



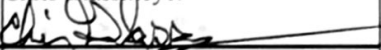
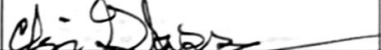
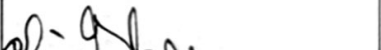


FAA Airworthiness Directives Compliance Record

Company:
Category: Airframe
Manufacturer: Cessna Aircraft Company
Model: 340

Position:
P/N:
S/N: 0171

Aircraft Registration No: N340J
Veryon Revision: 2/6/2024

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2023-09-09 7/17/2023	[Recurring] To Prevent Failure of the Spot-Welded, Multi-Segment Exhaust Tailpipe V-Band Coupling. The Unsafe Condition, if Not Addressed, Could Lead to Detachment of the Exhaust Tailpipe from the Turbocharger and Allow High Temperature Exhaust,contd.	2/1/2024 Hrs: -- C: --	NA due to recurring compliance with AD 2000-01-16 IAW para (d).	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer <i>Chris Glassmeyer</i>
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.	2/1/2024 Hrs: -- C: --	NA - Radio Altimeter not installed	No	D: -- Hrs: N/A C: --	GateOne Gillette Wy A&P 3071659 IA/ Chris Glassmeyer <i>Chris Glassmeyer</i>
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.	2/1/2024 Hrs: -- C: --	N/A Not installed.	No	D: -- Hrs: -- C: --	GateOne Gillette Wy 3071659/A&P IA Chris Glassmeyer <i>Chris Glassmeyer</i>
2016-17-08 9/12/2016	[Recurring] To prevent jamming of the elevator trim tab in a position outside the normal limits of travel due,contd.	2/1/2024 Hrs: AFTT 4531.6 C: --	Inspected IAW Para (f)(2).	Yes	D: 2/1/2025 Hrs: AFTT 4641.6 C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer <i>Chris Glassmeyer</i>

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2014-03-03 4/7/2014	To prohibit flight into known icing conditions as well as increase the approach speed in case of an inadvertent,contd.	-- Hrs: AFTT 4447.7 C: --	PCW 2/2015	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
2000-01-16 2/15/2000	[Recurring] To detect & correct cracks & corrosion in the exhaust system, which could result in exhaust system,contd.	8/22/2022 Hrs: AFTT 4528.5 C: --	Para (b) due AFTT 4581.6 or 3/2024. Para (c) & (e) due 3/2025, Para (d) & (f) due AFTT 4990.9. Para (g) due AFTT 6990.9 or 7/2029. Para (b) (c) and (e) CW 2/2024 @ AFTT 4531.6 Para (d) (f) PCW 8/2022 @ AFTT 4528.5. Para (g) PCW 07/2017.	Yes	D: 9/21/2022 Hrs: AFTT 4578.5 C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
97-01-13 2/3/1997	TO PREVENT FUEL, OIL, OR HYDRAULIC SYSTEMS FAILURE CAUSED BY A COLLAPSED HOSE	-- Hrs: -- C: --	PCW NA 9/2010	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
96-12-22 7/31/1996	[Recurring] TO PREVENT LOSS OF ENGINE OIL CAUSED BY LOOSE OR SEPARATED OIL FILTER ADAPTERS, WHICH COULD RESULT IN ENGINE,CONTD.	-- Hrs: -- C: --	PCW NA 9/2010	No	D: -- Hrs: -- C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
90-02-13 2/5/1990	[Recurring] TO ASSURE STRUCTURAL INTEGRITY OF THE MAIN GEAR BARREL INNER BEARING & PREVENT JAMMING OF THE INNER & OUTER,CONTD.	2/28/2002 Hrs: AFTT 3665.5 C: --	Left Gear PCW by Inspection IAW MEB88-7. Right Gear PCW by bearing replacement IAW MEB88-7.	Yes	D: -- Hrs: AFTT 4665.5 C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
87-21-02 R1 6/16/1989	TO PRECLUDE MISFUELING OF THE AIRPLANE RESULTING IN ENGINE FAILURE	5/10/1988 Hrs: AFTT 634.5 C: --	PCW by modification IAW SIL ME84-31.	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
88-03-07 2/10/1988	TO DETECT AND CORRECT FUEL LINE CHAFING OR FUEL LEAKS BEHIND THE ENGINE FIREWALL	1/15/2003 Hrs: AFTT 3697.2 C: --	PCW by inspection IAW MEB87-7 R1.	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
76-08-02 R2 1/31/1983	TO PRECLUDE WING FUEL TIP TANK NOSE CAP EXPLOSIONS	12/15/1976 Hrs: -- C: --	PCW	No	D: -- Hrs: -- C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer <i>Chris Glassmeyer</i>
82-26-05 12/27/1982	[Recurring] TO ENSURE STRUCTURAL INTEGRITY OF THE RUDDER BALANCE WEIGHT RIB	7/1/2017 Hrs: AFTT 4490.9 C: --	PCW by inspection IAW Part (a).	Yes	D: -- Hrs: AFTT 4590.9 C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer <i>Chris Glassmeyer</i>
81-07-11 R1 4/17/1981	[Recurring] TO ENSURE THE INTEGRITY OF THE ELEVATOR BALANCE WEIGHT SUPPORT STRUCTURE AND SPECIFIED COMPONENTS, CONTD.	6/18/1981 Hrs: AFTT 1130.9 C: --	PCW by installation of kit.	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer <i>Chris Glassmeyer</i>
78-14-01 7/13/1978	TO ASSURE EASY OPENING OF AND UNOBSTRUCTED ACCESS TO THE EMERGENCY EXIT DURING EMERGENCY SITUATIONS, CONTD.	-- Hrs: -- C: --	NA by aircraft serial number	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer <i>Chris Glassmeyer</i>
78-13-05 7/5/1978	TO DETECT SEATS WITH SEAT-TO- SEAT TRACK FITTINGS IMPROPERLY INSTALLED AND SEATS INSTALLED FACING THE WRONG DIRECTION	12/12/1978 Hrs: AFTT 751.9 C: --	PCW	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer <i>Chris Glassmeyer</i>
73-22-01 R(1) 5/29/1978	TO PREVENT THE COLLECTION OF FUEL IN THE WING LEADING EDGE AREA AND TO PROVIDE ADDITIONAL INSTRUCTIONS ON, CONTD.	12/13/1979 Hrs: AFTT 209.4 C: --	PCW	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer <i>Chris Glassmeyer</i>
76-04-03 2/26/1976	[Recurring] TO PRECLUDE RESTRICTIONS OF CONTROL MOVEMENT DUE TO JAMMING OF THE ARC PA-500A ACTUATOR GEAR TRAIN	-- Hrs: -- C: --	NA affected equipment not installed.	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer <i>Chris Glassmeyer</i>
74-20-01 9/25/1974	[Recurring] TO PRECLUDE POSSIBLE MAIN LANDING GEAR TRUNNION FAILURE	-- Hrs: -- C: --	NA by aircraft serial number	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer <i>Chris Glassmeyer</i>
72-03-07 2/9/1972	TO PREVENT LANDING GEAR FAILURE	-- Hrs: -- C: --	NA by aircraft serial number	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer <i>Chris Glassmeyer</i>

Category: Engine

Position: Left


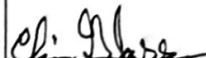
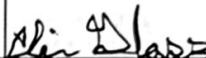
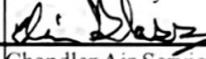
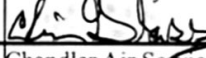
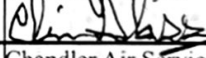

Veryon Revision: 2/6/2024

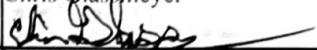

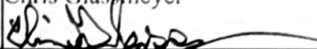


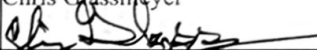
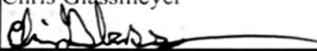
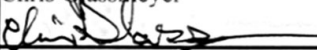
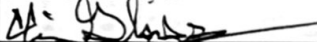
Manufacturer: Continental Motors


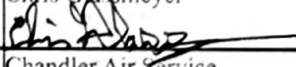
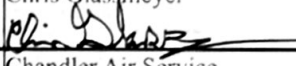
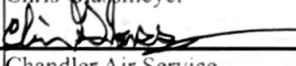
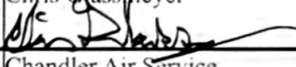
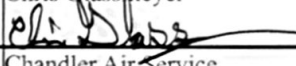
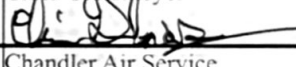
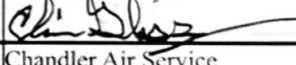

P/N:

Model: TSIO-520-NB

S/N: 217779-72

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2023-17-04 10/26/2023	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 Airplane	2/1/2024 Hrs: -- C: --	F&M or Stratus oil filter adapter not installed.	No	D: -- Hrs: -- C: --	Chandler Air Service 3071659/A&P IA Chris Glassmeyer 
2023-05-16 3/15/2023	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 by date of overhaul.	No	D: -- Hrs: -- C: --	Chandler Air Service 3071659/A&P IA Chris Glassmeyer 
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	2/1/2024 Hrs: -- C: --	N/A no cylinders change after January 19, 2022,	No	D: -- Hrs: -- C: --	Chandler Air Service A7P 3071659 IA/ Chris Glassmeyer 
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 date of install.	No	D: -- Hrs: -- C: --	Chandler Air Service 3071659/A&P IA Chris Glassmeyer 
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: --	PCW NA on 7/17	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
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: AFTT 4473.4 C: --	PCW NA on 5/16	No	D: -- Hrs: -- C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
2012-10-13 6/8/2012	To prevent starter adapter gear shaft failure which could cause oil scavenge pump failure and engine,contd.	-- Hrs: AFTT 4356.8 C: --	PCW NA on 1/13	No	D: -- Hrs: -- C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 

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2012-03-06 C 2/24/2012	To prevent an in-flight engine shutdown due to a failed fuel servo diaphragm, and damage to the airplane	-- Hrs: AFTT 4356.8 C: --	PCW NA on 1/13	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
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: --	PCW NA on 9/10	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
2009-19-07 C2 10/7/2009	[Recurring] To prevent loss of engine power due to cracks in the cylinder head, possible engine failure, and fire in,contd.	-- Hrs: -- C: --	PCW NA on 9/10	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
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: --	PCW NA on 9/10	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
2004-08-10 5/5/2004	To prevent loss of engine power due to cracks in the cylinder head & possible engine failure caused,contd.	-- Hrs: -- C: --	PCW NA on 9/10	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
2000-23-21 12/12/2000	To prevent crankshaft connecting rod journal fracture, which could result in total engine power,contd.	-- Hrs: -- C: --	PCW NA on 9/10	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
99-19-01 9/30/1999	To prevent crankshaft failure due to crankshaft cheek cracks, which could result in total engine power loss,contd.	5/26/1999 Hrs: -- C: --	PCW	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
97-26-17 C 1/23/1998	[Recurring] TO PREVENT CRANKSHAFT FAILURE AND SUBSEQUENT ENGINE FAILURE	10/28/1998 Hrs: -- C: --	PCW	Yes	D: -- Hrs: crankshaft C: removal	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
98-01-08 E 12/23/1997	TO PREVENT EXHAUST ROLLER ROCKER ARM FAILURE, WHICH CAN RESULT IN BENT PUSH RODS, RUPTURED ROCKER ARM,CONTD.	-- Hrs: -- C: --	PCW NA on 9/10	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
96-12-22 7/31/1996	[Recurring] TO PREVENT LOSS OF ENGINE OIL CAUSED BY LOOSE OR SEPARATED OIL FILTER ADAPTERS, WHICH COULD RESULT IN ENGINE, CONTD.	-- Hrs: -- C: --	PCW NA on 9/10	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
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: --	NA by registration number	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
93-16-15 12/14/1993	TO PREVENT POSSIBLE FUEL PUMP DRIVE SHAFT DISENGAGEMENT AND LOSS OF ENGINE POWER	10/22/1998 Hrs: -- C: --	PCW	No	D: -- Hrs: -- C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
93-08-17 8/23/1993	TO PREVENT AN ENGINE FAILURE	-- Hrs: -- C: --	NA to engine model	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
93-10-02 8/12/1993	TO PREVENT AN ENGINE FAILURE DUE TO A MISSING CYLINDER VALVE RETAINER KEY	-- Hrs: -- C: --	PCW NA on 9/10	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
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: --	NA to oil filter installed.	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
89-24-01 R1 8/10/1990	TO PREVENT POSSIBLE FAILURE OF SCAVENGE OIL PUMP GEARS WHICH COULD RESULT IN TOTAL LOSS OF ENGINE POWER	10/22/1998 Hrs: -- C: --	PCW	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
88-03-06 4/15/1988	TO PREVENT POSSIBLE LOSS OF ENGINE OIL AND SUBSEQUENT ENGINE FAILURE	-- Hrs: -- C: --	NA to oil filter installed.	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
86-13-04 R3 2/24/1988	[Recurring] TO PREVENT POSSIBLE CYLINDER HEAD TO BARREL SEPARATION, ENGINE FAILURE AND/OR ENGINE COMPARTMENT FIRE	-- Hrs: -- C: --	NA by engine serial number.	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
82-09-01 7/8/1982	TO PREVENT THE POSSIBILITY OF A FUEL LEAK WHICH COULD RESULT IN AN ENGINE COMPARTMENT FIRE	-- Hrs: -- C: --	NA by engine serial number	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer <i>Chris Glassmeyer</i>
81-24-06 11/23/1981	[Recurring] TO PREVENT POSSIBLE FUEL LEAKAGE AND POTENTIAL FIRE HAZARD	-- Hrs: -- C: --	PCW NA on 5/16	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer <i>Chris Glassmeyer</i>
80-01-04 1/25/1980	TO PREVENT FAILURE OF CYLINDER HOLDDOWN FLANGES	-- Hrs: -- C: --	PCW NA on 9/10	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer <i>Chris Glassmeyer</i>
79-05-09 3/12/1979	TO PREVENT THE POSSIBLE LOSS OF OIL PRESSURE INDICATION	-- Hrs: -- C: --	NA by engine serial number.	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer <i>Chris Glassmeyer</i>

Category: Engine

Manufacturer: Continental Motors




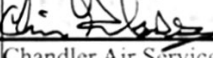
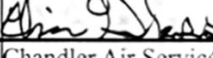
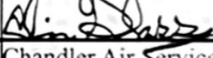

Model: TSIO-520-NB








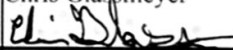

Position: Right

P/N:

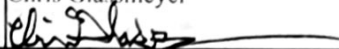
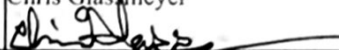
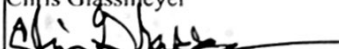
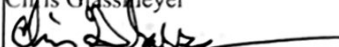
S/N: 217788-72

Veryon Revision: 2/6/2024

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2023-17-04 10/26/2023	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 Airplane	2/1/2024 Hrs: -- C: --	N/A Affected item not installed.	No	D: -- Hrs: -- C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
2023-05-16 3/15/2023	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	2/1/2024 Hrs: -- C: --	N/A no crankshaft work completed after June 1, 2021,	No	D: -- Hrs: -- C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
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	2/1/2024 Hrs: -- C: --	N/A no cylinders installed after January 20, 2022,	No	D: -- Hrs: -- C: --	Chandler Air Service A7P 3071659 IA/ Chris Glassmeyer 
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 No Magnetos installed after May 1, 2023.	No	D: -- Hrs: -- C: --	GateO A7P 3071659 IA/ Chris Glassmeyer 
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: --	PCW NA on 7/17	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
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: --	PCW NA on 5/16	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
2012-10-13 6/8/2012	To prevent starter adapter gear shaft failure which could cause oil scavenge pump failure and engine,contd.	-- Hrs: AFTT 4356.8 C: --	PCW NA on 1/13	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2012-03-06 C 2/24/2012	To prevent an in-flight engine shutdown due to a failed fuel servo diaphragm, and damage to the airplane	-- Hrs: AFTT 4356.8 C: --	PCW NA on 1/13	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
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: --	PCW NA on 9/10	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
2009-19-07 C2 10/7/2009	[Recurring] To prevent loss of engine power due to cracks in the cylinder head, possible engine failure, and fire in,contd.	-- Hrs: -- C: --	PCW NA on 9/10	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
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: --	PCW NA on 9/10	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
2004-08-10 5/5/2004	To prevent loss of engine power due to cracks in the cylinder head & possible engine failure caused,contd.	-- Hrs: -- C: --	PCW NA on 9/10	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
2000-23-21 12/12/2000	To prevent crankshaft connecting rod journal fracture, which could result in total engine power,contd.	-- Hrs: -- C: --	PCW NA on 9/10	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
99-19-01 9/30/1999	To prevent crankshaft failure due to crankshaft cheek cracks, which could result in total engine power loss,contd.	10/22/1998 Hrs: -- C: --	PCW	No	D: -- Hrs: -- C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
97-26-17 C 1/23/1998	[Recurring] TO PREVENT CRANKSHAFT FAILURE AND SUBSEQUENT ENGINE FAILURE	-- Hrs: -- C: --	PCW on 9/10	Yes	D: -- Hrs: crankshaft C: removal	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
98-01-08 E 12/23/1997	TO PREVENT EXHAUST ROLLER ROCKER ARM FAILURE, WHICH CAN RESULT IN BENT PUSH RODS, RUPTURED ROCKER ARM,CONTD.	-- Hrs: -- C: --	PCW NA on 9/10	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 



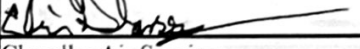
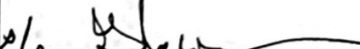

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
96-12-22 7/31/1996	[Recurring] TO PREVENT LOSS OF ENGINE OIL CAUSED BY LOOSE OR SEPARATED OIL FILTER ADAPTERS, WHICH COULD RESULT IN ENGINE, CONTD.	-- Hrs: -- C: --	PCW NA on 9/10	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer <i>Chris Glassmeyer</i>
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: --	NA by registration number	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer <i>Chris Glassmeyer</i>
93-16-15 12/14/1993	TO PREVENT POSSIBLE FUEL PUMP DRIVE SHAFT DISENGAGEMENT AND LOSS OF ENGINE POWER	10/22/1998 Hrs: -- C: --	PCW	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer <i>Chris Glassmeyer</i>
93-08-17 8/23/1993	TO PREVENT AN ENGINE FAILURE	-- Hrs: -- C: --	NA to engine model	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer <i>Chris Glassmeyer</i>
93-10-02 8/12/1993	TO PREVENT AN ENGINE FAILURE DUE TO A MISSING CYLINDER VALVE RETAINER KEY	-- Hrs: -- C: --	PCW NA on 9/10	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer <i>Chris Glassmeyer</i>
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: --	NA to oil filter installed	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer <i>Chris Glassmeyer</i>
89-24-01 R1 8/10/1990	TO PREVENT POSSIBLE FAILURE OF SCAVENGE OIL PUMP GEARS WHICH COULD RESULT IN TOTAL LOSS OF ENGINE POWER	10/22/1998 Hrs: -- C: --	PCW	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer <i>Chris Glassmeyer</i>
88-03-06 4/15/1988	TO PREVENT POSSIBLE LOSS OF ENGINE OIL AND SUBSEQUENT ENGINE FAILURE	-- Hrs: -- C: --	NA to oil filter installed.	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer <i>Chris Glassmeyer</i>
86-13-04 R3 2/24/1988	[Recurring] TO PREVENT POSSIBLE CYLINDER HEAD TO BARREL SEPARATION, ENGINE FAILURE AND/OR ENGINE COMPARTMENT FIRE	-- Hrs: -- C: --	NA by engine serial number	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer <i>Chris Glassmeyer</i>

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
82-09-01 7/8/1982	TO PREVENT THE POSSIBILITY OF A FUEL LEAK WHICH COULD RESULT IN AN ENGINE COMPARTMENT FIRE	-- Hrs: -- C: --	NA by engine serial number	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
81-24-06 11/23/1981	[Recurring] TO PREVENT POSSIBLE FUEL LEAKAGE AND POTENTIAL FIRE HAZARD	-- Hrs: -- C: --	PCW NA on 9/10	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glasameyer 
80-01-04 1/25/1980	TO PREVENT FAILURE OF CYLINDER HOLDDOWN FLANGES	-- Hrs: -- C: --	PCW NA on 9/10	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
79-05-09 3/12/1979	TO PREVENT THE POSSIBLE LOSS OF OIL PRESSURE INDICATION	-- Hrs: -- C: --	NA by engine serial number	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 

Category: Propeller
 Manufacturer: McCauley
 Model: 3AF32C93

Position: Left
 P/N:
 S/N: 793427

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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,contd.	-- Hrs: -- C: --	PCW NA on 9/10	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
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: --	PCW NA on 9/10	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
2003-13-17 7/18/2003	To detect unsafe conditions that could result in separation of a propeller blade & loss of control,contd.	-- Hrs: -- C: --	PCW NA on 9/10	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
95-24-05 R1 4/12/1996	[Recurring] TO PREVENT PROPELLER BLADE SEPARATION DUE TO A CRACKED PROPELLER HUB, WHICH COULD RESULT IN SEPARATION OF.CONTD.	7/29/1983 Hrs: Hobb 1640 C: --	PCW	Yes	D: -- Hrs: ???? C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
77-13-17 7/6/1977	TO PRECLUDE THE POSSIBILITY OF BLADE ACTUATING PIN FAILURES	-- Hrs: -- C: --	NA by propeller serial number	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 

Category: Propeller
 Manufacturer: McCauley
 Model: 3AF32C93

Position: Right
 P/N:
 S/N: 940270

Veryon Revision: 2/6/2024

Issue Number Effective Date Amendment #	Description	Complied Hrs: -- C: --	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,contd.	-- Hrs: -- C: --	PCW NA on 9/10	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer <i>Chris Glassmeyer</i>
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: --	PCW NA on 9/10	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer <i>Chris Glassmeyer</i>
2003-13-17 7/18/2003	To detect unsafe conditions that could result in separation of a propeller blade & loss of control,contd.	-- Hrs: -- C: --	PCW NA on 9/10	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer <i>Chris Glassmeyer</i>
95-24-05 R1 4/12/1996	[Recurring] TO PREVENT PROPELLER BLADE SEPARATION DUE TO A CRACKED PROPELLER HUB, WHICH COULD RESULT IN SEPARATION OF,CONTD.	5/1/1996 Hrs: Hobb 1790 C: --	PCW	Yes	D: -- Hrs: ???? C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer <i>Chris Glassmeyer</i>
77-13-17 7/6/1977	TO PRECLUDE THE POSSIBILITY OF BLADE ACTUATING PIN FAILURES	-- Hrs: -- C: --	PCW NA on 9/10	No	D: -- Hrs: N/A C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer <i>Chris Glassmeyer</i>

Category: Heaters

Position:

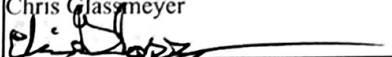
Veryon Revision: 2/6/2024

Manufacturer: Stewart-Warner

P/N:

Model: Any Model

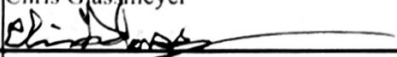
S/N:

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2017-06-03 5/5/2017	[Recurring] To detect and correct a hazardous condition caused by deterioration of the combustion heater,contd.	-- Hrs: 82.6 C: --	Last done 82.6 Heater Hobbs. Next due 332.6	Yes	D: -- Hrs: 332.60 C: --	Chandler Air Service A&P 3071659 IA/ Chris Glasmeier 

Category: Alternators
 Manufacturer: Prestolite Co.
 Model: Any Model

Position:
 P/N:
 S/N:

Veryon Revision: 2/6/2024

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
76-02-07 2/2/1976	Alternator Slip Ring End Bearings	-- Hrs: AFTT 4507.9 C: --	PCW on 5/19	No	D: -- Hrs: AFTT 4607.9 C: --	Chandler Air Service A&P 3071659 IA/ Chris Glassmeyer 
72-01-05 1/1/1972	Superseded by 72-15-02	-- Hrs: -- C: --	Superseded by AD 1972-15-02	No	D: -- Hrs: N/A C: --	Chandler Air Services A&P 3071659 IA/ Chris Glassmeyer 