

Description of Inspections, Tests, Repairs and Alterations
 Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE
19			

DATE	RECORDING TACH TIME
19	

TSMOH- 478.34

Tach- 5635.75

N3289S 11/22/2022 Performed a 100 hr Inspection in accordance with FAR 43 appendix "D".

1. Compression Tested; #1-70/80, #2-71/80, #3-72/80, #4- 74/80, #5-70/80, #6-74/80.
2. Changed oil and filter using a 48108 filter and 12 qts W80 Aeroshell Oil. Sample taken.
3. Tightened all induction coupler hose clamps.
4. Adjusted timing on left magneto.

I certify this engine was inspected in accordance with a 100 hr Inspection and was determined to be in an airworthy condition.

Chad Dawson

A&P

Delta Co 81416

N3289S 5/24/2023

Tach- 5694.3

1. Changed oil and AA48108-2 oil filter using 10qts of AS W100. Oil sample taken.

Smiling Aviation, Inc.

Chad R. Dawson

A&P

Delta Co 81416

N3289S 2/9/2022 Tach - 5353.82 TSPOH - 303.61
Performed a 100 hr Inspection in accordance with FAR 43 appendix "D".
I certify this propeller was inspected in accordance with a 100 hr Inspection and was determined to be in an airworthy condition.
Smiling Aviation, Inc. [Signature] Chad Dawson
A&P [Redacted]
Delta Co 81416

N3289S 5/5/2022 Tach - 5447.52 TSPOH - 397.31
Performed a 100 hr Inspection in accordance with FAR 43 appendix "D".
I certify this propeller was inspected in accordance with a 100 hr Inspection and was determined to be in an airworthy condition.
Smiling Aviation, Inc. [Signature] Chad Dawson
A&P [Redacted]
Delta Co 81416

N3289S 8/4/2022 Tach- 5539.97 Hobbs- 5891.40
Performed a 100 hr Inspection in accordance with FAR 43 appendix "D".
I certify this propeller was inspected in accordance with a 100 hr Inspection and was determined to be in an airworthy condition.
Smiling Aviation, Inc. [Signature] Chad Dawson
A&P [Redacted]
Delta Co 81416

N3289S 11/22/2022 Tach- 5635.75 TSPOH- 585.54
Performed a 100 hr Inspection in accordance with FAR 43 appendix "D".
I certify this propeller was inspected in accordance with a 100 hr Inspection and was determined to be in an airworthy condition.
Smiling Aviation, Inc. [Signature] Chad Dawson
A&P [Redacted]
Delta Co 81416

Entries must be endorsed with Name, Rating and Certificate Number of

Tach-5539.97

1. Performed a 100 hr Inspection in accordance with FAR 43 appendix "D".
1. Tested ELT per FAR 91.207. Battery replacement next due 3/2023.

1. Tested ELT per FAR 91.207. Battery replacement next due 3/2023.
2. Installed new carburetor air box boot.
3. Cleaned and re-glued pilot entry step on left main gear leg.
4. Rotated both main gear tires.
5. Installed fuel quantity and octane decals at left fuel tank filler cap.
6. Complied with AD 2011-10-09 seats and seat rails, next due 5639.7 or annual inspection.
7. Complied with AD 76-07-12 ignition switch by ops check next due at tach 5639.97.
8. Installed fuel and octane decals at right tank filler cap.
9. Replaced left door steward.
10. Installed oil capacity on oil filler cap.
11. Replaced air Induction filter element.
12. Replaced outboard 4 working rivets on elevator trim mount.
13. Removed vacuum system filter and bracket.
14. Vacuumed out belly of aircraft.
15. Sand and paint battery box
16. Tightened shimmy dampener mount bolt
17. Installed new races and bearing on right main gear.
18. Installed new brake disk and new brake pads on right main gear.
19. Installed new races and bearings on nose wheel.
20. Cleaned fuel strainer and carb screen.

I certify this airframe was inspected in accordance with a **100 hr Inspection** and was determined to be in an **airworthy condition**.

Chad Dawson

A&P

Delta Co 81416

N3289S 8/4/2022

Tach-5539.97

Hobbs- 5891 40

Performed an Annual Inspection in accordance with FAR 43 appendix "D":

I certify this airframe was inspected in accordance with an **Annual Inspection** and was determined to be in an **airworthy condition**.

Smiling Aviation, Inc.

Ronald G. Widner

A&P. [REDACTED] A

Delta Co 81416

Tests, Repairs and Alterations
Rating and Certificate Number of
bbs- 5891.40

REPAIRING **TOTAL** **DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS**
er of
tries.)

YEAR **11/22/2022** **Tach- 5635.75**
N3289S
Performed a 100 hr Inspection in accordance with FAR 43 appendix "D".
Tested ELT per FAR 91.207. Battery replacement next due 3/2023.

1. Reinstalled glove box handle.
2. Installed new tail nav light bulb.
3. Installed new induction air filter.
4. Tightened hose clamp on forward nipple on right fuel bladder.
5. Tightened carb heat bolt on air box arm.
6. Drilled out broken screw on right door stay and installed new screw.
7. Stop drilled crack on right flap top skin.
8. Replaced both leaking brake caliper puck o-rings with new. Bleed both brakes.
9. Installed rivet on nose gear tunnel inboard of copilot inboard peddle.
10. Complied with AD 2011-10-09 seats and seat rails. Next due for inspection at tach 5735.75.
11. Complied with AD 76-07-12 R1 ignition switch ops check. Next due for inspection at tach 5735.75.
12. Dressed damage top skin on right flap.
13. Replaced left cracked brake caliper with serviceable caliper.
14. Replaced left cracked brake caliper with a 100 hr Inspection and was determined to be in an airworthy condition.

I certify this airframe was inspected in accordance with a 100 hr Inspection and was determined to be in an airworthy condition.
Smiling Aviation, Inc.
Delta Co 81416

Chad Dawson
A&P

REPAIRING **TOTAL** **DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS**
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Smiling Aviation, Inc.
Delta Co 81416

Chad Dawson
A&P

Ronald G. Widner
A&P

FAA Airworthiness Directives Compliance Record

Company:

Category: Engine

Manufacturer: Teledyne Continental

Model: O-470-R

Position:

P/N:

S/N: 130663-4-R-4

Aircraft Registration No:

ATP Revision: 6/28/2023

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2023-05-16 5/15/2023	To Prevent Departure of Counterweight and Retaining Hardware from the Crankshaft Assembly. The Unsafe Condition, if Not Addressed, Could Result in Loss of Engine Oil Pressure, Catastrophic Engine Damage, Engine Seizure, and Consequent Loss of the Aircraft	- Hrs: -- C: --	N/A not factory engine.	No	D: -- Hrs: -- C: --	A&P [REDACTED] A/A&P, IA Ronald Widner
2023-04-08 2/23/2023	Superseded by 2023-05-16	- Hrs: -- C: --	Superseded.	No	D: -- Hrs: -- C: --	A&P [REDACTED] A/A&P, IA Ronald Widner
2023-02-12 2/17/2023	To Prevent Failure of the Engine Intake Valve. The Unsafe Condition, if Not Addressed, Could Result in Failure of the Engine, In-Flight Shutdown, and Loss of the Airplane	- Hrs: -- C: --	N/A by date.	No	D: -- Hrs: -- C: --	A&P [REDACTED] A/A&P, IA Ronald Widner
2022-16-03 8/15/2022	To Prevent Failure of the Magneto. The Unsafe Condition, if Not Addressed, Could Result in Failure of One or More Engines, In-Flight Shutdown, and Loss of the Airplane	- Hrs: -- C: --	N/A by model number.	No	D: -- Hrs: -- C: --	A&P [REDACTED] A/A&P, IA Ronald Widner
2022-04-04 3/29/2022	To Prevent Loss of Engine Power. The Unsafe Condition, if Not Addressed, Could Result in Failure of the Engine, In-Flight Shutdown, and Loss of Control of the Aircraft	- Hrs: -- C: --	N/A not installed.	No	D: -- Hrs: -- C: --	A&P [REDACTED] A/A&P, IA Ronald Widner

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2016-16-12 9/15/2016	To prevent failure of the cylinder assemblies, which could lead to failure of the engine, in-flight, contd.	-- Hrs: -- C: --	N/A BY CYLINDER P/N	No	D: -- Hrs: -- C: --	Smiling Aviation, Inc. A&P, IA Mark D. Husmann
2014-05-29 4/25/2014	[Recurring] To prevent the separation of the cylinder head, damage to the engine, and damage to the airplane	-- Hrs: -- C: --	N/A by cylinder P/N	Yes	D: -- Hrs: -- C: --	A&P, IA A&P, IA Ronald Widner
2010-11-04 6/16/2010	To prevent excessive hydraulic lifter wear, which can result in loss of engine power & loss of control of the airplane	-- Hrs: -- C: --	N/A by overhaul date	No	D: -- Hrs: -- C: --	Smiling Aviation, Inc. A&P, IA Mark D Husmann
2009-24-52 E 11/18/2009	Superseded by 2010-11-04	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	/
2009-24-51 E 11/16/2009	Superseded by 2009-24-52	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	/
2009-19-07 C2 10/7/2009	To prevent loss of engine power due to cracks in the cylinder head, possible engine failure, and fire in, contd.	-- Hrs: -- C: --	N/A by cyl Mfrgr date and O/H date	Yes	D: -- Hrs: -- C: --	Smiling Aviation, Inc. A&P, IA Mark D Husmann
2007-04-19 R1 5/7/2007	To prevent cylinder separation that can lead to engine failure, possible engine compartment fire, and, contd.	-- Hrs: -- C: --	N/A by Cyl Mfrgr date and O/H date	No	D: -- Hrs: -- C: --	Smiling Aviation Inc. A&P, IA Mark D Husmann
00-00-08 3/26/2002	Important notice for Teledyne Continental Motors reciprocating engines listed in AD 96-12-04	-- Hrs: -- C: --	N/A new cylinders installed.	No	D: -- Hrs: -- C: --	Smiling Aviation Inc. A&P, IA Mark D Husmann
00-00-01 1/22/2001	Important for Cessna Oil Filter Adapter Assemblies listed in AD 96-12-22	-- Hrs: -- C: --	N/A-By P/N, No adapter	No	D: -- Hrs: -- C: --	Smiling Aviation Inc. A&P, IA Mark D Husmann

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2000-23-21 12/12/2000	To prevent crankshaft connecting rod journal fracture, which could result in total engine power loss, contd.	-- Hrs: -- C: --	N/A by overhaul date	No	D: -- Hrs: -- C: --	Smiling Aviation Inc. A&P/IA Mark D Husmann
2000-08-51 E 4/28/2000	Superseded by 2000-23-21	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	
99-19-01 9/30/1999	To prevent crankshaft failure due to crankshaft check cracks, which could result in total engine power loss, contd.	-- Hrs: -- C: --	N/A crank not purchased after O/H	No	D: -- Hrs: -- C: --	Smiling Aviation Inc. A&P/IA Mark D Husmann
99-09-17 L 4/22/1999	Superseded by 99-19-01	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	
98-17-11 C 10/19/1998	TO PREVENT CRANKSHAFT FAILURE DUE TO CRACKING, WHICH COULD RESULT IN AN INFLIGHT ENGINE FAILURE AND POSSIBLE, CONTD.	-- Hrs: -- C: --	N/A crank not repaired between Feb 1995- Dec 1997	No	D: -- Hrs: -- C: --	Smiling Aviation Inc. A&P/IA Mark D Husmann
98-01-08 E 1/15/1998	TO PREVENT EXHAUST ROLLER ROCKER ARM FAILURE, WHICH CAN RESULT IN BENT PUSH RODS, RUPTURED ROCKER ARM, CONTD.	-- Hrs: -- C: --	N/A roller rockers not installed	No	D: -- Hrs: -- C: --	Smiling Aviation Inc. A&P/IA Mark D Husmann
98-01-08 L 1/15/1998	TO PREVENT EXHAUST ROLLER ROCKER ARM FAILURE, WHICH CAN RESULT IN BENT PUSH RODS, RUPTURED ROCKER ARM, CONTD.	-- Hrs: -- C: --	N/A roller rockers not installed	No	D: -- Hrs: -- C: --	Smiling Aviation Inc. A&P/IA Mark D Husmann
97-21-02 10/27/1997	TO PREVENT EXTREME SIDE LOADING OF THE PISTON, AND CONSEQUENT FAILURE OF THE PISTON AND ENGINE	-- Hrs: -- C: --	N/A by S/N and cyl's not changed in 1997	No	D: -- Hrs: -- C: --	Smiling Aviation Inc. A&P/IA Mark D Husmann
97-15-01 L 7/30/1997	Superseded by 97-21-02	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	

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96-12-04 8/12/1996	TO Prevent Piston Failure, Which Can Result in Engine Power Loss, Engine Failure and Loss of Aircraft	— Hrs: — C: —	N/A by P/N.	No	D: — Hrs: — C: —	A&P, [REDACTED] A/A&P, IA Ronald Widner
96-12-22 7/31/1996	TO PREVENT LOSS OF ENGINE OIL CAUSED BY LOOSE OR SEPARATED OIL FILTER ADAPTERS, WHICH COULD RESULT IN ENGINE, CONTD.	— Hrs: — C: —	N/A by P/N, no adaptor	Yes	D: — Hrs: — C: —	Smiling Aviation Inc. [REDACTED] A&P/IA Mark D Husmann
95-21-15 11/28/1995	TO PREVENT DETONATION DUE TO LOW OCTANE, WHICH CAN RESULT IN SEVERE ENGINE DAMAGE AND SUBSEQUENT FAILURE	— Hrs: — C: —	N/A by registration "N" number	No	D: — Hrs: — C: —	Smiling Aviation Inc. [REDACTED] A&P/IA Mark D Husmann
94-14-12 L 6/23/1994	Superseded by 95-21-15	— Hrs: — C: —		No	D: — Hrs: — C: —	/
93-08-17 8/23/1993	TO PREVENT AN ENGINE FAILURE	— Hrs: — C: —	N/A by S/N	No	D: — Hrs: — C: —	Smiling Aviation Inc. [REDACTED] A&P/IA Mark D Husmann
93-10-02 8/12/1993	TO PREVENT AN ENGINE FAILURE DUE TO A MISSING CYLINDER VALVE RETAINER KEY	— Hrs: — C: —	N/A by S/N, by valve retainers not installed and by time in service	No	D: — Hrs: — C: —	Smiling Aviation Inc. [REDACTED] A&P/IA Mark D Husmann
91-19-03 9/29/1991	TO PREVENT OPERATION WITH COLLAPSED OIL FILTER ELEMENTS, WHICH CAN RESULT IN LOSS OF OIL PRESSURE, CONTD.	— Hrs: — C: —	N/A by filter date code	No	D: — Hrs: — C: —	Smiling Aviation Inc. [REDACTED] A&P/IA Mark D Husmann
88-03-06 4/15/1988	TO PREVENT POSSIBLE LOSS OF ENGINE OIL AND SUBSEQUENT ENGINE FAILURE	— Hrs: — C: —	N/A by filter P/N	No	D: — Hrs: — C: —	Smiling Aviation Inc. [REDACTED] A&P/IA Mark D Husmann
85-08-02 4/15/1985	TO PREVENT POSSIBLE VALVE STEM WEAR, OIL CONTAMINATION, VALVE SEIZURE, AND TOTAL LOSS OF ENGINE POWER	3/17/1994 Hrs: Tach- 4212.84 C: —	P/C/W- by overhaul	No	D: — Hrs: — C: —	Smiling Aviation Inc. [REDACTED] A&P/IA Mark D Husmann

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
79-05-09 3/12/1979	TO PREVENT THE POSSIBLE LOSS OF OIL PRESSURE INDICATION	- Hrs: -- C: --	N/A by S/N	No	D: -- Hrs: -- C: --	Smiling Aviation Inc. A&P/IA Mark D Husmann
73-13-04 6/20/1973	CARBURETOR BOWL DRAIN PLUG	- Hrs: -- C: --	N/A by S/N	No	D: -- Hrs: -- C: --	Smiling Aviation Inc. A&P/IA Mark D Husmann
63-15-01 12/31/1969	EXHAUST VALVES	3/17/1994 Hrs: Tach- 4212.84 C: --	N/A new valves @ overhaul	No	D: -- Hrs: -- C: --	Smiling Aviation Inc. A&P/IA Mark D Husmann
61-03-02 1/1/1961	Superseded by 63-15-01	- Hrs: -- C: --		No	D: -- Hrs: -- C: --	
56-06-01 7/1/1956	TO PREVENT SERIOUS ENGINE DAMAGE IN FLIGHT	3/17/1994 Hrs: Tach- 4212.84 C: --	N/A by engine overhaul	No	D: -- Hrs: -- C: --	Smiling Aviation Inc. A&P/IA Mark D Husmann

Category: Airframe Position: ATP Revision: 6/28/2023

Manufacturer: Cessna Aircraft Company

P/N:

Model: 182G

S/N: 18255789

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2023-10-02 5/26/2023	To Address Radio Altimeter Anomalies That Are Undetected by the Automation or Pilot, Particularly Close to the Ground (e.g., Landing Flare), Could Lead to Loss of Continued Safe Flight and Landing. Additionally, Radio Altimeter Anomalies Could, contd.	- Hrs: -- C: --	Not transport or commuter.	No	D: -- Hrs: -- C: --	A&P/IA Ronald Widner

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	To Ensure That the Amount of Fuel Indicated is the Amount of Fuel Available. The Unsafe Condition, if Not Addressed, Could Result in Fuel Starvation and Engine Shutdown Which Could Result in the Inability to Arrive at the Destination Airport or,contd.	— Hrs: — C: —	N/A not installed.	No	D: — Hrs: — C: —	A&P [REDACTED] A/A&P, IA Ronald Widner
2021-23-12 12/9/2021	To Address the Radio Altimeter Anomalies That Are Undetected by the Automation or Pilot, Particularly Close to the Ground (e.g., Landing Flare), Could Lead to Loss of Continued Safe Flight and Landing	— Hrs: — C: —	N/A not commercial aircraft.	No	D: — Hrs: — C: —	
2020-18-01 11/12/2020	Recurring] To Detect and Address Cracking of the Wing Strut Attach Point. The Unsafe Condition, if Not Addressed, Could Result in Failure of the Wing in Operation, Which Could Result in Loss of Control of the Airplane	— Hrs: — C: —	SEE RECURRING LIST	Yes	D: — Hrs: — C: —	A&P [REDACTED] A/A&P, IA Ronald Widner
2011-10-09 6/17/2011	To prevent seat slippage or the seat roller housing from departing the seat rail, which may consequently cause,contd.	— Hrs: — C: —	See Recurring List	Yes	D: — Hrs: — C: —	Smiling Aviation, Inc. [REDACTED] A&P, IA Mark D. Husmann
2008-26-10 1/5/2009	To prevent erroneous indications from the altimeter, airspeed, and vertical speed,contd.	— Hrs: — C: —	N/A Mfg date	No	D: — Hrs: — C: —	Smiling Aviation Inc. [REDACTED] A&P/IA Mark D Husmann
2008-26-10 C 1/5/2009	To prevent erroneous indications from the altimeter, airspeed, and vertical speed,contd.	— Hrs: — C: —	N/A- By Mfg date and part not replaced	No	D: — Hrs: — C: —	Smiling Aviation, Inc. [REDACTED] A&P/IA Mark D Husmann
2008-10-02 5/12/2008	To prevent erroneous indications from the altimeter, airspeed, and vertical speed,contd.	— Hrs: — C: —	N/A valve replaced	No	D: — Hrs: — C: —	Smiling Aviation Inc. [REDACTED] A&P/IA Mark D Husmann
2008-02-18 2/28/2008	To prevent premature separation of the collar, which could result in the parachute failing to,contd.	— Hrs: — C: —	N/A no parachute	No	D: — Hrs: — C: —	Smiling Aviation Inc. [REDACTED] A&P/IA Mark D Husmann

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2004-19-01 C 11/1/2004	TO prevent slippage of the pilot/co-pilot shoulder harness, which could result in failure of the shoulder,contd.	- Hrs: -- C: --	N/A by P/N and date	No	D: -- Hrs: -- C: --	Smiling Aviation Inc. A&P/A Mark D Husmann
98-16-04 9/21/1998	TO PREVENT WING FAILURE DURING FLIGHT CAUSED BY THE ABSENCE OF AN ANGLE STIFFENER, WHICH COULD CAUSE LOSS OF CONTD.	- Hrs: -- C: --	N/A no wing extension	No	D: -- Hrs: -- C: --	Smiling Aviation Inc. A&P/A Mark D Husmann
97-01-13 2/3/1997	TO PREVENT FUEL, OIL, OR HYDRAULIC SYSTEMS FAILURE CAUSED BY A COLLAPSED HOSE	- Hrs: -- C: --	N/A hoses not installed	No	D: -- Hrs: -- C: --	Smiling Aviation Inc. A&P/A Mark D Husmann
96-12-22 7/31/1996	TO PREVENT LOSS OF ENGINE OIL CAUSED BY LOOSE OR SEPARATED OIL FILTER ADAPTERS, WHICH COULD RESULT IN ENGINE, CONTD.	- Hrs: -- C: --	N/A by P/N no adaptor	Yes	D: -- Hrs: -- C: --	Smiling Aviation Inc. A&P/A Mark D Husmann
87-20-03 R2 9/24/1990	TO ASSURE PROPER ENGAGEMENT OF THE SEAT LOCKING MECHANISM AND TO PRECLUDE INADVERTENT SEAT SLIPPAGE	- Hrs: -- C: --	see ad 2011-10-09	Yes	D: -- Hrs: -- C: --	Smiling Aviation Inc. A&P/A Mark D Husmann
84-10-01 R1 7/5/1988	TO PREVENT POWER LOSS OR ENGINE STOPPAGE DUE TO WATER CONTAMINATION OF FUEL SYSTEM	4/30/1992 Hrs: Tach- 4078.14 C: --	P/C/W- by SK 182- 85 A	Yes	D: -- Hrs: -- C: --	Smiling Aviation Inc. A&P/A Mark D Husmann
79-10-14 R1 5/30/1988	TO PROVIDE AN ALTERNATE SOURCE OF FUEL TANK VENTING IN CASE OF FUEL TANK VENT OBSTRUCTION BY FOREIGN MATERIAL, CONTD.	2/2/1981 Hrs: Tach-2807 C: --	P/C/W- See log entry	No	D: -- Hrs: -- C: --	Smiling Aviation Inc. A&P/A Mark D Husmann
86-24-07 1/7/1987	TO PREVENT ENGINE POWER INTERRUPTION DUE TO LOSS OF ATTACHMENT OF THE ENGINE CONTROLS	- Hrs: -- C: --	P/C/W- See log entry, Visually verified controls complied with	No	D: -- Hrs: -- C: --	Smiling Aviation Inc. A&P/A Mark D Husmann
86-26-04 1/6/1987	TO PREVENT SLIPPAGE OF THE PILOT/CO-PILOT SHOULDER HARNESSES	- Hrs: -- C: --	C/W by removing spring clip	No	D: -- Hrs: -- C: --	Smiling Aviation Inc. A&P/A Mark D Husmann

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No./Type Authorized By Signed
72-03-03 R3 10/15/1984	TO PREVENT INADVERTENT RETRACTION OF WING FLAP AND TO INSURE POSITIVE OPERATION OF THE ELECTRICAL WING, CONTD.	6/9/1972 Hrs: Tach- 1452.8 C: --	P/C/W by SE72-2 no longer recurring	Yes	D: -- Hrs: -- C: --	Smiling Aviation Inc. A&P/A Mark D Husmann
72-03-03 R3 10/15/1984	[Recurring] TO PREVENT INADVERTENT RETRACTION OF WING FLAP AND TO INSURE POSITIVE OPERATION OF THE ELECTRICAL WING, CONTD.	-- Hrs: -- C: --	PCW snubbers installed no longer recurring.	Yes	D: -- Hrs: -- C: --	A&P/A A&P/A Ronald Widner
83-17-06 9/1/1983	TO PREVENT POSSIBLE DESTRUCTIVE AILERON FLUTTER	-- Hrs: -- C: --	N/A no Robertson STC	No	D: -- Hrs: -- C: --	Smiling Aviation Inc. A&P/A Mark D Husmann
83-13-01 8/1/1983	TO ALERT THE PILOT TO THE POTENTIAL EFFECTS OF IMPROPER FUEL CAP SEALING	4/30/1992 Hrs: Tach- 4078.14 C: --	P/C/W- SK 182-85A installed and gage placard installed	Yes	D: -- Hrs: -- C: --	Smiling Aviation Inc. A&P/A MARK D Husmann
79-25-07 12/13/1979	TO PRECLUDE THE POSSIBILITY OF ELECTRICAL OR ELECTRONIC COMPONENT DAMAGE OR AN IN- FLIGHT FIRE, CONTD.	-- Hrs: -- C: --	N/A by S/N	No	D: -- Hrs: -- C: --	Smiling Aviation Inc. A&P/A Mark D Husmann
79-08-03 C 6/6/1979	TO PREVENT ELECTRICAL SYSTEM FAILURE, SMOKE IN THE COCKPIT, AND/OR FIRE IN THE WIRE BUNDLE BEHIND THE INSTRUMENT PANEL	2/2/1981 Hrs: Tach- 2807 C: --	P/C/W. See log entry	No	D: -- Hrs: -- C: --	Smiling Aviation Inc. A&P/A Mark D Husmann
78-01-14 1/23/1978	TO PRECLUDE THE POSSIBILITY OF AN IN-FLIGHT FIRE DUE TO A LOOSE ELT ANTENNA COAXIAL CABLE CONNECTOR, CONTD.	-- Hrs: -- C: --	N/A kit AK 150-104 & 110 not installed	No	D: -- Hrs: -- C: --	Smiling Aviation Inc. A&P/A Mark D Husmann
78-26-09 1/1/1978	Superseded by 79-10-14	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	
77-23-11 11/28/1977	TO PRECLUDE THE POSSIBILITY OF AN IN-FLIGHT FIRE DUE TO A LOOSE ELT ANTENNA COAXIAL CABLE CONNECTOR, CONTD.	-- Hrs: -- C: --	N/A by Dome and Magellim ELT installation	No	D: -- Hrs: -- C: --	Smiling Aviation Inc. A&P/A Mark D Husmann

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
77-04-05 3/1/1977	TO PREVENT INGESTION OF THE INDUCTION AIR BOX SEAL INTO THE CARBURETOR	2/2/1981 Hrs: -- C: --	P/CW- See log entry	No	D: -- Hrs: -- C: --	Smiling Aviation Inc. A&PJA Mark D Husmann
75-16-01 7/30/1975	TO PRECLUDE INADVERTENT FUEL EXHAUSTION DUE TO INCORRECT FUEL PLACARDED CAPACITIES	-- Hrs: -- C: --	N/A by S/N	No	D: -- Hrs: -- C: --	Smiling Aviation Inc. A&PJA Mark D Husmann
75-05-02 2/21/1975	TO PREVENT LOSS OF ENGINE OIL, IMPROPER ENGINE LUBRICATION OR ENGINE OIL CONTAMINATION	-- Hrs: -- C: --	N/A no Beryl air/oil separator	Yes	D: -- Hrs: -- C: --	Smiling Aviation Inc. A&PJA Mark D Husmann
72-07-09 10/17/1974	TO DETECT CRACKS AND BOLT LOOSENESS WHICH COULD LEAD TO INFLIGHT SEPARATION OF THE FIN AND THE RUDDER	-- Hrs: -- C: --	See recurring list	Yes	D: -- Hrs: -- C: --	Smiling Aviation Inc. A&PJA Mark D Husmann
73-17-01 8/16/1973	TO ADVISE THE PILOT CONCERNING PROPER FUEL TRANSFER PUMP OPERATION	-- Hrs: -- C: --	N/A no javelin aux tanks	No	D: -- Hrs: -- C: --	Smiling Aviation Inc. A&PJA Mark D Husmann
71-22-02 R(1) 11/9/1971	TO DECREASE THE POSSIBILITY OF FAILURE OF THE NOSE GEAR STRUCTURE	-- Hrs: -- C: --	N/A by nose gear fork P/N	Yes	D: -- Hrs: -- C: --	Smiling Aviation Inc. A&PJA Mark D Husmann
71-21-01 1/1/1971	Superseded by 72-07-09	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	
70-15-16 1/1/1970	Superseded by 72-03-03	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	

Category: Air Filter

Manufacturer: Brackett Aircraft

Model: STC SA693CE

Position:

P/N: BA-8110

S/N:

ATP Revision: 6/28/2023

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
96-09-06 6/7/1996	TO PREVENT GASKET PARTICLES FROM ENTERING THE CARBURETOR BECAUSE OF AIR FILTER GASKET FAILURE, WHICH COULD, CONTD.	- Hrs: -- C: --	N/A by P/N	Yes	D: -- Hrs: -- C: --	Smiling Aviation Inc. A&PIA Mark D Husmann
95-03-02 3/17/1995	Superseded by 96-09-06	- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	
81-15-03 7/20/1981	TO PREVENT POSSIBLE FAILURE OF THE ALUMINUM AIR FILTER RETAINER SCREEN OR GASKETS WITH POTENTIAL, CONTD.	- Hrs: -- C: --	N/A no aluminum screen	No	D: -- Hrs: -- C: --	Smiling Aviation Inc. A&PIA Mark D Husmann
78-25-05 1/1/1978	Superseded by 81-15-03	- Hrs: -- C: --		No	D: -- Hrs: -- C: --	

Category: Carburetors

Manufacturer: Marvel-Schblor

Model: MA-4-5

Position:

P/N: 10-4893-1

S/N: CL0833

ATP Revision: 6/28/2023

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
89-04-02 3/8/1989	TO PREVENT POSSIBLE JAMMING OF THE CARBURETOR THROTTLE	- Hrs: -- C: --	N/A by P/N	No	D: -- Hrs: -- C: --	Smiling Aviation Inc. A&PIA Mark D Husmann
72-06-05 R2 7/3/1986	TO PREVENT LOOSENESS OR SEPARATION OF THE THROTTLE ARM	- Hrs: -- C: --	C/W IAW AD	No	D: -- Hrs: -- C: --	Smiling Aviation Inc. A&PIA Mark D Husmann
69-24-03 11/29/1969	TO PREVENT POSSIBLE POWER LOSSES DUE TO BLOCKAGE OF CARBURETOR METERING PASSAGES BY THREAD LUBRICANT, CONTD.	- Hrs: -- C: --	N/A by S/N	No	D: -- Hrs: -- C: --	Smiling Aviation Inc. A&PIA Mark D Husmann

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
63-22-03 12/2/1963	ERRATIC ENGINE OPERATION OR COMPLETE ENGINE STOPPAGE	8/10/1991 Hrs: 1ach- 4037.52 C: -	P/CW- by overhaul	No	D: -- Hrs: -- C: -	Smiling Aviation Inc. A&P IA Mark D Husmann

ATP Revision: 6/28/2023

Position:

Category: Ignition Systems

Manufacturer: Gerdes Products Co.

Model: IGNITION SWITCHES

P/N:

S/N:

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
93-05-06 4/29/1993	TO PREVENT FAILURE OF IGNITION SWITCHES	-- Hrs: -- C: -	BENDIX IGNITION SWITCH INSTALLED NO LONGER APPLIES	Yes	D: -- Hrs: -- C: -	Smiling Aviation Inc. A&P IA Mark D Husmann

ATP Revision: 6/28/2023

Position:

Category: Ignition Systems

Manufacturer: Bendix Corporation

Model: P/N 10-357XXX

P/N:

S/N:

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
76-07-12 R1 8/30/1977	IGNITION SWITCHES	-- Hrs: -- C: -	SEE RECURRING LIST	Yes	D: -- Hrs: -- C: -	Smiling Aviation, Inc. A&P IA Mark D. Husmann

ATP Revision: 6/28/2023

Position: LEFT

Category: Magnets

Manufacturer: Continental Motors

Model: S6-20 SERIES

P/N: BL-500556-1

S/N: D21DA079R

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

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

Category: Magnetos
 Manufacturer: Continental Motors
 Model: S6-20 SERIES
 Position: RIGHT
 P/N: BL-500556-1
 S/N: D21BA134R
 ATP Revision: 6/28/2023

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

Category: Global Positioning System
 Manufacturer: Garmin International
 Model: GNS 530
 Position:
 P/N:
 S/N:
 ATP Revision: 6/28/2023

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

Category: Propeller
 Manufacturer: McCauley
 Model: 2A34C203
 Position:
 P/N:
 S/N: 081696
 ATP Revision: 6/28/2023

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

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2006-24-07 1/3/2007	To detect potentially unsafe conditions that could result in a propeller blade separating from the hub,comtd.	- Hrs: -- C: --	N/A not serviced by Oxford aviation.	No	D: -- Hrs: -- C: --	A&P [REDACTED] A/A&P, IA Ronald Widner
2005-14-11 8/17/2005	To prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane	- Hrs: -- C: --	N/A not serviced by Southern California propeller service.	No	D: -- Hrs: -- C: --	A&P [REDACTED] A/A&P, IA Ronald Widner
2003-13-17 7/18/2003	To detect unsafe conditions that could result in separation of a propeller blade & loss of control,comtd.	- Hrs: -- C: --	N/A by hub serial number.	No	D: -- Hrs: -- C: --	A&P [REDACTED] A/A&P, IA Ronald Widner
82-27-02 R1 2/22/1983	TO PREVENT POSSIBLE PROPELLER BLADE SHANK FAILURE	- Hrs: -- C: --	PCW at propeller overhaul.	No	D: -- Hrs: -- C: --	A&P [REDACTED] A/A&P, IA Ronald Widner