



U.S. Department
of Transportation
Federal Aviation
Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act 1958)

1. Aircraft	Make Mooney	Model M20M
	Serial No. M20M27-0093	Nationality and Registration Mark N369S
2. Owner	Name (As shown on registration certificate) Yatahey LLC	Address (As shown on registration certificate) PO Box 1680 c/o 824 Market street Wilmington, DE 19899-1680

3. For FAA Use Only

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Reading Jet Center 104-B West Apron Drive Reading regional Airport Reading, PA 19605	☐ U.S. Certificated Mechanic	D5QR162X Limited Airframe
	☐ Foreign Certificated Mechanic	
	☒ Certificated Repair Station	
	☐ Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date 8-20-07	Signature of Authorized Individual <i>Timothy J. Krupa</i>
-----------------	---

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED					
BY	☐ FAA Fit. Standards Inspector	☐ Manufacturer	☐ Inspection Authorization	Other (Specify)	
	☐ FAA Designee	☒ Repair Station	☐ Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection 8-20-07		Certificate or Designation No. D5QR162X	Signature of Authorized Individual Timothy J. Krupa <i>Timothy J. Krupa</i>		

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Upgraded Garmin GNS-530 to Garmin GNS-530W System I.A.W. STC# SA01933LA

Upgrade was performed I.A.W. STC# SA01933LA Installation Checkout Procedures, Unit only was removed and returned to Garmin for factory upgrade to GNS-530W. Reinstalled certified unit. Removed Garmin GA-56 antenna and replaced with GA-35 antenna. All existing mounting trays and wiring remained unchanged. Upgrade was performed I.A.W. Garmin STC Upgrade Installation Manual p/n 190-00357-06 Rev. B, Dated Jan. 2007. All tests meet requirements of same.

There is no weight and balance revision necessary.

-----END-----

☐ Additional Sheets Are Attached

United States Of America
Department of Transportation - Federal Aviation Administration

Supplemental Type Certificate

Number SA01933LA

This Certificate issued to Garmin AT, Inc.
2345 Turner Road S.E.
Salem, Oregon 97302

*certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part * of the Regulations*

Original Product Type Certificate Number:

* See attached Approved Model List (AML)

Makes: No. SA01933LA for list of approved aircraft

Model: models and applicable airworthiness regulations.

Description of Type Design

Change: Installation of Garmin Model 400W / 500W Series GPS-WAAS Navigation System in accordance with FAA Approved Garmin 400W Series Master Data List, Drawing No.: 005-C0221-00, Revision "A", dated October 31, 2006, or later FAA approved revision; or FAA Approved Garmin 500W Series Master Data List, Drawing No.: 005-C0221-01, Revision "A", dated October 31, 2006, or later FAA approved revision. For Garmin 400W installations: FAA Approved Garmin 400W Series Airplane Flight Manual Supplement, Document No.: 190-00356-63, Revision "Original", dated November 6, 2006, or later FAA approved revision. For Garmin 500W installation: FAA Approved Garmin 500W Series Airplane Flight Manual Supplement, Document No.: 190-00357-63, Revision "Original", dated November 6, 2006, or later FAA approved revision.

Limitations and Conditions: This approval should not be incorporated in any aircraft unless it is determined that the interrelationship between this installation and any previous approved configuration will not introduce any adverse effect upon the airworthiness of the aircraft. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked or a termination date is otherwise established by the Administrator

Date of application: January 31, 2006

Date reissued:

Date of issuance: November 6, 2006

Date amended:



By direction of the Administrator

S. Lamm. H. Asher
(Signature)

Manager, Systems & Equipment Branch, Los Angeles Aircraft Certification Office

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.



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MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

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Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act 1958)

1. Aircraft	Make Mooney	Model M20M
	Serial No. M20M27-0093	Nationality and Registration Mark N369S
2. Owner	Name (As shown on registration certificate) Yatahey LLC	Address (As shown on registration certificate) PO Box 1680 c/o 824 Market street Wilmington, DE 19899-1680

3. For FAA Use Only

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Reading Jet Center 104-B West Apron Drive Reading regional Airport Reading, PA 19605	☐ U.S. Certificated Mechanic	D5QR162X Limited Airframe
	☐ Foreign Certificated Mechanic	
	☒ Certificated Repair Station	
	☐ Manufacturer	

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Date 8-20-07	Signature of Authorized Individual <i>Timothy J. Krupa</i>
-----------------	---

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED					
BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)	
	FAA Designee	X Repair Station	Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection 8-20-07		Certificate or Designation No. D5QR162X	Signature of Authorized Individual Timothy J. Krupa <i>Timothy J. Krupa</i>		

elements must be

NOTICE
Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)
N369S Page 2 DATED 8-20-07

- 12) LIST OF SPECIAL TOOLS- None required.
- 13) COMPUTER CATEGORY REQUIREMENTS- N/A
- 14) RECOMMENDED OVERHAUL PERIODS- No additional overhaul time limitations.
- 15) AIRWORTHINESS LIMITATIONS- No additional airworthiness limitations.
- 16) REVISION - For any revisions to these instructions for Continued Airworthiness, a letter will be submitted to the local FAA FSDO indicating the proposed changes along with a copy of the revised FAA Form 337 and revised ICA. Upon FAA acceptance of the revision via an entry to FAA Form 337 Block 3, a maintenance record entry will be made, identifying the revision, its location, date of the FAA Form 337, and name of the FAA inspector accepting the revision.

The Garmin GDL-69 User's Guide P/N 190-00140-13 Rev. G, Dated Jan. 2006, or later revision, installed in the aircraft.
An entry in the aircraft logbook referencing this FAA Form 337 has been made in compliance with FAR Part 43.9.

-----END-----

☒ Additional Sheets Are Attached



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1. Aircraft	Make Mooney	Model M20M
	Serial No. M20M27-0093	Nationality and Registration Mark N369S
2. Owner	Name (As shown on registration certificate) Yatahey LLC	Address (As shown on registration certificate) PO Box 1680 c/o 824 Market street Wilmington, DE 19899-1680

3. For FAA Use Only

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Reading Jet Center 104-B West Apron Drive Reading regional Airport Reading, PA 19605	U.S. Certificated Mechanic	D5QR162X Limited Airframe
	Foreign Certificated Mechanic	
	☒ Certificated Repair Station	
	Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date 8-20-07	Signature of Authorized Individual <i>Timothy J. Krupa</i>
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7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED					
BY	FAA Flt. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)	
	FAA Designee	☒ Repair Station	Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection 8-20-07		Certificate or Designation No. D5QR162X	Signature of Authorized Individual Timothy J. Krupa <i>Timothy J. Krupa</i>		

alteration must be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

NOTICE

Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

N369S Page 2 DATED 8-20-07

- 12) LIST OF SPECIAL TOOLS- None required.
13) COMPUTER CATEGORY REQUIREMENTS- N/A
14) RECOMMENDED OVERHAUL PERIODS- No additional overhaul time limitations.
15) AIRWORTHINESS LIMITATIONS- No additional airworthiness limitations.
16) REVISION - For any revisions to these instructions for Continued Airworthiness, a letter will be submitted to the local FAA FSDO indicating the proposed changes along with a copy of the revised FAA Form 337 and revised ICA. Upon FAA acceptance of the revision via an entry to FAA Form 337 Block 3, a maintenance record entry will be made, identifying the revision, its location, date of the FAA Form 337, and name of the FAA inspector accepting the revision.

The Garmin GDL-69 User's Guide P/N 190-00140-13 Rev. G, Dated Jan. 2006, or later revision, installed in the aircraft.

An entry in the aircraft logbook referencing this FAA Form 337 has been made in compliance with FAR Part 43.9.

-----END-----

☒ Additional Sheets Are Attached



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1. Aircraft	Make MOONEY	Model M20M
	Serial No. 27-0093	Nationality and Registration Mark N369S
2. Owner	Name (As shown on registration certificate) YATAHEY, LLC	Address (As shown on registration certificate) 824 MARKET STREET WILMINGTON DE 19899-1680

3. For FAA Use Only

The data identified herein complies with the applicable
airworthiness requirements and is approved for the
above described aircraft, subject to conformity inspection
by a person authorized in FAR 43, Section 43.7
10/26/05 [Signature]
Date Signature of FAA Inspector

4. Unit Identification

5. Type

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address Mark Ehart 795 Union Church Road Townsend, De. 19734	B. Kind of Agency	C. Certificate No. 221481435IA
	☒ U.S. Certified Mechanic	
	☐ Foreign Certified Mechanic	
	☐ Certificated Repair Station	
	☐ Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date 10-26-05	Signature of Authorized Individual <u>[Signature]</u>
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7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY	FAA Fit. Standards Inspector	Manufacturer	☒ Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 10-26-05		Certificate or Designation No. 221481435IA	Signature of Authorized Individual <u>[Signature]</u>	

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

B. Description of Work Accomplished

(If more space is required, attach additional sheets, identify with aircraft nationality and registration mark and date work accomplished.)

This installation was previously approved under STC# SA01125WI on a Piper PA-32-260.

This is a follow on installation.

Mounted GTX330 in center radio stack at station location # 15.0.

Wired GTX330's to existing GNS530, and PS Engineering PMA6000.

Installation was performed I/AW GTX330 installation manual, P/N: 190-00207-02 Rev.A November 2002, AC 43.13 2A; chapter 2, para 21,26,27, and the existing aircraft prints.

A correlation test was performed per FAR 91.217. The Transponder was tested to FAR 91.413.

An Aircraft Flight Manual Supplement Document No. 4485, is approved by this FAA Form 337 dated 10-26-05, and has been installed within the Airplane Flight Manual.

The weight & balance and equipment lists were updated and a logbook entry was made to reflect this installation.

A ground test was performed to ensure that the transponder equipment is not a source of objectional electromagnetic interference(EMI), does not interfere with the normal operation of other equipment installed in the aircraft, is functioning properly and safely, and operates in accordance with the manufacturer's specifications.

-----END-----

Continues Airworthiness Instructions (Ref: FAA Order 8300.10, as revised):

- (1) The GTX 330 Transponder is a self contained unit that supplies Mode "S" information to approach control when interrogated. Unit is located in the center instrument panel.
- (2) The GTX330 Transponders will also display traffic information to the Garmin GNS530.
- (3) Control operations can be found in the GTX330 Pilot's Guide.
- (4) There are no special servicing requirements.
- (5) An annual inspection is required to determine proper operation and continued security of the installation of the GTX330 Transponders.
- (6) The GTX330 Transponders enters a Self-Test Mode upon each turn-on. Any sign of incorrect performance indicates a need for servicing of the unit.
- (7) N/A (8) N/A (9) N/A (10) N/A (11) N/A (12) N/A (13) N/A
- (14) No additional overhaul time limitations.
- (15) There are no Airworthiness Limitations.
- (16) Revisions to these Continued Airworthiness Instructions must be submitted to the FAA via Form 337.

☐ Additional Sheets Are Attached



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1. Aircraft	Make Mooney	Model M20M
	Serial No. 27-0093	Nationality and Registration Mark N369S
2. Owner	Name (As shown on registration certificate) John J. Guevremont	Address (As shown on registration certificate) PO Box 3194 Ledyard, CT 06339-3194

3. For FAA Use Only

The data identified herein complies with the applicable
airworthiness requirements and is approved for the
above described aircraft, subject to conformity inspection
by a person authorized in FAR 43, Section 43.7.
5/02/03 *Samuel Mahin*
Date Signature of FAA Inspector

4. Unit Identification

5. Type

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
OCEAN AIRE PO BOX 1245 TOMS RIVER, NJ 08754	☐ U.S. Certified Mechanic	CRS#OF1R372K Radio Class 1+2+3
	☐ Foreign Certified Mechanic	
	☒ Certified Repair Station	
	☐ Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date 6/4/03	Signature of Authorized Individual <i>Donald H. Gensberg</i>
-----------------------	---

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	☒ Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 6/4/03		Certificate or Designation No. CRS# OF1R372K	Signature of Authorized Individual <i>Donald H. Gensberg</i>	

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

B. Description of Work Accomplished

(If more space is required, attach additional sheets, identify with aircraft nationality and registration mark and date work accomplished.)

Date: 6/4/03 Total Time 1841.3 Model M20M S/N 27-0093 N369S

This 337 form is to update the Garmin GNS530 for IFR, Enroute, Terminal and Approach. This system was previously approved for VFR on FAA 337 form Dated 5/02/03.

A flight test was performed to ensure that the GNS530 GPS meets the requirements of IFR per A.C. 20-138, paragraph 8c(2)(IV).

The Garmin GNS530 GPS receives altitude inputs from existing Encoding Altimeter.

FAA approved Flight Manual Supplement # N369S Dated 5/02/03 was installed in the aircraft flight manual.

The placard "GPS NOT APPROVED FOR IFR" was removed.

Instructions for continued airworthiness are addressed on previously approved VFR FAA FORM 337 Dated 5/02/03.

Logbook entry made. No weight change.

-----END-----

☐ Additional Sheets Are Attached



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1. Aircraft	Make MOONEY	Model M20M
	Serial No. 27-0093	Nationality and Registration Mark N369S
2. Owner	Name (As shown on registration certificate) JOHN J. GUEVREMONT	Address (As shown on registration certificate) PO BOX 3194 LEDYARD, CT 06339-3194

3. For FAA Use Only

The data identified herein complies with the applicable
airworthiness requirements and is approved for the
above described aircraft, subject to conformity inspection
by a person authorized in FAR 43, Section 43.7

5/02/03
Date

James F. Maheri
Signature of FAA Inspector

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
OCEAN AIRE PO BOX 1245 TOMS RIVER, NJ 08754	☐ U.S. Certified Mechanic	CRS#OF1R372K Radio Class 1+2+3
	☐ Foreign Certified Mechanic	
	☒ Certificated Repair Station	
	☐ Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date 6/3/03	Signature of Authorized Individual <i>Donald H. Gensberg</i>
-----------------------	---

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED					
BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)	
	FAA Designee	☒ Repair Station	Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection 6/3/03		Certificate or Designation No. CRS# OF1R372K	Signature of Authorized Individual <i>Donald H. Gensberg</i>		

NOTICE

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B. Description of Work Accomplished

(If more space is required, attach additional sheets, identify with aircraft nationality and registration mark and date work accomplished.)

Date: 6/3/03 Total Time 1540.0 Model M20M S/N 27-0093 N369S

The following avionics equipment was removed:

1. King KLN90 GPS
2. King KY196 Comm
3. King KNS 81 RNAV

The following avionics equipment was installed:

1. The Garmin GNS 530 GPS/Nav/Comm, P/N 101-00182-01, TSO#C37d (Using existing GPS, Nav and Comm antennas).
Displayed on existing H.S.I.
GNS 530 was previously installed as per STC#SA00864WI.
Unit installed in #1 position.

The following installation was accomplished in accordance with the following data:

1. The Garmin GNS 530 GPS/Nav/Comm was installed using Garmin installation manual P/N190-00181-02, Rev. D Dated April 2001.
2. AC43. 13-1B, Chapter 11, sections 9,10, 11, 14, 15 and 17 were applicable for cable routing, securing and attachment.
3. AC43. 12A, Chapter 2 radio installations paragraphs 22, 23 and Figures 2.1 and 2.2 were used as a guide for receiver installation.
4. Garmin GNS 530 GPS/Nav/Comm installation conforms to AC20-138.
5. The GNS 530 GPS/Nav/Comm receives altitude inputs from the existing encoder.

A flight test of the GPS system will be performed in accordance with AC20-138 paragraph 7c(l)(IV) except (D), with a logbook entry verifying satisfactory results.

The physical mounting location of the above components will be documented in the Weight and Balance revision and in the equipment list.

An electrical load analysis was performed and found that continuous load of the alternator does not exceed 80% capacity. The aircraft equipment list was revised, a new Weight and Balance was computed and logbook entry was made.

The instructions for continued airworthiness:

1. Introduction: See form 337 block 8.
2. Description: See form 337 block 8.
3. Control operation information: Refer to the GNS 530 pilot's guide P/N 190-00181-00, Rev. B, dated May 2001.
4. Servicing information N/A
5. Maintenance information: Inspect the system annually for proper installation, operation and secure mounting. Inspect the wiring and conduits for proper routing and secure mounting. Inspect bonding and shielding for proper installation and condition. Inspect antenna for condition, secure mounting and proper operation. Inspect antenna doubler for cracks, loose fasteners and corrosion.
6. Troubleshooting information: Refer to GNS 530 installation manual P/N 190-00181-02, Rev. D, Dated April 2001
7. Removal and replacement information: Refer to the GNS 530 installation manual P/N 190-00181-02, Rev. D, Dated April 2001.
8. Diagrams: N/A
9. Special inspection requirements: N/A
10. Application of special tools: N/A
11. Data: N/A
12. List of special tools: N/A
13. For commuter category aircraft: N/A
14. Recommended overhaul periods: No additional overhaul time limitations.
15. Airworthiness Limitation Section: A placard stating "GPS NOT APPROVED FOR IFR", was installed in clear view of pilot.
16. Revision of Instruction for Continued Airworthiness (ICA): A letter will be submitted to the local FSDO with a copy of the original and revised 337 form(s), and the revised ICA's. When the revision has been accepted by the FAA, a maintenance record entry will be made, identifying the revision, its location, and the date of the revised 337 form.

☐ Additional Sheets Are Attached



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1. Aircraft	Make Mooney	Model Bravo - M20M
	Serial No. 27-0093	Nationality and Registration Mark N369S
2. Owner	Name (As shown on registration certificate) Guevremont, John	Address (As shown on registration certificate) P.O. Box 3194 Ledyard, CT 06339-3194

3. For FAA Use Only

4. Unit Identification

Unit	Make	Model	Serial No.	5. Type	
				Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address East Coast Aviation Hanscom AFB Hangar 1730 Bedford, MA 01730	B. Kind of Agency U.S. Certificated Mechanic Foreign Certificated Mechanic ☒ Certificated Repair Station Manufacturer	C. Certificate No. EA6R508N
---	---	--------------------------------

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date 05/13/2003	Signature of Authorized Individual Jeff Wall
--------------------	---

7. Approval For Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is

☒ APPROVED ☐ REJECTED

BY	FAA Flt Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	X Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 05/13/2003		Certificate or Designation No. EA6R508N	Signature of Authorized Individual Joseph L. Frisalone	

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

The following was accomplished on East Coast Aviation shop order # 12203:

Performed a Dynamic Propeller Balance in accordance with the Chadwick Helmuth Smooth Propeller Guide utilizing the Spectrum Analyzer model number 192A. The initial reading at the forward velometer (point "A") was .61 inches per second and the final reading was .02 inches per second.

----- END -----

☐ Additional Sheets are Attached



US Department
of Transportation
Federal Aviation
Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved

OMB No. 2120-0020

For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each violation (Section 901 of Federal Aviation Act of 1958).

1. Aircraft	Make MOONEY	Model M20M/TLS
	Serial No. 27-0093	Nationality and Registration Mark N369S
2. Owner	Name (As shown on registration certificate) GUEVREMONT JOHN J	Address (As shown on registration certificate) P.O. BOX 791 GREAT FALLS, VA 22066-0791

3. For FAA Use Only

4. Unit Identification

5. Type

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address MARK TIMMONS 4877 POST POINTE DRIVE SARASOTA, FL 34233	B. Kind of Agency ☒ U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic ☐ Certified Repair Station ☐ Manufacturer	C. Certificate No. AP 260257684
---	---	---

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date 11/13/98	Signature of Authorized Individual
-------------------------	--

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY	FAA Fit. Standards Inspector	Manufacturer	☒	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 11/13/98		Certificate or Designation No. 260257684 IA	Signature of Authorized Individual 		

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

INSTALLATION OF TKS ANTI ICING SYSTEM, AND COMPONENTS. ALL WORK DONE IN ACCORDANCE WITH AEROSPACE SYSTEMS AND TECHNOLOGIES INC. STC SA2367CE, AND REFRENCING AC43.13 1A. INSTALLED PLACARD, " FLIGHT INTO KNOWN ICING CONDITIONS IS PROHIBITED." REQUIRED DATA : (1) AS&T LTD DRAWING INDEX NO. 4600 DL, REV. 6 , FAA APPROVED REVISION. AND FAA APPROVED AIRPLANE FLIGHT MANUAL SUPPELEMENT (AFMS) , WEIGHT AND BALANCE UP DATED, ALL PLACARDS INSTALLED, FLIGHT MANUAL SUPPELEMENT INSTALLED IN PILOTS OPERATING HANDBOOK.

☐ Additional Sheets are Attached



US Department
of Transportation
Federal Aviation
Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved

OMB No. 2120-0020

For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each violation (Section 901 of Federal Aviation Act of 1958).

1. Aircraft	Make MOONEY	Model M20M/TLS
	Serial No. 27-0093	Nationality and Registration Mark N369S
2. Owner	Name (As shown on registration certificate) GUEVREMONT JOHN J	Address (As shown on registration certificate) P.O. BOX 791 GREAT FALLS, VA 22066-0791

3. For FAA Use Only

4. Unit Identification

5. Type

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in item 1 above) ~~~~~				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address MARK TIMMONS 4877 POST POINTE DRIVE SARASOTA, FL 34233	B. Kind of Agency ☒ U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic ☐ Certified Repair Station ☐ Manufacturer	C. Certificate No. 260257684 A&P
---	---	--

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date 11/13/98	Signature of Authorized Individual
-------------------------	--

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY	FAA Fit. Standards Inspector	Manufacturer	☒	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 11/13/98		Certificate or Designation No. 260257684 1A	Signature of Authorized Individual 		

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

INSTALLED JPI ENGINE MONITORING SYSTEM IN ACCORDANCE WITH F.A.A. APPROVED
JP INSTRUMENTS DRAWING LIST REPORT NO. 100. REVISION D, AND STC SA2586NM
INSTALLATION MANUAL FOR EGT 701. ALL WORK COMPLETED USING GOOD SHOP PRACTICES,
AND REFRENCING AC 43.13 1A. WEIGHT AND BALANCE UPDATED, AND ENTERED IN THE
AIRCRAFTS RECORDS , ALSO EQUIPMENT LIST UPDATED AS OF THIS DATE.....

END



US Department
of Transportation
Federal Aviation
Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make Mooney	Model M20M
	Serial No. 27-0093	Nationality and Registration Mark N369S
2. Owner	Name (As shown on registration certificate) Morrison, Edward L. Morrison, Pamela J.	Address (As shown on registration certificate) 3840 Yellow Creek West Fairlawn, Ohio 44333

3. For FAA Use Only

4. Unit Identification

5. Type

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~			X	
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address Mooney Aircraft Corporation Louis Schreiner Field Kerrville, Texas 78028	B. Kind of Agency	C. Certificate No. FH2R820K Limited Airframe
	☐ U.S. Certificated Mechanic	
	☐ Foreign Certificated Mechanic	
	☒ Certificated Repair Station	
	☐ Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date 8/3/94	Signature of Authorized Individual <i>Tom Bierschwald</i>
-----------------------	--

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY	FAA Flt. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	☒ Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 8/3/94		Certificate or Designation No. FH2R820K	Signature of Authorized Individual <i>Tom Bierschwald</i>	

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

27-0093

Replaced right wing skins P/N's 220000-228 and 220000-214.
Replaced left wing skins P/N's 220000-227 and 220000-213.
Replaced right wing tip lens P/N 210384-002.

Reskinned left aileron complete by installation of skins P/N's 230015-011 and 230015-013. Static balanced after paint.

Replaced left and right landing light lens retainers P/N's 210218-9001 and 210218-9002.

Reskinned vertical stabilizer complete by installation of skins P/N's 450000-013 and 450000-009.

Reskinned left and right horizontal stabilizers complete by installation of skins P/N's 420001-017, 420001-015 and 2 (ea) 420001-019.

Checked all control rigging and aircraft test flown and all flight characteristics were normal.

Aileron, horizontal stabilizers and vertical stabilizer were installed in factory production jigs when reskinned and reassembled.

All work was accomplished in accordance with Mooney M20M Service and Maintenance Manual #150 Revised 11/93, Chapters 20, 27, 51, 55 and 57 and AC 43.13-1A Chapter 2, Section 3 and Chapter 5, Section 1.

No change to weight and balance.

- - - End - - -

☐ Additional Sheets Are Attached

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

FOR FAA USE ONLY
OFFICE IDENTIFICATION

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE MOONEY	MODEL M20M
	SERIAL NO. 27-0093	NATIONALITY AND REGISTRATION MARK N-369S
2. OWNER	NAME (As shown on registration certificate) ALLAN D. SCHUSTER	ADDRESS (As shown on registration certificate) 15 COBTAIL WAY SIMSBURY, CT. 06070

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
COLUMBIA AIR SERVICES, INC. GROTON / NEW LONDON AIRPORT GROTON, CT. 06340	☐ U.S. CERTIFICATED MECHANIC	S05R204N
	☐ FOREIGN CERTIFICATED MECHANIC	
	☒ CERTIFICATED REPAIR STATION	
	☐ MANUFACTURER	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE 9-6-91	SIGNATURE OF AUTHORIZED INDIVIDUAL JOSEPH L. FRISOLONE <i>Joseph L. Frisolone</i>
----------------	--

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY	FAA FLT. STANDARDS INSPECTOR	X	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE		REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 9-6-91		CERTIFICATE OR DESIGNATION NO. S05R204N		SIGNATURE OF AUTHORIZED INDIVIDUAL JOSEPH L. FRISOLONE <i>Joseph L. Frisolone</i>	

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

1.) INSTALLED ARGUS 5000 MOVING MAP DISPLAY, PART # 5000-10-07, SERIAL # 002258 IN ACCORDANCE WITH THE MANUFACTURERS INSTALLATION MANUAL, PART # 5003, REVISION 2.02, 43.13-1A, CHAPTER 15, SECTIONS 1-6 AND 43.13-2A, CHAPTERS 2 & 3.

2.) STRUCTURAL MOUNTING OF ALL UNITS IS SUFFICIENT TO ENSURE THE RESTRAINT OF THE EQUIPMENT WHEN SUBJECTED TO THE EMERGENCY LANDING LOAD APPROPRIATE TO THIS AIRCRAFT CATEGORY. REFER TO THE UPDATED "WEIGHT & BALANCE DATE AND SUPPLEMENTAL EQUIPMENT LIST" THIS DATE FOR STATION LOCATIONS OF INSTALLED EQUIPMENT.

3.) FULL ELECTRIC LOAD DOES NOT EXCEED 80 % OF THE ELECTRICAL SYSTEM CAPACITY USING THE CALCULATED METHOD REFERENCED IN AC 43.13-1A, CHAPTER 11, SECTION 2, PARAGRAPH 428.

4.) REVISED THE WEIGHT AND BALANCE AND EQUIPMENT LIST DATED 9-6-91.

END

☐ ADDITIONAL SHEETS ARE ATTACHED



AIRCRAFT STATUS REPORT

SINGLE - ENGINE

Date: <u>01/03/02</u>	Aircraft Reg.: <u>N369S</u>
Make: <u>Mooney</u>	Serial Number: <u>27-0093</u>
Model: <u>M20M</u>	Engine TT/TSO: <u>1665.5/0.0</u>
Aircraft TT: <u>1665.5</u>	Tach/Hobbs TT: <u>1665.5</u>
Last Inspection: <u>Annual 01/03/02 @ 1665.5</u>	Next Inspection: <u>Annual Before 02/01/03</u>

Overhauls Due

Engine: <u>3665.5</u> (SI 1009AM - 2000.0)	Propeller: <u>2765.3 or 11/11/02</u> (SB 137Q)
---	---

Components Due

91.411 Due: <u>SEPT/2003</u>	91.413 Due: <u>SEPT/2003</u>
ELT Battery Due: <u>NOV/2003</u>	FCC License Due: <u>N/A</u>
Oxygen Bottle Due: <u>AUG/2003</u> (DOT-E-8162)	ELT Inspection Due: <u>01/03/03</u> (FAR 91.207)

Remarks: Certificate of Airworthiness issued: 3/14/91

AD 98-18-12 (Fuel Pump) due @ 1715.5 ACTT or 07/03/02 which ever comes first

AD 84-26-01 (Air Filter) due @ 2165.5 ACTT

500 hour magneto inspection due @ 2165.5 ACTT

<u>1000 hour speed brake cartridge inspection due @</u>	<u>Left: 2561.1 (S/N: 2209)</u>
	<u>Right 2224.8 (S/N: 3592)</u>

Category: Airframe

Manufacturer: Mooney Aircraft Corp.

Model: M20M

P/N:

S/N: 27-0093

9/7/07

*Reviewed Nov 08 R.C.
Reviewed Dec 09 R.C.
Dec 10 R.C.
Dec 11 R.C.*

FAA AD # Eff. Date	Description	Complied Date & Time	Amendment Number Method of Compliance / Applicability	One Time	Recurring	Next Due	Authorized Signature & Number
75-23-04 12/8/75	TO PREVENT FURTHER FAILURES OF THE ELECTRIC LANDING GEAR ACTUATOR, DUKES P/N 4196-00-1C		<i>See Prev Summary</i>		X		
91-03-15 2/19/91	Superseded by 2004-23-17			X			
98-21-26 11/26/98	TO PREVENT FAILURE OF THE MAIN LANDING GEAR (MLG) SIDE BRACE BOLT CAUSED BY CRACKING OF THE MLG LEG BRACKET, WHICH, CONTD.			X			
98-24-11 12/28/98	TO DETECT AND CORRECT CRACKED AILERON CONTROL LINKS, WHICH COULD RESULT IN LOSS OF AILERON CONTROL AND, CONTD.				X		
2004-23-17 12/1/04	To prevent the V-clamp from detaching from the turbocharger and to prevent exposure of the, contd.		<i>PCW AUG 05</i>	X			
2007-05-04 4/9/07	To prevent the upper right and upper left engine mounting hardware from losing torque		<i>NA by Serial Number</i>	X			

©ATP

Category: Engine

Manufacturer: Textron Lycoming

Model: TIO-540-AF1B

P/N:

S/N: L9251-61A

9/7/07

FAA AD # Eff. Date	Description	Complied Date & Time	Amendment Number Method of Compliance / Applicability	One Time	Recurring	Next Due	Authorized Signature & Number
71-13-01 6/22/71	TO PREVENT POSSIBLE FAILURES OF THE FUEL INJECTOR MANIFOLD TO NOZZLE TUBE ASSEMBLIES		<i>See Previous Summary</i>	X			
75-09-15 4/30/75	TO PREVENT POSSIBLE FUEL STARVATION TO THE ENGINE			X			
78-23-10 11/7/78	TO PREVENT AN IN-FLIGHT POWER LOSS DUE TO AN OVER RICH CONDITION, CONTD.			X			
79-04-05 9/26/79	TO PREVENT AN IN-FLIGHT POWER LOSS DUE TO THE SEPARATION OF THE P/N 2529192 REGULATOR DIAPHRAGM STEM ASSEMBLY			X			
91-08-07 C 5/6/91	TO PREVENT ENGINE POWER LOSS AND POSSIBLE LOSS OF THE AIRCRAFT			X			
91-14-22 8/19/91	Superseded by 2004-10-14				X		
92-12-05 7/10/92	TO PREVENT PISTON PIN FAILURE, OR PISTON RELEASE, AND ENGINE FAILURE			X			
93-02-05 6/14/93	Superseded by 2002-26-01				X		
97-01-03 1/21/97	Superseded by 97-15-11			X			
97-15-11 8/12/97	TO PREVENT PISTON PIN FAILURE, WHICH COULD RESULT IN ENGINE FAILURE			X			
98-18-12 9/28/98	Superseded by 2003-14-03				X		
2002-17-53 E 8/16/02	Superseded by 2002-19-03			X			
2002-19-03 9/20/02	To prevent crankshaft failure, which could result in total engine power loss, in-flight engine failure and, contd.			X			
2002-20-51 E 10/1/02	Superseded by 2002-23-06			X			
2002-23-06 11/19/02	Superseded by 2004-05-24			X			

*NA CRANK SHAFT
Serial Number*

Category: Engine

Manufacturer: Textron Lycoming

Model: TIO-540-AF1B

P/N:

S/N: L9251-61A

11/21/11

FAA AD # Eff. Date	Description	Complied Date & Time	Amendment Number Method of Compliance / Applicability	One Time	Recurring	Next Due	Authorized Signature & Number
2006-20-09 11/3/06	To prevent failure of the crankshaft, which will result in total engine power loss, in-flight engine, contd.		<i>See summary</i>	X			
2007-04-19 R1 5/7/07	To prevent cylinder separation that can lead to engine failure, possible engine compartment fire, and, contd.		<i>See summary</i>	X			
2008-06-51 E 3/12/08	Superseded by 2008-08-14				X		
2008-08-14 4/29/08	To prevent a lean running engine, which could result in a substantial loss of engine power and substantial, contd.				X		
2008-14-07 8/14/08	To prevent failure of the fuel injector fuel lines that would allow fuel to spray into the engine compartment, contd.		<i>Each annual per SB-342E diagram #19</i>		X	<i>Superseded 6/15-19-07</i>	
2009-02-03 2/9/09	To prevent a lean running engine, which could result in a substantial loss of engine power and subsequent, contd.		<i>N/A per date installed</i>		X		
2011-13-03 7/13/11	To prevent seizure of the turbocharger turbine, which could result in damage to the engine, & smoke in the, contd.		<i>N/A Garret turbo installed</i>	X			
2011-15-10 8/16/11	To correct an AFS fuel servo diaphragm		<i>N/A per Date installed</i>	X			

©ATP 2015-14-07 Fuel IN Lines, inspected. NEXT due per SB 342E @ 100 hrs or 12 mo, OR when Fuel Lines & Champs have been worked on. *Revised Bottom ATP3396478*

Category: Propeller

Manufacturer: McCauley

Model: B3D32C417

P/N:

S/N: 901966

11/21/11

FAA AD # Eff. Date	Description	Complied Date & Time	Amendment Number Method of Compliance / Applicability	One Time	Recurring	Next Due	Authorized Signature & Number
2003-13-17 7/18/03	To detect unsafe conditions that could result in separation of a propeller blade & loss of control, contd.		<i>See summary</i>	X			
2005-14-11 8/17/05	To prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane			X			

©ATP

Category: Air Filter

Manufacturer: Induction Air Filters

Model: PAPER INDUCTION AIRFIL P/N:

S/N:

11/21/11

FAA AD # Eff. Date	Description	Complied Date & Time	Amendment Number Method of Compliance / Applicability	One Time	Recurring	Next Due	Authorized Signature & Number
84-26-02 1/29/85	TO PREVENT POSSIBLE ENGINE POWER LOSS OR STOPPAGE CAUSED BY ENGINE INGESTION OF FRAGMENTS, CONTD.		<i>Each 500 Hours or on condition</i>		X	?	

©ATP

Category: Engine

Manufacturer: Textron Lycoming

Model: TIO-540-AF1B

P/N:

S/N: L9251-61A

11/27/09

FAA AD # Eff. Date	Description	Complied Date & Time	Amendment Number Method of Compliance / Applicability	One Time	Recurring	Next Due	Authorized Signature & Number
2002-26-01 1/31/03	To prevent failure of the fuel injector fuel lines allowing fuel to spray into the engine compartment, resulting, contd.				X		
2003-14-03 8/14/03	To prevent rotary fuel pump leaks, which could result in an engine failure, engine fire, and damage to or, contd.				X		
2004-05-24 C 3/30/04	To prevent the loss of all engine power and possible forced landing			X			
2004-10-14 C 6/25/04	To prevent loosening or failure of the crankshaft gear retaining bolt, which may cause sudden engine failure				X		
2005-19-11 10/21/05	To prevent failure of the crankshaft, which could result in total engine power loss, in-flight failure, and, contd.			X			
2006-10-21 C2 6/22/06	To prevent fatigue failure of the connecting rod & possible uncommanded shutdown of the engine			X			
2006-20-09 11/3/06	To prevent failure of the crankshaft, which will result in total engine power loss, in-flight engine, contd.			X			
2007-04-19 R1 5/7/07	To prevent cylinder separation that can lead to engine failure, possible engine compartment fire, and, contd.			X			
2008-06-51 E 3/12/08	Superseded by 2008-08-14				X		
2008-08-14 4/29/08	To prevent a lean running engine, which could result in a substantial loss of engine power and substantial, contd.		Superseded by AD 2009-02-03		X		
2008-14-07 8/14/08	To prevent failure of the fuel injector fuel lines that would allow fuel to spray into the engine compartment, contd.		Each Annual 50342E diagram # 19		X		
2009-02-03 2/9/09	To prevent a lean running engine, which could result in a substantial loss of engine power and subsequent, contd.		N/A Date installed		X		

©ATP

Category: Propeller

Manufacturer: McCauley

Model: B3D32C417

P/N:

S/N: 901966

11/27/09

FAA AD # Eff. Date	Description	Complied Date & Time	Amendment Number Method of Compliance / Applicability	One Time	Recurring	Next Due	Authorized Signature & Number
2003-13-17 7/18/03	To detect unsafe conditions that could result in separation of a propeller blade & loss of control, contd.			X			
2005-14-11 8/17/05	To prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane			X			

©ATP

Category: Air Filter

Manufacturer: Induction Air Filters

Model: PAPER INDUCTION AIRFIL P/N:

S/N:

11/27/09

FAA AD # Eff. Date	Description	Complied Date & Time	Amendment Number Method of Compliance / Applicability	One Time	Recurring	Next Due	Authorized Signature & Number
84-26-02 1/29/85	TO PREVENT POSSIBLE ENGINE POWER LOSS OR STOPPAGE CAUSED BY ENGINE INGESTION OF FRAGMENTS, CONTD.		Each 500 Hrs or on condition		X	2705.8 TAC	

©ATP

Category: Engine

Manufacturer: Textron Lycoming

Model: TIO-540-AF1B

P/N:

S/N: L9251-61A

11/14/08

FAA AD # Eff. Date	Description	Complied Date & Time	Amendment Number Method of Compliance / Applicability	One Time	Recurring	Next Due	Authorized Signature & Number
2002-26-01 1/31/03	To prevent failure of the fuel injector fuel lines allowing fuel to spray into the engine compartment, resulting, contd.		SUPERSEDED BY 2008-14-07		X		
2003-14-03 8/14/03	To prevent rotary fuel pump leaks, which could result in an engine failure, engine fire, and damage to or, contd.		SEE PREVIOUS SUMMARY		X		
2004-05-24 C 3/30/04	To prevent the loss of all engine power and possible forced landing			X			
2004-10-14 C 6/25/04	To prevent loosening or failure of the crankshaft gear retaining bolt, which may cause sudden engine failure				X		
2005-19-11 10/21/05	To prevent failure of the crankshaft, which could result in total engine power loss, in-flight failure, and, contd.			X			
2006-10-21 C2 6/22/06	To prevent fatigue failure of the connecting rod & possible uncommanded shutdown of the engine			X			
2006-20-09 11/3/06	To prevent failure of the crankshaft, which will result in total engine power loss, in-flight engine, contd.			X			
2007-04-19 R1 5/7/07	To prevent cylinder separation that can lead to engine failure, possible engine compartment fire, and, contd.			X			
2008-06-51 E 3/12/08	Superseded by 2008-08-14				X		
2008-08-14 4/29/08	To prevent a lean running engine, which could result in a substantial loss of engine power and substantial, contd.		N/A DATE INSTALLED		X		
2008-14-07 8/14/08	To prevent failure of the fuel injector fuel lines that would allow fuel to spray into the engine compartment, contd.		EA ANNUAL 50342E DIAGRAM 19		X		

©ATP

Category: Propeller

Manufacturer: McCauley

Model: B3D32C417

P/N:

S/N: 901966

11/14/08

FAA AD # Eff. Date	Description	Complied Date & Time	Amendment Number Method of Compliance / Applicability	One Time	Recurring	Next Due	Authorized Signature & Number
2003-13-17 7/18/03	To detect unsafe conditions that could result in separation of a propeller blade & loss of control, contd.			X			
2003-13-17 7/18/03	To detect unsafe conditions that could result in separation of a propeller blade & loss of control, contd.			X			
2003-13-17 7/18/03	To detect unsafe conditions that could result in separation of a propeller blade & loss of control, contd.			X			
2005-14-11 8/17/05	To prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane			X			
2005-14-11 8/17/05	To prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane			X			
2005-14-11 8/17/05	To prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane			X			

©ATP

Category: Air Filter

Manufacturer: Induction Air Filters

Model: PAPER INDUCTION AIRFIL P/N:

S/N:

11/14/08

FAA AD # Eff. Date	Description	Complied Date & Time	Amendment Number Method of Compliance / Applicability	One Time	Recurring	Next Due	Authorized Signature & Number
84-26-02 1/29/85	TO PREVENT POSSIBLE ENGINE POWER LOSS OR STOPPAGE CAUSED BY ENGINE INGESTION OF FRAGMENTS, CONTD.		EA 500 HRS OR ON CONDITION		X	2705.8 TAC	

Category: Engine

Manufacturer: Textron Lycoming

Model: TIO-540-AF1B

P/N:

S/N: L9251-61A

9/7/07

FAA AD # Eff. Date	Description	Complied Date & Time	Amendment Number Method of Compliance / Applicability	One Time	Recurring	Next Due	Authorized Signature & Number
2002-26-01 1/31/03	To prevent failure of the fuel injector fuel lines allowing fuel to spray into the engine compartment, resulting, contd.		EA ANNUAL SB 342D Dia. 19		X		
2003-14-03 8/14/03	To prevent rotary fuel pump leaks, which could result in an engine failure, engine fire, and damage to or, contd.		PCW may-06 REF. SB 529		X		
2004-05-24 C 3/30/04	To prevent the loss of all engine power and possible forced landing		NA See Previous Summary	X			
2004-10-14 C 6/25/04	To prevent loosening or failure of the crankshaft gear retaining bolt, which may cause sudden engine failure		AFTER PROP STRIKE		X		
2005-19-11 10/21/05	To prevent failure of the crankshaft, which could result in total engine power loss, in-flight failure, and, contd.		CRANKSHAFT NA Serial Number	X			
2006-10-21 C2 6/22/06	To prevent fatigue failure of the connecting rod & possible uncommanded shutdown of the engine		NA not ECI	X			
2006-20-09 11/3/06	To prevent failure of the crankshaft, which will result in total engine power loss, in-flight engine, contd.		CRANK SHAFT NA Serial Number	X			
2007-04-19 R1 5/7/07	To prevent cylinder separation that can lead to engine failure, possible engine compartment fire, and, contd.		NOT Superior Cylinders NA	X			

©ATP

Category: Propeller

Manufacturer: McCauley

Model: B3D32C417

P/N:

S/N: 901966

9/7/07

FAA AD # Eff. Date	Description	Complied Date & Time	Amendment Number Method of Compliance / Applicability	One Time	Recurring	Next Due	Authorized Signature & Number
2003-13-17 7/18/03	To detect unsafe conditions that could result in separation of a propeller blade & loss of control, contd.		NA NOT T+W OH	X			
2005-14-11 8/17/05	To prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane		NA NOT S.CAL OH	X			

©ATP

Category: Air Filter

Manufacturer: Any Manufacturer

Model: Any Model

P/N:

S/N:

9/7/07

FAA AD # Eff. Date	Description	Complied Date & Time	Amendment Number Method of Compliance / Applicability	One Time	Recurring	Next Due	Authorized Signature & Number
78-25-05 1/1/78	Superseded by 81-15-03		—	X			
80-08-14 4/22/80	FOAM FILTER ELEMENT		NA NOT Brackett		X		
81-15-03 7/20/81	TO PREVENT POSSIBLE FAILURE OF THE ALUMINUM AIR FILTER RETAINER SCREEN OR GASKETS WITH POTENTIAL, CONTD.		NA NOT Brackett	X			
84-26-02 1/29/85	TO PREVENT POSSIBLE ENGINE POWER LOSS OR STOPPAGE CAUSED BY ENGINE INGESTION OF FRAGMENTS, CONTD.	2205.8 9-10-07	EA 500 hrs or condition		X	2705.8	
95-03-02 3/17/95	Superseded by 96-09-06		—		X		
96-09-06 6/7/96	TO PREVENT GASKET PARTICLES FROM ENTERING THE CARBURETOR BECAUSE OF AIR FILTER GASKET FAILURE, WHICH COULD, CONTD.		NA NOT Brackett		X		
2002-26-03 2/18/03	To detect & correct incorrect installation of the air filter, which could result in failure of the air filter		NA NOT Brackett	X			

©ATP

Category: Magnetos

Manufacturer: Slick

Model: Any Model

P/N:

S/N:

9/7/07

FAA AD # Eff. Date	Description	Complied Date & Time	Amendment Number Method of Compliance / Applicability	One Time	Recurring	Next Due	Authorized Signature & Number
00-00-02 1/24/01	Important Notice for Slick Aircraft Products listed in Textron Lycoming AD 99-04-04		<i>N/A by Model number</i>	X			
00-00-06 R1 2/27/06	ATP Advisory for Slick Aircraft Products listed in Teledyne Continental Motors AD 2002-13-04 C			X			
74-08-05 1/1/74	Superseded by 74-18-05			X			
74-18-05 8/28/74	TO PREVENT FAILURE OF THE MAGNETO IMPULSE COUPLING DUE TO LOOSE PAWLS				X		
80-06-05 3/28/80	TO PREVENT A POSSIBLE MAGNETO FAILURE AND SUBSEQUENT ENGINE OR ACCESSORY MALFUNCTION			X			
81-16-05 8/6/81	TO PREVENT MAGNETO FAILURE DUE TO CRACKED COIL			X			

©ATP

Report Produced By: Columbia Air Services, Inc. at Columbia Air Services		Address: Groton/New London Airport Groton, CT 06340		Phone: (860) 449-1257	
Airworthiness Directive Compliance Record					
USARL Research Date: 09/01/1999 01/03/02 (12) File ID: 369S AIRFRAME					
Manufacturer Mooney Aircraft Corp.		Model M20M		Part # : Serial # : 27-0093	
AD Number Effective date	Description	Compiled Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time
75-23-04 12/08/1975 @ATP	To prevent further failures of the electric landing gear actuator, dukes p/n @ATP	9/1/99 1305.7 Research	Does not apply by make and model of electric landing gear actuator installed (Eaton).	Recur	N/A
91-03-15 02/19/1991 @ATP	To prevent the discharge of high temperature exhaust gases inside the engine @ATP	9/1/99 1305.7 Research	Does not apply by airframe serial number.	Once	1. Columbia Air Services 2. FAA Repair Station 3. SO5R204N 4. William Kluepfel
98-21-26 11/26/1998 @ATP	To prevent failure of the main landing gear (mtg) side brace bolt caused by @ATP	9/1/99 1305.7 Research	Does not apply by airframe serial number.	Once	1. Columbia Air Services 2. FAA Repair Station 3. SO5R204N 4. William Kluepfel
98-24-11 12/28/1998 @ATP	To detect and correct cracked aileron control links, which could result in @ATP	3/26/99 1224.8	R&R control links w/new, P/N: 730051-501(L/H) & 730052-501(R/H) law Mooney SB 20-264. No further action required.	Recur	Terminating action inst'd. 1. Columbia Air Services 2. FAA Repair Station 3. SO5R204N 4. William Kluepfel
					Signature: William Kluepfel
					Signature:
					Signature:

Make Textron Lycoming

Model TIO-540-AFIBSerial No. L-9251-614

AD Number	Subject	Method of Compliance	Status	Recurring Y/N	Next Compliance Due at	Inspector
73-23-01	Piston Pins		N/A			OPK
78-09-07 R3	Bendix Impulse Mags.	Superseded by AD 96-12-07	N/A			OPK
80-17-10	Transition, Wastegate	Repl. Transition Wastegate Assy S1AD	N/A	N		OPK
84-19-03 R1	Cylinders	Repl. Cylinders V2AD See AD	N/A	N		OPK
87-10-06 R1	Rocker Arms	Installed Parts per Lycoming S.B. 477A	N/A	N		OPK
89-15-10	Fuel Pump Tee Fitting	Repl. F.P. vent fitting w/new "R" style AE2A	N/A	N		OPK
91-08-07	Fuel Pump Vent Fitting	Repl. F.P. vent fitting w/new "R" style	OPK N/A	N		OPK
91-10-04	TIO-540-AE2A	Transition bolts see S.B. 491A	N/A	N		OPK
91-14-22	Crankshaft Gears	Insp. & Rework per SB475B, Bolt torque 204" ft Lockplate bent in	C/W Y	Y	See AD Note	OPK
91-21-01 R1	Modified Exhaust	Install modified exhaust system per S.B. 499B	N/A	N		OPK
92-12-05	Thick Wall Piston Pins	Install Parts per Lycoming S.B. 501B	N/A	N		OPK
93-02-05	Fuel Injection Lines	Secure fueling lines per Lycoming S.B. 342B	C/W Y	Y		OPK
93-05-72	Fuel Injection Lines	S1AD, Secure fueling lines per Lycoming S.B. 342B	N/A			OPK
93-11-11	Fuel Pump	Installed new fuel pump	N/A	N		OPK
94-01-03 R2	TCM Mag. Coils & Magnets	Installed Parts in ac w/TCM S.B. 637 & MSB644	N/A	N		OPK
94-06-09	TCM Mag. Capacitors	Installed Parts in ac w/TCM CSB 641	N/A	N		OPK
95-07-01	Uncertified Rod Bolts	Install new Rod Bolts	N/A	N		OPK
95-26-02	Detonation	See AD	N/A			OPK
96-12-07	Bendix Impulse Magnetos	Inspected coupling per TCM SBM645 & SB639	N/A	Y	500 hrs	OPK
97-01-04	Superior AirParts Cylinders	Non-affected cylinders installed	N/A			OPK
97-01-03	Lycoming Piston Pins	Superseded by 97-15-11	N/A	N		OPK
97-15-11	Lycoming Piston Pins	Non affected Piston Pins installed. S/S AD 97-01-03	C/W N	N		OPK
98-17-11	Nelson Bal. Svc Crankshaft	Installed non-affected crankshaft	C/W N	N		OPK
98-18-12	Crane Fuel Pump	Performed initial torque ck. inspection per & (a)	C/W Y	Y	50 hrs TIS or 6 mos.	OPK
2000-18-53	Oil Filter Convert Plate Gasket	Installed new Gasket	N/A	Y	Each 50 hrs TIS	OPK

The AD Notes listed above have been checked and complied with Where necessary on 10/18/01 by

Teledyne Mattituck Services, Inc. CRS T10R507Y Michael J. Russell

Airworthiness Directive Compliance Record

File ID: **369S AIR FILTER**

USARL Research Date: 09/04/1999 -- 01/03/02 (m)		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
Manufacturer Induction Air Filters		Appliance Category Air Filter		Model PAPER INDUCTION AIRFILTER			Part #: Serial #:			
84-26-02 01/29/1985 ©ATP	To prevent possible engine power loss or stoppage caused by engine ingestion ©ATP	8/15/00 1480.6	New air filter installed. (Note due every 500 hours or on condition.)	Recur	1980.6 or on condition.	1. Columbia Air Services, Inc. 2. FAA Repair Station 3. SO5R204N 4. Bill Kluepfel				
84-26-02 01/29/1985	" "	1/3/02 1665.5	New air filter installed		2/16/5.5 or on condition	1. Columbia Air Services, Inc. 2. FAA Repair Station 3. SO5R204N 4. Bill Kluepfel				
					Signature:					
					Signature:					
					Signature:					
					Signature:					

Report Produced By: Columbia Air Services, Inc. at Columbia Air Services		Address: Groton/New London Airport Groton, CT 06340		Phone: (860) 449-1257	
Airworthiness Directive Compliance Record					
USARL Research Date: 09/01/1999		File ID: 369S ENGINE			
Manufacturer Textron Lycoming		Model TIO-540-AF-1A		Part #: Serial #: L-9251-61A	
AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time
71-13-01 06/22/1971 ©ATP	To prevent possible failures of the fuel injector manifold to nozzle tube ©ATP	9/1/99 1305.7 Research	Does not apply by engine serial number (L-9251-61A).	Once	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. by 1. Columbia Air Services 2. FAA Repair Station 3. SO5R204N 4. William Kluepfel
75-09-15 04/30/1975 ©ATP	To prevent possible fuel starvation to the engine ©ATP	9/1/99 1305.7 Research	Does not apply by flow divider P/N (2524232-2).	Once	Signature: <i>William Kluepfel</i> 1. Columbia Air Services 2. FAA Repair Station 3. SO5R204N 4. William Kluepfel
78-23-10 11/07/1978 ©ATP	To prevent an in-flight power loss due to an over rich condition, contd. ©ATP	9/1/99 1305.7 Research	Does not apply by Parts List Number (2549050-1)	Once	Signature: <i>William Kluepfel</i> 1. Columbia Air Services 2. FAA Repair Station 3. SO5R204N 4. William Kluepfel
79-04-05 09/26/1979 ©ATP	To prevent an in-flight power loss due to the separation of the p/n 2529192 ©ATP	9/1/99 1305.7 Research	Does not apply by Parts List Number (2549050-1) & S/N (70038209).	Once	Signature: <i>William Kluepfel</i> 1. Columbia Air Services 2. FAA Repair Station 3. SO5R204N 4. William Kluepfel
91-08-07 C 05/06/1991 ©ATP	To prevent engine power loss and possible loss of the aircraft ©ATP	9/1/99 1305.7 Research	Does not apply by engine serial number (L-9251-61A).	Once	Signature: <i>William Kluepfel</i> 1. Columbia Air Services 2. FAA Repair Station 3. SO5R204N 4. William Kluepfel
91-14-22 08/19/1991 ©ATP	To prevent loosening or failure of the crankshaft gear retaining bolt, which ©ATP		(Note: Req'd @ O/H, Prop strike, sudden stoppage, or gear train repair.)	Recur	Signature: <i>William Kluepfel</i> See Note.
				©ATP	Signature:

SUPERSEDED

by Eng O/H.

Report Produced By:		Columbia Air Services, Inc. at Columbia Air Services		Address:		Groton/New London Airport Groton, CT 06340		Phone:		(860) 449-1257	
USARL Research Date: 09/01/1999 Airworthiness Directive Compliance Record File ID: 369S SERVO											
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					
Model RSA-5AD1 Part #: 2549050-1 Serial #: 70038209											
73-10-02 05/16/1973 ©ATP	Fuel Injected System To detect defective diaphragm assemblies ©ATP	9/1/99 1305.7 Research	N/A by engine model number. Complied with paragraph "a". Engine installed new in 1991, after affected dates.	Recur	N/A	1. Columbia Air Services 2. FAA Repair Station 3. SO5R204N 4. William Kluepfel					
79-21-08 10/24/1979 ©ATP	To prevent a fuel flow cutoff to the engine and subsequent loss of power ©ATP	9/1/99 1305.7 Research	N/A by Parts List Number (2549050-1)	Once	Signature: <i>[Signature]</i>	1. Columbia Air Services 2. FAA Repair Station 3. SO5R204N 4. William Kluepfel					
79-26-03 12/26/1979 ©ATP	Regulator stem and lock ©ATP	9/1/99 1305.7 Research	N/A by Parts List Number (2549050-1)	Once	Signature: <i>[Signature]</i>	1. Columbia Air Services 2. FAA Repair Station 3. SO5R204N 4. William Kluepfel					
				©ATP	Signature: <i>[Signature]</i>						
					Signature: <i>[Signature]</i>						
					Signature: <i>[Signature]</i>						

SUPERSEDED
by Eng 9/1/99

ENGINE Airworthiness Directive Compliance Record

Company JACOB AVIATION
Manufacturer TEXTRON LYCOMING
Model TIO-540 SERIES
Location ENGINE
Serial # L-9251-61A
Tach Time 1,161.20
Total Time 1,161.20

***93-02-05** 06/14/93 FUEL INJECTOR FUEL LINES/

Method of Compliance C/W BY VISUAL INSPECTION

SB # SB 342B

Date 11/12/98

Next Due 11/31/99 OR 100HRS

Signature  Cert. # IA 260257684

97-15-11 08/12/97 PISTON PIN FAILURE/

Method of Compliance N/A BY DATE CODE AND MARKINGS

SB # SB 527C

Date 11/12/98

Next Due N/A

Signature  Cert. # IA 260257684

NO AIRFRAME AD'S ON m20m. SER 27-0093

APPLIANCES Airworthiness Directive Compliance Record

Company JACOB AVIATION
Tail # N369S
Component AIR FILTER
Model # M20M
Serial # 27-0093
Make MOONEY
Part # 600417-503
Location ENGINE
Comments

***84-26-02** 01/29/85 INDUCTION AIR FILTERS
 PAPER AIR FILTERS

PAPER INDUCTION AIR FILTERS/

Method of Compliance C/W BY VISUAL INSP, AND HOURS

SB #

Date 11/12/98

Next Due 11/30/99, OR 1,436 HRS

Signature

 Cert. # IA 260257684

AIRWORTHINESS DIRECTIVE COMPLIANCE RECORD
T D A C O R P O R A T I O N

Manufacturer **TEXTRON LYCOMING**

Model **TIO-540 SERIES, !ALL SERIES**

TC **E14EA, - -**

Registration # **N369S**

Tach **936.7**

Serial # **27-0093**

A/C Cert. Date **3-14-91**

T.T **936.7**

AD Number	Rev	Applic.	Date &	Authorized
	Date	S.B.# &	Hours	Signature
		Subject	@ Comp	and Nbr
				Method of
				Compliance

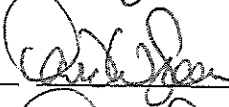
92-12-05

PISTON PIN INSPECTION/

N/A - not listed in S.B. 501B. Pins not replaced since new  1A186568862

*93-02-05

FUEL INJECTOR FUEL LINES/

Inspected all. Replaced #5 2 & 4. clamps good  1A186568862

97-15-11

PISTON PIN FAILURE/

N/A - checked SB 527C for date code. 
Inspected cyl. heads for marks. Don't match ones in S.B. Cyls shipped from LYC. factory after 9-17-96. 1A186568862

APPLIANCE AIRWORTHINESS DIRECTIVE COMPLIANCE RECORD
T D A T A C O R P O R A T I O N

Registration # N369S Tach 936.7
A/C Cert. Date 3-14-91 T.T 936.7

	Rev	Applic.	Date &		Authorized
AD Number	Date	S.B.# & Subject	Hours @ Comp	Method of Compliance	Signature and Nbr

*84-26-02

INDUCTION AIR FILTERS

PAPER INDUCTION AIR FILTERS/

Installed new element this date

Carl Green
1A186568862

* Indicates Possible Recurring Inspections

Printed: Saturday September 13, 1997

Page 1

301 695-1822

VERATIONS
TE NUMBER OF
FICIP ENTRIES)
f 1

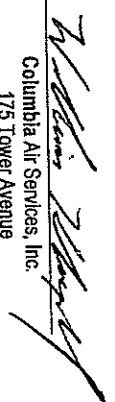
5
talled, torqued,
iced engine

Engine Columbia Air Services, Inc. Page 1 of 1
LOG BOOK ENTRY

DATE 19__ A/C REG: N369S A/C S/N: 27-0093
DATE: 10/2/01 A/C TOTAL TIME: 1665.5 HOUR METER: 1665.5
W/O NO: 2386 ENGINE TOTAL TIME 1665.5 S.M.O.H.

1. Removed this engine, Textron Lycoming Model TIO-540-AF1B S/N: L-9251-61A from N369S (Mooney M20M S/N: 27-0093) for overhaul. Engine Total Time Since New: 1665.5.
Note: Engine was modified from a TIO-540-AF1A to -AF1B per Mooney Service Instruction M20-101C and Textron Lycoming Service Instruction No. 1479A by incorporation of Kit P/N: 05K22169 (oil cooled exhaust valve guides) on 2/18/97 @ 863.3.

END


Columbia Air Services, Inc.
175 Tower Avenue
Groton/New London Airport
Groton, CT 06340
FAA CRS# SO5R204N

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N369\$ w/o 237082386 1/3/02 1605.5

WORK ORDER

Work Order No. 16844 Customer Columbia Air Service

Part No. 450-540-AF1B Serial No. 1-9251614

Nomenclature Perxon Lycoming Aircraft Engine

Description of work performed Power Cylinder Assy's Installed

450-540-AF1B, 93-03-05, 97-6-11 ENGINE OVERHAULED
TO MFG. NEW PARTS

450-540-AF1B, 98-17-11, 98-18-12 LIMITS AND TEST RUN

All work performed in accordance with applicable manufacturer's maintenance and parts manuals.

Date 11-9-01 Signed Michael F. Reed

TELEDYNE MATTITUCK SERVICES, INC. FAA Repair Station T10F507Y

MAINTENANCE RELEASE

This Engine or Accessory or Component identified on this tag was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and with respect to the work performed, it is airworthy and approved for return to service. Pertinent details of the repair are on the reverse side of this tag.

Work Order No. 16844

Date 11-9-01

Signed

Michael P. Ricciardi

TELEDYNE MATTIUCK SERVICES, INC.

Airway Drive
Mattiuck, NY 11952
(631) 298-8330

RS T10R507Y Limited Airframe
Powerplant 1; Limited Accessory
Specialized Service

This is to certify that the engine described hereafter has been overhauled to manufacturer's new part limits by Teledyne Mattuck Services, Inc.
Engine disassembled, cleaned, and inspected in accordance with manufacturer's instructions. All steel parts magnafluxed. All Applicable Airworthiness Directives are in compliance. The engine, with respect to the work performed is airworthy and approved for return to service. A description of these repairs is on file at this agency under:

JOB NO. 16844
MFG. LYCOMING
MODEL T10-540-AFIB
DATED 9 NOV 01
Serial No. 6-9251-61A
Time in svc. 1665.5 HRS

TELEDYNE MATTUCK SERVICES, INC.
FAA REPAIR STATION # T10R5D7Y
AIRWAY DRIVE, MATTUCK, NY 11952
Authorized Signature



NEW CYL ASSOYS INSTALLED AT THIS TIME.

The accessories listed below were overhauled by Teledyne Mattuck Services, Inc. in accordance with applicable manufacturer's service and parts manuals and installed on the engine:

Item	Part No.	Serial No.
Servo	2549050-1	70038209
Flow Div	3524232-2	A1200
Density Controller	470884-42	TF0191
Differential Pressure Controller	470886-2	HA0162

The accessories listed below were New or Overhauled as indicated in the status column and installed on the engine. Overhaul records for these overhauled accessories are in an envelope in the back of this logbook.

Item	Part No.	Serial No.	Status
RT MAG	6360	99081543	N
LT MAG	6361	01101040	N
STARTER	33122105	F4680010	N
FUEL PUMP	2617980U	C-3910-020	O
Wastegate	470954-9005	XFO29096	O
Turbocharger	466011-9002	BDL3667	O

TELEDYNE MATTUCK SERVICES, INC.
FAA REPAIR STATION T10R5D7Y
W.O. NO. 16844 DATE 9 Nov 01

Authorized Signature

[Signature]

Omitted in entry - Added by Columbia Air Services, Inc. (Tags in back envelope)

SUB-TOTALS this page

TOTALS—Carry forward to next page

Engine
Columbia Air Services, Inc.
LOG BOOK ENTRY

A/C REG: N369S

A/C S/N: 27-0093

DATE: 1/3/02	A/C TOTAL TIME: 1665.5	HOUR METER: 1665.5	W/O NO: 2370/2386
ENGINE TOTAL TIME 1665.5		S.M.O.H. 0.0	

1. Reinstalled this engine, Model: TIO-540-AF1B, S/N: L-9251-61A on N369S (M20M S/N: 27-0093) after overhaul. Ref. Teledyne Mattituck Services, Inc. (Mattituck, NY) W/O# 16844. Installed engine with new shock mounts and bolts, P/N: J-9613-82 & NAS1307-50/-52. Engine installed in accordance with Mooney M20M Service and Maintenance Manual chapter 71-00-30.
2. Performed an Annual Inspection in accordance with Mooney M20M Service and Maintenance Manual chapter 5-20-06.
3. Complied with AD 84-26-02 amend 39-4966 dated 1/29/95. Removed and replaced engine induction air filter with new, P/N: 600417-503 (EDD4028). Next replacement due: 2165.5.
4. Complied with AD 93-02-05 amend 39-8487 dated 6/14/93, inspected fuel injection lines in accordance with Textron Lycoming SB 342D, found to be satisfactory.
5. Removed and reinstalled oil cooler, P/N: 10614R S/N: 454 after overhaul. Ref. Pacific oil cooler service, inc. (South El Monte, CA) W/O# 30479. Flushed, inspected, and reinstalled oil lines.
6. Removed and reinstalled propeller governor, P/N: C290D31/T27 S/N: 900190 after overhaul. Ref. Southwest Aero, Inc. (Tulawila, WA) W/O# 22646.
7. Removed and reinstalled propeller, Model: B3D32C417-C S/N: 901966 after repair*. Ref. New England Propeller Service, Inc. (East Haddam, CT) W/O# CR-26781. (*Note: Propeller cylinder was removed. Piston and rod were flushed for possible oil contamination. New seals installed, and cylinder reinstalled. Angles checked.)

-----CONTINUED-----

Engine Cont.

LOG BOOK ENTRY (CONT.)

WO NO.	2370/2386
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8. Removed and reinstalled tailpipe, P/N: 630135-501 and wastegate adapter, P/N: 630135-501C after repair. Ref. Aircraft Exhaust Systems, Inc. (Jumping Branch, WV) W/O# 56365 & 56365C.
9. Removed and replaced alternator drive belts with new, P/N: 37A19773-382 & -470.
10. Reinstalled Tannits heaters on oil sump.
11. Serviced engine with Exxon Elite 20W-50 oil.
12. Setup and rigged engine in accordance with chapters 71-00-50/-51/-52. Performed engine ground run per chapter 71-00-40. Operational and leak checks satisfactory.

-----END-----

Columbia Air Services, Inc.
Groton-New London Airport
Groton, CT 06340

FAA Certified Repair Station # S05R204N, W/O# 2370/2386.

I certify that this engine has been inspected in accordance with an Annual Inspection per Mooney M20M Service and Maintenance Manual chapter 5-20-06 and was determined to be in airworthy condition.

Date: 1/3/02
SIGNED: [Signature]
Title: Chief Inspector

MAINTENANCE RELEASE

The Aircraft Airframe, Engine, Propeller Or Appliance Identified Above Was Inspected In Accordance With Current Regulations Of The Federal Aviation Administration And Is Approved For Return To Service For The Work Performed. Permanent Records Of The Repair Are On File At This Repair Station Under W/O# 2370/2386 DATE 1/3/02 SIGNED [Signature]

for Columbia Air Services, Inc., FAA Certified Repair Station # S05R204N Groton, CT 06340

આપ઼ડિપત્ર

S69EN

A/C REG: _____

LOG BOOK ENTRY

A/C S/N:

27-0093

DATE: 2/8/02

A/C TOTAL TIME:

1678.6

HOUR METER:

1678.6

ENGINE TOTAL TIME

1678.6

S.M.O.H. 13.1

1. Performed engine ground to obtain normal operating temperatures, shut down, and drained engine oil. Removed, cut open, and inspected oil filter element. Installed, torqued, and safetied new filter, P/N: CH48110. Removed, inspected, cleaned, and reinstalled oil sump/suction screen. Serviced engine with Exxon Elite 20W-50 oil.
2. Performed differential compression check: #1 76/80, #2 78/80, #3 76/80, #4 76/80, #5 76/80, #6 78/80.
3. Owner/operator reported cylinders #3 & #4 CHT higher than others in climb and cruise. Swapped injectors and CHT probes from cylinders #2 & #4 and from cylinders #1 & #3 for flight evaluation.
4. Emergency AD 2002-04-51 (Textron Lycoming SB 550), Crankshaft failure, does not apply by engine model or serial number. No action required.
5. Performed engine ground run, operational and leak check satisfactory.

END.

The Aircraft Airframe, Engine, Propeller Or Appliance Identified Above Was Inspected In Accordance With Current Regulations Of The Federal Aviation Administration And Is Approved For Return To Service For The Work Performed. Permanent Records Of The Repair Are On File At This Repair Station Under W/O# 2732 DATE 2/8/02 SIGNED  FOR COLUMBIA AIR SERVICES, INC., FAA Certified Repair Station # S05R204N Groom, CT 06340

TOTALS—Carry forward to next page

SUB-TOTALS this page

AIRWORTHINESS DIRECTIVES

A.D. NUMBER	ITEM AFFECTED	DATE & HRS. AT COMP.	METHOD OF COMPLIANCE	TYPE OF A.D. TIME/RECUR.	NEXT COMP. DATE/HRS./CYCLE	AUTHORIZED SIGNATURE CERTIFICATE NO.
91-14-22	CRANK FUEL INJ 0.5MOH 9 NOV 01 SECURE AS INSTRUC MND	0.5MOH 9 NOV 01 PER SB 3128 NON-AFFECTED	RECU2	AS per AD THURSDAY	AS per AD THURSDAY	<i>[Signature]</i>
93-02-05	LYCO PINS LINES	0.5MOH 9 NOV 01 PINS AFFECTED	RECU2	AS per AD THURSDAY	AS per AD THURSDAY	<i>[Signature]</i>
97-15-11	NETSW BTL CRANK	0.5MOH 9 NOV 01 INSTALLED N/A	1 TIME	N/A	7102503	<i>[Signature]</i>
98-17-11	CRANK F.R.	0.5MOH 9 NOV 01 REMOVED	1 TIME	N/A	7102503	<i>[Signature]</i>
98-18-12		0.5MOH 9 NOV 01 MULTIPLY BY 10	RECU2	RECU2	RECU2 50 HRS 715 7102503 OR 6 months	<i>[Signature]</i>

ENGINE AIRWORK BUSINESS DIRECTIVE COMPLIANCE RECORD

Make Textron LycomingModel TIO-540-AE1BSerial No. L-9251-614

AD Number	Subject	Method of Compliance	Status	Recurring Y/N	Next Compliance Due at	Inspector
73-23-01	Piston Pins		N/A			<i>OK</i>
78-09-07 R3	Bendix Impulse Mags.	Superseded by AD 96-12-07	N/A			<i>OK</i>
80-17-10	Transition, Wastegate	Repl. Transition Wastegate Assy S1AD	N/A	N		<i>OK</i>
84-19-03 R1	Cylinders	Repl. Cylinders V2AD See AD	N/A	N		<i>OK</i>
87-10-06 R1	Rocker Arms	Installed Parts per Lycoming S.B. 477A	N/A	N		<i>OK</i>
89-15-10	Fuel Pump Tee Fitting	Repl. F.P. vent fitting w/new "R" style AE2A	N/A	N		<i>OK</i>
91-08-07	Fuel Pump Vent Fitting	Repl. F.P. vent fitting w/new "R" style	<i>OK</i> / <i>W</i>	N		<i>OK</i>
91-10-04	TIO-540-AE2A	Transition bolts see S.B. 491A	N/A	N		<i>OK</i>
91-14-22	Crankshaft Gears	Insp. & Rework per SB475B, Bolt torque <i>204" ft</i> , Lockplate bent in	<i>C</i> / <i>W</i>	Y	See AD Note	<i>OK</i>
91-21-01 R1	Modified Exhaust	Install modified exhaust system per S.B. 499B	N/A	N		<i>OK</i>
92-12-05	Thick Wall Piston Pins	Install Parts per Lycoming S.B. 501B	N/A	N		<i>OK</i>
93-02-05	Fuel Injection Lines	Secure fueling lines per Lycoming S.B. 342B	<i>C</i> / <i>W</i>	Y		<i>OK</i>
93-05-72	Fuel Injection Lines	S1AD, Secure fueling lines per Lycoming S.B. 342B	N/A			<i>OK</i>
93-11-11	Fuel Pump	Installed new fuel pump	N/A	N		<i>OK</i>
94-01-03 R2	TCM Mag. Coils & Magnets	Installed Parts in ac w/TCM S.B. 637 & MSB644	N/A	N		<i>OK</i>
94-06-09	TCM Mag. Capacitors	Installed Parts in ac w/TCM CSB 641	<i>d</i> / <i>A</i>	N		<i>OK</i>
95-07-01	Uncertified Rod Bolts	Install new Rod Bolts	N/A	N		<i>OK</i>
95-26-02	Detonation	See AD	N/A			<i>OK</i>
96-12-07	Bendix Impulse Magnets	Inspected coupling per TCM SBM645 & SB639	N/A	Y	500 hrs	<i>OK</i>
97-01-04	Superior AirParts Cylinders	Non-affected cylinders installed	N/A			<i>OK</i>
97-01-03	Lycoming Piston Pins	Superseded by 97-15-11	N/A	N		<i>OK</i>
97-15-11	Lycoming Piston Pins	Non affected Piston Pins installed. S/S AD 97-01-03	<i>C</i> / <i>W</i>	N		<i>OK</i>
98-17-11	Nelson Bal. Svc Crankshaft	Installed non-affected crankshaft	<i>C</i> / <i>W</i>	N		<i>OK</i>
98-18-12	Crane Fuel Pump	Performed initial torque ck. inspection per & (a)	<i>C</i> / <i>W</i>	Y	50 hrs TIS or 6 mos.	<i>OK</i>
2000-18-53	Oil Filter Convert Plate Gasket	Installed new Gasket	N/A	Y	Each 50 hrs TIS	<i>OK</i>

Recurring

The AD Notes listed above have been checked and complied with *where necessary*

Teledyne Mattuck Services, Inc. CRS T10R507Y

by *Paul R. Luke*

Report Produced By: Jesse Loesch at Ocean Aire		Address: _____		Phone: _____	
Airworthiness Directive Compliance Record					
USARL Research Date: 06/25/2004		File ID: 369S			
Manufacturer Mooney Aircraft Corp.		Model M20M		Part #: Serial #:	
AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time
75-23-04 12/08/1975 @ATP	TO PREVENT FURTHER FAILURES OF THE ELECTRIC LANDING GEAR ACTUATOR, DUKES P/N 4 @ATP	N/A	N/A by Manufacturer	Recur	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. by
91-03-15 02/19/1991 @ATP	TO PREVENT THE DISCHARGE OF HIGH TEMPERATURE EXHAUST GASES INSIDE THE ENGINE C @ATP	N/A	by Aircraft ser. #	Once	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. by
98-21-26 11/26/1998 @ATP	TO PREVENT FAILURE OF THE MAIN LANDING GEAR (MLG) SIDE BRACE BOLT CAUSED BY CR @ATP	N/A	by Aircraft ser. #	Once	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. by
98-24-11 12/28/1998 @ATP	TO DETECT AND CORRECT CRACKED AILERON CONTROL LINKS, WHICH COULD RESULT IN LOS @ATP		A.C.W. see logs 3/26/99	Recur	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. by
7/14/04 TAF: 1888.8	Checked all applicable	A.D.'s through current bi-weekly 2004-13		Once	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. by
				Once	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. by

Report Produced By:		Jesse Loesch at Ocean Aire		Address:		Phone:	
Airworthiness Directive Compliance Record USARL Research Date: 06/25/2004 File ID: 369S							
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	
Manufacturer Induction Air Filters 84-26-02 01/29/1985 ©ATP Appliance Category Air Filter TO PREVENT POSSIBLE ENGINE POWER LOSS OR STOPPAGE CAUSED BY ENGINE INGESTION O ©ATP Model PAPER INDUCTION AIRFILTER Replacement of filter Due every 500 Hrs. Part #: Serial #: 1. 2. 3. 4. Signature:							
Manufacturer Bendix/King 85-23-07 01/27/1986 ©ATP Appliance Category Auto-pilot TO PREVENT UNDETECTED TRIM MALFUNCTIONS THAT MAY RESULT IN SIGNIFICANT MISTRIM ©ATP Model KFC 150 by serial # Part #: Serial #: 1. 2. 3. 4. Signature:							
Manufacturer 85-25-02 01/27/1986 ©ATP Appliance Category TO PREVENT LOSS OF PRIMARY PITCH AND/OR ROLL CONTROL ©ATP Model by serial # Part #: Serial #: 1. 2. 3. 4. Signature:							
Manufacturer 92-18-08 10/02/1992 ©ATP Appliance Category TO PREVENT MOISTURE FROM ENTERING THE ELECTRONIC CIRCUIT BOARD THROUGH THE PIT ©ATP Model by aircraft Make Part #: Serial #: 1. 2. 3. 4. Signature:							

Report Produced By: Jesse Loesch at Ocean Aire		Address:		Phone:	
Airworthiness Directive Compliance Record File ID: 369S					
USARL Research Date: 06/25/2004					
AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. by
Manufacturer Artex Aircraft Supplies 81-21-05 10/19/1981 @ATP	Appliance Category Batteries ELT BATTERY PACK @ATP	N/A	P/N 00-21-006 by battery Part #	Once @ATP	Part #: Serial #: 1. 2. 3. 4. Signature:
Manufacturer Texas Instruments 90-09-10 05/30/1990 @ATP	Appliance Category Circuit Breakers TO PREVENT POTENTIAL OVERHEATING OF THE APPLICABLE CIRCUIT BREAKERS @ATP	N/A	6TC20-10 by Part #	Once @ATP	Part #: Serial #: 1. 2. 3. 4. Signature:
Manufacturer Bendix Corporation 63-09-01 R(2) 12/11/1963 @ATP	Appliance Category Fuel Flow Transmitter TO PREVENT BORE FAILURES @ATP	N/A	P/N 9054 by Fuel flow Part #	Once @ATP	Part #: Serial #: 1. 2. 3. 4. Signature:
					Part #: Serial #: 1. 2. 3. 4. Signature:

Airworthiness Directive Compliance Record

File ID: **369S**

USARL Research Date: 06/25/2004		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	
Manufacturer		Appliance Category		Model		Part #:					
Precision Air motive		Fuel Injected System		RSA-5AD1		Serial #:					
73-10-02	05/16/1973	TO DETECT DEFECTIVE DIAPHRAGM ASSEMBLIES		N/A		Recur					
©ATP		©ATP				©ATP					
79-21-08	10/24/1979	TO PREVENT A FUEL FLOW CUTOFF TO THE ENGINE AND SUBSEQUENT LOSS OF POWER		N/A		Once					
©ATP		©ATP				©ATP					
79-26-03	12/26/1979	REGULATOR STEM AND LOCK		N/A		Once					
©ATP		©ATP				©ATP					
Manufacturer		Appliance Category		Model		Part #:					
Thompson Products, Inc		Fuel Pumps		TF-1100-2		Serial #:					
55-19-02	01/01/1955	Superseded by 55-28-02				Once					
©ATP		©ATP				©ATP					
55-26-02	08/01/1956	TO PREVENT TF-1100 FUEL PUMP FAILURE RESULTING FROM EXCESSIVE DRIVE PIN WEAR		N/A		Recur					
©ATP		©ATP				©ATP					

Airworthiness Directive Compliance Record

File ID: **369S**

USARL Research Date: **06/25/2004**

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
Manufacturer Bendix Corporation 76-07-12 R1 08/30/1977 ©ATP	Appliance Category Ignition Switches IGNITION SWITCHES ©ATP	N/A	P/N 10-357XXX by date code	Recur	Part #: Serial #: 1. 2. 3. 4. Signature:	
Manufacturer RAPCO Inc. 97-16-10 09/18/1997 ©ATP	Appliance Category Instrument Filters TO PREVENT FAILURE OF THE FLIGHT INSTRUMENTS DURING FLIGHT BECAUSE OF A FAILED ©ATP	N/A	P/N RA-1J4-7 by lot #	Once	Part #: Serial #: 1. 2. 3. 4. Signature:	
Manufacturer Whelen Engineering Co. 75-05-04 04/01/1975 ©ATP	Appliance Category Lighting TO PRECLUDE POSSIBLE IGNITION OF FLAMMABLE FLUIDS OR VAPORS BY ARCING AT THE S ©ATP	N/A	A427 by strobe light manufacturer data	Once	Part #: Serial #: 1. 2. 3. 4. Signature:	
				©ATP	Signature:	1. 2. 3. 4.

Report Produced By: Jesse Loesch at Ocean Aire		Address:		Phone:	
Airworthiness Directive Compliance Record					
USARL Research Date: 06/25/2004		File ID: 369S			
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					
Manufacturer Bendix/King	Appliance Category Magnetic Compass Sys	Model KCS 55	Part #: Serial #:		
75-05-07 02/28/1975 @ATP	PICTORIAL NAVIGATION SYSTEM @ATP	N/A	Equipment not installed	Once	1. 2. 3. 4.
Manufacturer Superior Air Parts	Appliance Category Pistons	Model P/N SA626992	Part #: Serial #:		
96-12-04 08/12/1996 @ATP	TO PREVENT PISTON FAILURE, WHICH CAN RESULT IN ENGINE POWER LOSS, ENGINE FAILU @ATP	N/A	by Engine Make	Once	1. 2. 3. 4.
Manufacturer Am-Safe, Inc.	Appliance Category Safety Belts	Model P/N 502061-401	Part #: Serial #:		
87-17-06 09/22/1987 @ATP	TO ELIMINATE RESTRAINT SYSTEM CONNECTORS WITH THE INCORRECT DIMENSIONS, WHICH @ATP	N/A	by part #	Once	1. 2. 3. 4.
				@ATP	Signature:
					1. 2. 3. 4.
					Signature:

Airworthiness Directive Compliance Record

File ID: **369S**

USARL Research Date: **06/25/2004**

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
Manufacturer Aerosonic Corporation	Appliance Category Transducers	Model P/N 32622-6			Part #: Serial #:	
80-17-04 08/13/1980 ©ATP	TO PREVENT POSSIBLE FUEL LEAKAGE	N/A	Identified by words flow scan	Once		1. 2. 3. 4.
Manufacturer Superior Air Parts	Appliance Category Piston Pin	Model P/N SA629690			Part #: Serial #:	
98-19-02 11/09/1998 ©ATP	To prevent a piston pin failure from causing secondary engine damage that resu	N/A	by engine make	Once		1. 2. 3. 4.
Manufacturer Slick	Appliance Category Magnetos	Model 6351			Part #: Serial #:	
00-00-02 01/24/2001 ©ATP	Important Notice for Slick Aircraft Products listed in Textron Lycoming AD 99-	N/A	by engine model	Once		1. 2. 3. 4.
				©ATP	Signature:	1. 2. 3. 4.

7/14/04 TAF 1888.8 Checked all applicable A.D.'s through current bi-weekly 2004-13 *Tom R. Run* CR5.0FIR372K

75

Date 8/5/02