THE adlog™

AIRCRAFT MAINTENANCE RECORDKEEPING SYSTEM

ENGINE MAINTENANCE RECORDS

Custom Airmotive, Inc.
FAA REPAIR STATION #DC2R763K
AIRCRAFT ENGINE SERVICE
[redacted]

Custom Airmotive, Inc.

FAA REPAIR STATION #DC2R763K

[redacted]

Tulsa, Okla. 74115

WARRANTY:

All engines rebuilt by Custom Airmotive after June 15, 2011, are guaranteed to be free from defects in material and workmanship, under normal use and service for six months or 240 hours; whichever occurs first. An additional prorated warranty will apply to parts only to manufacturers published T.B.O. Accessories will be guaranteed by the vendor. All parts and labor to be approved by Custom Airmotive prior to commencement of work. Cracked cylinders and crankcases excluded from all warranties unless it can be determined that they are a direct result of improper assembly. Loss of revenue or use of aircraft claims will not be allowed. Proration to be based on hours logged, or 40 hours per month; whichever is greater.

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
				TOTALS brought forward from previous page

ENGINE MAJOR OVERHAULED TO MANUFACTURERS SPECIFICATIONS

TT__3166.7__ TSMOH__2.1___ (test run time only)

MODEL__IO-360-A1A__ S/N__L-695-51__

The aircraft engine identified above was repaired and inspected in accordance with manufacturers specifications and current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repairs are on file at this repair station under,

Work order number __23088__

Dated__Nov. 14, 2012__ Signed [redacted] for

Custom Airmotive, Inc.
[redacted]
Tulsa, OK 74115
[redacted]

FAA Certified Repair Station DC2R763K

Fuel system was also overhauled (see maint. release). Prop gov. was flushed/insp. & re-sealed. Fuel pump, ignition harness and spark plugs are new. Magnetos were re-used @ customers request (were recent overhauled). This engine is equipped with __Standard Nitrided/Steel __ cylinders.

Model__IO-360-A1A__ S/N__L-695-51__ WO#__23088__ Total Time__3160.7__

A.D. # Method of compliance

64-16-05 C/W BY USE OF A NEW AF-15473 FUEL PUMP.
66-06-03 P/C/W BY USE OF P/N LW10646 CONN. RODS.
66-20-04 N/A; HAS ORIGINAL SCREEN TYPE W/CORRECT GASKET.
67-22-06 C/W; FUEL SYSTEM O-H'ED @ CRS#HK2R875K.
71-05-02R2 C/W; HAS LARGE/STRAIGHT BEARING DOWELS.
71-11-02 P/C/W; HAD 78290 HYD. UNITS.
73-23-01 C/W BY USE OF NEW P/N SL13444-1 PISTON PINS.
75-08-09R3 P/C/W; ALSO SEE 96-09-10.
75-09-15 C/W; FUELSYSTEM O-H'ED @ CRS#HK2R875K.
78-23-10 " ".
79-04-05 " ".
90-04-06R1 C/W; HAS ALL STEEL FITTINGS AND PROPERLY SECURED.
92-12-05 C/W BY USE OF NEW SL13444-1 PISTON PINS.
95-07-01 N/A TO THESE NEW SL75060 ROD BOLTS.
95-26-02 N/A TO THIS OVERHAULED ENGINE.
96-09-10 C/W BY USE OF P/N LW18109 & 18110 IMPELLERS.

Continued on pg. 2

Custom Airmotive, Inc.

AIRCRAFT ENGINE SERVICE
FAA REPAIR STATION #[redacted]

[redacted]

ENGINE RUN-IN SHEET

CUSTOMER Blakney Aircraft

W.O. NO. 23088

ADDRESS [redacted]

DATE 11-15-12

CITY, STATE, ZIP Bethany, OK 73006

ENGINE MODEL IO-360-A1A

FUEL OCTANE = AVGAS 100 LL

SERIAL NO. L-695-51

NO.	DURATION (MINUTES)	R.P.M.	OIL PRESS (PSI)	C.H.T. (deg. F)	MANIFOLD PRESS (PSI)	OIL TEMP (deg. C)	FUEL PRESS (PSI) PUMP/NOZ	CRANKCASE PRESS (In. H2O)
1	10	1200	61	225	13	50	30	1/16"
2	10	1500	60	225	15	70	29	1/16"
3	10	1800	55	300	18	81	28 - .5	1/8"
4	10	2000	60	350	20	81	28 - .9	1/4"
5	10	2200	62	350	21	81	28 - 2.6	1/2"
6	10	2400	71	375	23	81	27 - 3	5/8"
7	5	2700	74	350	28.5	81	26 - 10	3/4"
8	60	2450	71	375	23.5	81	26 - 4	1/2"
9	5	750	40	300	16	85	28	0
10								
11								
12								

REMARKS: Start 3.0 end 5.1

MAG CHECK - START: OK END: OK

OIL - START: 8 END: 8 qt.

MECHANIC [redacted]

INSPECTED [redacted]

CA FORM 005 12/03

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK

Cont. from pg. 1

96-23-03 C/W BY USE OF NEW PUMP W/ACCEPTABLE CODE.
97-15-11 C/W BY USE OF NEW SL13444-1 PINS.
98-02-08 N/A PER ENGINE MODEL.
98-17-11 N/A; CRANKSHAFT WAS NOT SENT TO NELSONS.
03-14-03 N/A TO THIS MODEL PUMP.
04-10-14 C/W SB475C (GEAR MOD., INSP., & RETENTION).
05-19-11 N/A TO THIS NON-COUNTERWEIGHTED CRANKSHAFT.
06-06-16 “
”.
09-02-03 C/W; AFFECTED PARTS NOT INSTALLED @ F/S OVERHAUL.
11-26-04 C/W; LINES INSP. & SECURED PER SB342F.
12-03-06 C/W; AFFECTED PARTS NOT INSTALLED @ F/S OVERHAUL.
12-19-01 N/A TO THIS NON-COUNTERWEIGHTED CRANKSHAFT.

Signed [redacted] for CRS# DC2R763K on Nov. 14, 2012

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DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
				TOTALS brought forward from previous page
7-15-15		2.2	Ø	INSTALLED ENGINE IN VAN'S RV8 N75RT, SERIAL #83050 [redacted]
10-1-15		2.2	Ø	DRAINED OIL, INSPECTED AND CLEANED OIL SCREEN. FILLED WITH 7 QTS. AEROSHELL 100 MINERAL OIL FOR BREAK-IN. PERFORMED GROUND RUN. INSPECTED FOR LEAKS. DETERMINED ENGINE READY FOR INSPECTION AND CERTIFICATION. [redacted]
1-15-16		22.2	22.2	DRAINED OIL, INSPECTED AND CLEANED OIL SCREEN. INSTALLED OIL FILTER ADAPTER. OIL FILTER PN# 48108-1 FILLED WITH 7 QTS AEROSHELL W100 PLUS INSPECTED FOR LEAKS. [redacted]
6-9-16		45.0	45.0	DRAINED OIL, INSPECTED OIL FILTER REPIACED OIL FILTEK PN# 48108-1 FILLED WITH 7 QTS AEROSHELL W100 PLUS INSPECTED FOR LEAKS. [redacted]
				SUB-TOTALS this page
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10-27-16			79.9	Cleaned and inspected engine and controls, tested compression no defects noted. Drained oil, inspected screen, inspected oil filter. Replaced oil filter w/ P/N 48108-1. Filled with 7qts Aeroshell w100 plus. I certify that this engine was inspected on Oct 27, 2016 in accordance with the scope and detail of 14CFR part 43, appendix D, and was found to be in a condition for safe operation. [redacted]

7/7/17 117.0 Drained Oil, Inspected Oil Filter
Replaced Oil Filter #48108-1
Filled with 7 QTS Aeroshell W-100 Plus
Inspected for Leaks.
[redacted]

10-16-17 Tach 163.0 hrs TTsmoh

Cleaned and inspected engine and controls, tested compression #1 78/80, #2 79/80, #3 78/80, #4 79/80 no defects noted. Drained oil, Inspected screen, Inspected and replaced oil filter pn#48108-1 filled with 7Qts Aeroshell w100plus. Removed and cleaned sparkplugs. Test ran engine inspected for leaks. I certify that this engine was inspected on Oct 16 2017 in accordance with the scope and detail of 14 CFR part 43 appendix D and was found to be in a condition for safe operation.
[redacted]

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DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
9/21/18		215.4	215.4	**TOTALS** brought forward from previous page
				Drained oil, Replaced filter w/ ch48108-1,
				filled with 7 qts Aeroshell 100w plus
				oil. Run up/leak check. Ops check Good [redacted]
12/7/18		227.5	227.5	Cleaned & Inspected engine and Controls. Tested
				engine Compression- 1-76/8 2-77/80 3-78/80 4-77/80
				No defects noted. Oil & Filter was Changed
				~10 flight hours ago, Inspected filter for
				leaks, none found. I Certify that this engine
				was Inspected on 12/7/2018 IAW 14CFR
				part 43 appendix D and was found to
				be in a Condition for Safe [redacted]

Make: Lycoming
Model: IO-360-A1A
S/N: L-695-51
Reg# N75RT

Advantage Aviation
South Valley Regional Airport
[redacted]
W. Jordan, UT 84084
[redacted]

W/O:
Tach: 255.6
TSOH: 255.6

C/W **100 HR/Conditional** inspection IAW Maintenance Manual & Single Engine Inspection Guide. Changed oil. Serviced w/ 7 quarts AS 100 Plus oil and a AA48108-2 oil filter. Cut open old oil filter and inspected. No defects found. Performed differential compression test, as follows: **1** 76/80 **2** 78/80 **3** 75/80 **4** 78/80. C/**W AD 2015-19-07** (fuel inj. Lines) by inspection of all lines and clamps as per Lycoming MSB 342G. No defects found. Due each 100 hours or again at 355.6. Repositioned arm on mixture to get full travel. Check AD compliance log, all AD are current, see AD list. Performed routine maintenance and servicing, wash engine. Run up, ops and leak checks found satisfactory. I certify that this **engine** has been inspected in accordance with **Conditional** inspection and found to be airworthy this date.

The aircraft, airframe, aircraft engine, propeller or appliance identified above was repaired and inspected in accordance with current Federal Aviation Regulations and is approved for return to service. Pertinent details of the repair(s) are on file at this Facility under the above referenced Work Order.

Date: December 16, 2019

Signature: [redacted]

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				TOTALS brought forward from previous page

Make: Lycoming
Model: IO-360-A1A
S/N: L-695-51
Reg# N75RT

Advantage Aviation
South Valley Regional Airport
[redacted]
W. Jordan, UT 84084
[redacted]

W/O: ,
Tach: 301.1
TSOH: 301.1

C/W **100 HR/Conditional** inspection IAW Maintenance Manual & Single Engine Inspection Guide. Changed oil. Serviced w/ 7 quarts AS 80 Plus oil and a new AA48108-2 oil filter. Cut open old oil filter and inspected. No defects found. Performed differential compression test, as follows: **1** 76/80 **2** 75/80 **3** 76/80 **4** 74/80. C/W **AD 2015-19-07** (fuel inj. Lines) by inspection of all lines and clamps as per Lycoming MSB 342G. No defects found. Due each 100 hours or again at 401.1. Check AD compliance log, all AD are current, see AD list. Performed routine maintenance and servicing, wash engine. Run up, ops and leak checks found satisfactory. I certify that this **engine** has been inspected in accordance with **Conditional** inspection and found to be in a condition for safe operation this date.

The aircraft, airframe, aircraft engine, propeller or appliance identified above was repaired and inspected in accordance with [redacted] egulations and is approved for return to service. Pertinent details of the repair(s) are on file at this Facility under the above referenced Work Order.

Signature: [redacted]

Date: December 22, 2020

1/8/22		325.2	325.2	Cleaned & Inspected engine & Controls. Repaired Both heater heat muffs & reattached to exhaust. No leaks noted.
				Tested Engine Compression 1-78/80 2-76/80 3-79/80 4-74/80
				Borescope Insp. WNL-GI #4 appears a little wet.
				Cleaned & Inspected spark plugs. Drained oil & changed
				filter w/ch48108. Filled w/7 Qts phillips 15W50
				& CanGuard. C/W AD 2015-19-07 by Inspection of lines
				& clamps per lycoming MSB 342G. No Defects noted.
				due @ 425.2 Run up, ops/leak checks good
				I Certify this aircraft has been Inspected on
				1/8/22 IAW ~~FAR~~ 43.13 Apx D and was found
				to be in a Condition for Safe operation.
				[redacted]

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6/1/23		344.6	344.6	C/W Condition inspection IAW 14CFR 43.13
				Tested Engine Compression w/the following
				results 1-78, 2-76, 3-76, 4-77.
				Borescope Inspection WNL. Cleaned & inspected
				Spark plugs. Drained oil & changed filter with
				CH48108. Filled w/ 7 quarts of Phillips 15W-50
				oil & Camguard. C/W AD 2015-19-07 per Lycoming
				MSB 342G. Next due @ 444.6 hours. Run up
				& OPS/leaks check good. I certify that
				this Engine has been inspected and found to
				be airworthy
				[redacted]
				SUB-TOTALS this page
				TOTALS-Carry forward to next page

ADVANTAGE [redacted] IATION LLC
[redacted]
West Jordan Utah 84084
United States
F[redacted]e: 8017555398

FAA Airworthiness Directives Compliance Record

Company:
Category: Engine
Manufacturer: Lycoming Engines
Model: IO-360-A1A
Position:
P/N:
S/N: L-695-51
Aircraft Registration No: N75RT
ATP Revision: 12/18/2020

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2017-16-11 08/15/2017	To prevent connecting rod failure which could result in uncontained engine failure, total engine power loss,contd.	12/06/2019 Hrs: 255.6 C: --	NA - NOT LISTED IN TABLE 1 BY SN AND NA TO DATES IN TABLE 2 IAW LYCOMING MSB 632B.	No	D: -- Hrs: -- C: --	South Valley [redacted]
2015-19-07 11/03/2015	[Recurring] To prevent failure of the fuel injector fuel lines, which could lead to uncontrolled engine fire, engine,contd.	12/22/2020 Hrs: 301.1 C: --	C/W BY INSPECTION OF ALL LINES AND CLAMPS AS PER LYCOMING MSB 342G. DUE EACH 100 HOURS.	Yes	D: -- Hrs: 401.1 C: --	South Valley [redacted]
2015-02-07 03/11/2015	To prevent the propeller governor shaft set screw from coming loose, causing damage to the engine and,contd.	12/06/2019 Hrs: 255.6 C: --	NA - NOT AN AEROBATIC ENGINE.	No	D: -- Hrs: -- C: --	South Valley [redacted]
2012-19-01 10/24/2012	To prevent failure of the crankshaft, which will result in total engine power loss, in-flight engine,contd.	12/06/2019 Hrs: 255.6 C: --	NA TO NON COUNTERWEIGHTED CRANKSHAFT INSTALLED.	No	D: -- Hrs: -- C: --	South Valley [redacted]
2012-03-06 C 02/24/2012	To prevent an in-flight engine shutdown due to a failed fuel servo diaphragm, and damage to the airplane	12/06/2019 Hrs: 255.6 C: --	NA - AFFECTED PARTS NOT INSTALLED.	No	D: -- Hrs: -- C: --	South Valley [redacted]

ve Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2011-26-04 01/25/2012	[Recurring] Superseded by 2015-19-07.	12/06/2019 Hrs: 255.6 C: --	SUPERSEDED BY AD 2015-19-07	Yes	D: -- Hrs: -- C: --	South Valley [redacted]
2011-15-10 08/16/2011	Superseded by 2012-03-06	12/06/2019 Hrs: 255.6 C: --	SUPERSEDED BY AD 2012-03-06	No	D: -- Hrs: -- C: --	South Valley [redacted]
2009-02-03 02/09/2009	[Recurring] To prevent a lean running engine, which could result in a substantial loss of engine power and subsequent,contd.	12/06/2019 Hrs: 255.6 C: --	NA - AFFECTED PARTS NOT INSTALLED.	Yes	D: -- Hrs: -- C: --	South Valley [redacted]
2008-14-07 08/14/2008	[Recurring] Superseded by 2011-26-04	12/06/2019 Hrs: 255.6 C: --	SUPERSEDED BY AD 2011-26-04	Yes	D: -- Hrs: -- C: --	South Valley [redacted]
2008-08-14 04/29/2008	[Recurring] Superseded by 2009-02-03	12/06/2019 Hrs: 255.6 C: --	SUPERSEDED BY AD 2009-02-03	Yes	D: -- Hrs: -- C: --	South Valley [redacted]
2008-06-51 E 03/12/2008	[Recurring] Superseded by 2008-08-14	12/06/2019 Hrs: 255.6 C: --	SUPERSEDED BY AD 2008-08-14	Yes	D: -- Hrs: -- C: --	South Valley [redacted]
2006-20-09 11/03/2006	Superseded by 2012-19-01	12/06/2019 Hrs: 255.6 C: --	SUPERSEDED BY AD 2012-19-01	No	D: -- Hrs: -- C: --	South Valley [redacted]
2006-06-16 04/27/2006	To prevent failure of the crankshaft, which could result in total engine power loss, in-flight engine,contd.	12/06/2019 Hrs: 255.6 C: --	NA - TO NON COUNTERWEIGHTED CRANKSHAFT INSTALLED.	No	D: -- Hrs: -- C: --	South Valley [redacted]
2005-19-11 10/21/2005	To prevent failure of the crankshaft, which could result in total engine power loss, in-flight failure, and,contd.	12/06/2019 Hrs: 255.6 C: --	NA TO NON COUNTERWEIGHTED CRANKSHAFT INSTALLED.	No	D: -- Hrs: -- C: --	South Valley [redacted]

ve Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2004-10-14 C 06/25/2004	[Recurring] To prevent loosening or failure of the crankshaft gear retaining bolt, which may cause sudden engine failure	11/14/2012 Hrs: -- C: --	C/W BY SB 475C (GEAR MOD, INSPECTION AND RETENTION) DUE AT ANY PROPELLER STRIKE.	Yes	D: -- Hrs: -- C: --	South Valley [redacted]
2003-14-03 08/14/2003	[Recurring] To prevent rotary fuel pump leaks, which could result in an engine failure, engine fire, and damage to or,contd.	12/06/2019 Hrs: 255.6 C: --	NA TO PUMP MN.	Yes	D: -- Hrs: -- C: --	South Valley [redacted]
2002-26-01 01/31/2003	[Recurring] Superseded by 2008-14-07	12/06/2019 Hrs: 255.6 C: --	SUPERSEDED BY AD 2008-14-07	Yes	D: -- Hrs: -- C: --	South Valley [redacted]
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.	12/06/2019 Hrs: 255.6 C: --	NA TO NO WORK DONE BY NELSON BALANCING.	No	D: -- Hrs: -- C: --	South Valley [redacted]
98-18-12 09/28/1998	[Recurring] Superseded by 2003-14-03	12/06/2019 Hrs: 255.6 C: --	SUPERSEDED BY AD 2003-14-03	Yes	D: -- Hrs: -- C: --	South Valley [redacted]
98-02-08 03/30/1998	[Recurring] TO PREVENT CRANKSHAFT FAILURE, WHICH CAN RESULT IN ENGINE FAILURE, PROPELLER SEPARATION, FORCED LANDING, AND,CONTD.	12/06/2019 Hrs: 255.6 C: --	NA TO ENGINE MN.	Yes	D: -- Hrs: -- C: --	South Valley [redacted]
97-15-11 08/12/1997	TO PREVENT PISTON PIN FAILURE, WHICH COULD RESULT IN ENGINE FAILURE	11/14/2012 Hrs: -- C: --	C/W AT ENGINE OH BY USE OF NEW SL13444-1 PISTON PINS.	No	D: -- Hrs: -- C: --	South Valley [redacted]
97-01-03 01/21/1997	Superseded by 97-15-11	12/06/2019 Hrs: 255.6 C: --	SUPERSEDED BY AD 97-15-11	No	D: -- Hrs: -- C: --	South Valley [redacted]

ve Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
96-23-03 12/17/1996	TO PREVENT AN INFLIGHT ENGINE FAILURE DUE TO FUEL STARVATION, WHICH COULD RESULT IN A FORCED LANDING	11/14/2012 Hrs: -- C: --	C/W AT ENGINE OH BY USE OF NEW PUMP WITH ACCEPTABLE CODE.	No	D: -- Hrs: -- C: --	South Valley [redacted]
96-09-10 C 07/15/1996	TO PREVENT OIL PUMP FAILURE DUE TO IMPELLER FAILURE, WHICH COULD RESULT IN AN ENGINE FAILURE	11/14/2012 Hrs: -- C: --	C/W AT ENGINE OH BY USE OF PN - LW18109 AND 18110 IMPELLERS.	No	D: -- Hrs: -- C: --	South Valley [redacted]
95-26-02 01/24/1996	TO PREVENT DETONATION DUE TO LOW OCTANE, WHICH CAN RESULT IN SEVERE ENGINE DAMAGE AND SUBSEQUENT FAILURE	12/06/2019 Hrs: 255.6 C: --	NA TO THIS OVERHAULED ENGINE.	No	D: -- Hrs: -- C: --	South Valley [redacted]
95-07-01 04/12/1995	TO PREVENT ENGINE FAILURE DUE TO CONNECTING ROD BOLT FAILURE, WHICH COULD RESULT IN DAMAGE TO OR LOSS,CONTD.	12/06/2019 Hrs: 255.6 C: --	NA TO NEW SL75060 ROD BOLTS INSTALLED AT ENGINE OH.	No	D: -- Hrs: -- C: --	South Valley [redacted]
94-14-13 L 06/23/1994	Superseded by 95-26-02	12/06/2019 Hrs: 255.6 C: --	SUPERSEDED BY AD 95-26-02	No	D: -- Hrs: -- C: --	South Valley [redacted]
93-02-05 06/14/1993	[Recurring] Superseded by 2002-26-01	12/06/2019 Hrs: 255.6 C: --	SUPERSEDED BY AD 2002-26-01	Yes	D: -- Hrs: -- C: --	South Valley [redacted]
92-12-05 07/10/1992	TO PREVENT PISTON PIN FAILURE, OR PISTON RELEASE, AND ENGINE FAILURE	11/14/2012 Hrs: -- C: --	C/W AT ENGINE OH BY USE OF NEW SL13444-1 PISTON PINS.	No	D: -- Hrs: -- C: --	South Valley [redacted]
91-14-22 08/19/1991	[Recurring] Superseded by 2004-10-14	12/06/2019 Hrs: 255.6 C: --	SUPERSEDED BY AD 2004-10-14	Yes	D: -- Hrs: -- C: --	South Valley [redacted]
90-04-06 R1 05/28/1991	TO PREVENT OIL LINE FRACTURE AND LOSS OF ENGINE OIL	11/14/2012 Hrs: -- C: --	C/W AT ENGINE OH BY USE OF ALL STEEL FITTINGS AND PROPERLY SECUR	No	D: -- Hrs: -- C: --	South Valley [redacted]

ve Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
81-18-04 R2 06/07/1982	Superseded by 96-09-10	12/06/2019 Hrs: 255.6 C: --	SUPERSEDED BY AD 96-09-10	No	D: -- Hrs: -- C: --	South Valley [redacted]
79-04-05 09/26/1979	TO PREVENT AN IN-FLIGHT POWER LOSS DUE TO THE SEPARATION OF THE P/N 2529192 REGULATOR DIAPHRAGM STEM ASSEMBLY	11/14/2012 Hrs: -- C: --	C/W AT ENGIINE OH BY HAVING FUEL SYSTEM OVERHAULED.	No	D: -- Hrs: -- C: --	South Valley [redacted]
78-23-10 11/07/1978	TO PREVENT AN IN-FLIGHT POWER LOSS DUE TO AN OVER RICH CONDITION, CONTD.	11/14/2012 Hrs: -- C: --	C/W AT ENGINE OH BY HAVING FUEL SYSTEM OVERHAULED.	No	D: -- Hrs: -- C: --	South Valley [redacted]
75-08-09 R(3) 08/18/1977	TO PREVENT OIL PUMP FAILURES, INSPECT, REPLACE AND ASSEMBLE THE OIL PUMP DRIVE SHAFT AND DRIVE IMPELLER	11/14/2012 Hrs: -- C: --	C/W AT ENGINE OH BY USE OF PN - LW18109 AND 18110 IMPELLERS INSTALLED.	No	D: -- Hrs: -- C: --	South Valley [redacted]
73-23-01 R(4) 01/13/1977	TO PREVENT PISTON PIN FAILURES RESULTING FROM GRINDING CRACKS WHICH OCCURRED DURING MANUFACTURE	11/14/2012 Hrs: -- C: --	C/W AT ENGINE OH BY USE OF NEW PN - SL13444-1 PISTON PINS.	No	D: -- Hrs: -- C: --	South Valley [redacted]
75-09-15 04/30/1975	TO PREVENT POSSIBLE FUEL STARVATION TO THE ENGINE	11/14/2012 Hrs: -- C: --	C/W AT ENGINE OH BY HAVING ENTIRE FUEL SYSTEM OVERHAULED.	No	D: -- Hrs: -- C: --	South Valley [redacted]
71-05-02 R(4) 02/13/1973	[Recurring] TO PREVENT SHIFTING AND POSSIBLE FAILURES OF THE CRANKCASE MAIN BEARINGS	11/14/2012 Hrs: -- C: --	C/W - HAS LARGE/STRAIGHT BEARING DOWELS INSTALLED IAW LYCOMING SB 326. AD NO LONGER APPLIES.	No	D: -- Hrs: -- C: --	South Valley [redacted]
71-11-02 03/14/1972	TO PREVENT VALVE FAILURES REPLACE THE INTAKE AND EXHAUST HYDRAULIC TAPPET PLUNGER ASSEMBLY P/N 76290, CONTD.	11/14/2012 Hrs: -- C: --	PCW - HAS 78290 HYDRAULIC UNITS.	No	D: -- Hrs: -- C: --	South Valley [redacted]

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
66-06-03 01/16/1969	TO PREVENT FURTHER FAILURES OF CONNECTING ROD ASSEMBLIES, P/N 74503 AND P/N 74308	11/14/2012 Hrs: -- C: --	PCW BY USE OF PN - LW10646 CON RODS.	No	D: -- Hrs: -- C: --	South Valley [redacted]
67-22-06 08/09/1967	TO PREVENT POSSIBLE FAILURES OF THE DELRIN STEMMED FUEL DIAPHRAGM ASSEMBLY P/N 2520887 OR 2523067	11/14/2012 Hrs: -- C: --	C/W WITH AT FUEL SYSTEM OVERHAUL.	No	D: -- Hrs: -- C: --	South Valley [redacted]
66-20-04 08/27/1966	TO PREVENT FURTHER FAILURES OF OIL FILTER ADAPTER GASKET, P/N 74904	12/06/2019 Hrs: 255.6 C: --	NA - HAS ORIGINAL SCREEN TYPE WITH CORRECT GASKET INSTALLED.	No	D: -- Hrs: -- C: --	South Valley [redacted]
64-16-05 07/10/1964	TO PRECLUDE THE POSSIBILITY OF ENGINE OIL BEING DRAINED OVERBOARD AS A RESULT OF OIL SEAL FAILURE, CONTD.	11/14/2012 Hrs: -- C: --	C/W AT ENGINE OH BY USE OF NEW AF-15473 FUEL PUMP.	No	D: -- Hrs: -- C: --	South Valley [redacted]

Category: Propeller

Manufacturer: Hartzell Propeller

Model: HC-C2YR-1

Position:

P/N:

S/N: CH38604B

ATP Revision: 12/18/2020

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2009-22-03 11/12/2009	[Recurring] To prevent failure of the propeller hub causing blade separation and subsequent loss of airplane control	12/06/2019 Hrs: 255.6 C: --	NA TO PROP SN HAS "B" SUFFIX.	Yes	D: -- Hrs: -- C: --	South Valley [redacted]
2007-26-09 01/30/2008	To prevent failure of the propeller blade from fatigue cracks in the aluminum blade shank radius, which can,contd.	12/06/2019 Hrs: 255.6 C: --	NA TO BLADES ARE INK STAMPED "R".	No	D: -- Hrs: -- C: --	South Valley [redacted]
2006-24-07 01/03/2007	To detect potentially unsafe conditions that could result in a propeller blade separating from the hub,contd.	12/06/2019 Hrs: 255.6 C: --	NA TO NO RECORD OF ANY WORK DONE BY CSE AVIATION.	No	D: -- Hrs: -- C: --	South Valley [redacted]

Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2006-18-15 09/25/2006	[Recurring] Superseded by 2009-22-03	12/06/2019 Hrs: 255.6 C: --	SUPERSEDED BY AD 2009-22-03	Yes	D: -- Hrs: -- C: --	South Valley [redacted]
2005-14-11 08/17/2005	To prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane	12/06/2019 Hrs: 255.6 C: --	NA TO NO RECORD OF ANY WORK DONE BY SOUTHERN CALIFORNIA PROPELLER SERVICE.	No	D: -- Hrs: -- C: --	South Valley [redacted]
2003-13-17 07/18/2003	To detect unsafe conditions that could result in separation of a propeller blade & loss of control,contd.	12/06/2019 Hrs: 255.6 C: --	NA TO NO RECORD OF ANY WORK DONE BY T & W PROPELLERS.	No	D: -- Hrs: -- C: --	South Valley [redacted]
2003-06-02 04/29/2003	To prevent propeller blade separation, damage to the airplane, and possible loss of the airplane	12/06/2019 Hrs: 255.6 C: --	NA TO NO TKS ANTI-ICE BOOTS INSTALLED.	No	D: -- Hrs: -- C: --	South Valley [redacted]
2003-01-03 01/23/2003	To prevent in-flight propeller blade separation resulting in airframe and engine damage, & possible loss of the airplane	12/06/2019 Hrs: 255.6 C: --	NA TO PROPELLER SN.	No	D: -- Hrs: -- C: --	South Valley [redacted]
2002-09-08 06/13/2002	Superseded by 2007-26-09	12/06/2019 Hrs: 255.6 C: --	SUPERSEDED BY AD 2007-26-09	No	D: -- Hrs: -- C: --	South Valley [redacted]
2001-23-08 12/24/2001	[Recurring] To prevent failure of the propeller hub resulting from cracks, that can cause blade separation & subsequent,contd.	12/06/2019 Hrs: 255.6 C: --	NA TO "B" SUFFIX NUMBER ON SN.	Yes	D: -- Hrs: -- C: --	South Valley [redacted]
2001-07-03 C 06/04/2001	To prevent propeller failure of the propellers returned to service by BASCO, & possible loss of airplane control	12/06/2019 Hrs: 255.6 C: --	NA TO HUB SN.	No	D: -- Hrs: -- C: --	South Valley [redacted]
90-02-23 L 02/05/1990	[Recurring] Superseded by 2001-23-08	12/06/2019 Hrs: 255.6 C: --	SUPERSEDED BY AD 2001-23-08	Yes	D: -- Hrs: -- C: --	South Valley [redacted]

Issue Number / Effective Date / Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility / Cert No. / Type / Authorized By / Signed
77-12-06 R(2) 12/21/1977	[Recurring] Superseded by 2002-09-08	12/06/2019 Hrs: 255.6 C: --	SUPERSEDED BY AD 2002-09-08	Yes	D: -- Hrs: -- C: --	South Valley [redacted]
75-07-05 05/01/1977	Superseded by 77-12-06	12/06/2019 Hrs: 255.6 C: --	SUPERSEDED BY AD 77-12-06	No	D: -- Hrs: -- C: --	South Valley [redacted]
74-15-02 01/01/1974	Superseded by 77-12-06	12/06/2019 Hrs: 255.6 C: --	SUPERSEDED BY AD 77-12-06	No	D: -- Hrs: -- C: --	South Valley [redacted]
73-10-03 01/01/1973	Superseded by 77-12-06	12/06/2019 Hrs: 255.6 C: --	SUPERSEDED BY AD 77-12-06	No	D: -- Hrs: -- C: --	South Valley [redacted]
70-02-01 01/01/1970	Superseded by 73-10-03	12/06/2019 Hrs: 255.6 C: --	SUPERSEDED BY AD 73-10-03	No	D: -- Hrs: -- C: --	South Valley [redacted]
70-16-03 R 01/01/1970	Superseded by 77-12-06	12/06/2019 Hrs: 255.6 C: --	SUPERSEDED BY AD 77-12-06	No	D: -- Hrs: -- C: --	South Valley [redacted]

Category: Magnetos
Position: LH
ATP Revision: 12/18/2020

Manufacturer: Bendix Corporation
P/N: 10-163005-2

Model: S-200 SERIES
S/N: 1023679

Issue Number / Effective Date / Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility / Cert No. / Type / Authorized By / Signed
94-01-03 R2 06/28/1995	TO PREVENT MAGNETO FAILURE AND SUBSEQUENT ENGINE FAILURE	12/06/2019 Hrs: 255.6 C: --	NA - BLUE DATA PLATES NOT MARKED "REMANUFACTURED".	No	D: -- Hrs: -- C: --	South Valley [redacted]

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
94-06-09 05/20/1994	TO PREVENT INJURY OR DEATH TO GROUND PERSONNEL DUE TO A NON-GROUNDED MAGNETO	12/06/2019 Hrs: 255.6 C: --	NA TO MN AND PN.	No	D: -- Hrs: -- C: --	South Valley [redacted]
82-20-01 06/14/1983	TO PREVENT FAILURE OF IMPULSE COUPLING DUE TO IMPROPERLY HEAT TREATED (SOFT) FLYWEIGHTS RESULTING IN ENGINE,CONTD.	12/06/2019 Hrs: 255.6 C: --	NA TO NO IMPULSE COUPLING.	No	D: -- Hrs: -- C: --	South Valley [redacted]
74-26-09 12/24/1974	S-20,-200,-1200 SERIES MAGNETOS	12/06/2019 Hrs: 255.6 C: --	NA TO MAG PN.	No	D: -- Hrs: -- C: --	South Valley [redacted]
73-07-04 10/11/1973	Superseded by 94-01-03	12/06/2019 Hrs: 255.6 C: --	SUPERSEDED BY AD 94-01-03	No	D: -- Hrs: -- C: --	South Valley [redacted]

Category: Magnetos
Position: RH
ATP Revision: 12/18/2020

Manufacturer: Bendix Corporation
P/N: 10-163045-3

Model: S-200 SERIES
S/N: 888080

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
94-01-03 R2 06/28/1995	TO PREVENT MAGNETO FAILURE AND SUBSEQUENT ENGINE FAILURE	12/06/2019 Hrs: 255.6 C: --	NA TO BLUE DATA PLATE NOT MARKED "REMANUFACTURED".	No	D: -- Hrs: -- C: --	South Valley [redacted]
94-06-09 05/20/1994	TO PREVENT INJURY OR DEATH TO GROUND PERSONNEL DUE TO A NON-GROUNDED MAGNETO	12/06/2019 Hrs: 255.6 C: --	NA TO MAG MN AND PN.	No	D: -- Hrs: -- C: --	South Valley [redacted]
82-20-01 06/14/1983	TO PREVENT FAILURE OF IMPULSE COUPLING DUE TO IMPROPERLY HEAT TREATED (SOFT) FLYWEIGHTS RESULTING IN ENGINE,CONTD.	12/06/2019 Hrs: 255.6 C: --	NA TO NO IMPULSE COUPLING INSTALLED.	No	D: -- Hrs: -- C: --	South Valley [redacted]

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
74-26-09 12/24/1974	S-20,-200,-1200 SERIES MAGNETOS	12/06/2019 Hrs: 255.6 C: --	NA TO MAG PN.	No	D: -- Hrs: -- C: --	South Valley [redacted]
73-07-04 10/11/1973	Superseded by 94-01-03	12/06/2019 Hrs: 255.6 C: --	SUPERSEDED BY AD 94-01-03	No	D: -- Hrs: -- C: --	South Valley [redacted]

Category: Ignition Systems
Manufacturer: ACS Products Company
Model: IGNITION SWITCHES
Position:
P/N:
S/N:
ATP Revision: 12/18/2020

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
93-05-06 04/29/1993	[Recurring] TO PREVENT FAILURE OF IGNITION SWITCHES	-- Hrs: 0 C: --	INPECTION OF IGNITION SWITCH DUE EACH 2000 HOURS.	Yes	D: -- Hrs: 2000 C: --	South Valley [redacted]

Category: ELT Systems
Manufacturer: Ameri-King
Model: AK-450
Position:
P/N:
S/N:
ATP Revision: 12/18/2020

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2017-16-01 10/24/2017	[Recurring] To detect and correct nonfunctioning ELTs, which, if not corrected, could delay or impede the rescue of,contd.	12/22/2020 Hrs: 301.1 C: --	C/W BY INSPECTION AS PER PARA (G) AND SECTION 3.4 OF AMERI-KING DOCUMENT IM-450. DUE EACH 12 MONTHS.	Yes	D: 12/22/2021 Hrs: -- C: --	South Valley [redacted]

SB 16-03-28 Wing spar cracks - Annual

SB -0000C - garmin pres (Garmin SB2069) sensor - Not reoccuring

SB 16-12-16 E/W

14-01-31 Annual

14-02-05 Annual

12-08-14 1 Time

AD's

2017-16-01 - ELT - Annual

2015-19-07 - Engine lines - 100 hr/annual

93-05-0C - Ignition Switch - 2000 hrs