

FAA Airworthiness Directives Compliance Record

Company: REGIER FLYING SERVCIE

Category: Airframe

Manufacturer: Wytownia Sprzetu

Model: Dromader M18A

Position:

P/N: M18A

S/N: 1Z018-01

Aircraft Registration No: N9310R

ATP Revision: 01/18/2021

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2000-18-12 09/27/2000	To detect and correct cracks in the lugs, corrosion in the main holes, and ovalization of the main holes, in the,contd.	03/01/2021 Hrs: 757.6 C: --	C/W BY INSPECTION AND REPLACEMENT OF LUG 2/28/21 HOBBS 757.6 NEXT INSPECTION 3000HRS	Yes	D: -- Hrs: -- C: --	Decker Field [REDACTED] RONNIE L DECKER
90-20-03 10/17/1990	TO PREVENT FAILURE OF THE AILERON CONTROL SYSTEM	04/17/2017 Hrs: 97.5 C: --	P/C/W BY HINGE REPLACEMENT NO LONGER RECURING	No	D: -- Hrs: -- C: --	Decker Field [REDACTED] RONNIE L DECKER
90-20-04 10/17/1990	TO PREVENT FAILURE OF THE ENGINE PUSH-PULL CABLES AND LOSS OF ENGINE CONTROL	01/29/2013 Hrs: -- C: --	P/C/W BY CABLE REPLACEMENT	No	D: -- Hrs: -- C: --	Decker Field [REDACTED] RONNIE L DECKER

ATP Revision: 01/18/2021

Category: Engine

Manufacturer: Garrett Turbine Engine

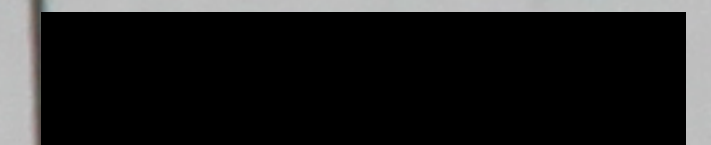
Model: TPE331-11U

Position:

P/N: TPE331-11U-612G

S/N: P44112C

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
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2018-22-01 12/10/2018	To prevent failure of the second stage turbine rotor	03/01/2021 Hrs: 757.6 C: --	NOT DUE AT THIS TIME MAY NOT APPLY	No	D: -- Hrs: -- C: --	 RONNIE L DECKER
2018-17-15 10/22/2018	[Recurring] To prevent failure of the combustion chamber case assembly	01/20/2020 Hrs: 565 C: --	N/A TO BURNER CAN INSTALLED	No	D: -- Hrs: -- C: --	 RONNIE L DECKER
2018-02-14 02/28/2018	[Recurring] To prevent failure of the combustion chamber case assembly	01/20/2020 Hrs: 565 C: --	N/A TO BURNER CAN INSTALLED	No	D: -- Hrs: -- C: --	 RONNIE L DECKER
2016-21-07 11/28/2016	[Recurring] To prevent failure of the fuel control drive, damage to the engine, and damage to the airplane	03/01/2021 Hrs: 757.6 C: --	C/W @ HOBBS 757.6 3/1/21 DUE EA 1000 HRS	Yes	D: -- Hrs: -- C: --	/
2016-18-17 11/04/2016	To prevent failure of the compressor impeller, uncontained part release, damage to the engine,contd.	01/20/2020 Hrs: 565 C: --	N/A AT THIS TIME DUE @ 11,500 CYCLES MAY NOT APPLY TO PARTS INSTALLED	No	D: -- Hrs: -- C: --	/
2015-12-04 C 07/22/2015	[Recurring] Superseded by 2016-21-07	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	/
2012-02-06 03/15/2012	[Recurring] To prevent uncontained failure of the first stage turbine disk and damage to the airplane	01/20/2020 Hrs: 565 C: --	N/A C/W BY OH	No	D: -- Hrs: -- C: --	/
2011-18-51 R1 10/19/2011	To prevent engine main rotor seizure resulting in engine damage, shutdown, and damage to the airplane	01/20/2020 Hrs: 565 C: --	N/A BY OH	No	D: -- Hrs: -- C: --	/
2009-17-05 09/01/2009	To prevent uncontained failure of the first stage turbine disk and damage to the airplane	01/20/2020 Hrs: 565 C: --	N/A BY OH	No	D: -- Hrs: -- C: --	/

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2006-15-08 08/24/2006	[Recurring] Superseded by 2015-12-04	04/15/2017 Hrs: 97.5 C: --		No	D: -- Hrs: -- C: --	/
2006-14-03 08/09/2006	To prevent uncontained failure of the turbine rotor due to low-cycle-fatigue (LCF), and damage to the aircraft	01/20/2020 Hrs: 565 C: --	N/A C/W BY OH	No	D: -- Hrs: -- C: --	/
2004-09-29 06/15/2004	[Recurring] To prevent cracked first stage turbine disks from causing uncontained disk separation, resulting in engine,contd.	01/20/2020 Hrs: 565 C: --	N/A BY OH	No	D: -- Hrs: -- C: --	/
2002-25-02 01/21/2003	To prevent an uncontained engine failure, in-flight shutdown, and secondary damage	01/20/2020 Hrs: 565 C: --	N/A BY OH	No	D: -- Hrs: -- C: --	/
2002-12-09 07/03/2002	[Recurring] To prevent bull gear rim separations and high-speed pinion (HSP) assembly failures from abnormal gear wear,contd.	03/01/2021 Hrs: 757.6 C: --	N/A AT THIS TIME BULL GEAR LIMIT 9000 HRS	Yes	D: 10/21/2045 Hrs: -- C: --	/
98-12-09 08/07/1998	TO PREVENT FUEL LEAKAGE OF THE MANIFOLD, RESULTING IN FUEL SPRAYING ON HOT TURBINE COMPONENTS, WHICH COULD,CONTD.	01/20/2020 Hrs: 565 C: --	N/A BY OH	No	D: -- Hrs: -- C: --	/
97-15-10 09/22/1997	TO PREVENT A NON-RESPONSIVE POWER LEVER AND LACK OF CONTROL OF ENGINE POWER	01/20/2020 Hrs: 565 C: --	N/A BY OH	No	D: -- Hrs: -- C: --	/
95-16-08 09/05/1995	TO PREVENT UNCONTAINED FAILURE OF TURBINE ROTORS, FIRE, OR LOSS OF AIRCRAFT CONTROL	01/20/2020 Hrs: 565 C: --	N/A BY OH	No	D: -- Hrs: -- C: --	/
94-26-07 04/18/1995	[Recurring] TO PREVENT FAILURE OF THE FUEL CONTROL GOVERNOR DRIVE FROM EXCESSIVE WEAR OF THE INTERNAL FUEL CONTROL DRIVE SPLINES	01/20/2020 Hrs: 565 C: --	N/A BY OH	No	D: -- Hrs: -- C: --	/

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93-15-11 09/07/1993	TO PREVENT A SUDDEN LOSS OF PROPELLER CONTROL DURING APPLICATION OF THRUST REVERSE THAT MAY CAUSE, CONTD.	01/20/2020 Hrs: 565 C: --	N/A	No	D: -- Hrs: -- C: --	/
93-02-01 03/18/1993	TO PREVENT FUEL SPRAYING ON HOT TURBINE COMPONENTS, WHICH CAN RESULT IN AN ENGINE FIRE	01/20/2020 Hrs: 565 C: --	N/A	No	D: -- Hrs: -- C: --	/
92-26-07 L 12/22/1992	Superseded by 93-15-11	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	/
92-02-19 L 12/14/1992	Superseded by 93-02-01	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	/
89-07-07 R1 10/30/1989	TO PREVENT TURBINE FAILURE	01/20/2020 Hrs: 565 C: --	N/A	No	D: -- Hrs: -- C: --	/
88-12-10 06/06/1988	TO PREVENT AN UNCONTAINED ENGINE FAILURE	01/20/2020 Hrs: 565 C: --	N/A	No	D: -- Hrs: -- C: --	/
86-12-02 07/01/1986	[Recurring] Superseded by 89-07-07	04/15/2017 Hrs: -- C: --		No	D: -- Hrs: -- C: --	/
84-10-06 R1 12/26/1984	TO PREVENT POSSIBLE ENGINE FAILURE	04/15/2017 Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	/
84-07-08 01/01/1984	Superseded by 84-10-06	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	/

Category: Propeller

Manufacturer: Hartzell Propeller

Position:

P/N: HC-B5MP-5BL

ATP Revision: 01/18/2021

Model: HC-B5MP-5

S/N: EVA3470

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2009-10-14 06/04/2009	To prevent separation of the propeller blade counterweight slug, which could lead to injury and damage to,contd.	01/20/2020 Hrs: 565 C: --	N/A NEW PROP MFG 2015	No	D: -- Hrs: -- C: --	/
83-08-01 R2 05/11/2005	To preclude propeller attaching bolt failures or improperly secured propellers, which could lead to,contd.	01/20/2020 Hrs: 565 C: --	N/A NEW PROP MFG 2015	No	D: -- Hrs: -- C: --	/
96-18-14 C 10/16/1996	To prevent propeller hub, blade, or blade clamp failure, which can result in loss of aircraft control	01/20/2020 Hrs: 565 C: --	N/A NEW PROP MFG 2015	No	D: -- Hrs: -- C: --	/
96-15-04 07/29/1996	TO PREVENT PROPELLER BLADE SEPARATION CAUSED BY PROPELLER BLADE SHANK CRACKS EMANATING FROM FORGING FLAWS,CONTD.	01/20/2020 Hrs: 565 C: --	N/A NEW PROP MFG 2015	No	D: -- Hrs: -- C: --	/