Status / Method of Compliance/Applicability	Once or Recur	Next Due Date / Time	1. Facility 2. Cert. Type 3. Cert. 4. Author. By
Manufacturer Lycoming	**Category** Engine	**Model** IO-360-A1A				**Part #:** **Serial #:** L-5774-51A
2003-14-03 **08/14/2003** ©ATP	To prevent rotary fuel pump leaks, which could result in an engine failure, engine fire, and damage to or,contd. ©ATP	9/20/04	N/A ROTARY PUMP NOT INSTALLED	Recur ©ATP		1.Centennial Aircraft 2.Certified Repair Station 3.W2OR467Y 4. Signature:
2004-10-14 C **06/25/2004** ©ATP	To prevent loosening or failure of the crankshaft gear retaining bolt, which may cause sudden engine failure ©ATP			Once ©ATP	AT PROP STRIKE	1.Centennial Aircraft 2.Certified Repair Station 3.W2OR467Y 4. Signature:
Manufacturer Hartzell Propeller	**Category** Propeller	**Model** HC-C2YK-1				**Part #:** **Serial #:** CH28690
2003-13-17 **07/18/2003** ©ATP	To detect unsafe conditions that could result in separation of a propeller blade & loss of control,contd. ©ATP	9/20/04	N/A NOT RETURNED TO SERVICE BY T&W PROP	Once ©ATP		1.Centennial Aircraft 2.Certified Repair Station 3.W2OR467Y 4. Signature:
Manufacturer Bendix Corporation	**Category** Ignition Switches	**Model** P/N 10-157XXX				**Part #:** **Serial #:**
76-07-12 **08/30/1977**	IGNITION SWITCHES	06/03/1997 2773.2 TT		Recur	2883.2 TT	1.Centennial Aircraft 2.CRS 3.W2OR467Y 4. Signature:

©ATP

A. D. COMPLIANCE RECORD FAR 91.173

AIRCRAFT M20F N 9068V S/N 690012 ENGINE _____ S/N _____ PROP _____ S/N _____

A.D. NUMBER	SUBJECT OF A. D.	REV. DATE	DATE/HOURS COMPLIANCE	METHOD OF COMPLIANCE	NEXT DUE DATE/HOURS	NAME CERTIF. NUMBER
Airframe Series						
75-23-04 701	Electric Gear	Part I Part II	3-12-93 2663.7 5-7-96 2758.4 tt	SB m20-190 Inspection	2863.7 tt 2858.4 tt	
Airframe						
67-22-07 7C12	Rudder			NA - serial #		
73-21-01 7C13	Landing Gear		8-2-99 2797-3 tt	Lubrication/Inspection	Due 100 Hrs/12 months.	
75-04-09 7C14	Gear Actuator			NA - serial #		
75-09-08 GS 7C1	Engine Mount		6-7-96 2758.4 tt	Inspection or R&R	Inspection due 100 Hrs until Replacement/repair	
76-10-05 702	Leaking Fuel			NA - serial #		
77-08-06 702	Engine Oil			NA - cooler model #	500 Hrs 3163.7 tt	
77-17-04 703	Control wheel		3-12-93 2663.7 tt	Inspection		
77-18-01 704	Oil cooler			NA - cooler model #		
78-15-02 705	LD Gear Bolts		5-2-89 2574.6 tt	Replacement	One Time	
78-17-01 705	ELT			NA - serial #		
79-06-04 706	Elevator Lock			NA - N# Number		
80-13-03 22C1	Fuel Pumps		6-18-81 2282.9 tt	Replacement	One Time	
85-24-03 22C4	Fuel Tank		3-1-86 2346.6 tt	Inspection	One Time	

A. D. COMPLIANCE RECORD FAR 91.173

AIRCRAFT M20F N 9068V S/N 690012 ENGINE _____ S/N _____ PROP _____ S/N _____

A.D. NUMBER		SUBJECT OF A. D.	REV. DATE	DATE/HOURS COMPLIANCE	METHOD OF COMPLIANCE	NEXT DUE DATE/HOURS	NAME CERTIF. NUMBER
Airframe Supplement							
95-26-16 R1					NA- model		
97-2608		Fuel Gauge			NA- Late model Fuel Caps		Installed
98-24-11		Aileron Links		8-2-99 93.2 Tach	Inspection/Replacement	100 Hrs 193.3 Tach	
75-23-04		Gear Systems			NA- motor pt #		
Engine							
64-16-05	11A13 11G6	Fuel Pump			NA- model of Pump		
66-0603	11A13	Rod Assy			NA- Serial #		
66-20-04	11A13	Oil Filters			NA- not Equipped		
67-22-06	11A13	Fuel Injection			NA- Part #		
71-05-02	11B1	Crankcase		3-5-71 1084.5 H	Inspection	One Time	
71-11-02	11B2	Valve			NA- Serial #		
73-23-01	11B4	Piston Pin			NA- Serial #		
75-08-09	11B8	Oil Pump			NA- Serial #		
75-09-15	11B11	Flow Gasket		5-12-75 1795.4 H	Replacement	One Time	
78-23-10	11C1	Body Bellows			NA- Part #		
79-04-05	11C2	Diaphragm			NA- Part #		
81-18-04	26F10	Oil Pump		4-30-88 2480.0 H	Replacement	One Time	

A. D. COMPLIANCE RECORD FAR 91.173

AIRCRAFT M20F N 9068V S/N 690012 ENGINE _____ S/N _____ PROP _____ S/N _____

A.D. NUMBER	SUBJECT OF A. D.	REV. DATE	DATE/HOURS COMPLIANCE	METHOD OF COMPLIANCE	NEXT DUE DATE/HOURS	NAME CERTIF. NUMBER
Engine Continued						
87-10-06 26G3	Rocker Arm			NA- not Installed part #		
90-04-06 26G11	Oil Line		6-21-90 2640.1 H	Replacement		
91-14-22 27A6	Gear Train			Prop Strike		
92-12-05 27A9	Piston Pin			NA- Part #		
93-11-11 27A14	Fuel Pump			NA- Part #		
93-14-15 27B3	Placard			NA- model		
93-02-05 27A13	Injector lines		8-7-98 2797.3 H	Inspection	Annual/100 hr H	✓
Engine Supplement						
94-14-13 BW94-14	Fuel			NA- N Number		
95-07-01 BW95-07	Rod Bolts			NA- Rebuild Date		
95-26-02 BW96-02	Fuel			NA- N Number		
96-09-10 BW96-15	Oil Pump			PCW AD 81-18-04		
96-23-03 BW96-25	Fuel Pump			NA- date of Install		
97-01-03 BW97-02	Piston Pin			~~NA- mfg date~~ Supersede'd By 97-15-11		
97-15-11	Piston Pin			NA- MFG date		

A. D. COMPLIANCE RECORD FAR 91.173

AIRCRAFT M20F N 9068V S/N 690012 ENGINE _____ S/N _____ PROP _____ S/N _____

A.D. NUMBER	SUBJECT OF A. D.	REV. DATE	DATE/HOURS COMPLIANCE	METHOD OF COMPLIANCE	NEXT DUE DATE/HOURS	NAME CERTIF. NUMBER
Engine Supplement continued						
98-02-08	Crankshaft			NA- Constant Speed Prop		
98-17-11	Crankshaft			NA- Not Replaced By Nelson		
98-18-12	Fuel Pump			NA- Pump MFG		

A. D. COMPLIANCE RECORD FAR 91.173

AIRCRAFT M20F N 9068V S/N 690012 ENGINE _____ S/N _____ PROP _____ S/N _____

A.D. NUMBER	SUBJECT OF A. D.	REV. DATE	DATE/HOURS COMPLIANCE	METHOD OF COMPLIANCE	NEXT DUE DATE/HOURS	NAME CERTIF. NUMBER
Prop						
72-12-06 12C13			1-22-88	PCW - new	One Time	
93-16-14 2707	Hub			NA-model		
90-02-23 27C13	Cracks			NA- Engine model		
64-20-01 12C5	Pitch Blocks		1-28-88	PCW new/ overhaul	One Time	
2002-09-08	Fatigue Cracks Blade Rods		1-22-88	NA Blades, Serial Numbers		
MAG Series						
73-07-04	coils			Superceeded By	94-01-03	R2
74-26-09 13B10	Drive Shaft			NA-Serial #		
78-09-07 R3	Impulse			NA-model		
78-18-04	Rotor			NA-model		
79-12-02	Dist Block			NA-model		
79-18-06	Housing			NA-model		
80-17-14	Cover			NA-model		
81-12-06	Dist Gear			NA-model		
82-11-05	Electrode			NA-model		
82-13-01	Dist. Block			NA-model		

A. D. COMPLIANCE RECORD FAR 91.173

AIRCRAFT M20F N 9068V S/N 680012 ENGINE _____ S/N _____ PROP _____ S/N _____

A.D. NUMBER	SUBJECT OF A. D.	REV. DATE	DATE/HOURS COMPLIANCE	METHOD OF COMPLIANCE	NEXT DUE DATE/HOURS	NAME CERTIF. NUMBER
MAG Continued						
82-20-01	Impulse			NA- model		
MAG Supplement						
94-01-03 R2 BW 95-13	Coil		8-4-89 2607.2H	Coil Replacement	One Time	
96-12-07	Impulse			NA- model		
Fuel Injection				NA- date of OH		
73-10-02	13B9 Diaphragm			NA- serial #		
79-21-08	13.B14 Lock nut			NA- serial #		
79-26-03	13C1 Lock nut					
Fuel Injection Supplement						

A. D. COMPLIANCE RECORD FAR 91.173

AIRCRAFT M20F N 9068V S/N 690012 ENGINE _____ S/N _____ PROP _____ S/N _____

A.D. NUMBER	SUBJECT OF A. D.	REV. DATE	DATE/HOURS COMPLIANCE	METHOD OF COMPLIANCE	NEXT DUE DATE/HOURS	NAME CERTIF. NUMBER
Air Filter						
95-03-02 BW95-04						
81-15-03 28A3	Screen			NA- model		
Starting Vibrator						
81-17-01 27G8	Grounding			NA- part #		
Ignition Switch					100 Hrs	
76-07-12 13B10	Bendix Switch		5-7-96 2758.4 TT	ops check	2858.4 TT	
93-05-06 27F5	Gendes Switch			NA- not Installed		
Alternator					One Time	
72-15-02 14A7	FAN			PCW -		
76-02-02 14A7	Slip Ring			NA- model		

A. D. COMPLIANCE RECORD FAR 91.173

AIRCRAFT M20F N 9068V S/N 690012 ENGINE _____ S/N _____ PROP _____ S/N _____

A.D. NUMBER	SUBJECT OF A. D.	REV. DATE	DATE/HOURS COMPLIANCE	METHOD OF COMPLIANCE	NEXT DUE DATE/HOURS	NAME CERTIF. NUMBER
Oil Cooler						
80-25-07 29 C2	Oil Loss			NA- model		

AIRWORTHINESS DIRECTIVE COMPLIANCE RECORD

PROP, OR APPL/COMP. MAKE Mooney MODEL M-20F SERIAL NO. 690012

Number REV.	SUBJECT	Date and Hours at Compliance	METHOD OF COMPLIANCE	OT	RC	Next Comp.Due Date/Hours	Authorized Signature and Number
...ad)	Rudder Assembly		PCW	X			
-01	Landing gear	25Feb94 1932	Lubed Rod End Bearing		X		
-09	Landing gear Actuator		N/A By Date	X			
-08	Engine mount members	25 Feb 94 1932	By insp		X	100 HR Annual	
-05	Leaking Fuel		N/A By serial #	X			
-06	Engine oil		PCW	X			
-04	Control wheel shaft		PCW		X	2013 TACH	
-01	Engine oil cooler		PCW	X			
-02	MLG side Brace Bolts		PCW	X			
-01	Pacific ELT		N/A By type inst	X			
-04	Elevator control lock		N/A by End #	X			
-03	Fuel Pumps		PCW	X			
-03	Fuel Bays and rib		PCW	X			
-04	Electric gear system						
-23	Propeller		N/A By Act model	X			
-06	prop governor Line		PCW	X			
-06	RL Lyc Eng		N/A By Eng model	X			
-12	Bendix Ing. switch	25Feb94 1932	By Insp & ops ck		X	100HRS Annual	
-04	Magneto coils		PCW	X			
-05	Lyc Eng	25 Feb94 1432	C/W By insp	X			
-11	Eng Fuel Pump		N/A By Date	X			

Allowed 10 hours
Acft 2682 6505