

## FAA Airworthiness Directive Compliance Record

22263 MS Hwy 35 McCarley, MS 38943  
662-392-2844

Report Produced By: **MIDSOUTHJET CORPORATION**

Content Revision: 5/20/2013

File ID: N414LA-13

Aircraft Registration: N414LA

FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. By
<b>Manufacturer</b> Cessna Aircraft Company		<b>Category</b> Airframe		<b>Model</b> 414A		<b>Part #:</b> 414A <b>Serial #:</b> 414A-0077
72-03-07 2/9/1972  ©ATP	TO PREVENT LANDING GEAR FAILURE  ©ATP		DNA by S/N	Once  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
76-13-07 7/7/1976  ©ATP	TO PREVENT FAILURE OF THE FORK BOLT LOCATED AT THE AFT END OF THE MAIN LANDING GEAR RETRACTION SYSTEM, CONTD.  ©ATP		DNA by S/N	Recur  ©ATP	Signature:	1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
78-11-05 6/5/1978  ©ATP	TO PRECLUDE INCREASED FLIGHT CONTROL FORCES CAUSED BY AN AUTOPILOT ACTUATOR THAT HAS FAILED TO DISENGAGE, CONTD.  ©ATP		DNA by S/N	Once  ©ATP	Signature:	1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
78-13-05 7/5/1978  ©ATP	TO DETECT SEATS WITH SEAT-TO- SEAT TRACK FITTINGS IMPROPERLY INSTALLED AND SEATS INSTALLED FACING THE WRONG DIRECTION  ©ATP		DNA by S/N	Once  ©ATP	Signature:	1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
80-13-14 7/22/1980  ©ATP	TO PRECLUDE FAILURE OF THE FUEL FLOW TRANSDUCER AND RESULTANT LEAKAGE OF FUEL WITHIN THE ENGINE COMPARTMENT  ©ATP		DNA by S/N	Once  ©ATP	Signature:	1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
81-11-05 6/1/1981  ©ATP	Superseded by 85-13-03  ©ATP			Recur  ©ATP	Signature:	1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey

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<b>Manufacturer</b> Cessna Aircraft Company		<b>Category</b> Airframe		<b>Model</b> 414A		<b>Part #:</b> 414A <b>Serial #:</b> 414A-0077	
84-03-04 2/16/1984	TO PREVENT CRACKING AND POSSIBLE LOSS OF THE WINDSHIELD	12/13/1983 ACTT: 1851.6	C/W CSB ME83-33. Inspection of RH Windshield and installed new LH windshield, s/n 4435	Once		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey	
©ATP	©ATP			©ATP	Signature:		
84-20-02 11/1/1984	TO PRECLUDE COLLAPSE OF THE NOSE LANDING GEAR	10/28/1985 ACTT: 2376.4	Installded actuator rod ends Kit SK421-121A.	Once		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey	
©ATP	©ATP			©ATP	Signature:		
85-13-03 R2 10/10/1985	Superseded by 97-26-16			Recur		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey	
©ATP	©ATP			©ATP	Signature:		
87-21-02 R1 6/16/1989	TO PRECLUDE MISFUELING OF THE AIRPLANE RESULTING IN ENGINE FAILURE	5/21/2013 Hobbs: 1462.3. ACTT: 7882.3	Inspected and found PCW.	Once		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey	
©ATP	©ATP			©ATP	Signature: <i>[Signature]</i>		
90-02-13 2/5/1990	TO ASSURE STRUCTURAL INTEGRITY OF THE MAIN GEAR BARREL INNER BEARING & PREVENT JAMMING OF THE INNER & OUTER, CONTD.	2/13/1997 ACTT: 5277.2	Par. (b) c/w by installing bearing PN 5141109-1 in both MLG struts. 1000 hr inspection no longer applies.	Recur		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey	
©ATP	©ATP			©ATP	Signature:		
92-26-10 L 12/28/1992	Superseded by 92-27-20			Once		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey	
©ATP	©ATP			©ATP	Signature:		

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<b>Manufacturer</b> Cessna Aircraft Company <b>Category</b> Airframe <b>Model</b> 414A <b>Part #:</b> 414A <b>Serial #:</b> 414A-0077						
92-27-20 2/19/1993	Superseded by 93-05-03			Once		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
©ATP	©ATP			©ATP	Signature:	
93-05-03 3/30/1993	Superseded by 95-09-13			Recur		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
©ATP	©ATP			©ATP	Signature:	
95-09-13 6/14/1995	TO PREVENT POSSIBLE LOSS OF ENGINE POWER CAUSED BY FAILURE OF A FUEL INLET FLOAT VALVE	9/25/2008 Hobbs: 1061.3. ACTT: 7481.3.	Float valve tests were performed.	Recur	due Hobbs: 1661.3.	1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
©ATP	©ATP			©ATP	Signature:	
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.		DNA. Affected oil filter adapters not installed.	Recur		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
©ATP	©ATP			©ATP	Signature:	
97-01-13 2/3/1997	TO PREVENT FUEL, OIL, OR HYDRAULIC SYSTEMS FAILURE CAUSED BY A COLLAPSED HOSE	5/21/2013 Hobbs: 1462.3. ACTT: 7882.3	Inspected and found no affected hoses installed.	Once		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
©ATP	©ATP			©ATP	Signature: <i>[Signature]</i>	
97-26-16 2/2/1998	TO PREVENT FAILURE OF THE ENGINE MOUNT BEAM CAUSED BY FATIGUE CRACKS, WHICH COULD RESULT IN LOSS OF THE, CONTD.	11/11/2005 Hobbs: 711.7 ACTT: 7131.7	SK414-19B1 and SK414-19B3 installed. next inspection due in 9600 hrs @ 16731.7 hrs ACTT.	Recur	Due: ACTT: 16731.7.	1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
©ATP	©ATP			©ATP	Signature:	

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<b>98-04-28</b> 3/13/1998  ©ATP	TO MINIMIZE THE POTENTIAL HAZARDS ASSOCIATED WITH OPERATING THE AIRPLANE IN SEVERE ICING CONDITIONS, CONTD.  ©ATP	5/21/2013 Hobbs: 1452.3 ACTT: 7882.3	Installed AFM Supplement as required.	Once  ©ATP	Signature:	1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
<b>98-24-14</b> 12/21/1998  ©ATP	TO DETECT AND CORRECT EXHAUST LEAKS CAUSED BY NONWELDED EXHAUST SYSTEM COMPONENTS, WHICH COULD RESULT IN, CONTD.  ©ATP	5/21/2013 Hobbs: 1462.3 ACTT: 7882.3	C/W by inspection. No affected parts installed.	Once  ©ATP	Signature:	1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
<b>2000-01-16</b> 2/15/2000  ©ATP	To detect & correct cracks & corrosion in the exhaust system, which could result in exhaust system, contd.  ©ATP	5/21/2013 Hobbs: 1462.3 ACTT: 7882.3	C/W Par (a)(3), (b), (c), (d), & (e), inspection of both engine exhaust systems.	Recur  ©ATP	See AD  Signature:	1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
<b>2005-05-51 E</b> 2/20/2005  ©ATP	Superseded by 2005-05-52  ©ATP			Recur  ©ATP	Signature:	1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
<b>2005-05-52</b> 3/21/2005  ©ATP	Superseded by 2005-12-13  ©ATP			Recur  ©ATP	Signature:	1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
<b>2005-12-13</b> 6/22/2005  ©ATP	To prevent wing spar cap failure caused by undetected fatigue cracks  ©ATP	8/27/2009 Hobbs: 1087.8 ACTT: 7507.8	SK402-47B installed per Par. (e)(1). This AD no longer applicable.	Recur  ©ATP	No longer recurring  Signature:	1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey

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<b>Manufacturer</b> Cessna Aircraft Company <b>Category</b> Airframe <b>Model</b> 414A <b>Part #:</b> 414A <b>Serial #:</b> 414A-0077						
2005-20-25 11/9/2005  ©ATP	To prevent failure of the avionics bus circuit breaker switch, which could result in smoke and a burning, contd.  ©ATP	2/1/2006 Hobbs: 731.5. ACTT: 7151.5.	Installed new CM35879-50 Avionics Master SW.	Once  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:
2012-23-01 12/26/2012  ©ATP	To prevent failure of the flap system, which could result in an asymmetrical flap condition  ©ATP		DNA. Sierra Industries Flap STC not installed.	Once  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:

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<b>Manufacturer</b> Teledyne Continental		<b>Category</b> Engine		<b>Model</b> TSIO-520-NB		<b>Part #:</b> TSIO-520NB <b>Serial #:</b> 276704-H
00-00-01 1/22/2001  ©ATP	Important for Cessna Oil Filter Adapter Assemblies listed in AD 96-12-22  ©ATP		DNA. Affected oil filter adapter not installed.	Once  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:
79-05-09 3/12/1979  ©ATP	TO PREVENT THE POSSIBLE LOSS OF OIL PRESSURE INDICATION  ©ATP	9/29/2005 ETT: 4119.7.	DNA. Current design plunger installed at engine overhaul	Once  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:
80-01-04 1/25/1980  ©ATP	TO PREVENT FAILURE OF CYLINDER HOLDDOWN FLANGES  ©ATP		DNA. No work performed by Airmotive Engineering Corp.	Once  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:
81-24-06 11/23/1981  ©ATP	TO PREVENT POSSIBLE FUEL LEAKAGE AND POTENTIAL FIRE HAZARD  ©ATP		DNA. Manufacture date not applicable	Recur  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:
82-09-01 7/8/1982  ©ATP	TO PREVENT THE POSSIBILITY OF A FUEL LEAK WHICH COULD RESULT IN AN ENGINE COMPARTMENT FIRE  ©ATP	5/21/2013 Hobbs: 1462.3. ETT: 4870.8.	Inspected per Par. A. Par B PCW.	Once  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature: <i>[Signature]</i>
86-13-04 R3 2/24/1988  ©ATP	TO PREVENT POSSIBLE CYLINDER HEAD TO BARREL SEPARATION, ENGINE FAILURE AND/OR ENGINE COMPARTMENT FIRE  ©ATP		DNA. Continental cylinders not installed.	Recur  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:
©ATP						

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<b>Manufacturer</b> Teledyne Continental		<b>Category</b> Engine		<b>Model</b> TSIO-520-NB		<b>Part #:</b> TSIO-520NB <b>Serial #:</b> 276704-H
87-23-08 11/30/1987	Superseded by 97-26-17			Recur		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
©ATP	©ATP			©ATP	Signature:	
88-03-06 4/15/1988	TO PREVENT POSSIBLE LOSS OF ENGINE OIL AND SUBSEQUENT ENGINE FAILURE		DNA. Affected oil filter not installed	Once		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
©ATP	©ATP			©ATP	Signature:	
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	9/29/2005 ETT: 4119. ACTT: 7131.7	DNA. Starter Adapter PN 642085A4 installed at engine overhaul.	Once		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
©ATP	©ATP			©ATP	Signature:	
91-19-03 9/29/1991	TO PREVENT OPERATION WITH COLLAPSED OIL FILTER ELEMENTS, WHICH CAN RESULT IN LOSS OF OIL PRESSURE, CONTD.		DNA. Affected oil filter not installed.	Once		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
©ATP	©ATP			©ATP	Signature:	
93-10-02 8/12/1993	TO PREVENT AN ENGINE FAILURE DUE TO A MISSING CYLINDER VALVE RETAINER KEY		DNA. Continental cylinders not installed.	Once		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
©ATP	©ATP			©ATP	Signature:	
93-16-15 12/14/1993	TO PREVENT POSSIBLE FUEL PUMP DRIVE SHAFT DISENGAGEMENT AND LOSS OF ENGINE POWER	9/29/2005 ENG TT: 4119. ACTT: 7131.7.	C/W MSB 95-6, PN 653359 installed at engine overhaul.	Once		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
©ATP	©ATP			©ATP	Signature:	

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<b>Manufacturer</b> Teledyne Continental		<b>Category</b> Engine		<b>Model</b> TSIO-520-NB		<b>Part #:</b> TSIO-520NB <b>Serial #:</b> 276704-H
94-14-12 L 6/23/1994	Superseded by 95-21-15			Once		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
ⓈATP	ⓈATP			ⓈATP	Signature:	
95-21-15 11/28/1995	TO PREVENT DETONATION DUE TO LOW OCTANE, WHICH CAN RESULT IN SEVERE ENGINE DAMAGE AND SUBSEQUENT FAILURE		DNA by "N" Number.	Once		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
ⓈATP	ⓈATP			ⓈATP	Signature:	
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.		DNA to Adapter installed.	Recur		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
ⓈATP	ⓈATP			ⓈATP	Signature:	
97-26-17 C 1/23/1998	TO PREVENT CRANKSHAFT FAILURE AND SUBSEQUENT ENGINE FAILURE	9/29/2005 ENG TT: 4119. ACTT: 7131.7	VAR crankshaft PN 649898, s/n N05AA443 installed and ultrasonic inspection completed at engine overhaul.	Recur		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
ⓈATP	ⓈATP			ⓈATP	Signature:	
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.		DNA. Affected STC parts not installed.	Once		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
ⓈATP	ⓈATP			ⓈATP	Signature:	
99-09-17 L 4/22/1999	Superseded by 99-19-01			Once		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
ⓈATP	ⓈATP			ⓈATP	Signature:	



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<b>Manufacturer</b> Teledyne Continental		<b>Category</b> Engine		<b>Model</b> TSIO-520-NB		<b>Part #:</b> TSIO-520NB <b>Serial #:</b> 276704-H
<b>99-19-01</b> 9/30/1999  ©ATP	To prevent crankshaft failure due to crankshaft cheek cracks, which could result in total engine power loss,contd.  ©ATP		DNA by crankshaft date of manufacture.	Once		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey Signature:
<b>2000-08-51 E</b> 4/28/2000  ©ATP	Superseded by 2000-23-21  ©ATP			Once		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey Signature:
<b>2000-23-21</b> 12/12/2000  ©ATP	To prevent crankshaft connecting rod journal fracture, which could result in total engine power,contd.  ©ATP		DNA by crankshaft serial number and date of manufacture	Once		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey Signature:
<b>2004-08-10</b> 5/5/2004  ©ATP	To prevent loss of engine power due to cracks in the cylinder head & possible engine failure caused,contd.  ©ATP	12/15/2012 Hobbs: 1398.9.	DNA. Affected ECI cylinders not installed.	Once		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey Signature:
<b>2007-04-19 R1</b> 5/7/2007  ©ATP	To prevent cylinder separation that can lead to engine failure, possible engine compartment fire, and,contd.  ©ATP		DNA. ECI cylinders installed.	Once		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey Signature:
<b>2009-16-03</b> 9/9/2009  ©ATP	To prevent the separation of the cylinder head, which could result in immediate loss of engine power, possible,contd.  ©ATP		DNA. ECI cylinders installed.	Recur		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey Signature:

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<b>Manufacturer</b> Teledyne Continental		<b>Category</b> Engine		<b>Model</b> TSIO-520-NB		<b>Part #:</b> TSIO-520NB <b>Serial #:</b> 276704-H
2009-19-07 C2 10/7/2009  ©ATP	To prevent loss of engine power due to cracks in the cylinder head, possible engine failure, and fire in,contd.  ©ATP		DNA. ECI cylinders installed.	Recur  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:
2009-24-51 E 11/16/2009  ©ATP	Superseded by 2009-24-52  ©ATP			Once  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:
2009-24-52 E 11/18/2009  ©ATP	Superseded by 2010-11-04  ©ATP			Once  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:
2010-11-04 6/16/2010  ©ATP	To prevent excessive hydraulic lifter wear, which can result in loss of engine power & loss of control of the airplane  ©ATP	12/15/2012 Hobbs: 1398.9.	DNA. Lifters PN SA646277 and SA628488 are installed.	Once  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:
2011-25-51 12/28/2011  ©ATP	Superseded by 2012-10-13  ©ATP			Once  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:
2011-25-51 E 11/29/2011  ©ATP	Superseded by 2012-10-13  ©ATP			Once  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:

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<b>Manufacturer</b> Teledyne Continental		<b>Category</b> Engine		<b>Model</b> TSIO-520-NB		<b>Part #:</b> TSIO-520NB <b>Serial #:</b> 276704-H
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		DNA. AVStar fuel system not installed.	Once		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
©ATP	©ATP			©ATP	Signature:	
2012-10-13 6/8/2012	To prevent starter adapter gear shaft failure which could cause oil scavenge pump failure and engine, contd.		DNA. Adapter has more than 100 hrs. time in service.	Once		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
©ATP	©ATP			©ATP	Signature:	

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Aircraft Registration: N414LA

FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility    3. Cert. Num. 2. Cert. Type 4. Author. By
<b>Manufacturer</b> Teledyne Continental		<b>Category</b> Engine		<b>Model</b> TSIO-520-NB		<b>Part #:</b> TSIO-520NB <b>Serial #:</b> 278308-R
00-00-01 1/22/2001	Important for Cessna Oil Filter Adapter Assemblies listed in AD 96-12-22		DNA. Affected oil filter adapter not installed.	Once		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
ⓈATP	ⓈATP			ⓈATP	Signature:	
79-05-09 3/12/1979	TO PREVENT THE POSSIBLE LOSS OF OIL PRESSURE INDICATION	9/29/2005 ETT: 1594.0	DNA. Current design plunger installed at engine overhaul	Once		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
ⓈATP	ⓈATP			ⓈATP	Signature:	
80-01-04 1/25/1980	TO PREVENT FAILURE OF CYLINDER HOLDDOWN FLANGES		DNA. No work performed by Airmotive Engineering Corp	Once		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
ⓈATP	ⓈATP			ⓈATP	Signature:	
81-24-06 11/23/1981	TO PREVENT POSSIBLE FUEL LEAKAGE AND POTENTIAL FIRE HAZARD		DNA. Manufacture date not applicable	Recur		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
ⓈATP	ⓈATP			ⓈATP	Signature:	
82-09-01 7/8/1982	TO PREVENT THE POSSIBILITY OF A FUEL LEAK WHICH COULD RESULT IN AN ENGINE COMPARTMENT FIRE	5/21/2013 Hobbs: 1462.3. ETT: 2345.1	Inspected per Par. A. Par B PCW.	Once		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
ⓈATP	ⓈATP			ⓈATP	Signature: <i>[Signature]</i>	
86-13-04 R3 2/24/1988	TO PREVENT POSSIBLE CYLINDER HEAD TO BARREL SEPARATION, ENGINE FAILURE AND/OR ENGINE COMPARTMENT FIRE		DNA. Continental cylinders not installed.	Recur		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
ⓈATP	ⓈATP			ⓈATP	Signature:	

# FAA Airworthiness Directive Compliance Record

22263 MS Hwy 35 McCarley, MS 38943  
662-392-2844

Report Produced By: MIDSOUTHJET CORPORATION

Content Revision: 5/20/2013

File ID: N414LA-13

Aircraft Registration: N414LA

FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By
<b>Manufacturer</b> Teledyne Continental		<b>Category</b> Engine		<b>Model</b> TSIO-520-NB		<b>Part #:</b> TSIO-520NB <b>Serial #:</b> 278308-R
87-23-08 11/30/1987  ©ATP	Superseded by 97-26-17  ©ATP			Recur  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:
88-03-06 4/15/1988  ©ATP	TO PREVENT POSSIBLE LOSS OF ENGINE OIL AND SUBSEQUENT ENGINE FAILURE  ©ATP		DNA. Affected oil filter not installed	Once  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:
89-24-01 R1 8/10/1990  ©ATP	TO PREVENT POSSIBLE FAILURE OF SCAVENGE OIL PUMP GEARS WHICH COULD RESULT IN TOTAL LOSS OF ENGINE POWER  ©ATP	9/29/2005 ETT: 1594.0. ACTT: 7131.7	DNA. Starter Adapter PN 642085A4 installed at engine overhaul.	Once  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:
91-19-03 9/29/1991  ©ATP	TO PREVENT OPERATION WITH COLLAPSED OIL FILTER ELEMENTS, WHICH CAN RESULT IN LOSS OF OIL PRESSURE, CONTD.  ©ATP		DNA. Affected oil filter not installed.	Once  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:
93-10-02 8/12/1993  ©ATP	TO PREVENT AN ENGINE FAILURE DUE TO A MISSING CYLINDER VALVE RETAINER KEY  ©ATP		DNA. Continental cylinders not installed.	Once  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:
93-16-15 12/14/1993  ©ATP	TO PREVENT POSSIBLE FUEL PUMP DRIVE SHAFT DISENGAGEMENT AND LOSS OF ENGINE POWER  ©ATP	9/29/2005 ENG TT: 1594.0. ACTT: 7131.7.	C/W MSB 95-6, PN 653359 installed at engine overhaul.	Once  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:

## FAA Airworthiness Directive Compliance Record

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<b>Manufacturer</b> Teledyne Continental		<b>Category</b> Engine		<b>Model</b> TSIO-520-NB		<b>Part #:</b> TSIO-520NB <b>Serial #:</b> 278308-R
94-14-12 L 6/23/1994	Superseded by 95-21-15			Once		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
©ATP	©ATP			©ATP	Signature:	
95-21-15 11/28/1995	TO PREVENT DETONATION DUE TO LOW OCTANE, WHICH CAN RESULT IN SEVERE ENGINE DAMAGE AND SUBSEQUENT FAILURE		DNA by "N" Number.	Once		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
©ATP	©ATP			©ATP	Signature:	
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.		DNA to Adapter installed.	Recur		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
©ATP	©ATP			©ATP	Signature:	
97-26-17 C 1/23/1998	TO PREVENT CRANKSHAFT FAILURE AND SUBSEQUENT ENGINE FAILURE	9/29/2005 ENG TT: 1594.0. ACTT: 7131.7	VAR crankshaft PN 649898, s/n N05AA439 installed and ultrasonic inspection completed at engine overhaul.	Recur		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
©ATP	©ATP			©ATP	Signature:	
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.		DNA. Affected STC parts not installed.	Once		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
©ATP	©ATP			©ATP	Signature:	
99-09-17 L 4/22/1999	Superseded by 99-19-01			Once		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
©ATP	©ATP			©ATP	Signature:	

©ATP

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# FAA Airworthiness Directive Compliance Record

22263 MS Hwy 35 McCarley, MS 38943  
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Content Revision: 5/20/2013

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FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By
<b>Manufacturer</b> Teledyne Continental		<b>Category</b> Engine		<b>Model</b> TSIO-520-NB		<b>Part #:</b> TSIO-520NB <b>Serial #:</b> 278308-R
99-19-01 9/30/1999  ©ATP	To prevent crankshaft failure due to crankshaft cheek cracks, which could result in total engine power loss,contd.  ©ATP		DNA by crankshaft date of manufacture.	Once  ©ATP		1.MIDSOUTHJET CORP 2.A&P IA 3.1634955 4. Harold N Dickey  Signature:
2000-08-51 E 4/28/2000  ©ATP	Superseded by 2000-23-21  ©ATP			Once  ©ATP		1.MIDSOUTHJET CORP 2.A&P IA 3.1634955 4. Harold N Dickey  Signature:
2000-23-21 12/12/2000  ©ATP	To prevent crankshaft connecting rod journal fracture, which could result in total engine power,contd.  ©ATP		DNA by crankshaft serial number and date of manufacture	Once  ©ATP		1.MIDSOUTHJET CORP 2.A&P IA 3.1634955 4. Harold N Dickey  Signature:
2004-08-10 5/5/2004  ©ATP	To prevent loss of engine power due to cracks in the cylinder head & possible engine failure caused,contd.  ©ATP	5/21/2013	DNA. Affected ECI cylinders not installed.	Once  ©ATP		1.MIDSOUTHJET CORP 2.A&P IA 3.1634955 4. Harold N Dickey  Signature:
2007-04-19 R1 5/7/2007  ©ATP	To prevent cylinder separation that can lead to engine failure, possible engine compartment fire, and,contd.  ©ATP		DNA. ECI cylinders installed.	Once  ©ATP		1.MIDSOUTHJET CORP 2.A&P IA 3.1634955 4. Harold N Dickey  Signature:
2009-16-03 9/9/2009  ©ATP	To prevent the separation of the cylinder head, which could result in immediate loss of engine power, possible,contd.  ©ATP		DNA. ECI cylinders installed.	Recur  ©ATP		1.MIDSOUTHJET CORP 2.A&P IA 3.1634955 4. Harold N Dickey  Signature:

©ATP

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FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By
<b>Manufacturer</b> Teledyne Continental		<b>Category</b> Engine		<b>Model</b> TSIO-520-NB		<b>Part #:</b> TSIO-520NB <b>Serial #:</b> 278308-R
2009-19-07 C2 10/7/2009  ©ATP	To prevent loss of engine power due to cracks in the cylinder head, possible engine failure, and fire in, contd.  ©ATP		DNA. ECI cylinders installed.	Recur  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:
2009-24-51 E 11/16/2009  ©ATP	Superseded by 2009-24-52  ©ATP			Once  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:
2009-24-52 E 11/18/2009  ©ATP	Superseded by 2010-11-04  ©ATP			Once  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:
2010-11-04 6/16/2010  ©ATP	To prevent excessive hydraulic lifter wear, which can result in loss of engine power & loss of control of the airplane  ©ATP		DNA per Par (f). No lifter replacement since overhaul.	Once  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:
2011-25-51 12/28/2011  ©ATP	Superseded by 2012-10-13  ©ATP			Once  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:
2011-25-51 E 11/29/2011  ©ATP	Superseded by 2012-10-13  ©ATP			Once  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:



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<b>Manufacturer</b> Teledyne Continental		<b>Category</b> Engine		<b>Model</b> TSIO-520-NB		<b>Part #:</b> TSIO-520NB <b>Serial #:</b> 278308-R
2012-03-06 C 2/24/2012  ©ATP	To prevent an in-flight engine shutdown due to a failed fuel servo diaphragm, and damage to the airplane  ©ATP		DNA. AVStar fuel system not installed.	Once  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey Signature:
2012-10-13 6/8/2012  ©ATP	To prevent starter adapter gear shaft failure which could cause oil scavenge pump failure and engine, contd.  ©ATP		DNA. Adapter has more than 100 hrs. time in service.	Once  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey Signature:
<b>Manufacturer</b> McCauley		<b>Category</b> Propeller		<b>Model</b> 3AF32C515		<b>Part #:</b> 3AF32C515 <b>Serial #:</b> 980308
2003-13-17 7/18/2003  ©ATP	To detect unsafe conditions that could result in separation of a propeller blade & loss of control, contd.  ©ATP		DNA. No work performed by T & W Propellers, Chino CA	Once  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey Signature:
2005-14-11 8/17/2005  ©ATP	To prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane  ©ATP		DNA. No work performed by Southern California Propeller Service, Inglewood, CA	Once  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey Signature:
2006-24-07 1/3/2007  ©ATP	To detect potentially unsafe conditions that could result in a propeller blade separating from the hub, contd.  ©ATP		DNA. No work performed by Oxford Aviation Limited.	Once  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey Signature:

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<b>Manufacturer</b> McCauley		<b>Category</b> Propeller		<b>Model</b> 3AF32C515		<b>Part #:</b> 3AF32C515 <b>Serial #:</b> 980261
2003-13-17 7/18/2003  ©ATP	To detect unsafe conditions that could result in separation of a propeller blade & loss of control, contd.  ©ATP		DNA. No work performed by T & W Propellers, Chino CA	Once  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:
2005-14-11 8/17/2005  ©ATP	To prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane  ©ATP		DNA. No work performed by Southern California Propeller Service, Inglewood, CA	Once  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:
2006-24-07 1/3/2007  ©ATP	To detect potentially unsafe conditions that could result in a propeller blade separating from the hub, contd.  ©ATP		DNA. No work performed by Oxford Aviation Limited.	Once  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:
<b>Manufacturer</b> Induction Air Filters		<b>Category</b> Air Filter		<b>Model</b> PAPER INDUCTION AIRFILTER		<b>Part #:</b> <b>Serial #:</b>
84-26-02 1/29/1985  ©ATP	TO PREVENT POSSIBLE ENGINE POWER LOSS OR STOPPAGE CAUSED BY ENGINE INGESTION OF FRAGMENTS, CONTD.  ©ATP	4/19/2012 Hobbs: 1271.8. ACTT: 7691.8	Paper induction air filters installed new.	Recur  ©ATP	500 hrs or OC	1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:

## FAA Airworthiness Directive Compliance Record

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FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By
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Manufacturer Janitrol Aero Division	Category Combustion Heaters	Model B4050	Part #: Serial #:			
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80-09-10 5/8/1980  ©ATP	Superseded by 82-07-03  ©ATP			Once  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:
82-07-03 5/6/1982  ©ATP	Superseded by 96-20-07  ©ATP			Recur  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:
96-20-07 11/14/1996  ©ATP	Superseded by 2004-21-05  ©ATP			Recur  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:
2001-08-01 5/10/2001  ©ATP	Superseded by 2001-17-13  ©ATP			Once  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:
2001-17-13 9/11/2001  ©ATP	Superseded by 2004-25-16  ©ATP			Recur  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:
2004-21-05 11/19/2004  ©ATP	To prevent combustion by- products (carbon-monoxide exhaust) and fuel leakage from the combustion heaters,contd.  ©ATP	4/19/2012 Hobbs: 1271.8. ACTT: 7691.8	C/W Heater inspection and pressure decay test Heater Hobbs: 2301.6. Installed new 94E42-38 combustion air pressure switch.	Recur  ©ATP	100 hr/24 mos	1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:

# FAA Airworthiness Directive Compliance Record

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Content Revision: 5/20/2013

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FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility    3. Cert. Num. 2. Cert. Type 4. Author. By
<b>Manufacturer</b> Janitrol Aero Division		<b>Category</b> Combustion Heaters		<b>Model</b> B4050		<b>Part #:</b> <b>Serial #:</b>
<b>2004-25-16 R1</b> 6/20/2005  ©ATP	To prevent failure of the fuel regulator shutoff valve, which could result in fuel leakage in aircraft with these,contd.  ©ATP	5/21/2013 Hobbs: 1462.3. ACTT: 7882.3	C/W Par (e), (1) & (2), inspection of fuel shutoff valve. No leaks noted.	Recur  ©ATP	100 hrs/Annual Insp  Signature: <i>[Signature]</i>	1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
<b>Manufacturer</b> Engine Components, Inc		<b>Category</b> Cylinder Assemblies		<b>Model</b> Any Model		<b>Part #:</b> <b>Serial #:</b>
2005-26-10 1/31/2006  ©ATP	Superseded by 2006-12-07  ©ATP			Once		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
2006-12-07 7/11/2006  ©ATP	To prevent loss of engine power due to cracks in the cylinder assemblies & possible engine failure caused,contd.  ©ATP		DNA. Applies to cylinders installed on Lycoming Engines	Once	©ATP Signature:	1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
2008-19-05 10/20/2008  ©ATP	Superseded by 2009-26-12  ©ATP			Recur	©ATP Signature:	1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
2009-26-12 2/4/2010  ©ATP	To prevent loss of engine power due to cracks at the head-to-barrel interface and possible engine failure,contd.  ©ATP		DNA. Applies to cylinders installed on Lycoming Engines	Recur	©ATP Signature:	1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey

# FAA Airworthiness Directive Compliance Record

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662-392-2844

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<b>Manufacturer</b> JanAero Devices		<b>Category</b> Heater Fuel Reg/SO Valve		<b>Model</b> A14D11		<b>Part #:</b> <b>Serial #:</b>
2001-17-13 9/11/2001	Superseded by 2004-25-16			Recur		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
©ATP	©ATP					
2004-25-16 R1 6/20/2005	To prevent failure of the fuel regulator shutoff valve, which could result in fuel leakage in aircraft with these,contd.	5/21/2013 Hobbs: 1462.3. ACTT: 7882.3	C/W Par (e), (1) & (2), inspection of fuel shutoff valve. No leaks noted.	Recur	100 hrs/Annual Insp	1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
©ATP	©ATP			©ATP	Signature:	
<b>Manufacturer</b> RAPCO Inc.		<b>Category</b> Instrument Filters		<b>Model</b> P/N RA-1J4-6		<b>Part #:</b> <b>Serial #:</b>
97-16-10 9/18/1997	TO PREVENT FAILURE OF THE FLIGHT INSTRUMENTS DURING FLIGHT BECAUSE OF A FAILED IN-LINE PRESSURE FILTER,CONTD.		DNA. Affected part not installed.	Once		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
©ATP	©ATP					
<b>Manufacturer</b> Champion Aerospace		<b>Category</b> Oil Filters		<b>Model</b> P/N CH48108		<b>Part #:</b> <b>Serial #:</b>
77-12-05 5/12/1978	TO PRECLUDE POSSIBLE OIL FILTER MALFUNCTION RESULTING FROM INTERNAL BYPASS VALVE FAILURE		DNA. Affected filter not installed.	Once		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
©ATP	©ATP			©ATP	Signature:	

# FAA Airworthiness Directive Compliance Record

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22263 MS Hwy 35 McCarley, MS 38943  
662-392-2844

Report Produced By: MIDSOUTHJET CORPORATION

Content Revision: 5/20/2013		File ID: N414LA-13		Aircraft Registration: N414LA			
FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility    3. Cert. Num. 2. Cert. Type 4. Author. By	
<b>Manufacturer</b> Champion Aerospace	<b>Category</b> Oil Filters	<b>Model</b> P/N CH48108				<b>Part #:</b> <b>Serial #:</b>	
77-12-05 5/12/1978	TO PRECLUDE POSSIBLE OIL FILTER MALFUNCTION RESULTING FROM INTERNAL BYPASS VALVE FAILURE		DNA. Affected filter not installed.	Once		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey	
©ATP	©ATP			©ATP	Signature:		
<b>Manufacturer</b> Goodrich Corporation	<b>Category</b> Propeller De-Icer	<b>Model</b> P4E1188-3				<b>Part #:</b> <b>Serial #:</b>	
2005-18-20 10/14/2005	To prevent Goodrich "FASTprop" propeller de-icers from detaching from the propeller blade, resulting in,contd.		DNA. Affected deicers not installed.	Recur		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey	
©ATP	©ATP			©ATP	Signature:		

## FAA Airworthiness Directive Compliance Record

Content Revision: 7/24/2014

File ID: N414LA-14

Aircraft Registration: N414LA

FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By
<b>Manufacturer</b> Cessna Aircraft Company <b>Category</b> Airframe <b>Model</b> 414A <b>Part #:</b> 414A <b>Serial #:</b> 414A-0077						
81-11-05 6/1/1981  ©ATP	Superseded by 85-13-03  ©ATP			Recur  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:
90-02-13 2/5/1990  ©ATP	TO ASSURE STRUCTURAL INTEGRITY OF THE MAIN GEAR BARREL INNER BEARING & PREVENT JAMMING OF THE INNER & OUTER, CONTD.  ©ATP	2/13/1997 ACTT: 5277.2	Par. (b) c/w by installing bearing PN 5141109-1 in both MLG struts. 1000 hr inspection no longer applies.	Recur  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:
95-09-13 6/14/1995  ©ATP	TO PREVENT POSSIBLE LOSS OF ENGINE POWER CAUSED BY FAILURE OF A FUEL INLET FLOAT VALVE  ©ATP	7/21/2014 Hobbs: 1587.3. ACTT: 8007.3.	Float valve tests were performed.	Recur  ©ATP	due ACTT: 8607.3	1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature: <i>[Signature]</i>
96-12-22 7/31/1996  ©ATP	TO PREVENT LOSS OF ENGINE OIL CAUSED BY LOOSE OR SEPARATED OIL FILTER ADAPTERS, WHICH COULD RESULT IN ENGINE, CONTD.  ©ATP		DNA. Affected oil filter adapters not installed.	Recur  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:
97-26-16 2/2/1998  ©ATP	TO PREVENT FAILURE OF THE ENGINE MOUNT BEAM CAUSED BY FATIGUE CRACKS, WHICH COULD RESULT IN LOSS OF THE, CONTD.  ©ATP	11/11/2005 Hobbs: 711.7 ACTT: 7131.7	SK414-19B1 and SK414-19B3 installed. next inspection due in 9600 hrs @ 16731.7 hrs ACTT.	Recur  ©ATP	Due: ACTT: 16731.7.	1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:
2000-01-16 2/15/2000  ©ATP	To detect & correct cracks & corrosion in the exhaust system, which could result in exhaust system, contd.  ©ATP	7/21/2014 Hobbs: 1587.3. ACTT: 8007.3	C/W Par (a)(3),(b), (c), (d), & (e), inspection of both engine exhaust systems.	Recur  ©ATP	See AD	1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature: <i>[Signature]</i>

2004-03-03 *ICING AFM SUPP.*

7/21/2014 *AFM SUPP PLACED IN AFM ACTT: 8007.3 & MAINT RECORDS PER PAR. (G) (1).*

*[Signature]*

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# FAA Airworthiness Directive Compliance Record

Content Revision: 7/24/2014

File ID: N414LA-14

Aircraft Registration: N414LA

FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By
<b>Manufacturer</b> Engine Components, Inc		<b>Category</b> Cylinder Assemblies		<b>Model</b> Any Model		<b>Part #:</b> <b>Serial #:</b>
2008-19-05 10/20/2008	Superseded by 2009-26-12			Recur		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
©ATP	©ATP			©ATP	Signature:	
2009-26-12 2/4/2010	To prevent loss of engine power due to cracks at the head-to-barrel interface and possible engine failure, contd.		DNA. Applies to cylinders installed on Lycoming Engines	Recur		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
©ATP	©ATP			©ATP	Signature:	
<b>Manufacturer</b> JanAero Devices		<b>Category</b> Heater Fuel Reg/SO Valve		<b>Model</b> A14D11		<b>Part #:</b> <b>Serial #:</b>
2001-17-13 9/11/2001	Superseded by 2004-25-16			Recur		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
©ATP	©ATP			©ATP	Signature:	
2004-25-16 R1 6/20/2005	To prevent failure of the fuel regulator shutoff valve, which could result in fuel leakage in aircraft with these, contd.	7/21/2014	Hobbs: 1587.3. ACTT: 8007.3  C/W Par (e), (1) & (2), inspection of fuel shutoff valve. No leaks noted.	Recur	100 hrs/Annual Insp	1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
©ATP	©ATP			©ATP	Signature: <i>[Signature]</i>	
<b>Manufacturer</b> Goodrich Corporation		<b>Category</b> Propeller De-Icer		<b>Model</b> P4E1188-3		<b>Part #:</b> <b>Serial #:</b>
2005-18-20 10/14/2005	To prevent Goodrich "FASTprop" propeller de-icers from detaching from the propeller blade, resulting in, contd.		DNA. Affected deicers not installed.	Recur		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
©ATP	©ATP			©ATP	Signature:	

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# FAA Airworthiness Directive Compliance Record

Content Revision: 7/24/2014

File ID: N414LA-14

Aircraft Registration: N414LA

FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. By
<b>Manufacturer</b> Janitrol Aero Division		<b>Category</b> Combustion Heaters		<b>Model</b> B4050		<b>Part #:</b> <b>Serial #:</b>
82-07-03 5/6/1982	Superseded by 96-20-07			Recur		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
©ATP	©ATP			©ATP	Signature:	
96-20-07 11/14/1996	Superseded by 2004-21-05			Recur		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
©ATP	©ATP			©ATP	Signature:	
2001-17-13 9/11/2001	Superseded by 2004-25-16			Recur		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
©ATP	©ATP			©ATP	Signature:	
2004-21-05 11/19/2004	To prevent combustion by- products (carbon-monoxide exhaust) and fuel leakage from the combustion heaters,contd.	7/21/2014 Hobbs: 1587.3 ACTT: 8007.3	C/W Heater inspection and pressure decay test Heater Hobbs: 2388.3. No defects found.	Recur	100 hr/24 mos	1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
©ATP	©ATP			©ATP	Signature:	
2004-25-16 R1 6/20/2005	To prevent failure of the fuel regulator shutoff valve, which could result in fuel leakage in aircraft with these,contd.	7/21/2014 Hobbs: 1587.3 ACTT: 8007.3	C/W Par (e), (1) & (2), inspection of fuel shutoff valve. No leaks noted.	Recur	100 hrs/Annual Insp	1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
©ATP	©ATP			©ATP	Signature:	

©ATP

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# FAA Airworthiness Directive Compliance Record

Content Revision: 7/24/2014

File ID: N414LA-14

Aircraft Registration: N414LA

FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. By
<b>Manufacturer</b> Teledyne Continental		<b>Category</b> Engine		<b>Model</b> TSIO-520-NB		<b>Part #:</b> TSIO-520NB <b>Serial #:</b> 278308-R
2009-19-07 C2 10/7/2009  ©ATP	To prevent loss of engine power due to cracks in the cylinder head, possible engine failure, and fire in, contd.  ©ATP		DNA. ECI cylinders installed.	Recur  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:
2014-05-29 4/25/2014  ©ATP	To prevent the separation of the cylinder head, damage to the engine, and damage to the airplane  ©ATP		DNA. Superior cylinders not installed.	Recur  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:
<b>Manufacturer</b> Induction Air Filters		<b>Category</b> Air Filter		<b>Model</b> PAPER INDUCTION AIRFILTER		<b>Part #:</b> <b>Serial #:</b>
84-26-02 1/29/1985  ©ATP	TO PREVENT POSSIBLE ENGINE POWER LOSS OR STOPPAGE CAUSED BY ENGINE INGESTION OF FRAGMENTS, CONTD.  ©ATP	7/21/2014 Hobbs: 1587.3. ACTT: 8007.3.	Paper induction air filters installed new.	Recur  ©ATP	500 hrs or OC	1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature: <i>TD</i>
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## FAA Airworthiness Directive Compliance Record

Content Revision: 7/24/2014

File ID: N414LA-14

Aircraft Registration: N414LA

FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. By
<b>Manufacturer</b> Teledyne Continental		<b>Category</b> Engine		<b>Model</b> TSIO-520-NB		<b>Part #:</b> TSIO-520NB <b>Serial #:</b> 278308-R
81-24-06 11/23/1981	TO PREVENT POSSIBLE FUEL LEAKAGE AND POTENTIAL FIRE HAZARD		DNA. Manufacture date not applicable	Recur		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
ⓈATP	ⓈATP			ⓈATP	Signature:	
86-13-04 R3 2/24/1988	TO PREVENT POSSIBLE CYLINDER HEAD TO BARREL SEPARATION, ENGINE FAILURE AND/OR ENGINE COMPARTMENT FIRE		DNA by Date of Overhaul.	Recur		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
ⓈATP	ⓈATP			ⓈATP	Signature:	
87-23-08 11/30/1987	Superseded by 97-26-17			Recur		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
ⓈATP	ⓈATP			ⓈATP	Signature:	
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.		DNA to Adapter installed.	Recur		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
ⓈATP	ⓈATP			ⓈATP	Signature:	
97-26-17 C 1/23/1998	TO PREVENT CRANKSHAFT FAILURE AND SUBSEQUENT ENGINE FAILURE	9/29/2005 ENG TT: 1594.0. ACTT: 7131.7	VAR crankshaft PN 649898, s/n N05AA439 installed and ultrasonic inspection completed at engine overhaul.	Recur		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
ⓈATP	ⓈATP			ⓈATP	Signature:	
2009-16-03 9/9/2009	To prevent the separation of the cylinder head, which could result in immediate loss of engine power, possible, contd.		DNA. ECI cylinders installed.	Recur		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
ⓈATP	ⓈATP			ⓈATP	Signature:	

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# FAA Airworthiness Directive Compliance Record

Content Revision: 7/24/2014

File ID: N414LA-14

Aircraft Registration: N414LA

FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By
<b>Manufacturer</b> Teledyne Continental		<b>Category</b> Engine		<b>Model</b> TSIO-520-NB		<b>Part #:</b> TSIO-520NB <b>Serial #:</b> 276704-H
2009-19-07 C2 10/7/2009  ©ATP	To prevent loss of engine power due to cracks in the cylinder head, possible engine failure, and fire in,contd.  ©ATP		DNA. ECI cylinders installed.	Recur  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:
2014-05-29 4/25/2014  ©ATP	To prevent the separation of the cylinder head, damage to the engine, and damage to the airplane  ©ATP		DNA. No Superior cylinders installed.	Recur  ©ATP		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey  Signature:
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# FAA Airworthiness Directive Compliance Record

Content Revision: 7/24/2014

File ID: N414LA-14

Aircraft Registration: N414LA

FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By
Manufacturer: Teledyne Continental      Category: Engine      Model: TSIO-520-NB				Part #: TSIO-520NB Serial #: 276704-H		
81-24-06 11/23/1981	TO PREVENT POSSIBLE FUEL LEAKAGE AND POTENTIAL FIRE HAZARD		DNA. Manufacture date not applicable	Recur		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
©ATP	©ATP			©ATP	Signature:	
86-13-04 R3 2/24/1988	TO PREVENT POSSIBLE CYLINDER HEAD TO BARREL SEPARATION, ENGINE FAILURE AND/OR ENGINE COMPARTMENT FIRE		DNA. Continental cylinders not installed.	Recur		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
©ATP	©ATP			©ATP	Signature:	
87-23-08 11/30/1987	Superseded by 97-26-17			Recur		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
©ATP	©ATP			©ATP	Signature:	
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.		DNA to Adapter installed.	Recur		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
©ATP	©ATP			©ATP	Signature:	
97-26-17 C 1/23/1998	TO PREVENT CRANKSHAFT FAILURE AND SUBSEQUENT ENGINE FAILURE	9/29/2005 ENG TT: 4119. ACTT: 7131.7	VAR crankshaft PN 649898, s/n N05AA443 installed and ultrasonic inspection completed at engine overhaul.	Recur		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
©ATP	©ATP			©ATP	Signature:	
2009-16-03 9/9/2009	To prevent the separation of the cylinder head, which could result in immediate loss of engine power, possible, contd.		DNA. ECI cylinders installed.	Recur		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey
©ATP	©ATP			©ATP	Signature:	

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## FAA Airworthiness Directive Compliance Record

Content Revision: 7/24/2014		File ID: N414LA-14		Aircraft Registration: N414LA			
FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type	3. Cert. Num. 4. Author. By
<b>Manufacturer</b> Cessna Aircraft Company		<b>Category</b> Airframe		<b>Model</b> 414A		<b>Part #:</b> 414A <b>Serial #:</b> 414A-0077	
2005-05-51 E 2/20/2005	Superseded by 2005-05-52			Recur		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey	
©ATP	©ATP			©ATP	Signature:		
2005-05-52 3/21/2005	Superseded by 2005-12-13			Recur		1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey	
©ATP	©ATP			©ATP	Signature:		
2005-12-13 6/22/2005	To prevent wing spar cap failure caused by undetected fatigue cracks	8/27/2009 Hobbs: 1087.8. ACTT: 7507.8	SK402-47B installed per Par. (e)(1). This AD no longer applicable.	Recur	No longer recurring	1. MIDSOUTHJET CORP 2. A&P IA 3. 1634955 4. Harold N Dickey	
©ATP	©ATP			©ATP	Signature:		

### Airworthiness Directive Compliance Record

File ID: **C414A**

USARL Research Date: **02/28/2003**

<b>Manufacturer</b>	Cessna Aircraft Company	<b>Model</b>	414A <b>N414LA S/N 414A 0077</b>	<b>Part #:</b>	
				<b>Serial #:</b>	

AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. by
76-13-07 07/07/1976	TO PREVENT FAILURE OF THE FORK BOLT LOCATED AT THE AFT END OF THE MAIN LANDING		/	Recur		1. 2. 3. 4.
©ATP	©ATP	©ATP		Signature:		
78-11-05 06/05/1978	TO PRECLUDE INCREASED FLIGHT CONTROL FORCES CAUSED BY AN AUTOPILOT ACTUATOR TH			Once		1. 2. 3. 4.
©ATP	©ATP	©ATP		Signature:		
78-13-05 07/05/1978	TO DETECT SEATS WITH SEAT-TO- SEAT TRACK FITTINGS IMPROPERLY INSTALLED AND SEA			Once		1. 2. 3. 4.
©ATP	©ATP	©ATP		Signature:		
80-13-14 07/22/1980	TO PRECLUDE FAILURE OF THE FUEL FLOW TRANSDUCER AND RESULTANT LEAKAGE OF FUEL			Once		1. 2. 3. 4.
©ATP	©ATP	©ATP	Signature:			
81-11-05 06/01/1981	Superseded by 85-13-03		Recur		1. 2. 3. 4.	
©ATP	©ATP	©ATP	Signature:			
84-03-04 02/16/1984	TO PREVENT CRACKING AND POSSIBLE LOSS OF THE WINDSHIELD		Once		1. 2. 3. 4.	
©ATP	©ATP	©ATP	Signature:			

Daytona Beach Jet Center  
 561 Pea Harbor Drive  
 Daytona Beach, Florida 32114  
 CRS DYTR 262K

### Airworthiness Directive Compliance Record

File ID: **C414A**

USARL Research Date: **02/28/2003**

<b>Manufacturer</b>	<b>Model</b>	<b>Part #:</b>
Cessna Aircraft Company	414A	<b>Serial #:</b>

AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. by
84-20-02 11/01/1984	TO PRECLUDE COLLAPSE OF THE NOSE LANDING GEAR		OK	Once		1. 2. 3. 4.
©ATP	©ATP	©ATP		Signature:		
85-13-03 R2 10/10/1985	Superseded by 97-26-16			Recur		1. 2. 3. 4.
©ATP	©ATP	©ATP		Signature:		
87-21-02 R1 06/16/1989	TO PRECLUDE MISFUELING OF THE AIRPLANE RESULTING IN ENGINE FAILURE			Once		1. 2. 3. 4.
©ATP	©ATP	©ATP		Signature:		
90-02-13 02/05/1990	TO ASSURE STRUCTURAL INTEGRITY OF THE MAIN GEAR BARREL INNER BEARING & PREVENT			Recur		1. 2. 3. 4.
©ATP	©ATP	©ATP	Signature:			
92-26-10 L 12/28/1992	Superseded by 92-27-20		Once		1. 2. 3. 4.	
©ATP	©ATP	©ATP	Signature:			
92-27-20 02/19/1993	Superseded by 93-05-03		Once		1. 2. 3. 4.	
©ATP	©ATP	©ATP	Signature:			

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### Airworthiness Directive Compliance Record

File ID: **C414A**

USARL Research Date: **02/28/2003**

<b>Manufacturer</b>	<b>Model</b>	<b>Part # :</b>
Cessna Aircraft Company	414A <span style="margin-left: 20px;">017</span>	<b>Serial # :</b>

AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. by
93-05-03 03/30/1993	Superseded by 95-09-13			Recur		1. 2. 3. 4.
©ATP	©ATP		<i>N/A</i>	©ATP	Signature:	
95-09-13 06/14/1995	TO PREVENT POSSIBLE LOSS OF ENGINE POWER CAUSED BY FAILURE OF A FUEL INLET FLO			Recur		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
97-01-13 02/03/1997	TO PREVENT FUEL, OIL, OR HYDRAULIC SYSTEMS FAILURE CAUSED BY A COLLAPSED HOSE			Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
97-26-16 02/02/1998	TO PREVENT FAILURE OF THE ENGINE MOUNT BEAM CAUSED BY FATIGUE CRACKS, WHICH CO		<i>P/C/W</i>	Recur		
©ATP	©ATP			©ATP	Signature:	
98-04-28 03/13/1998	TO MINIMIZE THE POTENTIAL HAZARDS ASSOCIATED WITH OPERATING THE AIRPLANE IN SE		<i>P/C/W</i>	Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
98-24-14 12/21/1998	TO DETECT AND CORRECT EXHAUST LEAKS CAUSED BY NONWELDED EXHAUST SYSTEM COMPONE		<i>N/A</i>	Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	

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### Airworthiness Directive Compliance Record

File ID: **C414A**

USARL Research Date: **02/28/2003**

<b>Manufacturer</b> Cessna Aircraft Company	<b>Model</b> 414A	<b>Part # :</b> <b>Serial # :</b>
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AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. by
2000-01-16 02/15/2000	To detect & correct cracks & corrosion in the exhaust system, which could resu	3-20-03 2856.9	c/w PAR (B) (C) (E)	Recur 50		Daytona Beach Jet Center 561 Pearl Harbor Drive Daytona Beach, Florida 32114 CRS DYTE 3, 262K 4.
©ATP	©ATP			©ATP		Signature:
						1. 2. 3. 4. Signature:
						1. 2. 3. 4. Signature:
						1. 2. 3. 4. Signature:
						1. 2. 3. 4. Signature:

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### Airworthiness Directive Compliance Record

File ID: **C414A**

USARL Research Date: **02/28/2003**

<b>Manufacturer</b> Teledyne Continental	<b>Model</b> TSIO-520-NB	<b>Part # :</b> <b>Serial # :</b>
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*LT-RJ*

AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. by
<b>00-00-01</b> <b>01/22/2001</b>  ©ATP	Important for Cessna Oil Filter Adapter Assemblies listed in AD 96-12-22  ©ATP			Once  ©ATP		1. 2. 3. 4.  Signature:
<b>79-05-09</b> <b>03/12/1979</b>  ©ATP	TO PREVENT THE POSSIBLE LOSS OF OIL PRESSURE INDICATION  ©ATP			Once  ©ATP		1. 2. 3. 4.  Signature:
<b>80-01-04</b> <b>01/25/1980</b>  ©ATP	TO PREVENT FAILURE OF CYLINDER HOLDDOWN FLANGES  ©ATP			Once  ©ATP		1. 2. 3. 4.  Signature:
<b>81-24-06</b> <b>11/23/1981</b>  ©ATP	TO PREVENT POSSIBLE FUEL LEAKAGE AND POTENTIAL FIRE HAZARD  ©ATP			Recur  ©ATP		1. 2. 3. 4.  Signature:
<b>82-09-01</b> <b>07/08/1982</b>  ©ATP	TO PREVENT THE POSSIBILITY OF A FUEL LEAK WHICH COULD RESULT IN AN ENGINE COMP  ©ATP			Once  ©ATP		1. 2. 3. 4.  Signature:
<b>86-13-04 R3</b> <b>02/24/1988</b>  ©ATP	TO PREVENT POSSIBLE CYLINDER HEAD TO BARREL SEPARATION, ENGINE FAILURE AND/OR  ©ATP			Recur  ©ATP		1. 2. 3. 4.  Signature:

*N/A by SW*

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561 Pearl Harbor Drive  
Daytona Beach, Florida 32114  
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**Airworthiness Directive Compliance Record**File ID: **C414A**USARL Research Date: **02/28/2003****Manufacturer**  
Teledyne Continental**Model**  
TSIO-520-NB*LT & RT***Part # :**  
**Serial # :**

AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. by
<b>87-23-08</b> <b>11/30/1987</b>	Superseded by 97-26-17			Recur		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>88-03-06</b> <b>04/15/1988</b>	TO PREVENT POSSIBLE LOSS OF ENGINE OIL AND SUBSEQUENT ENGINE FAILURE			Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>89-24-01 R1</b> <b>08/10/1990</b>	TO PREVENT POSSIBLE FAILURE OF SCAVENGE OIL PUMP GEARS WHICH COULD RESULT IN T			Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>91-19-03</b> <b>09/29/1991</b>	TO PREVENT OPERATION WITH COLLAPSED OIL FILTER ELEMENTS, WHICH CAN RESULT IN L			Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>93-10-02</b> <b>08/12/1993</b>	TO PREVENT AN ENGINE FAILURE DUE TO A MISSING CYLINDER VALVE RETAINER KEY			Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>93-16-15</b> <b>12/14/1993</b>	TO PREVENT POSSIBLE FUEL PUMP DRIVE SHAFT DISENGAGEMENT AND LOSS OF ENGINE POW			Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	

*N/A by SW*

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CBS DYTR 262K

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### Airworthiness Directive Compliance Record

File ID: **C414A**

USARL Research Date: **02/28/2003**

<b>Manufacturer</b> Teledyne Continental	<b>Model</b> TSIO-520-NB	<b>Part # :</b> <b>Serial # :</b>
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*LT & RT*

AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. by
<b>94-14-12 L</b> <b>06/23/1994</b>	Superseded by 95-21-15			Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>95-21-15</b> <b>11/28/1995</b>	TO PREVENT DETONATION DUE TO LOW OCTANE, WHICH CAN RESULT IN SEVERE ENGINE DAM			Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>97-26-17 C</b> <b>01/23/1998</b>	TO PREVENT CRANKSHAFT FAILURE AND SUBSEQUENT ENGINE FAILURE			Recur		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>98-01-08 L</b> <b>01/15/1998</b>	TO PREVENT EXHAUST ROLLER ROCKER ARM FAILURE, WHICH CAN RESULT IN BENT PUSH RO			Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>99-09-17 L</b> <b>04/22/1999</b>	Superseded by 99-19-01			Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>99-19-01</b> <b>09/30/1999</b>	To prevent crankshaft failure due to crankshaft cheek cracks, which could resu			Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	

*N/A by S/N*

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### Airworthiness Directive Compliance Record

File ID: **C414A**

USARL Research Date: **02/28/2003**

**Manufacturer**  
Teledyne Continental

**Model**  
TSIO-520-NB

**Part # :**  
**Serial # :**

AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. by
<b>2000-08-51 E</b> <b>04/28/2000</b>  ©ATP	Superseded by 2000-23-21  ©ATP			Once		1. 2. 3. 4.
<b>2000-23-21</b> <b>12/12/2000</b>  ©ATP	To prevent crankshaft connecting rod journal fracture, which could result in t  ©ATP		N/A by s/w	Once		1. 2. 3. 4.
						1. 2. 3. 4.
						1. 2. 3. 4.
						1. 2. 3. 4.
						1. 2. 3. 4.

Signature: *[Handwritten Signature]*  
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 Daytona Beach, Florida 32114  
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### Airworthiness Directive Compliance Record

File ID: **C414A**

USARL Research Date: **02/28/2003**

AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type	3. Cert. Num. 4. Author. by
<b>Manufacturer</b> JanAero Devices		<b>Appliance Category</b> Combustion Heaters		<b>Model</b> B4050		<b>Part # : Serial # :</b>	
80-09-10 05/08/1980	Superseded by 82-07-03			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
82-07-03 05/06/1982	Superseded by 96-20-07			Recur		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
96-20-07 11/14/1996	TO PREVENT AN AIRPLANE FIRE OR EXPLOSION CAUSED BY FAILURE OF THE HEATER COMBU	3-20-03 Heater Hobbs 1843.5	c/w Decay TEST	Recur		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
2001-08-01 05/10/2001	Superseded by 2001-17-13			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
2001-17-13 09/11/2001	To eliminate or severely reduce the potential for fuel leakage in aircraft wit	3-20-03	c/w No Defect	Recur		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		

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**Airworthiness Directive Compliance Record**File ID: **C414A**USARL Research Date: **02/28/2003**

AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. by
<b>Manufacturer</b> Induction Air Filters	<b>Appliance Category</b> Air Filter		<b>Model</b> PAPER INDUCTION AIRFILTER		<b>Part # :</b> <b>Serial # :</b>	
<b>84-26-02</b> <b>01/29/1985</b>	TO PREVENT POSSIBLE ENGINE POWER LOSS OR STOPPAGE CAUSED BY ENGINE INGESTION O	<i>pk/w</i>		Recur <b>311.3</b>		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>Manufacturer</b> Brackett Aircraft	<b>Appliance Category</b> Air Filter		<b>Model</b> BA-2010		<b>Part # :</b> <b>Serial # :</b>	
<b>95-03-02</b> <b>03/17/1995</b>	Superseded by 96-09-06			Recur		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>96-09-06</b> <b>06/07/1996</b>	TO PREVENT GASKET PARTICLES FROM ENTERING THE CARBURETOR BECAUSE OF AIR FILTER		<i>n/a</i>	Recur		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>Manufacturer</b> Slick	<b>Appliance Category</b> Magnetos		<b>Model</b> 6324		<b>Part # :</b> <b>Serial # :</b>	
<b>00-00-06</b> <b>06/20/2001</b>	ATP Advisory for Slick Aircraft Products listed in Teledyne Continental Motors		<i>n/a</i>	Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	

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### Airworthiness Directive Compliance Record

File ID: **C414A**

USARL Research Date: **02/28/2003**

AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type	3. Cert. Num. 4. Author. by
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Manufacturer	Appliance Category	Model		Part # :	Serial # :
Bendix/King	Transponder	KT 76A			Jet Center
<b>98-14-03</b> <b>08/16/1998</b>	TO PREVENT THE TRANSMISSION OF MISLEADING ENCODING ALTIMETER INFORMATION		N/A	Once	1. Harbor Drive Daytona Beach, Florida 32114 CRS DY 262K 4
©ATP	©ATP			©ATP	Signature: 
					1. 2. 3. 4.
					Signature:
					1. 2. 3. 4.
					Signature:
					1. 2. 3. 4.
					Signature:

Report Produced By: James R. Uttinger      Address: P.O. Box 9248      Phone: 316-943-3246  
 Yingling Aircraft Inc      Wichita, KS 67277-0248

**Airworthiness Directive Compliance Record**      File ID: **N414LA**

USARL Research Date: 10/12/1998

<u>Manufacturer</u>	<u>Model</u>	<u>Part #:</u>
Cessna Aircraft Company	414A	<u>Serial #:</u> 414A-0077

AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/ Applicability	Once or Recur	Next Due Date Time	1. Facility    3. Cert. Num. 2. Cert. Type 4. Author. by
72-03-07 02/09/1972  ⓐATP	To prevent landing gear failure  ⓐATP		N/A By Serial Number	One		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. Signature: <i>James R. Uttinger</i>
76-13-07 07/07/1976  ⓐATP	To prevent failure of the fork bolt located at the aft end of the main landing gear retraction system, contd.  ⓐATP		N/A BY Model Series, 414 "A" Model	Recur		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. Signature: <i>James R. Uttinger</i>
78-11-05 06/05/1978  ⓐATP	To preclude increased flight control forces caused by an autopilot actuator that has failed to disengage, contd.  ⓐATP		N/A By Serial Number	One		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. Signature: <i>James R. Uttinger</i>
78-13-05 07/05/1978  ⓐATP	To detect seats with seat-to-seat track fittings improperly installed and seats installed facing the wrong direction  ⓐATP		N/A By Serial Number	One		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. Signature: <i>James R. Uttinger</i>
80-13-14 07/22/1980  ⓐATP	To preclude failure of the fuel flow transducer and resultant leakage of fuel within the engine compartment  ⓐATP		N/A By Serial Number	One		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. Signature: <i>James R. Uttinger</i>
81-11-05 06/01/1981  ⓐATP	Superseded by 85-13-03  ⓐATP		SUPERSEDED	Recur		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. Signature: <i>James R. Uttinger</i>

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**Airworthiness Directive Compliance Record**

File ID: **N414LA**

USARL Research Date: **10/12/1998**

<u>Manufacturer</u> Cessna Aircraft Company	<u>Model</u> 414A	<u>Part #:</u> <u>Serial #:</u> 414A-0077
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AD Number Effective date	Description	Compiled Date Time	Status Method of Compliance/ Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. by
84-03-04 02/16/1984  ©ATP	To prevent cracking and possible loss of the windshield  ©ATP	12-13-83	Inspection of the right windshield IAW CSB ME83-33 and replacement of the left windshield	One  ©ATP		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. Signature: <i>James R. Uttinger</i>
84-20-02 11/01/1984  ©ATP	To preclude collapse of the nose landing gear  ©ATP	10-28-85	Installation of rod eng kit. P/N SK421-121A	One  ©ATP		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. Signature: <i>James R. Uttinger</i>
85-13-03 R2 10/10/1985  ©ATP	Superseded by 97-26-16  ©ATP		SUPERSEDED	Recur  ©ATP		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. Signature: <i>James R. Uttinger</i>
87-21-02 R1 06/16/1989  ©ATP	To preclude misfueling of the airplane resulting in engine failure  ©ATP	05-25-88	Installation of fuel filler restrictors, P/N 531-037	One  ©ATP		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. Signature: <i>James R. Uttinger</i>
90-02-13 02/05/1990  ©ATP	To assure structural integrity of the main gear barrel inner bearing & prevent jamming of the inner & outer, contd.  ©ATP	02-13-97	Installation of new style inner bearings, P/N 5141109-1, in both MLG struts	Recur  ©ATP		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. Signature: <i>James R. Uttinger</i>
92-26-10 L 12/28/1992  ©ATP	Superseded by 92-27-20  ©ATP		SUPERSEDED	One  ©ATP		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. Signature: <i>James R. Uttinger</i>

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## Airworthiness Directive Compliance Record

File ID: **N414LA**

USARL Research Date: **10/12/1998**

<u>Manufacturer</u>	<u>Model</u>	<u>Part #:</u>
Cessna Aircraft Company	414A	<u>Serial #:</u> 414A-0077

AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/ Applicability	Once or Recur	Next Due Date Time	1. Facility    3. Cert. Num. 2. Cert. Type 4. Author. by
92-27-20 02/19/1993  ⓐATP	Superseded by 93-05-03  ⓐATP		SUPERSEDED	One		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. Signature: <i>James R. Uttinger</i>
93-05-03 03/30/1993  ⓐATP	Superseded by 95-09-13  ⓐATP		SUPERSEDED	Recur		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. Signature: <i>James R. Uttinger</i>
95-09-13 06/14/1995  ⓐATP	To prevent possible loss of engine power caused by failure of a fuel inlet float valve  ⓐATP	12-14-94	New Style Valves Installed. Retestins due @ 600 Hour Intervals. SEE RECURRING COMPLIANCE RECORD SHEETS	Recur		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. Signature: <i>James R. Uttinger</i>
97-01-13 02/03/1997  ⓐATP	To prevent fuel, oil, or hydraulic systems failure caused by a collapsed hose  ⓐATP	03-11-98	Found N/A by inspection and no subject hoses were found to be installed	One		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. Signature: <i>James R. Uttinger</i>
97-26-16 02/02/1998  ⓐATP	To prevent failure of the engine mount beam caused by fatigue cracks, which could result in loss of the,contd.  ⓐATP		SEE RECURRING COMPLIANCE RECORD SHEETS	Recur		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. Signature: <i>James R. Uttinger</i>
98-04-28 03/13/1998  ⓐATP	To minimize the potential hazards associated with operating the airplane in severe icing conditions,contd.  ⓐATP	10-12-98	Compliance completed in insertion of A.D. text in the POH	One		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. Signature: <i>James R. Uttinger</i>

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## Airworthiness Directive Compliance Record

File ID: **N414LA**

USARL Research Date: 10/12/1998

<u>Manufacturer</u>	<u>Model</u>	<u>Part #:</u>
Teledyne Continental	TSIO-520-NB	<u>Serial #:</u> I-521235 / R-521248

AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/ Applicability	Once or Recur	Next Due Date Time	1. Facility    3. Cert. Num. 2. Cert. Type 4. Author. by
79-05-09 03/12/1979  ©ATP	To prevent the possible loss of oil pressure indication  ©ATP	04-01-98	Complied with @ Overhaul	One		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. ©ATP Signature: <i>James R. Uttinger</i>
80-01-04 01/25/1980  ©ATP	To prevent failure of cylinder holddown flanges  ©ATP		N/A by cylinder part numbers	One		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. ©ATP Signature: <i>James R. Uttinger</i>
81-24-06 11/23/1981  ©ATP	To prevent possible fuel leakage and potential fire hazard  ©ATP		N/A by engine serial numbers	Recur		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. ©ATP Signature: <i>James R. Uttinger</i>
82-09-01 07/08/1982  ©ATP	To prevent the possibility of a fuel leak which could result in an engine compartment fire  ©ATP		N/A by fuel pump serial numbers	One		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. ©ATP Signature: <i>James R. Uttinger</i>
86-13-04 R3 02/24/1988  ©ATP	To prevent possible cylinder head to barrel separation, engine failure and/or engine compartment fire  ©ATP		N/A by cylinder part numbers	Recur		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. ©ATP Signature: <i>James R. Uttinger</i>
87-23-08 11/30/1987  ©ATP	Superseded by 97-26-17  ©ATP		SUPERSEDED	Recur		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. ©ATP Signature: <i>James R. Uttinger</i>

Report Produced By: James R. Uttinger      Address: P.O. Box 9248      Phone: 316-943-3246  
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**Airworthiness Directive Compliance Record**

File ID: **N414LA**

USARL Research Date: **10/12/1998**

<u>Manufacturer</u> Teledyne Continental	<u>Model</u> TSIO-520-NB	<u>Part #:</u> <u>Serial #:</u> I-521235 / R-521248
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AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/ Applicability	Once or Recur	Next Due Date Time	1. Facility    3. Cert. Num. 2. Cert. Type 4. Author. by
88-03-06 04/15/1988  ⓐATP	To prevent possible loss of engine oil and subsequent engine failure  ⓐATP		N/A as per equipped	One  ⓐATP		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. Signature: <i>James R. Uttinger</i>
89-24-01 R1 08/10/1990  ⓐATP	To prevent possible failure of scavenge oil pump gears which could result in total loss of engine power  ⓐATP		N/A by serial numbers & cylinder installation dates	One  ⓐATP		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. Signature: <i>James R. Uttinger</i>
91-19-03 09/29/1991  ⓐATP	To prevent operation with collapsed oil filter elements, which can result in loss of oil pressure, contd.  ⓐATP		N/A as per equipped	One  ⓐATP		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. Signature: <i>James R. Uttinger</i>
93-10-02 08/12/1993  ⓐATP	To prevent an engine failure due to a missing cylinder valve retainer key  ⓐATP		N/A by engine serial numbers	One  ⓐATP		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. Signature: <i>James R. Uttinger</i>
93-16-15 12/14/1993  ⓐATP	To prevent possible fuel pump drive shaft disengagement and loss of engine power  ⓐATP	04-01-98	Compliance @ overhaul	One  ⓐATP		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. Signature: <i>James R. Uttinger</i>
94-14-12 L 06/23/1994  ⓐATP	Superseded by 95-21-15  ⓐATP		SUPERSEDED	One  ⓐATP		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. Signature: <i>James R. Uttinger</i>

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## Airworthiness Directive Compliance Record

File ID: **N414LA**

USARL Research Date: 10/12/1998

<u>Manufacturer</u>	<u>Model</u>	<u>Part #:</u>
Teledyne Continental	TSIO-520-NB	<u>Serial #:</u> I-521235 / R-521248

AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/ Applicability	Once or Recur	Next Due Date Time	1. Facility    3. Cert. Num. 2. Cert. Type 4. Author. by
95-21-15 11/28/1995  ©ATP	To prevent detonation due to low octane, which can result in severe engine damage and subsequent failure  ©ATP		N/A by registration number	One  ©ATP		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. Signature: <i>James R. Uttinger</i>
97-26-17 C 01/23/1998  ©ATP	To prevent crankshaft failure and subsequent engine failure  ©ATP		SEE RECURRING COMPLIANCE RECORD SHEETS	Recur  ©ATP		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. Signature: <i>James R. Uttinger</i>
98-01-08 L 01/15/1998  ©ATP	To prevent exhaust roller rocker arm failure, which can result in bent push rods, ruptured rocker arm, contd.  ©ATP		N/A As Per Equipped	One  ©ATP		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. Signature: <i>James R. Uttinger</i>
						1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. Signature:
						1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. Signature:
						1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. Signature:

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 Yingling Aircraft Inc      Wichita, KS 67277-0248

**Airworthiness Directive Compliance Record**

File ID: **N414LA**

USARL Research Date: 10/12/1998

AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/ Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. by
<u>Manufacturer</u> Airborne Manufacturing		<u>Appliance Category</u> Vacuum Pumps		<u>Model</u> 442CW		<u>Part #:</u> <u>Serial #:</u>
79-13-08 06/07/1979  ⓐATP	To prevent catastrophic failure of the pump and subsequent loss of the vacuum system  ⓐATP		N/A by unit serial numbers	One  ⓐATP		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. Signature: <i>[Signature]</i>
86-01-06 01/31/1986  ⓐATP	To prevent premature failure of the airborne dry air and auxiliary dry air pumps  ⓐATP		N/A by unit serial numbers	One  ⓐATP		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. Signature: <i>[Signature]</i>
<u>Manufacturer</u> Brackett Aircraft		<u>Appliance Category</u> Air Filter		<u>Model</u> STC SA71GL		<u>Part #:</u> <u>Serial #:</u>
78-25-05 01/01/1978  ⓐATP	Superseded by 81-15-03  ⓐATP	<b>SUPERSEDED</b> SEE 84-26-02	SUPERSEDED	One  ⓐATP		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. Signature: <i>[Signature]</i>
81-15-03 07/20/1981  ⓐATP	To prevent possible failure of the aluminum air filter retainer screen or gaskets with potential, contd.  ⓐATP		N/A by aircraft model	One  ⓐATP		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. Signature: <i>[Signature]</i>
95-03-02 03/17/1995  ⓐATP	Superseded by 96-09-06  ⓐATP		SUPERSEDED	Recur  ⓐATP		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. Signature: <i>[Signature]</i>



Report Produced By: James R. Uttinger      Address: P.O. Box 9248      Phone: 316-943-3246  
 Yingling Aircraft Inc      Wichita, KS 67277-0248

## Airworthiness Directive Compliance Record

File ID: **N414LA**

USARL Research Date: **10/12/1998**

AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/ Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author, by
<u>Manufacturer</u> Brackett Aircraft	<u>Appliance Category</u> Air Filter		<u>Model</u> STC SA71GL			<u>Part # :</u> <u>Serial # :</u>
96-09-06 06/07/1996  ©ATP	To prevent gasket particles from entering the carburetor because of air filter gasket failure, which could, contd.		N/A by filter assembly number <b>SUPERSEDED</b> <b>SEE 84-26-02</b>	Recur  ©ATP		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. Signature: <i>James R. Uttinger</i>
<u>Manufacturer</u> Janitrol Aero Division	<u>Appliance Category</u> Combustion Heaters		<u>Model</u> B3040			<u>Part # :</u> <u>Serial # :</u>
80-09-10 05/08/1980  ©ATP	Superseded by 82-07-03		SUPERSEDED	One  ©ATP		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. Signature: <i>James R. Uttinger</i>
82-07-03 05/06/1982  ©ATP	Superseded by 96-20-07		SUPERSEDED	Recur  ©ATP		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. Signature: <i>James R. Uttinger</i>
96-20-07 11/14/1996  ©ATP	To prevent an airplane fire or explosion caused by failure of the heater combustion tube assembly or combustion, contd.		SEE RECURRING COMPLIANCE RECORD SHEETS	Recur  ©ATP		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. Signature: <i>James R. Uttinger</i>
						1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4. Signature: _____

Report Produced By: James R. Uttinger      Address: P.O. Box 9248      Phone: 316-943-3246  
 Yingling Aircraft Inc      Wichita, KS 67277-0248

**Airworthiness Directive Compliance Record**      File ID: **N414LA**

USARL Research Date: 02/23/1999

<u>Manufacturer</u> Cessna Aircraft Company	<u>Model</u> 414A	<i>New A.D. Notes since 10-12-98</i>	<u>Part #:</u>	<u>Serial #:</u> 414A-0077
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AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/ Applicability	Once or Recur	Next Due Date Time	1. Facility    3. Cert. Num. 2. Cert. Type 4. Author. by
98-24-14 12/21/1998  ©ATP	To detect and correct exhaust leaks caused by nonwelded exhaust system components, which could result in, contd.  ©ATP	02 23 99	FOUND A.D. NOTE N/A BY UNIT P.N.	One		1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4.  Signature: <i>Jan P. Uttinger</i>
98-23-01	AIRBORNE VACUUM PUMPS	02 23 99	FOUND A.D. NOTE N/A BY UNIT MODEL NO.			1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4.  Signature: <i>Jan P. Uttinger</i>
98-25-02	SKY 497 AVIONICS	02 23 99	FOUND A.D. NOTE N/A AS PER EQUIPPED			1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4.  Signature: <i>Jan P. Uttinger</i>
98-25-10	SEAT BELT INSP.	02 23 99	FOUND A.D. NOTE N/A AS PER EQUIPPED			1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4.  Signature: <i>Jan P. Uttinger</i>
84-26-02	ENGINE INDUCTION AIR FILTER REPLACEMENT		SEE RECURRING COMPLIANCE RECORD SHEETS			1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4.  Signature: <i>Jan P. Uttinger</i>
						1. Yingling Aircraft Inc 2. CRS 3. BWRR668C 4.  Signature: _____











AD#	Applicable S.B. # & Subject	Date & Hours @ Comp.	Method of Compliance	One Time	Recurring	Next Comp. @ Hrs/Date	Authorized Signature & Number
99-23-22	99-23-22 - False Traffic Alert Collision Avoidance System (TCAS II) advisories		N/A		X		
99-23-22 R1	99-23-22 R1 - Inaccurate airplane altitude reporting		N/A		X		
1999-23-22R2	1999-23-22R2 - Traffic Alert Collision Avoidance System (TCAS II) advisories		N/A		X		
2000-01-16	2000-01-16 - Detect and correct cracks and corrosion in the exhaust system	1-26-01 6169, 2T	OK Removed Exhaust for 2T		X	6169	WKA M07R0070
2000-23-21	2000-23-21 - Fracture of the crankshaft connecting rod journal		N/A		X		
99-19-01	99-19-01 - Crankshaft failure		N/A		X		
PL98-01-08	98-01-08 - PRIORITY LETTER - Exhaust roller rocker arms		N/A		X		
PL2000-08-51	PL2000-08-51 - Crankshaft connecting rod journal fracture		N/A By date		X		
PL99-09-17	99-09-17 - PRIORITY LETTER - Crankshaft failure		N/A CRANK DATE E2297		X		



<b>AD NOTES COMPLIANCE RECORD</b>
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AD#	Applicable S.B. # & Subject	Date & Hours @ Comp.	Method of Compliance	One Time	Recurring	Next Comp. @ Hrs/Date	Authorized Signature & Number
78-06-01	78-06-01 - Flexible intake elbow			X			
78-11-05	78-11-05 - Autopilot actuator			X			
78-13-05	78-13-05 - Improperly installed seats			X			
79-05-09	79-05-09 - Oil pressure relief valve			X			
79-13-08	79-13-08 - Airborne dry air pumps			X			
80-01-04	80-01-04 - Cylinder holddown flanges			X			
80-06-05	80-06-05 - Slick magnetos			X			
80-13-14	80-13-14 - Fuel flow transducer			X			
80-17-04	80-17-04 - Aerosonic fuel flow transducers			X			
81-16-05	81-16-05 - Slick magnetos			X			
81-24-06	81-24-06 - Fuel pump			X			
82-07-03	82-07-03 - Janitrol combustion heaters			X			
82-09-01	82-09-01 - Fuel pressure regulator leaks			X			
84-03-04	84-03-04 Windshield instn. insp.			X			
84-20-02	84-20-02 - Nose landing gear			X			
84-26-02	84-26-02 - Paper induction air filters				X		
85-13-03 R2	85-13-03 R2 - Engine mount beams				X		
86-01-06	86-01-06 - Airborne dry air pumps			X			
86-13-04 R3	86-13-04 R3 - Cylinder assemblies			X			
86-19-03	86-19-03 - HTL fire extinguisher			X			

AD#	Applicable S.B. # & Subject	Date & Hours @ Comp.	Method of Compliance	One Time	Recurring	Next Comp. @ Hrs/Date	Authorized Signature & Number
87-21-02 R1	87-21-02 R1 - Fuel filler openings			X			
87-23-08	87-23-08 - Crankshaft fatigue cracks			X			
88-03-06	88-03-06 - Oil filter			X			
89-24-01 R1	89-24-01 R1 - Scavenge oil pump gears			X			
90-02-13	90-02-13 - Main landing gear				X		
91-19-03	91-19-03 - Champion oil filter			X			
93-05-03	93-05-03 - Fuel float valve				X		
93-08-17	93-08-17 - Incorrect oil pick-up tube			X			
93-10-02	93-10-02 - Cylinder valve retainer			X			
93-16-15	93-16-15 - Fuel pumps			X			
94-14-12	94-14-12 - Low octane detonation			X			
95-09-13	95-09-13 - Fuel float valve				X		
95-21-15	95-21-15 - Engine teardown and analytical inspect.			X			
96-20-07	96-20-07 - Janitrol combustion heaters			X			
97-01-13	97-01-13 - Fuel, oil, or hydraulic hose			X			
97-26-16	97-26-16 - Engine mount beams				X		
97-26-17	97-26-17 - Crankshaft fatigue cracks			X			
98-04-28	98-04-28 - Severe Icing Conditions			X			
98-14-03	98-14-03 - AlliedSignal ATC transponders			X			
98-23-01	98-23-01 - Flexible coupling			X			
98-24-14	98-24-14 - Exhaust leaks caused by nonwelded exhaust system components			X			

Airframe,Cessna,414A  
Engine,Teledyne Continental,TSIO-520-NB  
Appliance,Air Filter,Paper Induction  
Appliance,Alternators,Prestolite  
Appliance,ELT,Narco  
Appliance,Fire Extinguishers,HTL  
Appliance,Fuel Flow Transducers,Aerosonic  
Appliance,Governors,McCauley  
Appliance,Heaters,Janitrol  
Appliance,Magnetos,Slick  
Appliance,Pumps Vacuum,Airborne  
Appliance,Transponder,AlliedSignal KT-76A

\* = Recurring AD    % = Superseded AD

64-01-01 - Airborne vacuum pumps %  
72-03-07 - Landing gear failure  
72-15-02 - Prestolite alternator fans  
74-18-05 - Slick magnetos \*  
75-12-07 - McCauley governors  
76-02-07 - Prestolite alternators \*  
76-13-07 - Fork bolts \*  
76-16-02 - Airborne pumps  
76-16-07 - Engine attachment tangs \*  
77-02-08 - Narco ELTs \*  
78-06-01 - Flexible intake elbow  
78-11-05 - Autopilot actuator  
78-13-05 - Improperly installed seats  
79-05-09 - Oil pressure relief valve  
79-13-08 - Airborne dry air pumps  
80-01-04 - Cylinder holddown flanges  
80-06-05 - Slick magnetos  
80-13-14 - Fuel flow transducer  
80-17-04 - Aerosonic fuel flow transducers  
81-16-05 - Slick magnetos  
81-24-06 - Fuel pump  
82-07-03 - Janitrol combustion heaters %  
82-09-01 - Fuel pressure regulator leaks  
84-03-04 - Windshield instln. insp.  
84-20-02 - Nose landing gear  
84-26-02 - Paper induction air filters \*  
85-13-03 R2 - Engine mount beams \* %  
86-01-06 - Airborne dry air pumps  
86-13-04 R3 - Cylinder assemblies  
86-19-03 - HTL fire extinguisher  
87-21-02 R1 - Fuel filler openings  
87-23-08 - Crankshaft fatigue cracks %  
88-03-06 - Oil filter  
89-24-01 R1 - Scavenge oil pump gears  
90-02-13 - Main landing gear \*  
91-19-03 - Champion oil filter  
93-05-03 - Fuel float valve \* %  
93-08-17 - Incorrect oil pick-up tube  
93-10-02 - Cylinder valve retainer  
93-16-15 - Fuel pumps  
94-14-12 - Low octane detonation %  
95-09-13 - Fuel float valve \*  
95-21-15 - Engine teardown and analytical inspect.  
96-20-07 - Janitrol combustion heaters  
97-01-13 - Fuel, oil, or hydraulic hose  
97-26-16 - Engine mount beams \*  
97-26-17 - Crankshaft fatigue cracks  
98-04-28 - Severe icing Conditions  
98-14-03 - AlliedSignal ATC transponders  
98-23-01 - Flexible coupling  
98-24-14 - Exhaust leaks caused by nonwelded exhaust system components  
99-23-22 - False Traffic Alert Collision Avoidance System (TCAS II) advisories \*

99-23-22 R1 - Inaccurate airplane altitude reporting \*  
1999-23-22R2 - Traffic Alert Collision Avoidance System (TCAS II) advisories  
2000-01-16 - Detect and correct cracks and corrosion in the exhaust system  
2000-23-21 - Fracture of the crankshaft connecting rod journal  
99-19-01 - Crankshaft failure  
98-01-08 - PRIORITY LETTER - Exhaust roller rocker arms  
PL2000-08-51 - Crankshaft connecting rod journal fracture %  
99-09-17 - PRIORITY LETTER - Crankshaft failure %

*Cessna Service Bulletin Listing*  
*For*  
*N414LA, Cessna 414A-0077*

ME82-01	Compliance Optional	ME84-25	Compliance Completed
ME82-02	Compliance Completed	ME84-30	Service Information
ME82-04	Compliance Completed	ME84-31	Compliance Completed
ME82-11	Compliance Optional	ME84-32	Service Information
ME82-12	N/A By Serial Number	ME84-33	Product Information
ME82-17	Service Information	ME84-37	Compliance Optional
ME82-25	N/A By Serial Number	ME84-38	Compliance Completed
ME82-33	N/A By Serial Number	ME85-02	N/A By Serial Number
ME82-40	N/A By Serial Number	ME85-03	Ref. A.D. Note Listing
ME82-51	Compliance Completed	ME85-09	N/A By Serial Number
ME82-55	Compliance Optional	ME85-10	Compliance Completed
ME82-57	N/A By Serial Number	ME85-11	RECURRING COMPL. NEEDED
ME82-61	Compliance Optional	ME85-13	N/A By Serial Number
ME82-62	Compliance Completed	ME85-15	N/A By Serial Number
ME83-04	Compliance Completed	ME85-18	N/A By Serial Number
ME83-09	N/A By Unit Series	ME85-20	Compliance Completed
ME83-28	N/A By Serial Number	ME85-21	N/A By Serial Number
ME83-33	Compliance Completed	ME86-01	Compliance Optional
ME83-34	N/A By Serial Number	ME86-02	Compliance Optional
ME83-35	Product Information	ME86-03	Compliance Optional
ME83-36	N/A By Serial Number	ME86-04	N/A By Serial Number
ME83-37	Compliance Completed	ME86-05	N/A By Serial Number
ME83-38	Product Information	ME86-09	N/A By Serial Number
ME84-02	Product Information	ME86-15	Compliance Completed
ME84-05	Compliance Optional	ME86-16	Compliance Optional
ME84-07	RECURRING COMPL. NEEDED	ME87-03	Compliance Optional
ME84-10	Ref. A.D. Note Listing	ME87-04	Compliance Completed
ME84-11	N/A By Serial Number	ME87-05	N/A By Serial Number
ME84-12	RECURRING COMPL. NEEDED	ME87-07	N/A By Serial Number
ME84-16	Product Information	ME88-01	N/A By Serial Number
ME84-18	Compliance Completed	ME88-03	Compliance Completed

*Cessna Service Bulletin Listing  
For  
N414LA, Cessna 414A-0077*

MEB88-07	Ref. A.D. Note Listing	MEB96-03	
MEB88-08	N/A By Serial Number	MEB96-04	RECURRING COMPL. NEEDED
MEB88-09	N/A By Serial Number	MEB96-08	N/A As Per Equipped
MEB89-01	N/A By Serial Number	MEB96-09	Compliance Completed
MEB89-02	Compliance Completed	MEB96-10	Compliance Completed
MEB89-03		MEB97-01	N/A By Serial Number
MEB90-01	Compliance Completed	MEB97-02	N/A By Serial Number
MEB91-09	N/A As Per Equipped	MEB97-03	N/A As Per Equipped
MEB91-11	RECURRING COMPL. NEEDED	MEB97-04	N/A By Serial Number
MEB91-12	RECURRING COMPL. NEEDED	EB97-05	N/A As Per Equipped
MEB92-09	N/A By Unit Serial No.	MEB97-09	Compliance Completed
MEB92-10	N/A By Unit Serial No.	MEB97-10	
MEB92-12	N/A As Per Equipped	MEB97-13	Ref. A.D. Note Listing
MEB93-02	N/A As Per Equipped	MEB98-06	N/A As Per Equipped
MEB93-04	Compliance Completed	MEB98-08	
MEB93-05	Compliance Completed		
MEB93-08	N/A By Eng. Serial No.s		
MEB93-10	Ref. A.D. Note Listing		
MEB93-11	Ref. A.D. Note Listing		
MEB94-02	N/A As Per Equipped		
MEB94-03	N/A By Serial Number		
MEB94-04	N/A By Serial Number		
MEB94-06	N/A As Per Equipped		
MEB94-09	N/A By Serial Number		
MEB95-01	Compliance Completed		
MEB95-02	Compliance Completed		
MEB95-03	Compliance Completed		
MEB95-06	N/A By Unit Serial No.		
MEB95-08	N/A By Serial Number		
MEB95-10	Compliance Completed		
MEB95-11	RECURRING COMPL. NEEDED		