

Model: TU206G, S/N: U20606282, Tail No: N6461Z

Date: 08/20/14

FAX NO: (631) 765-9359

TEL: (631) 765-9375

TEL: (800) 235-6444

AD NUMBER	TYPE*	SUBJECT	Supersedes AD Number	N/A**
		ENGINE(s): TS10-520-M		
		PROPELLER(s): D3A34C402		
		MAGNETO(s): Slick		
71-09-07R1	R	EXHAUST GAS ENTERING CABIN		
74-18-05	NR	SLICK MAGNETO	74-08-05	
76-07-12R1	NR	BENDIX IGNITION SWITCH		
77-05-04	R	CONTINENTAL ENGINE		
78-05-06R2	R	FUEL CELL LEAKAGE		
80-01-04	N	CONTINENTAL ENGINE		
80-06-05	N	SLICK MAGNETO		
80-22-05	N	CONTINENTAL ENGINE		
81-16-05	N	SLICK MAGNETO		
81-24-06	NR	CONTINENTAL ENGINE		
82-27-02R1	N	McCAULEY PROPELLER		
84-26-02	R	INDUCTION AIR FILTERS		
85-02-07	N	FUEL SELECTOR VALVE		
86-01-06	NM	AIRBORNE DRY AIR PUMP		
86-05-02	NM	UNITED INSTRUMENTS ALTIMETER		
86-13-04R3	NR	CONTINENTAL ENGINE		
86-19-11	N	FUEL RESERVOIR QUICK DRAINS		
87-17-06	N	AM-SAF SEAT BELT ASSEMBLIES		
88-03-06	N	CONTINENTAL OIL FILTERS		
88-22-07	N	AEROQUIP HOSE ASSEMBLIES		
91-19-03	N	CHAMPION OIL FILTER		
93-05-06	R	IGNITION SWITCH		
93-08-17	N	CONTINENTAL ENGINE		
93-10-02	N	CONTINENTAL ENGINE		
96-12-22	R	OIL FILTER ADAPTERS		
97-01-13	NM	FLUID HOSE FAILURE		
97-26-17	R	CONTINENTAL/ROLLS-ROYCE ENGINE	87-23-08	
98-01-08	N	CONTINENTAL ENGINE		
98-14-03	N	ALLIEDSIGNAL KT-76A TRANSPONDER		
98-21-21R1	NM	INFLATABLE DOOR SEALS		

*Type of AD (adlog subscribers—this designation appears in the upper right corner of each adNote page):
N—Non-Repetitive. R—Repetitive. NM—Non-Repetitive, but has more than one compliance requirement.
NR—Can be either Repetitive or Non-Repetitive, depending on the method of compliance.

**Not applicable.

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		ENGINE(s): TS10-520-M		
		PROPELLER(s): D3A34C402		
		MAGNETO(s): Slick		
98-23-01	NM	VAC. PUMP COUPLING		
99-19-01	N	CONTINENTAL ENGINE	99-09-17	
2000-06-01	N	FUEL FILTER STANDPIPE		
2000-23-21	NM	TELEDYNE CONTINENTAL ENGINE	2000-08-51	
2002-07-01	NM	HORIZONTAL STABILIZER ATTACH BRACKETS		
2002-26-03	NM	BRACKETT AIR FILTER		
2003-13-17	NM	T AND W PROPELLER INC.		
2004-08-10	NM	ECI CYLINDERS		
2005-14-11	NM	SOUTHERN CALIFORNIA PROPELLER SERVICE		
2006-03-08	NM	AERO ADVANTAGE VAC. PUMP		
2006-24-07	NM	OXFORD AVIATION LIMITED		
2007-04-19R1	N	SUPERIOR CYLINDERS		
2008-10-02	NM	ALTERNATE STATIC SOURCE VALVE		
2008-26-10C	NM	ALTERNATE STATIC SOURCE VALVE		
2009-19-07	NR	CONTINENTAL ENGINE		
2010-07-08	NM	KELLY AEROSPACE TURBOCHARGERS		
2010-11-04	NM	TELEDYNE CONTINENTAL ENGINE	2009-24-52	
2011-10-09	R	SEAT RAILS & SEAT ASSEMBLIES	87-20-03R2	
2011-13-03	NM	HARTZELL ENG. TECHNOLOGIES TURBOCHARGERS		
2012-10-52	N	HARTZELL ENG. TECHNOLOGIES TURBOCHARGER		
2014-05-29	NR	CONTINENTAL ENGINE	2009-16-03	

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**Not applicable.

DIRECT DRIVE SERVICE BULLETINS AND AD's for
TSIO-520- AF, M, P AND R

Dated: June 21, 2012

Service Bulletins complied with at the time of overhaul on TSIO-520-M
Engine Serial Number 830711-R

<u>SERVICE BULLETIN</u>	<u>AD</u>	<u>TOPIC</u>	<u>COMPLIANCE</u>
M70-7	N/A	OIL FEED HOLE TO STATER ADAPTER	
M75-6 R1	N/A	ENGINE CONVERSION	SEE LOG BOOK ENTRY
M76-4	N/A	CRANKSHAFT SEAL	C/W AT OVERHAUL
M-77-9	N/A	CASE THRU BOLT CHANGE	C/W AT OVERHAUL
M78-3	N/A	TRANSFER COLLAR RETAINING CLIPS	C/W AT OVERHAUL
M80-14	N/A	COMPRESSOR BRACKET	C/W AT OVERHAUL IF INSTALLED TSIO-520-P,R
M81-9	80-22-05	NOSE SEAL RETAINER PLATES	C/W AT OVERHAUL
M81-16	N/A	TURBO CENTER HOUSING	N/A PER NEW OR RAM OVERHAULED TURBO INSTALLED
M81-25	N/A	EXHAUST TO CYLINER INSTALLATON INSTRUCTIONS	C/W IN ENGINE WAS INSTALLED AT RAM
M83-5	N/A	SLICK MAGS	N/A PER MAG MODEL
M83-6	N/A	SLICK MAGS	N/A PER MAG MODEL
M84-13	N/A	SLICK MAGS	N/A PER MAG MODEL
M85-10	N/A	CYLINDER HOLD DOWN NUTS	C/W AT OVERHAUL
M85-14R1	N/A	MAG PRESSURIZATION FILTER	N/A PER RAM STC SE4651SW
M86-4	N/A	FUEL PUMPS	C/W AT OVERHAUL
M87-15	N/A	ALT. GROUND STRAP	C/W IF ENGINE WAS INSTALLED AT RAM
M87-16	N/A	SLICK IMPULSE COUPLING	N/A PER MAG MODEL
M87-23	N/A	CRACK AND CTWT. IDENT.	C/W AT OVERHAUL
M90-13	N/A	EXHAUST VALVE STEM	N/A PER NEW CYLINDERS INSTALLED
M90-16	N/A	7 TH STUD IMPROVEMENT	C/W AT OVERHAUL
M90-17	77-13-22	CASE INSPECTION CRITERIA	C/W AT OVERHAUL
M91-4	N/A	PISTON AND RING IDENT.	N/A PER NEW CYLINDER ASSEMBLIES INSTALLED
M91-6	N/A	CYLINDER BARREL INSPECTION	N/A PER NEW CYLINDER ASSEMBLIES INSTALLED
M91-7	N/A	CYL. ULTRASONIC INSPECTION	N/A PER NEW CYLINDER ASSEMBLIES INSTALLED
M91-9	N/A	CAM AND LIFTER LUBRICATION	C/W PER RAM SPECS. USING DRY FLIM LUBRICATED CAMS
M92-6	N/A	ROCKER SHAFT RETENTION	C/W AT OVERHAUL
M92-7	N/A	CASE DECK STUDS	C/W AT OVERHAUL
M92-9	N/A	FLANGED .500 THRU BOLT NUTS 652541	C/W AT OVERHAUL
M92-10	N/A	STARTER ADAPTER	C/W AT OVERHAUL
M93-4	N/A	CRANKSHAFT LLCTWTS.COUTERWEIGHTS	C/W AT OVERHAUL

<u>SERVICE BULLETINS</u>	<u>AD</u>	<u>TOPIC</u>	<u>COMPLIANCE</u>
M93-8	N/A	ROCKER ARM/ROTOCOIL	C/W AT OVERHAUL
M93-10	N/A	BENDIX IMPULSE COUPLINGS	N/A PER NEW OR REBUILT MAGS INSTALLED AT OVERHAUL
639	96-12-07	IMPULSE INSTALLATION	C/W AT OVERHAUL WHEN TCM MAGS USED
MSB93-12	93-10-02	VALVE RETAINER KEY	N/A PER NEW CYLINDER ASSEMBLIES INSTALLED
CSB94-1	94-06-09	MAG CAPACITOR	C/W AT OVERHAUL WHEN TCM MAGS USED
SB94-2	N/A	OIL FILTER ADAPTER STUD	N/A PER OIL PUMP ASSEMBLY INSTALLED
MSB94-8D	96-12-06	MAG TO ENGINE TIMING	C/W AT OVERHAUL
M94-11	N/A	OIL PUMP GASKET	C/W AT OVERHAUL
CSB94-15	N/A	CASE STUD INSPECTION	N/A PER NEW OR OVERHAULED CASE INSTALLED
SB96-3C	N/A	CRANK GEAR BOLTS	C/W AT OVERHAUL
SB96-7C	N/A	TORQUE LIMITS	C/W AT OVERHAUL
CSB 96-8	97-26-17	REPLACE AIRMELT CRANKS	C/W AT OVERHAUL SEE LOGBOOK ENTRY
MSB96-10A	97-26-17	ULTRASONIC INSPECTION	C/W AT OVERHAUL
SB96-12	N/A	CYLINDER TO BARREL SEEPAGE	N/A PER NEW CYLINDER ASSEMBLIES INSTALLED
SB97-6B	N/A	MANDATORY REPLACEMENT PARTS	C/W AT OVERHAUL
CSB97-10A	97-21-02	PISTON PIN WEAR	N/A PER NEW CYLINDER ASSEMBLIES INSTALLED
SB97-11	N/A	ROCKER ARM SINGLE PIECE BUSHING	N/A PER RAM ROCKER ARE P/N 1842-3 AND 1842-4 INSTALLED
CSB98-1B	N/A	INTAKE AND EXHAUST VALVE INSPECTION	N/A PER NEW CYLINDER ASSEMBLIES INSTALLED
MSB99-3C	99-19-01	CRANK ULTRASONIC INSPECTION	N/A PER S/N OR P/C/W SEE LOGBOOK ENTRY
SB00-1	N/A	CAM PACKING	C/W AT OVERHAUL
SB00-3A	N/A	CRANK COUNTERWEIGHT INSPECTION	C/W AT OVERHAUL
MSB00-5D	00-23-21	CRANK MATERIAL INSP.	N/A PER S/N OR P/C/W SEE LOGBOOK ENTRY
SB00-10	N/A	FUEL PUMP	C/W AT OVERHAUL
CSB01-1	N/A	FUEL PUMP SEAL	N/A PER RAM OVERHAUL
CSB02-8	N/A	MAG CAPACITOR	N/A PER SLICK MAGS INSTALLED
MSB02-9	N/A	ECI CYLINDERS	N/A PER MANUFACTURE DATE
SB03-7A	N/A	ECI CYLINDERS	N/A PER DATE OF MANUFACTURE
MSB04-1 AND MSB06-2	04-08-10	ECI CYLINDERS	N/A PER S/N SEE LOGBOOK ENTRY
CSB04-5A	N/A	MAG CAPACITOR	N/A PER SLICK MAGS INSTALLED
SB04-10	N/A	PISTON MARKINGS	C/W AT OVERHAUL
SB04-11	N/A	VALVE GUIDE APPLICATION	N/A PER NEW CYLINDER ASSEMBLIES INSTALLED
SB05-8A	N/A	IMPROVED CAM GEAR	C/W AT OVERHAUL
SB08-5	N/A	KELLEY TURBOCHARGERS	C/W OR NA/ IF INSTALLED AT RAM AIRCRAFT

<u>SERVICE BULLETINS</u>	<u>AD</u>	<u>TOPIC</u>	<u>COMPLIANCE</u>
SB05-9	N/A	SLICK SEVICE BULLETIN SB1-88B	N/A PER MAG MODEL INSTALLED
SB06-1A	N/A	FUEL NOZZELS	N/A PER DATE OF MANUFACTURE OR PER RAM NOZZLES INSTALLED
SB06-5	N/A	CRANKSHAFT OIL TRANSFER TUBE INSPT.	C/W AT OVERHAUL
SB07-1	N/A	ROD BUSHING INSTALLATION AND INSPECTION	C/W AT OVERHAUL
SB08-3B	N/A	THROTTLE AND MIXTURE ARMS	C/W AT OVERHAUL
SB2-08A	N/A	BREAKER POINT CAM	N/A PER S/N OR C/W PER INSTALLATION OF KIT M3081
SB3-08A	N/A	SLICK BRUSH, COIL TAB AND DISTRIBUTOR BLOCK INSPECTION	C/W PER INSTALLATION OF DISTRIBUTOR BLOCK KIT K3823 OR N/A PER S/N
SB1-12	N/A	SLICK POINT ASSY.	N/A PER S/N OR PCW AT THE MFR.
CSB08-9A	N/A	SLICK SB3-08A	N/A PER S/N OR C/W AT OVERHAUL
SB08-12		CRANKSHAFT GEAR REPLACEMENT	C/W AT OVERHAUL NEW GEAR INSTALLED P/N 657175
SB08-13	N/A	INDUCTION SYSTEM HOSE AND CLAMP INSTALLATION	C/W AT OVERHAUL
MSB09-1B	N/A	TCM CYLINDER REPLACEMENT MANUFACTURED 11-1-07 THRU 1-30-09	N/A PER ECI CYLINDERS INSTALLED AT OVERHAUL OR TCM MANUFACTURE DATE.
MSB09-8A	09-24-52	TCM HYDRAULIC LIFTERS	N/A PER LIFTER P/N INSTALLED
SB12-3	N/A	CHAMPION/SLICK POINTS	C/W AT OVERHAUL

RAM Aircraft, Limited Partnership, P.O. Box 5219, Waco, Texas 76708 CRS VA1R551K

P/R/M ServiceBulletins-ADs/ 2-4-13 RV

MA1011



Federal Aviation
Administration

ACS Ign done 3777
7/8/10
Paper filter 4539.2
9/1/13
~~Imp. Acc. Enph 7A0~~
05-72-00

612
U 20606282

Airworthiness Directives (ADs (Airworthiness Directives)) - Current Only

Search Results for "cessna tu206g"

2014-05-29

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Showing 1-25 of 32 airworthiness directives.

AD No.	Title	Issue Date	Subject	Effective Date	Make/Model
2012-10-52	Cessna 206, 207, and 210 airplanes with Hartzell Engine Technologies (HET) turbochargers, part numbers (P/Ns) 406610-0005 and 406610-9005, installed http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/AOCADSearch/6D487D0A40B296B586257A01004D10D62 OpenDocument	5/14/2012	In-flight power rollback		Cessna Aircraft Company • T206H, T207, T207A, T210F, T210G, T210H, T210J, T210K, T210L, T210M, T210N ... See More (models/?id=6D487D0A40B296B586257A01004D10D62)
2012-10-52	Hartzell Engine Technologies Turbochargers http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/AOCADSearch/ED15047346FCE59E86257A1A0047A7C72 OpenDocument	5/30/2012	Turbochargers	6/26/2012	Cessna Aircraft Company • T206H, T207A, T210F, T210G, T210H, T210J, T210K, T210L, T210M, T210N, T210R ... See More (models/?id=ED15047346FCE59E86257A1A0047A7C72)
2011-10-09	Cessna Aircraft Company Models 150, 152, 170, 172, 175, 177, 180, 182, 185, 188, 190, 195, 206, 207, 210, T303, 336, and 337 Airplanes http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/AOCADSearch/144A3898BF71041A8625788F004B5DF2 OpenDocument	4/27/2011	Seat Rails and Roller Housing Inspections	6/17/2011	Cessna Aircraft Company • 150A, 150B, 150C, 150D, 150E, 150F, 150G, 150H, 150J, 150K, 150L ... See More (models/?id=144A3898BF71041A8625788F004B5DF2)
2008-26-10	Cessna Aircraft Company 172, 175, 177, 180, 182, 185, 206, 207, 208, 210, 303, 336, and 337 Series Airplanes	12/15/2008	Alternate static air source selector valve	1/5/2009	Cessna Aircraft Company • 172, 172A, 172B, 172C, 172D, 172E, 172F (USAF T-41A), 172G, 172H, 172J

(http://rql.faa.gov/Regulatory_and_Guidance_Library/rqAD.nsf/AOCADSearch/DD691B864BAC64868625752900585A24?OpenDocument)

172G, 172H (USAR

171A, 172I, 172K ...

See More (models/?

id=DD691B864BAC64868625752900585A24)

2008-10-02 Cessna Aircraft Company 4/28/2008 Part number identification 5/12/2008 Cessna Aircraft Company

172, 175, 180, 182, 185,
206, 207, 208, 210, and
303 Series Airplanes

(http://rql.faa.gov/Regulatory_and_Guidance_Library/rqAD.nsf/AOCADSearch/F4B3D1045B1996D58625743D004E1EE0?OpenDocument)

OpenDocument)

See More (models/?

id=F4B3D1045B1996D58625743D004E1EE0)

No Defects
Noted 12/10/08

Cessna Aircraft Company

- 172, 172R, 172RG,
172S, 175, 180, 182,
182S, 182T, 185, 206

2006-03-08 Aero Advantage ADV200 1/26/2006 Vacuum pumps 3/10/2006 Aero Advantage

Series (Part Numbers
ADV211CC and
ADV212CW) Vacuum
Pumps

(http://rql.faa.gov/Regulatory_and_Guidance_Library/rqAD.nsf/AOCADSearch/7A6C0FCD3988D1FE8625710E005586E7?OpenDocument)

OpenDocument)

Aero Advantage

- vacuum pump

Alexandria Aircraft, LLC

- 14-19, 14-19-2, 14-
19-3, 17-30, 17-30A,
17-31, 17-31A, 17-
31ATC, 17-31TC

American Champion
Aircraft Corp.

- 7AC ... See More

(models/?

id=7A6C0FCD3988D1FE8625710E005586E7)

2005-01-19 GARMIN International Inc. 1/7/2005 Mode S transponders 2/23/2005 328 Support Services GmbH

GTX 33, GTX 33D, GTX
330, and GTX 330D Mode
S Transponders

(http://rql.faa.gov/Regulatory_and_Guidance_Library/rqAD.nsf/AOCADSearch/EB7D904CBEBB14C786256F8E00636216?OpenDocument)

OpenDocument)

Aechmachers S.p.A.

- F.260, F.260B,
F.260C, F.260D,
F.260E, F.260F,
S.205 - 18/F, S.205 -
18/R, S.205 - 20/R,
S.205 - 22/R ... See

More (models/?

id=EB7D904CBEBB14C786256F8E00636216)

Not
Installed
GTX 327
Installed

2002-26-03 Brackett Aircraft 12/18/2002 Brackett single screen air 2/18/2003 Brackett Aircraft Company

Company, Brackett Single
Screen Air Filter

(http://rql.faa.gov/Regulatory_and_Guidance_Library/rqAD.nsf/AOCADSearch/28A19B31A2687A3B86256C9C006F9013?OpenDocument)

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Brackett Aircraft Company

- Air Filters

Cessna Aircraft Company

- 210, 210R, T207A,

T210F, T210G,
T210H, T210J,
T210K, T210L,
T210M ... See More

(models/?

id=28A19B31A2687A3B86256C9C006F9013)

DNA
Paper Filter

2002-07-01 Cessna Aircraft Company 3/22/2002 Horizontal Stabilizer 5/13/2002 Cessna Aircraft Company

P206, TP206, TU206,
U206, 207, T207, 210,
P210, and T210 Series
Airplanes

(http://rql.faa.gov/Regulatory_and_Guidance_Library/rqAD.nsf/AOCADSearch/B3004C50DDEBAD5086256B900065AEB7?OpenDocument)

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Cessna Aircraft Company

- 207, 207A, 210G,
210H, 210J, 210K,
210L, 210M, 210N,
P206C, P206D ...

See More (models/?

Not
signed
off

Not
signed
off

Not
signed
off

CW
Inspection
1/22/03

[OpenDocument\)](#)[id=B3004C50DDEBAD5086256B90006EAFBA\)](#)

2000-06-01 [Cessna Aircraft Company](#) 3/10/2000
[150, 152, 172, 177, 180, 182, 185, 188, 206, 207, 210, and 337 Series Airplanes](#)
[\(http://rql.faa.gov/Regulatory_and_Guidance_Library/rqAD.nsf/AOCADSearch/FA9F23E11131B02886256A4C004DF1D7\)](#)
[OpenDocument\)](#)

Fuel Strainer Assembly 5/5/2000
CW
No parts changed
11/9/00

[Cessna Aircraft Company](#)
 • 150F, 150G, 150H, 150J, 150K, 150L, 150M, 152, 172F (USAF T-41A), 172G, 172H (USAF T-41A)
 ... [See More \(models/?id=FA9F23E11131B02886256A4C004DF1D7\)](#)

98-21-21 R1 [Bob Fields Aerocessories](#) 3/2/2000
[Inflatable Door Seals](#)
[\(http://rql.faa.gov/Regulatory_and_Guidance_Library/rqAD.nsf/AOCADSearch/D140D1B5B0D327DC86256A0A006E2297\)](#)
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Electric Inflatable Door Seals 5/1/2000

CW
Installed new pump
9/17/99

[Alexandria Aircraft, LLC](#)
 • 17-30, 17-30A, 17-31, 17-31A, 17-31ATC, 17-31TC
[Bob Fields Aerocessories](#)
 • Electric Inflatable Door Seals
[Cessna Aircraft Company](#)
 • 170, 170A, 170B, 172A ... [See More \(models/?id=D140D1B5B0D327DC86256A0A006E2297\)](#)

97-01-13 [Cessna 100, 200, 300, and 400 Series Airplanes](#)
[\(http://rql.faa.gov/Regulatory_and_Guidance_Library/rqAD.nsf/AOCADSearch/61096AB0622CB78B86256A4D006A13DC\)](#)
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Fuel, Oil and Hydraulic Hoses 2/3/1997

CW by
insp
5/23/97

[Cessna Aircraft Company](#)
 • 150, 150A, 150B, 150C, 150D, 150E, 150F, 150G, 150H, 150J, 150K ... [See More \(models/?id=61096AB0622CB78B86256A4D006A13DC\)](#)

88-22-07 [Cessna Model TP206, TU206, T207, T210 and P210 Series Airplanes](#)
[\(http://rql.faa.gov/Regulatory_and_Guidance_Library/rqAD.nsf/AOCADSearch/08E2B3785C7B308086256A4F0045AAF6\)](#)
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Hose Assemblies 11/24/1988

CW by
insp
9/9/96

[Cessna Aircraft Company](#)
 • P210N, P210R, T207, T207A, T210F, T210G, T210H, T210J, T210K, T210L, T210M ... [See More \(models/?id=08E2B3785C7B308086256A4F0045AAF6\)](#)

84-10-01 R1 [Cessna Model 180, 182, R182, 185, 188, T188, 190/195, 210-5 \(205\), 206, U206, TU206, P206, TP206, 207, T207, 210, T210, A182, F182, FR182 Series Airplanes](#)
[\(http://rql.faa.gov/Regulatory_and_Guidance_Library/rqAD.nsf/AOCADSearch/7CA32CBFD7107A87862569B9004D1566\)](#)
[OpenDocument\)](#)

Bladder Fuel Cells 7/5/1988

DNA by
S/N

[Cessna Aircraft Company](#)
 • 180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 180J, 180K ... [See More \(models/?id=7CA32CBFD7107A87862569B9004D1566\)](#)

79-10-14 R1 [CESSNA Models 140A, 150, A150, 170, 172, 175, P172D, R172, 177, 180, 182, 185, A185, 188, A188, 205, 206, U206, T1206, P206, TP206](#)

Fuel Tank Venting 5/30/1988

DNA
S/N

[Cessna Aircraft Company](#)
 • 140A, 150, 150A, 150B, 150C, 150D, 150E, 150F, 150G, 150H, 150J ... [See](#)

207, T207, 210, T210,
336, 337, T337, M337B
 Series Airplanes

([http://rql.faa.gov/Regulatory_and_Guidance_Library/rqAD.nsf/AOCADSearch/225F45DF0B489ACE86256A34006AB0A2?](http://rql.faa.gov/Regulatory_and_Guidance_Library/rqAD.nsf/AOCADSearch/225F45DF0B489ACE86256A34006AB0A2?OpenDocument)
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[More \(models/?](#)
[id=225F45DF0B489ACE86256A34006AB0A2\)](#)

86-24-07 Cessna Models 150C thru
150M, A150K thru
A150M, 152, A152, 172D
thru 172N, R172K,
P172D, 177 thru 177B,
177RG, 180F thru 180K,
182F thru 182Q, R182,
185B thru 185E, A185E,
A185F, 188, A188,
A188A, 188B, A188B,
205, 205A, 206, U206,
U206A thru U206G,
TU206A thru TU206G,
P206, P206A thru P206E,
TP206A thru TP206E,
207, 207A, T207, T207A,
210C thru 210M, T210K
thru T210M, T210F thru
T210J, P210N, F150F
thru F150M, FA150K,
FA150L, FRA150L,
FRA150M, F152, FA152,
FP172, F172D thru
F172N, FR172E thru
FR172K, F177RG,
F182P, F182Q, FR182,
R172E thru R172H

Engine Controls
 Installation

1/7/1987

Cessna Aircraft Company

- 150C, 150D, 150E,
 150F, 150G, 150H,
 150J, 150K, 150L,
 150M, 152 ... [See](#)
[More \(models/?](#)
[id=5233FEB24ABA8984862569BA004BC64B\)](#)

*DNA
S/N*

([http://rql.faa.gov/Regulatory_and_Guidance_Library/rqAD.nsf/AOCADSearch/5233FEB24ABA8984862569BA004BC64B?](http://rql.faa.gov/Regulatory_and_Guidance_Library/rqAD.nsf/AOCADSearch/5233FEB24ABA8984862569BA004BC64B?OpenDocument)
 OpenDocument)

71-09-07 CESSNA Model TU206
 R1 series, TP206 series,
T207 series, T210 thru
T210N Airplanes

Exhaust Gases Entering
 Cabin

11/26/1986

Cessna Aircraft Company

- T207, T207A, T210F,
 T210G, T210H,
 T210J, T210K,
 T210L, T210M,
 T210N, TP206A ...
[See More \(models/?](#)
[id=592E0C9F8A6DD2DD86256A340062E13C\)](#)

([http://rql.faa.gov/Regulatory_and_Guidance_Library/rqAD.nsf/AOCADSearch/592E0C9F8A6DD2DD86256A340062E13C?](http://rql.faa.gov/Regulatory_and_Guidance_Library/rqAD.nsf/AOCADSearch/592E0C9F8A6DD2DD86256A340062E13C?OpenDocument)
 OpenDocument)

*Due each
100 hr*

86-19-11 Cessna Models R172 thru
R172K, FR172E thru
FR172K, 177 thru 177B
and 177RG, F177RG,
185 thru 185E, A185E,
A185F, A188, A188A,
A188B, T188C, 205 and
205A, 206, U206, U206A
thru U206G, TU206A thru
TU206G, P206, P206A
thru P206E, TP206A thru
TP206E, 207 and 207A,
T207 and T207A, 210B
thru 210R, T210F thru
T210R, P210N and

Contaminated Fuel

10/4/1986

Cessna Aircraft Company

- 177, 177A, 177B,
 177RG, 185, 185A,
 185B, 185C, 185D,
 185E, 206 ... [See](#)
[More \(models/?](#)
[id=EE7D73C30F85271D862569BA004BC384\)](#)

*CW P014
supplement
10/22/86*

P210R Airplanes

([http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/AOCADSearch/EE7D73C30F85271D862569BA004BC384?](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/AOCADSearch/EE7D73C30F85271D862569BA004BC384?OpenDocument)
OpenDocument)

86-11-07	<u>Cessna Model U206G and TU206G Airplanes</u> (http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/AOCADSearch/05E4A3FD23E1B59E862569BA004BE4B0? OpenDocument)	STC SA2353NM - Voltage Regulator and Electrical System	7/4/1986	Cessna Aircraft Company • TU206G, U206G
85-23-07	<u>KING RADIO CORPORATION Models KFC 150, KAP 150 and KAP 100 Autopilot Systems</u> (http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/AOCADSearch/838A901086F874F286256A39004C406B? OpenDocument)	Autopilot Systems <i>System 55 ? installed</i>	1/27/1986	Aerostar Aircraft Corporation • PA-60-700P (Aerostar 700P) Cessna Aircraft Company • 172L, 172P, 172RG, 182P, 182Q, 182R, 210R, F182P, F182Q, FR182 ... See More (models/?id=838A901086F874F286256A39004C406B)
85-17-07	<u>Cessna Model U206F, TU206F, U206G, TU206G, 207, T207, 207A and T207A Airplanes</u> (http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/AOCADSearch/D4C7A5FCDE0B2916862569BA004BE014? OpenDocument)	Wing Rear Spar <i>DNA S/N</i>	9/30/1985	Cessna Aircraft Company • 207, 207A, T207, T207A, TU206F, TU206G, U206F, U206G
85-02-07	<u>Cessna Model 205, 205A, 206, U206, U206A, U206B, U206C, U206D, U206E, U206F, U206G, TU206A, TU206B, TU206C, TU206D, TU206E, TU206F and TU206G, P206, P206A, P206B, P206C, P206D, P206E, TP206A, TP206B, TP206C, TP206D and TP206E, 207, 207A, T207, and T207A, 210G, 210H, 210J, 210K, T210K, 210L, T210L, 210M, T210M, 210N, T210N, T210G, T210H, T210J and P210N Airplanes</u> (http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/AOCADSearch/4EFF39B999DA6BA4862569B9004D167E? OpenDocument)	Fuel Selector <i>CW by safety wire 8/20/85</i>	3/6/1985	Cessna Aircraft Company • 206, 207, 207A, 210-5 (205), 210-5A (205A), 210G, 210H, 210J, 210K, 210L, 210M ... See More (models/?id=4EFF39B999DA6BA4862569B9004D167E)
80-07-01	<u>Cessna Model TU206, TP206, T207 and T210 Series Airplanes</u> (http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/AOCADSearch/C8E81F3AAEDE7D1C86256A57005995F5? OpenDocument)	Oil Pressure <i>DNA S/N</i>	3/28/1980	Cessna Aircraft Company • T207, T207A, T210F, T210G, T210H, T210J, T210K, T210L, T210M, T210N, T210R ... See More (models/?id=C8E81F3AAEDE7D1C86256A57005995F5)

79-25-07	<u>CESSNA Models 180, 182/F182, 185, A185, 188, A188, P206, U206, TU206, 207, T207, 210, T210, P210N Series Airplanes</u> (http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/AOCADSearch/2B49290E9B9D8414862569A40052B07C?OpenDocument)	Alternator Ground <i>DNA S/N</i>	12/13/1979	Cessna Aircraft Company • 180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 180J, 180K ... See More (models/?id=2B49290E9B9D8414862569A40052B07C)
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79-15-01	<u>CESSNA Models 205 (210-5), 206, U206/TU206, P206/PT206, 207/T207, T210, 210/T210, and P210 Series Airplanes</u> (http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/AOCADSearch/10A4087378976FCF86256A34006AB55D?OpenDocument)	Fuel Flow Distribution <i>DNA S/N</i>	7/26/1979	Cessna Aircraft Company • 206, 206H, 207, 207A, 210, 210-5 (205), 210-5A (205A), 210A, 210B, 210C, 210D ... See More (models/?id=10A4087378976FCF86256A34006AB55D)
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First Previous 1

[2 \(?q=cessna%20tu206g&makeModel=&type=Current&filter=&sort=effectiveDate&direction=desc&startRow=26\)](#)

[Next \(?q=cessna%20tu206g&makeModel=&type=Current&filter=&sort=effectiveDate&direction=desc&startRow=26\)](#)

[Last \(?q=cessna%20tu206g&makeModel=&type=Current&filter=&sort=effectiveDate&direction=desc&startRow=26\)](#)

Showing 1-25 of 32 airworthiness directives.

Page last modified: February 12, 2014 12:00:15 PM EST

This page was published at: http://www.faa.gov/regulations_policies/airworthiness_directives/search/?q=cessna%20tu206g&makeModel=&type=Current&filter=&sort=effectiveDate&direction=desc&startRow=1

http://www.faa.gov/regulations_policies/airworthiness_directives/search/?q=cessna%20tu206g&makeModel=&type=Current&filter=&sort=effectiveDate&direction=desc&startRow=1

AIRCRAFT: N6461Z
MODEL: TU206G
SERIAL NUMBER: U20606282

[illegible]

MA1010

MA1011

A.D.AD71-09-07 (R1) DUE EVERY 1
SUBJECT To check for cracks and gas leaks in the exhaust heat exchanger

5-23-47
50 100HRS - SEE ATTACHED LETTER

RELATED SB's SE71-11

[illegible]



U.S. Department
of Transportation
Federal Aviation
Administration

Small Airplane Directorate
Wichita Aircraft Certification Office
1801 Airport Road, Room 100
Mid-Continent Airport
Wichita, Kansas 67209

NOV 07 1990

Mr. Bill Knisley
Knisley Welding Inc.
3450 Swetzer Rd
Loomis, California 95650

Dear Mr. Knisley:

This refers to your September 25, 1990, letter and data submittal concerning an alternate method of compliance with Airworthiness Directive (AD) 71-09-07R1.

We have reviewed your data and our malfunction and defect reports concerning AD 71-09-07R1 and concur with your request in part. We do not concur with your request for a visual only inspection at 100 hours. However, you may advise your customers that Cessna 200 Series airplanes equipped with your Part Number K1250860-203 in place of the Cessna Part Number 1250860-203 exhaust stack assembly (heat exchanger) may extend the 50 hour pressure test inspection interval to 100 hours. Those operators with an approved inspection system may adjust the inspection interval 10 hours at each scheduled 100 hour interval.

We congratulate you on your efforts to provide an improved replacement for the Cessna 1250860-203 exhaust stack assembly.

Sincerely,

Lawrence A. Herron, Manager
Wichita Aircraft Certification Office

RELATED SB's SEB83-6

A.D. NUMBER	REV	METHOD OF COMPLIANCE	DATE & TIME AT COMPLIANCE	NEXT DUE TIME/DATE	AUTH SIGNATURE & NUMBER
AD87-20-03	R2	Inspected IAW AD. Found within limits	9-9-96 / Tach 842.9	Tach 942.9	Michael C. Doherty DUPR 374 D
AD87-20-03	R2	Inspected IAW AD. Found within limits	10-8-97 / TACH 963.1	10/98 or 1063.1	Michael C. Doherty DUPR 374 D
AD87-20-03	R2	Inspected IAW AD. Found within limits	8/20/98 / A/C TT: 2130.8	8/99 or 2230.8	Michael C. Doherty DUPR 374 D
AD87-20-03	R2	Inspected IAW AD. Found within limits	9/3/99 / A/C TT: 2195.9	9/00 or 2295.9	Michael C. Doherty DUPR 374 D
AD87-20-03	R2	Inspected IAW AD. Found within limits	10/11/00 / 2226.9	10/01 / 2326.9	Kevin Eucan DUPR 374 D
AD87-20-03	R2	Inspected IAW AD. Found within limits Installed new Cap. of outboard Seat Switch	12-07-01 2278.5	12/02 or 2377.5	John M. White DUPR 374 D
AD87-20-03	R2	Inspected IAW AD. Found within limits	1-22-03 2316.4	1/04 or 2416.4	John M. White DUPR 374 D
87-20-03	R2	INSPECTION PER AD.	3-17-05 2424.3	3/06 2524.3	John M. White A+P 144466448

Revised

MOODY AVIATION
Municipal Airport
Elizabethton, TN 37643

AIRWORTHINESS DIRECTIVE INDEX

AIRCRAFT: N6461Z
MODEL: TU206G
SERIAL NUMBER: U20606282
ENG: S/N 532085

NOTE: THIS IS NOT A COMPLIANCE RECORD

NOTE: THIS IS NOT A COMPLIANCE RECORD						
AIRWORTHINESS DIRECTIVE	REV	RELATED SB's	SUBJECT	N/A & Reason	ONE TIME	RECURRING
						X
AD77-05-04		M77-6	Crankcase failure	By A/C year		
AD79-05-09		M79-2R1	Oil pressure indication	By engine serial #		
AD80-01-04			Cylinder flange inspection	By part number		
AD80-22-05		M80-20	Front crankshaft seal inspection	By engine serial #		
AD81-24-06		M81-26R1	Fuel leak	By engine serial #		
AD86-13-04	R3	M86-7R5	Cylinder head/barrel separation inspection	By cylinder serial #		
AD87-23-08		M87-5	Crankshaft crack inspection			X Shaft remov
AD88-03-06		M88-4	Loss of engine oil and subsequent fire	By oil filter part #		
AD89-24-01	R1	M90-6	Scavange pump gear inspection	By engine model#		
AD91-19-03			Collapsed oil filter elements	By oil filter date code		
AD93-08-17		M91-10	Prevention of engine failure	By engine serial #		
AD93-10-02		M93-12	Missing cylinder valve key	By engine serial #		
AD95-21-15		M84-15	Prevent detination caused by low oct fuel	By registration #		
AD96-12-22			Oil leak at oil filter adaptor	By adaptor not installed		
AD99-09-17		CSB 99-3A	CRANKSHAFT INSPECTION		X	
AD2000-08-51		MSB 00-5A	Crankshaft inspection	SUPRESEDED BY 2000-23-21	X	
AD2000-23-21		MSB 00-5C	CRANKSHAFT INSPECTION	SUPRESEDES 2000-08-51	X	
AD 99-19-01			Crankshaft Inspection	SUPRESEDES 99-09-17	X	

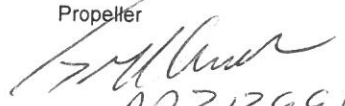
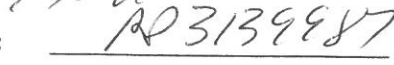
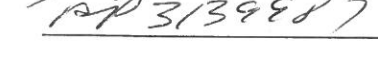
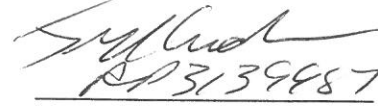
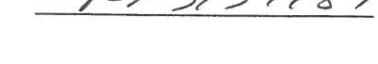
MA1010

AD Compliance Report

Propeller - McCauley - D3A34C402

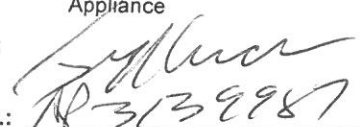
812084

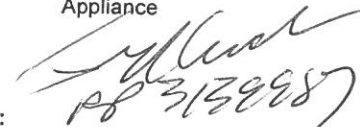
Prop Oerhaulead @ 3825.10 Tach , Date 9-20-2010

AD #	Subject	Date and Hours at Compliance	Recurring Yes/No	Next Due Date/Hours
2003-13-17	Detect unsafe conditions that could result in separation of a propeller blade	Tach 4049.30 9-1-11	No	
Description:	Propeller - McCauley - D3A34C402	Category:	Propeller	
Component:	Propeller - McCauley - D3A34C402	Mechanic name:		
Effective Date:	7/18/2003	Certificate #:	PP 3139987	
Supersedes:	N/A	Authorized Sign.:		
Superseded By:	N/A			
Compliance:	D/N/A Prop not serviced by T&W Propellers , Inc.			
Notes:				
2005-14-11	Prevent blade failure that could result in separation of a propeller blade	Tach 4049.30 9-1-11	No	
Description:	Propeller - McCauley - D3A34C402	Category:	Propeller	
Component:	Propeller - McCauley - D3A34C402	Mechanic name:		
Effective Date:	08/17/2005	Certificate #:	PP 3139987	
Supersedes:	N/A	Authorized Sign.:		
Superseded By:	N/A			
Compliance:	D/N/A Prop not serviced by Souther California Propeller Service			
Notes:				
2006-24-07	To detect unsafe conditions that could result in a propeller blade separating from the hub and loss of control of the airplane	4049.30 9-1-11	No	
Description:	Propeller - McCauley - D3A34C402	Category:	Propeller	
Component:	Propeller - McCauley - D3A34C402	Mechanic name:		
Effective Date:	01/03/2007	Certificate #:	PP 3139987	
Supersedes:	N/A	Authorized Sign.:		
Superseded By:	N/A			
Compliance:	D/N/A Prop not serviced by Oxford Aviation			
Notes:				

AD Compliance Report

Propeller - McCauley - D3A34C402	812084	Prop Oerhaule @ 3825.10 Tach , Date 9-20-2010
Airframe - Cessna - TU206G	U20606282	Tach&TT 4049.30 9-1-11
Appliance - Ignition Switches - ACS	N/A	Installed New 3777.5 Tach Time next due Insp. @ 5777.5
Appliance - Air Filter - Paper Induction	N/A	Installed New @ 4049.3 tach Company replacement due @ 4349.30 AD compliance @ 4549.30 Tach

AD #	Subject	Date and Hours at Compliance	Recurring Yes/No	Next Due Date/Hours
84-26-02	Paper induction air filters	Tach 4049.30	Yes	4549.30
Description:	Appliance - Air Filter - Paper Induction	Category:	Appliance	
Component:	Appliance - Air Filter - Paper Induction	Mechanic name:	 PB 3139987	
Effective Date:	01/29/1985	Certificate #:		
Supersedes:	N/A	Authorized Sign.:		
Superseded By:	N/A			
Compliance:	C/W by replacement of filter , next due Co. 4349.3 Tach. AD note compliance due @ 4549.30			
Notes:				

93-05-06	ACS ignition switches	P/C/W see logs dated 7-8-10	Yes	5777.5
Description:	Appliance - Ignition Switches - ACS	Category:	Appliance	
Component:	Appliance - Ignition Switches - ACS	Mechanic name:	 PB 3139987	
Effective Date:	04/29/1993	Certificate #:		
Supersedes:	N/A	Authorized Sign.:		
Superseded By:	N/A			
Compliance:	Next Due Insp. 5777.5 Tach Time			
Notes:				

Propeller - McCauley - D3A34C402

812084

Prop Overhauled @ 3825.10 Tach , Date 9-20-2010
Tach now 4559.1 TSMOH 734.10

Airframe - Cessna - TU206G

U20606282

Tach & TT 4559.1 as of 10-10-13
Next Oil Change Due @ 4584.10 Tach Time
IFR & X-ponder Ck. Due @ 9-1-15
O2 Bottle Hydro Due @ 8-1-2014
ELT Battery Due @ 2-1-15
Annual Due @ 10-1-2014

Appliance - Ignition Switches - ACS

N/A

Installed New 3777.5 Tach Time next due Insp. @ 5777.5

Appliance - Air Filter - Paper Induction

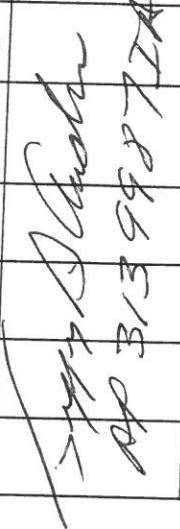
N/A

Installed New @ 4539.1 Tach , Company replacement
due @ 4839.1 Tach AD compliance @ 5039.1 Tach

Engine - Continental Motors - TSIO-520-M

830711-R

Installed @ 4534.7 Tach & Total TSMOH 24.40 @ Tach
Time of 4559.1 @ 10-10-13

AD#	Applicable S.B. # & Subject	Date & Hours @ Comp.	Method of Compliance	One Time	Recurring	Next Comp. @ Hrs/Date	Authorized Signature & Number
71-09-07 R1	Exhaust manifold heat exchanger	4539.20 Tach 9-1-13	Exhaust (knisley) due every 100 HRS exhaust installed @ 4049.30 OK this date by pressure CK. per AD		X	4639.20 Tach	 J. J. Anderson RP 313 998 71A
84-26-02	Paper induction air filters	Tach 4539.2 Tach 9-1-13	C/W by replacement of filter , next due Co. 4839.20 Tach. AD note compliance due @ 5039.20 Tach		X	5039.2	
93-05-06	ACS ignition switches	P/C/W see logs dated 7-8-10	Next Due Insp. 5777.5 Tach Time		X	5777.5	
2003-13-17	Detect unsafe conditions that could result in separation of a propeller blade	Tach 4049.30 9-1-11	D/N/A Prop not serviced by T&W Propellers , Inc.	X			
2011-10-09	To prevent seat slippage or the seat roller housing from departing from the seat rail	4539.20 Tach 9-1-13	Inspected I/A/W procedures as outlined in Paragraph (g) 1 thru 10 of this AD text. OK this date		X	4639.2 tach or 9-1-2014	
2012-03-06	To prevent an in-flight shutdown due to a failed fuel servo diaphragm	D/N/A	D/N/A by equipment not installed		X		

Propeller - McCauley - D3A34C402

812084

Prop Overhauled @ 3825.10 Tach , Date 9-20-2010
Tach now 4559.1 TSMOH 734.10

Airframe - Cessna - TU206G

U20606282

Tach & TT 4559.1 as of 10-10-13
Next Oil Change Due @ 4584.10 Tach Time
IFR & X-ponder Ck. Due @ 9-1-15
O2 Bottle Hydro Due @ 8-1-2014
ELT Battery Due @ 2-1-15
Annual Due @ 10-1-2014

Appliance - Ignition Switches - ACS

N/A

Installed New 3777.5 Tach Time next due Insp. @ 5777.5

Appliance - Air Filter - Paper Induction

N/A

Installed New @ 4539.1 Tach , Company replacement
due @ 4839.1 Tach AD compliance @ 5039.1 Tach

Engine - Continental Motors - TSIO-520-M

830711-R

Installed @ 4534.7 Tach & Total TSMOH 24.40 @ Tach
Time of 4559.1 @ 10-10-13

AD#	Applicable S.B. # & Subject	Date & Hours @ Comp.	Method of Compliance	One Time	Recurring	Next Comp. @ Hrs/Date	Authorized Signature & Number
71-09-07 R1	Exhaust manifold heat exchanger	4539.20 Tach 9-1-13	Exhaust (knisley) due every 100 HRS exhaust installed @ 4049.30 OK this date by pressure CK. per AD		X	4639.20 Tach	
84-26-02	Paper induction air filters	Tach 4539.2 Tach 9-1-13	C/W by replacement of filter , next due Co. 4839.20 Tach. AD note compliance due @ 5039.20 Tach		X	5039.2	
93-05-06	ACS ignition switches	P/C/W see logs dated 7-8-10	Next Due Insp. 5777.5 Tach Time		X	5777.5	
2003-13-17	Detect unsafe conditions that could result in separation of a propeller blade	Tach 4049.30 9-1-11	D/N/A Prop not serviced by T&W Propellers , Inc.	X			
2011-10-09	To prevent seat slippage or the seat roller housing from departing from the seat rail	4539.20 Tach 9-1-13	Inspected I/A/W procedures as outlined in Paragraph (g) 1 thru 10 of this AD text. OK this date		X	4639.2 tach or 9-1-2014	
2012-03-06	To prevent an in-flight shutdown due to a failed fuel servo diaphragm	D/N/A	D/N/A by equipment not installed		X		

N64612
AIRCRAFT REGISTRATION NO.

20606282
AIRCRAFT SERIAL NO.

C206
TYPE AIRCRAFT



74-18-5 N/R
AD NUMBER

Slick Magneto

If multi-engine: ☐ Left ☐ Right ☐ Front ☐ Rear

Part No./Serial _____

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			N/A by S/N	

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Amendment 39-1930. Applies to slick magneto Models 447, 662, 664, 667, 668, 676, and 680 manufactured prior to August 1973 with Serial Numbers 3080608 and below.

Compliance required as indicated, unless already accomplished.

To prevent failure of the magneto impulse coupling due to loose pawls, accomplish the following:

A. Prior to the accumulation of time in service which corresponds to the engine manufactures recommended overhaul period or within the next 100 hours, whichever is later, after the effective date of this AD, all magnetos with S/N's 3080608 and below must have the old impulse couplings replaced with new couplings listed below:

Slick Magneto Models - 662 and 680; Impulse Coupling Complete - M-2369 Slick Magneto Model - 664; Impulse Coupling Complete - M-2370 Slick Magneto Model - 667; Impulse Coupling Complete - M-2371 Slick Magneto Model - 668; Impulse Coupling Complete - M-2372 Slick Magneto Model - 676; Impulse Coupling Complete - M-2373 Slick Magneto Model - 447; Impulse Coupling Complete - M-2374

Note: Reference Slick Service Letter 1-73.

B. Magnetos manufactured prior to November 1970 with serial numbers 0110000 and below which have not accumulated sufficient time in service to require replacement in accordance with Paragraph A above, must be inspected within the next 100 hours' time in service or at the next annual inspection, whichever occurs first, after the effective date of this AD and thereafter at intervals not to exceed 500 hours'

time in service from the last inspection until impulse couplings are replaced in accordance with paragraph A above.

C. Magnetos manufactured between November 1970 and August 1973 with serial numbers 0110001 through 3080608, which have not accumulated sufficient time in service to require replacement in accordance with Paragraph A above, require a one time inspection. This inspection must be accomplished within the next 100 hours time in service after the effective date of this AD or at 500 hours total time in service whichever is later.

D. The following method is to be used when accomplishing inspection required by Paragraphs B and C above.

(1) Remove the impulse coupling hub from the shaft and inspect the pawl rivets for looseness. Use a pair of pliers on the head of the rivet; use caution with the pliers so as not to damage the head of the rivet. If the rivet turns in the plate, the hub assembly should be replaced. (See paragraph A for correct replacement assemblies.)

(2) For proper spring tension in reassembly, refer to instructions on page 25 of Slick Green Service Manual (Form No. 1012), or page 27 in their yellow Service Manual (Form No. 1020).

Notes:

(a) Reference Slick Service Bulletin No. 1-71.

(b) Use Slick Service Letter 1-74, when removing couplings in accordance with Paragraph D above. This supersedes Amendment 39-1809 (39 F. R. 12337), AD 74-08-05.

This Amendment becomes effective August 28, 1974.

AIRCRAFT REGISTRATION NO

20606282

AIRCRAFT SERIAL NO.

TV206G

TYPE AIRCRAFT

adNote

76-7-12 Rev.1 N/R

AD NUMBER

Bendix Ignition Switch

[illegible]

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Applies to all aircraft employing magnetos and using Bendix ignition switches listed in the table below except switches identified by four digit date code (new) adjacent to the model number or a white dot (modified) on the support plate adjacent to the Bendix logo.

<u>Bendix Switches</u>	<u>Rotary Action, Key or Lever Actuated</u>
Switch Function	Bendix (series) Part Numbers
Twist-to-Start	10-357XXX, 10-126XXX
Twist-to-Start/Push-to-Prime	10-357XXX, 10-126XXX
Push-to-Start	10-357XXX, 10-126XXX, 10-157XXX

Compliance required as indicated:

1. For switches subject to this AD, conduct the following checks within the next 100 hours' time in service and each 100 hours thereafter to detect possible switch malfunction:

(a) Observing regular ground run-up procedures, allow the engine to reach operating temperatures and perform a normal magneto check.

(b) With the engine at normal idle, rotate the switch key or lever through the "OFF" detent to the extreme limit of its travel in the "OFF" direction.

(c) If the engine stops firing, this indicates an airworthy switch.

(d) If the engine continues to run with the switch in the extreme "OFF" direction indicating a malfunctioning switch, prior to the next flight accomplish Part III outlined in Bendix Service Bulletin No. 583, dated April 1976, for Repair and Replacement or use an alternate method approved by Chief, Engineering and Manufacturing Branch, Eastern Region.

2. The aircraft may be flown in accordance with FAR 21.197 to a place where these modifications can be accomplished.

3. The checks required by this AD may be performed by the pilot.

4. Upon submission by an operator with substantiating data, an FAA Maintenance Inspector subject to prior approval of the Chief, Engineering and Manufacturing Branch, FAA Eastern Region may adjust the compliance times specified in this AD if the request contains substantiating data to justify the increase for the operator:

(NOTE: If the engine continues to run when complying with paragraph 1 and repair or replacement cannot or will not be accomplished immediately, the magneto (primary circuit) should be grounded in accordance with Bendix Service Bulletin No. 583, dated April 1976.)

Amendment 39-2575 was effective April 14, 1976.

This amendment 39-3024 is effective August 30, 1977.

N64612
AIRCRAFT REGISTRATION NO.

20606282
AIRCRAFT SERIAL NO.

TV206G
TYPE AIRCRAFT

adNote™

78-5-6 Rev. 2 N/R
AD NUMBER

Fuel Cell Leakage

DATE	TOTAL TIME AT COMPL.	TACH OR RECORDING METER TIME AT COMPL.	METHOD OF COMPLIANCE	NEXT COMP. DUE AT		AUTHORIZED SIGNATURE & NUMBER
				TOTAL TIME	DATE, TACH, OR RECORDING METER TIME	
			V/A by year			

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Amendment 39-3151 as amended by Amendment 39-3173 is further amended by Amendment 39-3249. Applies to Goodyear flexible fuel cells construction type BTC-39 series, manufactured between 1961 and 1971, installed on, but not necessarily limited to, the following aircraft models, all series, manufactured between January 1961 and December 1973, or in which these fuel cells may have been installed as replacements after those dates.

Beech -- H18, 35-B33, 35-C33, E33 and F33; 35-C33A, E33A and F33A; E33C and F33C; P35, S35, V35, V-35TC, V35A, V35A-TC, V35B and V35B-TC; 36 and A36; 45 (T34A), B45 and D45 (T34B); D50E, J50; 95-A55, 95-B55 and 95-B55A; 95-C55, 95-C55A, D55, D55A, E55 and E55A; 95-D55B (T42A); 56TC and A56TC, 58 and 58A; 60, A60 and B60; 65, A65 and A65-8200; 70; 65-80, 65-A80, 65-A80-8800 and 65-B80; 65-88; 65-90, 65-A90; B90; C90; E90; D95A and E95A; 99, 99A and B99; 100 and A100; and any other Beechcraft airplane models or serial numbers other than those listed above on which Goodyear BTC-39 construction fuel cells have been installed as spares replacements.

Cessna -- 180, 182, 185, 188 with wing tanks, 205, 206, 207, 210, 310, 320, 340, 401, 402, 411, 414, 421;

Israel Aircraft (including Aero Commander/Rockwell International) -- 1121 and 1123; Piper -- PA-25 and PA-31;

Rockwell International General Aviation Division -- all models prefixed by 500, 560, 680, 681, 685, 690 and 720.

Compliance is required, as indicated, unless already accomplished.

To prevent a hazard to the airplane due to fuel cell leakage caused by deterioration of the cell or cell nipples, accomplish the following:

A. Within the next 25 hours time in service after the effective date of this AD, or within the next 30 calendar days after the effective date of this AD, whichever occurs first, check aircraft records and manufacturers instructions. If aircraft records or manufacturers service data confirm that no Goodyear construction BTC-39 series cells are installed, no further action is required, except entry in the aircraft maintenance records that this check has been accomplished.

If any or all fuel cells installed are of the Goodyear BTC-39 construction series or are of unknown manufacturer or construction, conduct the checks, test & inspection specified in (B) and (C).

Note: Information to assist in identifying BTC-39 fuel cells, and applicable aircraft serialization, may be found in the following service instructions, or later approved revisions:

Beech Service Instruction No. 0895;

Cessna Single Engine Service Letter SE78-10;

Cessna Multi-Engine Service Letter ME78-7;

Israel Aircraft Service Bulletin CJ-17 for model 1121, and WW-20 for model 1123;

Piper Service Bulletin No. 591; and

Rockwell General Aviation Division Service Bulletin No. 165.

B. Within the next 25 hours time in service after the effective date of this AD, or within the next 30 calendar days after the effective date of this AD, whichever occurs first, fill the fuel tanks and perform a visual check of the exterior of the aircraft wings and/or fuselage for signs of fuel leakage. Fuel wetness or color dye stains may be noted, especially in the vicinity of vents and compartment drains. Fuel stains due to overfill are not considered leakage. The visual check required by this paragraph may be performed by the pilot. Notation in the aircraft records is required by FAR 91.173(a)(2)(v).

1. If signs of fuel leakage are observed, determine the leakage source.
2. If leakage source is other than fuel cells or fuel cell nipples, correct in accordance with aircraft manufacturers instructions prior to further flight.
3. If leakage is from fuel cell or nipples, proceed with the inspection required in (C)(8) prior to further flight.

C. Within the next 100 hours time in service after the effective date of this AD or within the next 180 calendar days after the effective date of this AD, whichever comes first, determine whether the vent nipples and fuel cell material, including the material and fittings, above the normal fuel level are intact and secure by accomplishing the fuel system integrity test and inspection as required in accordance with the applicable manufacturers service information listed in (A) above, or as prescribed below:

1. Position the airplane in an area of stable temperature, free from radiant heat and strong air currents, with the aircraft in approximately the normal ground attitude, wings level. Install an adapter with a standpipe on the tank filler neck and another adapter and standpipe on the tank vent exit tube. The open ends of the two standpipes should terminate at approximately the same level, 12 to 14 inches above the highest part of the tank. The tank selector should be OFF.

Note: Some aircraft incorporate a vent system that interconnects the vent outlets of two or more tanks. Since fuel or air may flow through the interconnects from one tank to another, this characteristic must be considered in conducting the integrity test for leakage. On such aircraft it will be acceptable to conduct the integrity pressure simultaneously on the interconnected tanks instead of on each tank individually.

Caution: Observe appropriate safety measures for handling fuel, fuel systems and fueled aircraft.

2. Fill tank and standpipe and inspect for evidence of fuel leakage. Allow one or two minutes for the fuel level to stabilize.

Caution: Do not overpressurize tank as structural damage might occur. The 12-inch standpipe pressure specified will not exceed allowable limits for tank/fuel pressure.

Maintain the standpipe fuel level for not less than 15 minutes after fuel level stabilization occurs, unless fuel leakage is observed sooner. Fuel tank or system leakage may also be revealed by a reduction in the height of fuel in the standpipe.

3. If the standpipe fuel level remains stabilized for 15 minutes, and if there is no evidence of fuel leakage, the test may be discontinued for that tank.

4. Repeat the test (C)(1) and (C)(2) for each tank that incorporates a cell of BTC-39 or a tank cell of unknown type construction.

5. If no leaks are observed the test may be terminated. The fuel system should be returned to normal flight configuration, and the aircraft may be returned to service. Make notation in aircraft records in accordance with FAR 91.

6. If there is evidence of fuel leakage, determine the source of the leak.

7. Repair fuel system leaks, other than fuel cell or nipple leaks, in accordance with the appropriate aircraft manufacturers instructions.

8. If evidence of fuel cell or nipple leakage is observed conduct the following inspection of each cell and all nipples for the source of the leak.

i. Drain fuel tanks and remove access covers or plates.
ii. After thorough purging of tank interiors to remove fuel cell vapors, use explosion-proof light & mirror, and visually inspect the interior and exterior (where accessible) of each cell suspected of leakage for cracking, peeling or other signs of deterioration.
iii. Inspect the tank retaining fasteners and determine that they are properly positioned and fastened.

iv. Inspect vent, drain and all nipples. These may be inspected by the fingernail test to give an indication of the condition of the nipple. The fingernail test consists of using the fingernail to attempt to scrape a compound off the nipple fitting. If the compound is not degraded, the fingernail will glide across the surface without damage to the compound. If an unsatisfactory condition exists, the fingernail will tend to dig into the compound. The deteriorated compound will have a consistency of either art gum or chewing gum.

v. Remove any fuel cell found leaking or deteriorated nipples. BTC-39 series type cells which have been removed are not repairable, and must not be installed as a serviceable cell in an aircraft. Other type cell construction may be repaired in accordance with the applicable manufacturers instructions by a person authorized in FAR Part 43.

vi. Install serviceable fuel cells, reconnect fuel cell and fuel system, and access covers, and functionally pressure fuel system in accordance with aircraft manufacturers service data or item (C).

D. Repeat the integrity pressure test and inspection required in (C) at intervals not to exceed 12 months until all BTC-39 type construction fuel cells or cells of unknown construction have been replaced.

E. An equivalent means of complying with this AD is to comply with the aircraft manufacturers instructions listed in (A) provided that the visual check is accomplished at the compliance time required in (B) and that the inspection and tests are conducted at the intervals specified by (C) and (D). Any other method must be approved by the Chief, Engineering and Manufacturing Branch, Federal Aviation Administration, Southern Region.

F. Upon request of the operator, an FAA maintenance inspector may adjust the inspection interval specified in (C) and the repetitive inspection interval specified in (D) of this AD to permit compliance at an established period of the operator if the request contains substantiating data to justify the increase for that operator. The time for conducting the checks required by (A) and (B) may not be adjusted.

Amendment 39-3151 became effective March 17, 1978.

Amendment 39-3173 became effective April 10, 1978.

This amendment becomes effective June 30, 1978.



ENGINE MAINTENANCE RECORDS

Aircraft Registration N6461Z

Engine Position

Engine Serial No. 830711-R



ENGINE MAINTENANCE RECORDS

Log No. _____

Aircraft Registration No. N6461Z

Engine Manufacturer Continental

Model TSIO-520-M

Serial No. 830711-R

Date installed on aircraft 8/1/2013

Time Between Overhauls (TBO) _____ Hours

If used on multi-engine aircraft:

☐ Right ☐ Left

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
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Date	Total Time In Service	Total Time Since Overhaul	Tach or Recording Meter Time
6/21/13	1620.8	0	



RAM Aircraft, Limited Partnership • Waco Regional Airport

CONTINENTAL TSIO-520-M Engine S/N 830711-R

Above referenced engine overhauled to new parts limits per FAR 43.2(a)(1)(2) to conform w/TCM SM X-30575A. Applicable AD's and Service Bulletins C/W at this time. All gears cleaned, polished when required, inspected, magnafluxed, and no cracks found. Finish and dimensional limits within RAM Gear Inspection Specification No. 1818, Rev. K dated 2-08-2010. Above referenced engine modified per STC SE 3630SW-D. Installed new Continental camshaft p/n 655384, s/n 142492. Installed lifters p/n 658088 int. p/n 658077 exh. AD 10-11-04 n/a to lifter p/n installed. AD 97-26-17 c/w per installation of new VAR crankshaft p/n 649134 s/n N12GA115 per TCM CSB96-8. Ultrasonic inspection per MSB96-10A due at overhaul or when crankshaft removed. AD 99-19-01 n/a per crankshaft date of manufacture I/A/W TCM MSB99-3C. AD 2000-23-21 N/A to crankshaft serial number/date of manufacture I/A/W TCM MSB00-5D. Engine assembled with new Continental heavy style crankcase P/N 656687, S/N R12JA118. Installed new Continental nicked cylinders. Installed new RAM/FAA/PMA fuel nozzles p/n 2562-14C. TCM Service Bulletin SB06-1A N/A per installation of RAM fuel nozzles. Installed new oil cooler P/N 8000545, S/N 1366413. Re-installed Engine accessories with existing time in service. New Slick pressurized magnetos p/n 6320 installed per STC SE4651SW-D and pressurized. Service Bulletin SB3-08A N/A to magneto serial numbers installed. SB1-12 Slick Points assy. N/A per S/N. AD 88-25-04 para (b) N/A to P/N 6320 but RAM recommends 100 hour or annual inspection of magnetos. MSB94-8D on magneto timing procedure c/w per timing to data plate TC degree requirements with TDC locator and protractor with pointer. P/N 652130 & 652131 rocker arms installed. AD 79-25-07 P/C/W per engine mount leg p/n 643935 installed. Category 1 thru 3 TCM Service Bulletin Compliance Listing in RAM Manual. AD 96-12-22 N/A Cessna oil filter adapter not installed. Installed RAM/FAA/PMA rocker arm covers p/n 2766-1. Installed RAM-FAA-PMA rocker arm cover gaskets p/n 1387-1. Engine ground run on test stand per RAM specifications for 4 hours. Engine run-in with Phillips 20W-50 Type M mineral oil. See RAM Recommended Oil Grade Maintenance Tip MT-1 for recommended oils. Engine approved for return to service for the work performed. Engine preserved per Service Bulletin SIL99-1 temp. storage up to 90 days. Pertinent details on file under Project No. 6783.

RAM Aircraft, Limited Partnership, P.O. Box 5219, Waco Texas 76708 CRS VA1R551K

SUB-TOTALS this page

TOTALS—Carry forward to next page

DATE	REG. #: N6461Z	DATE: August 15, 2013	
	TACH: 4535.8	HOBBS: N/A	TT: N/A
ENGINE TTIS: 1620.8 TSMOH: 0.0 Installed engine m/n- TSIO-520-M, s/n- 830711-R onto Cessna TU206G s/n- U20606282. All oil lines, air/oil separator and propeller were thoroughly flushed and inspected prior to engine installation. Installed overhauled prop governor p/n- 210937, s/n- 2247526B. Installed overhauled turbocharger p/n- 406610-9005, s/n- H-PKR00084. Pre-oiled turbocharger per RAM instructions. Installed overhauled turbo controller p/n- 470688-9007, s/n- XBR0135. Installed overhauled wastegate p/n- 470908-9011, s/n- HF0240. See 8130's for above listed components. Installed new CH48108-1 filter and serviced engine with 11qts of Phillips 20W50 mineral oil. Pre oiled engine prior to initial startup. Set up fuel system IAW Continental SID97-3E. Performed engine break in flights IAW RAM & Continental Engine Break In Procedures. No faults noted. "I certify this ENGINE has been inspected IAW an ANNUAL inspection using a Romanair check list and has been found to be in an AIRWORTHY condition." ***END***			
Mechanic <i>[Signature]</i> A/P 2720159IA Romanair WDR Inc. 839 Ronald Wood Road, Winder Ga. 30680 770-867-4001			

Date 9-1-13 Tach 4539.2 & TT TSMOH 3.4

Performed Inspection Oil Filter cut no metal noted, all cylinders above 74/80 more break-in time needed for accurate oil consumption installed new Oil filter ground run and leak test performed O.K. this date.

[Signature]
AP 3139987IA

Date 10-10-2013 Tach 4559.10 TSMOH ~~2.40~~ ^{20.30} N6461Z

TSIO-520M SN 830711-R (RAM)

Changed oil and filter, cut can no metal noted this date re-serviced 12 qts 20W50 Philips M oil grd run and leak check performed O.K.

[Signature]
AP 3139987

SUB-TOTALS this page

TOTALS—Carry forward to next page

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
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Flight Development, LLC3309 70th St. S.

Glyndon, MN 56547

218-287-1400

N6461Z

Date: 8/13/2014

Tach: 4934.7 TSMOH: 410.4

Completed 100 inspection IAW owners, 100 hr. checklist. Compressions checked #1)- 78/80, #2)- 73/80, #3)-76/80, #4)-78/80, #5)-79/80, #6)-74/80. Changed oil and filter, serviced with new CH48108-1 and 12 qts. XC20W50. Cleaned and rotated spark plugs. Run-up and leak check good. I certify that this engine has been inspected in accordance with a 100 hr. inspection and was determined to be in airworthy condition. Michael Koenig 2676533 A&P *Michael Koenig*

**Airworthy Aviation LLC
Sheboygan Falls WI 53085**

N6461Z

Model TU206G s/n U20606282

October 13, 2014 / Tach Time 5011.3 / Total Time 5011.3

Continental TS10-520-M s/n 830711-R / TSMOH 475.2

Compression check #1, 70/80 #2, 68/80 #3, 74/80 #4, 68/80 #5, 74/80 36, 62/80

A.D. 84-26-02 c/w by replacement of paper induction air filter with new P10-7210, due each 500 hours next due replacement at 5511 tach time.

Drained oil inspected and replaced filter, serviced with X/C 20W50 oil.

Cleaned gapped and tested all spark plugs.

Removed magnetos and reinstalled after 500 hour inspection on right magneto Slick 6320 s/n 13010982 and left magneto slick 6320 s/n 10310981. Worked performed by Aircraft systems Inc. dated Oct. 6, 2014 on W.O.#49411.

Replaced left aft engine mount with new p/n 642266, torque mount to engine and mount to aircraft as required.

This engine was ground run ops and leak checked good at this time, run sheet on file.

I certify this engine was inspected in accordance with a 100 hour inspection and was determined to be in an airworthy condition at this time.

Technician *Michael Koenig*

A&P 3240907 IA

Reg #: N6461Z

Model: TU206G

Serial: U20606282



Hobbs:

Tach: 4981.9

Total Time: Unknown

Date: Sept 17th, 2014**Mobile Aircraft Repair Service, Inc.**

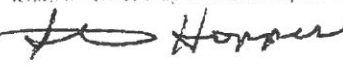
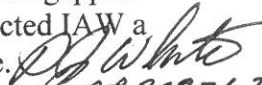
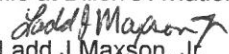
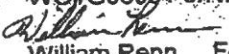
Drained the engine oil, removed the existing oil filter and cut open for inspection. No contamination was noted. Installed a new oil filter and replenished the oil supply with 12 quarts of Aero Shell 15W50 oil. Ground run-up preformed. Operation was normal, no leaks noted.

Larry E. Massengill

3691518 A/P

SUB-TOTALS this page

TOTALS—Carry forward to next page

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
11.13.2014	Tach: 50.2	N6461Z		rd from previous page
1. Changed oil and oil filter, inspected old filter for contamination, none found, serviced engine w/ 12qts Phillips 20W50, engine test ran for leaks, ops checks good, no leaks noted.				
The aircraft and/or components were repaired and inspected in accordance with the current rules of the Federal Aviation Regulations and was Airworthy for return to service only for the work performed.				
 Steve Hoppes A&P3504760				
100 HOUR EVENT: N6461Z				DATE: 12-30-2014
HOBBS: 115.3				
ENGINE INSPECTED IAW 100HR PROGRAM:				
Preformed magneto check; checked for grounded mags, preformed propeller governor check and checked alternator current and voltage. Opened engine for inspection, inspected all oil, fuel lines and clamps, exhaust stacks, engine studs, nuts, engine mounts, vibration dampener, intake and intercooler. Checked all engine controls and accessories. Compressions: 1: 72 2: 64 3: 73 4: 66 5: 71 6: 65 Inspected cowling. Magneto timing checked. Inspected alternator belt. Drained oil, installed new oil filter, and refilled with Phillips 20W50. Inspected air filter. Cleaned and gapped spark plugs. No defects noted. I certify that this engine has been inspected IAW a 100hr inspection and determined to be in airworthy condition this date.				
 AP 3027674 AI				
N Number N6461Z				
Date 1/27/2015				
TACH/HOBBS 5208.3				
Log Entry Changed engine oil and filter. Serviced with 10 qts of Phillips X/C 20W/50 oil and filter AA48108-2. Ground ran, no leaks noted. Refer to WO#G03024 on file at Dillon's Aviation, Inc.				
 Ladd J Maxson, Jr. For Dillon's Aviation, Inc. AP3064381IA				
N Number N6461Z				
Date 2/3/2015				
TACH/HOBBS 5230.3				
Log Entry Removed defective vacuum pump PN AA3216CW SN 007Q19 and installed overhauled vacuum pump PN AA3216CW SN 041T09. See Aero Accessories Form 8130-3. Replaced instrument online filter AAD9-18-1, ground ran aircraft, ops checked ok. Vacuum reads 5.2 @ 1700 RPMs. Refer to WO#G03031 on file at Dillon's Aviation, Inc.				
 William Renn For Dillon's Aviation, Inc. AP3579353				
TOTALS—Carry forward to next page				

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

Date: March 1, 2015
 Model: TU206G
 S/N: 20606282

Tail #: N6461Z
 A/C Tach: 5,255.8 hrs.
 A/C Total Time: 5,255.8 hrs.



86 Airport Rd., Frankfort, KY 40601
 Ph: 502-875-4240

ETSO: 721

C/W the following Engine 100hr. Inspection items, drained oil and replaced oil filter, cut can and no metal was detected this interval, performed Compression test as follows: #1 70/80 #2 54 Replaced Cylinder, #3 64/80 #4 60/80 #5 70/80 #6 60/80, removed and replaced #2 Cylinder assy Pn# CFCN71.2 SN# on 50211-6 installed with new piston rings, gaskets etc. removed all sparkplugs cleaned, gapped and re-installed using new M674 gaskets, removed and cleaned fuel servo screen and re-installed with new 649983 gasket, removed and replaced Alternator/engine mount leg with serviceable unit PN # 649935, installed new lower case studs PN 40266, installed Overhauled Alternator PN E3FF10300AAR, SN# on H-o11425, removed and replaced Starter Adapter PN# 643259A18R, SN# on AR1408089, Installed Serviceable Starter Assy PN# C24ST3, re-installed exhaust using new AN3C bolts were needed and 4 each Clamp halves Pn# 1250860-29, as needed, checked mag timing, re-serviced oil mwith 12 quarts of 40W mineral oil due to Cylinder change, re-installed all EGT probes, heat shields etc. performed 3 ea. 3min ground runs, washed Engine Engine flown @ 70 % Pwr. or above power for 1 hour for nickel break - in process.

Jeff Anderson A&P 3139987

AVFLIGHT

Grand Forks International Airport, ND.

N6461Z Model: TU206G S/N U20606282 Tach: 5307.1 Date: 8/13/2015

Drained oil, Removed and cut filter, No contaminants noted, Installed new filter PN CH48109-1, Serviced with 12Qts Phillips XC20W-50 oil, Lea and ops check good.

Ben Kent 3434468 AP/IA

AEROCARE

**ENGINE LOG BOOK ENTRY**

DATE: 9/3/2015 REG: N64612 MODEL: TSIO-520-M S/N: 830711-R
 HOBBS: TACH: 5353.4

Inspected engine IAW operator provided checklist. Drained oil, removed and installed new filter P/N-AA48109. Cut open and inspected oil filter, no defects found. Serviced with Phillips 20W50 X/C. Performed compression checks: #1-62/80, #2-72/80, #3-70/80, #4-54/80, #5-70/80, #6-44/80. Perform full power run-up, re-check compressions with no improvements. Removed LH side baffle and #6 rocker cover; staked valves no improvement. Installed rocker cover and baffles, no further action per DOM. Check mag timing; re-time both mags to 22°. Clean and rotate spark plugs; install plugs with anti-seize and torque with annealed gaskets. Installed new TIT probe P/N-P-110-F, ops check good. Tighten alternator belt. Tighten mixture rod-end bolt and safety. Tighten prop governor rod-end bolt and safety. Perform ground run-up, all parameters normal. all checks passed.

SIGN:

A&P

3235408

AEROCARE



ENGINE LOG BOOK ENTRY

DATE: 9/11/2015

REG: N6461Z

MODEL: TSIO-520-M

S/N: 830711-R

HOBBS: _____

TACH: 5356.2

Date:

Model:

S/N:

Removed and replaced #4 cylinder S/N ON/OFF - 51579-6/JB202 and #6 cylinder S/N ON/OFF - 51579-5/JB223. Perform ground and break in procedures. No leaks noted, all checks good.

SIGN: _____

A&P _____

3770435

40601

Changed Oil and

Jeffrey D. Anderson A&P 3139987

N6461Z
11/12/15TACH: 5433.1 AFTT: 5433.1
ETSOH: 897.3 ETT: 2518.1

Sheboygan Hangar
N6216 Resource Dr.
Sheboygan Falls, WI 53085

Compression check as follows: 1 72/80, 2 75/80, 3 71/80, 4 78/80, 5 75/80, 6 75/80

Changed the engine oil and filter. Serviced the engine with 12 Qts of Phillips 20W50 X/C oil and a CH48109 filter. Cut open the old oil filter and inspected it for metal particles- none noted at this time.

Installed a new exhaust stud in the #4 cylinder P/N 640482.

Installed an overhauled right magneto P/N 6230 S/N 02012282 (Aircraft Accessories of Oklahoma WO# SO15-2144).

Installed an overhauled left magneto P/N 6230 S/N 02012285 (Aircraft Accessories of Oklahoma WO# SO15-2144).

Engine run up and leak check okay.

I certify this Engine was inspected in accordance with a **100-Hour** Inspection per FAR 43 Appendix D, and was determined to be in airworthy condition.

Mechanic/IA _____

Certificate 391849627 IA

ENGINE MODEL: TSIO-520M
ENGINE S/N: 830711R
REG. NO: N6461Z
WORK ORDER: 8647



Windward Aviation

2633 Lantana Road
Suite 1/Hangar 1301/1401
Lantana, FL 33462
Phone: 561-966-8688

DATE: 20 January, 2016
A/C TSN:
ENG TT:
TSMOH:
TACH: 5477.1

Engine Entries

2 DRAINED OIL AND OBTAINED SAMPLE. REPLACED OIL FILTER. NO ABNORMAL DEBRIS FOUND IN FILTER. SERVICED WITH 10 QUARTS PHILLIPS 20W50 OIL.

Maintenance Release

The aircraft and/or component(s) described above on N6461Z was(were) repaired as described above and inspected in accordance with current Federal Aviation Regulations (FAR) and the manufacturer's maintenance manual(s), was ground tested and is approved for return to service. Pertinent details of the repair(s) are on file at this maintenance facility under Work Order No. 8647, Dated 20 January, 2016.

DATE: 20 January, 2016

SIGNED: _____

JAMES F LEACH, A&P: 2036306

Work Order: 8647

Printed by EBIS 3 (datcomedia.com)

SUB-TOTALS this page

TOTALS—Carry forward to next page

D/

Flight Fixins Maintenance Log Entry

Date: March 7, 2016
 Model: TU206G
 S/N: 20606282

Tail #: N6461Z
 A/C Tach: 5,517.3 hrs.
 A/C Total Time: 5,517.3 hrs.



86 Airport Rd., Frankfort, KY 40601
 Ph: 502-875-4240

DRK

Engine

Changed oil and filter, cut filter can no metal noted this interval, re-serviced 12 Quarts of Aeroshell 50 (W100) detergent oil, ground run & Leak Check O.K. see Airframe Log Entry for AD compliance this interval

Jeff Anderson
 Jeff Anderson-A&P 3139987

**Southern Aircraft Services, L.L.C.**

4041 Chuck Yeager Ave. • Baton Rouge, Louisiana 70807
 Office (225) 354-1689 • Fax (225) 354-7950

N6461Z ENGINE LOGBOOK ENTRY 12/07/2016 PAGE 1 OF 1
CONTINENTAL TSIO-520 M S/N 830711-R ACTT: 5803.7 TSN: 2888.7 TSOH: 1267.9

- C/W **ANNUAL/100HR inspection** 1AW Continental IO-520 series MM and current FARs.
- C/W cylinder compression check as follows: Metered Orifice Reading = 44/80 psi

CYL #	1	2	3	4	5	6
PSI	60/80	72/80	74/80	72/80	72/80	72/80
- C/W AD84-26-02 by replacement of induction air filter with new induction air filter P/N P10-7210. **Next Due Replacement @ 6303.7 HRS.**
- Removed spark plugs P/N RHB32E X 12 cleaned, gapped, tested and re-installed.
- C/W 500HR magneto inspection by replacement of L/H magneto P/N 6320 S/N 02012285 & R/H P/N 6320 S/N 02012282. Installed magneto L/H P/N 6320 S/N 08112430 & R/H P/N 6320 S/N 07020487 overhauled by Quality Aircraft Accessories, Inc CRS # 9QFR310C. Timed magneto's to engine at 22 degrees and ground run engine with no discrepancies noted. **Next due at 6303.7 HRS Tach.**
- Removed Fuel flow transducer and installed new Fuel flow transducer P/N 11-08071. Ground run engine with no discrepancies noted at this time.

I CERTIFY THAT THE ABOVE MAINTENANCE AND/OR ALTERATION DESCRIBED ABOVE WAS ACCOMPLISHED IN ACCORDANCE WITH THE REQUIREMENTS OF 14CFR43, AND WITH RESPECT TO THE WORK PERFORMED IS AIRWORTHY AND APPROVED FOR RETURN TO SERVICE. DETAILS ON FILE WITH THIS AGENCY UNDER WORK ORDER # 101360

DATE 12/07/16

AUTHORIZED SIGNATURE

CEDRIC C PALM IA/A&P # 2690573

**Southern Aircraft Services, L.L.C.**

4041 Chuck Yeager Ave. • Baton Rouge, Louisiana 70807
 Office (225) 354-1689 • Fax (225) 354-7950

N6461Z ENGINE LOGBOOK ENTRY 12/14/2016 PAGE 1 OF 1
CONTINENTAL TSIO-520 M S/N 830711-R ACTT: 5811.0 TSN: 2896.0 TSOH: 1275.2 HOBBS: 2650.2

- Removed alternator P/N E3FF10300AA S/N F103313, Installed alternator P/N E3FF10300AA S/N A611115 overhauled by Aerotech of Louisville Inc. CRS # PU4R453M. Ground run system with no discrepancies noted.

I CERTIFY THAT THE ABOVE MAINTENANCE AND/OR ALTERATION DESCRIBED ABOVE WAS ACCOMPLISHED IN ACCORDANCE WITH THE REQUIREMENTS OF 14CFR43, AND WITH RESPECT TO THE WORK PERFORMED IS AIRWORTHY AND APPROVED FOR RETURN TO SERVICE. DETAILS ON FILE WITH THIS AGENCY UNDER WORK ORDER # 101364

DATE 12/14/16

AUTHORIZED SIGNATURE

CEDRIC C PALM IA/A&P # 2690573

SUB-TOTALS this page

TOTALS—Carry forward to next page

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



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N6461Z ENGINE LOGBOOK ENTRY 1/04/2017 PAGE 1 OF 1

CONTINENTAL TSIO-520 M S/N 830711-R ACTT: 5811.0 TSN: 2896.0 TSOH: 1275.2 HOBBS: 2650.2

1. Stripped starter clutch assembly, cleaned and inspected. Re-assembled replacing 1x P/N CAM643109 adaptor spring and all bearings and seals as supplied in O/H Kit P/N CAM08K1. Re-installed starter adapter assembly. Performed operational checks with no discrepancy noted. All work done IAW Continental TSIO-520 Series EMM.

I CERTIFY THAT THE ABOVE MAINTENANCE AND/OR ALTERATION DESCRIBED ABOVE WAS ACCOMPLISHED IN ACCORDANCE WITH THE REQUIREMENTS OF 14CFR43, AND WITH RESPECT TO THE WORK PERFORMED IS AIRWORTHY AND APPROVED FOR RETURN TO SERVICE. DETAILS ON FILE WITH THIS AGENCY UNDER WORK ORDER # 101373

DATE 1/04/17 AUTHORIZED SIGNATURE
CEDRIC C PALM IA/A&P # 2690573



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Office (225) 354-1689 • Fax (225) 354-7950

N6461Z ENGINE LOGBOOK ENTRY 11/01/2017 PAGE 1 OF 1

CONTINENTAL TSIO-520 M S/N 830711-R ACTT: 5858.9 TSN: 2943.9 TSOH: 1323.1

1. C/W ANNUAL/100HR inspection IAW Continental IO-520 series MM and current FARs.
2. C/W cylinder compression check as follows: Metered Orifice Reading = 42/80 psi

CYL #	1	2	3	4	5	6
PSI	46/80	70/80	72/80	72/80	72/80	72/80
3. Drained oil and removed oil filter. Cut oil filter and inspected for wear metal and none found. Replaced oil filter with P/N CH48108-1 oil filter and serviced engine with 11 QTS x Phillips X/C20W50 oil.
4. C/W AD84-26-02 by inspection of air filter. Next due @ 6158.9 HRS.
5. Removed cracked spark plug on #3 cylinder and replaced with new spark plug P/N RHB32S. Operational ground run satisfactory.
6. Adjusted manifold pressure to 36.5 in hg IAW Cessna 206 Service manual.
7. Removed starter adapter P/N CAM08K1 S/N CAM643109 and installed starter adaptor P/N 643259A18 S/N CAM16-351 overhauled by Canadian Aero Manufacturing, Approved Organization Number 384-91 using new gasket P/N 653749 IAW TCM SB Starter Adapter dated Aug 1992. Ground run satisfactory with no discrepancies noted.

I CERTIFY THAT THE ABOVE MAINTENANCE AND/OR ALTERATION DESCRIBED ABOVE WAS ACCOMPLISHED IN ACCORDANCE WITH THE REQUIREMENTS OF 14CFR43, AND WITH RESPECT TO THE WORK PERFORMED IS AIRWORTHY AND APPROVED FOR RETURN TO SERVICE. DETAILS ON FILE WITH THIS AGENCY UNDER WORK ORDER # 101502

DATE 11/01/2017 AUTHORIZED SIGNATURE
CEDRIC C PALM IA/A&P # 2690573

Date	11/24/17	HAMMONDS AIRCRAFT MAINTENANCE 200 AVIATION RD HOUMA, LA 70363 (985)688-1520	Tach:	5887.9
Registration #	N6461Z		Hobbs:	2570.17
Serial #	06282			

AIRFRAME LOG ENTRY

INSTALLED NEW ALTERNATOR BELT AND TENSIONED. SAFTIED AS REQUIRED. TEST RUN. OPS CHECKED GOOD.

APPROVED R.T.S.

A.P. 3725107 CHARLES L. HAMMONDS, II 3725107 A.P.

TOTALS—Carry forward to next page

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



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N6461Z ENGINE LOGBOOK ENTRY 01/15/2018 PAGE 1 OF 1 CONTINENTAL TSIO-520 M S/N 830711-R ACTT: 5910.1 TSN: 2995.1 TSOH: 1374.3

- Removed #3 probe and installed in #5 position. Removed #5 probe and installed in #3 position for fault finding purposes. Ground run engine and found #3 probe to be bad. Removed #3 probe and installed original #3 probe in the #3 cylinder. Installed new probe P/N 2870 S/N 164878 in the #5 cylinder. Ground run engine, operational checks satisfactory.

I CERTIFY THAT THE ABOVE MAINTENANCE AND/OR ALTERATION DESCRIBED ABOVE WAS ACCOMPLISHED IN ACCORDANCE WITH THE REQUIREMENTS OF 14CFR43, AND WITH RESPECT TO THE WORK PERFORMED IS AIRWORTHY AND APPROVED FOR RETURN TO SERVICE. DETAILS ON FILE WITH THIS AGENCY UNDER WORK ORDER # 101536

DATE 01/15/2018 AUTHORIZED SIGNATURE _____

CEDRIC C PALM IA/A&P # 2690573

Lubbock Aero
6304 N. Cedar Ave., Lubbock, TX 79403
Date: Feb 9, 2018 N#: 6461Z Tach: 5924.8
Make: Cessna Model: TU206G S/N: U20606282
Removed Sky-tec starter, p/n: C24ST3, s/n: 4C3-200604
and installed Sky-tec starter, p/n: C24ST5, s/n: 4C5-111103.
Ops check normal.
Chad R Burns
Chad R Burns AP2829180

LUBBOCK AERO

6304 N. Cedar Ave., Lubbock, TX 79403
Date: March 5, 2018 N#: 6461Z Tach: 5983.6 Hobbs: 2220.1
Make: Cessna Model: TU206G S/N: U20606282
Performed ground run. Removed cowlings as required. Drained oil, removed filter, inspected filter media, installed a new filter p/n: AA48108-2, and serviced engine with 11 quarts Phillips X/C 20W-50 oil. Washed engine, re-installed cowlings, ground run ops and leak check ok.
Chad R Burns
Chad R. Burns AP2829180

LUBBOCK AERO

6304 N. Cedar Ave., Lubbock, TX 79403
Date: Feb 14, 2018 N#: 6461Z Tach: 5939.7
Make: Cessna Model: TU206G S/N: U20606282
Performed ground run. Removed cowlings as required. Drained oil, removed filter, inspected filter media, installed a new filter p/n: CH48108-1, and serviced engine with 11 quarts Phillips X/C 20W-50 oil. Washed engine, re-installed cowlings, ground run ops and leak check ok.
Oil sample taken, paper work filled out and mailed to Aviation Laboratories.
C/W cylinder compression check. #1) 74/80 #2) 80/80 #3) 76/80 #4) 78/80 #5) 76/80 #6) 74/80 (51)
Bore scoped cylinders and found to be possibly glazed. No other defects noted.
Chad R Burns
Chad R. Burns AP2829180

SUB-TOTALS this page

TOTALS—Carry forward to next page

DATE

Lubbock Aero

6304 N. Cedar Ave., Lubbock, TX 79403

Date: 03-05-2018	N#: 6461Z	Make: Cessna	Model: TU206G
S/N: U20606282	Hobbs: 2220.1	ATT:	Tach: 5983.6

Removed Alternator, (P/N: E3FF10300A, S/N- A611115), and Voltage regulator, (P/N: C611005-0103, MFG: VR-515G, MFD: 860408-1, S/N: ???). Installed Plane Power/ Hartzell Engine Technologies 28 VDC Voltage/overvoltage regulator, (New), (P/N- R1224, REV: C, S/N- H-P050621), Installed eyelet terminals onto existing harness Wires and connected harness to new regulator as per instructions provide by Plane Power installation instruction 12-1001, Pages 2&3 and supplemental installation guide provided with regulator. Fabricated mounting bracket from aluminum to mount new regulator to and also able to attach to original mounting base on forward firewall on pilots side of aircraft. Installed new regulator onto mounting bracket and installed bracket onto firewall and connected regulator existing wiring harness connector to aircraft wiring harness connector. Installed Plane Power/ Hartzell Engine Technologies Alternator, (Rebuilt), (P/N- ALT-FLX-1-FR, S/N- H-R031970). See FAA Form 8130-3 from Hartzell Engine Technologies, dated: 05/13/2015 for new regulator. See FAA Form 8130-3 from Hartzell Engine Technologies, dated: 3/31/2017 for Rebuilt Alternator. Installed new aircraft battery, Concorde P/N: RG24-15M, S/N: 40909759.

Arnold Hertel

A&P#: 2826822

 ARMED—
 PERFORMING WORK


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 Office (225) 354-1689 • Fax (225) 354-7950

N6461Z ENGINE LOGBOOK ENTRY 03/27/2018 PAGE 1 OF 1 CONTINENTAL TSIO-520 M S/N 830711-R ACTT: 6021.5 TSN: 3106.5 TSOH: 1485.7

1. Removed oil filter and drained oil. Oil sample taken and sent to Aviation Laboratories for analysis. Cut oil filter and inspected for wear metal and none found. Replaced oil filter with new oil filter P/N CH48108-1 and 11 QTS of Phillips X/C 20W50 oil. Cleaned and ground run engine and no leaks noted at this time oil.
2. C/W engine borescope inspection on cylinders.

I CERTIFY THAT THE ABOVE MAINTENANCE AND/OR ALTERATION DESCRIBED ABOVE WAS ACCOMPLISHED IN ACCORDANCE WITH THE REQUIREMENTS OF 14CFR43, AND WITH RESPECT TO THE WORK PERFORMED IS AIRWORTHY AND APPROVED FOR RETURN TO SERVICE. DETAILS ON FILE WITH THIS AGENCY UNDER WORK ORDER # 101572

DATE 03/27/18

AUTHORIZED SIGNATURE

CEDRIC C PALM IA/A&P # 2690573



Southern Aircraft Services, L.L.C.

 4041 Chuck Yeager Ave. • Baton Rouge, Louisiana 70807
 Office (225) 354-1689 • Fax (225) 354-7950

N6461Z ENGINE LOGBOOK ENTRY 04/17/2018 PAGE 1 OF 1 CONTINENTAL TSIO-520 M S/N 830711-R ACTT: 6049.4 TSN: 3134.4 TSOH: 1513.6

1. Removed oil filter and drained oil. Oil sample taken and sent to Aviation Laboratories for analysis. Cut oil filter and inspected for wear metal and none found. Replaced oil filter with new oil filter P/N CH48108-1 and 11 QTS of Phillips X/C 20W50 oil. Cleaned and ground run engine and no leaks noted at this time.

I CERTIFY THAT THE ABOVE MAINTENANCE AND/OR ALTERATION DESCRIBED ABOVE WAS ACCOMPLISHED IN ACCORDANCE WITH THE REQUIREMENTS OF 14CFR43, AND WITH RESPECT TO THE WORK PERFORMED IS AIRWORTHY AND APPROVED FOR RETURN TO SERVICE. DETAILS ON FILE WITH THIS AGENCY UNDER WORK ORDER # 101583

DATE



Southern Aircraft Services, L.L.C.

4041 Chuck Yeager Ave. • Baton Rouge, Louisiana 70807
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N6461Z ENGINE LOGBOOK ENTRY 05/04/2018 PAGE 1 OF 1

CONTINENTAL TSIO-520 M S/N 830711-R ACTT: 6113.7 TSN: 3134.4 TSOH: 1513.6

1. Removed oil filter and drained oil. Oil sample taken and sent to Aviation Laboratories for analysis. Cut oil filter and inspected for wear metal and none found. Replaced oil filter with new oil filter P/N CH48108-1 and 11 QTS of Phillips X/C 20W50 oil. Cleaned and ground run engine and no leaks noted at this time.

I CERTIFY THAT THE ABOVE MAINTENANCE AND/OR ALTERATION DESCRIBED ABOVE WAS ACCOMPLISHED IN ACCORDANCE WITH THE REQUIREMENTS OF 14CFR43, AND WITH RESPECT TO THE WORK PERFORMED IS AIRWORTHY AND APPROVED FOR RETURN TO SERVICE. DETAILS ON FILE WITH THIS AGENCY UNDER WORK ORDER # 101596

DATE 05/04/2018

AUTHORIZED SIGNATURE

CEDRIC C PALM IA/A&P # 2690573



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N6461Z ENGINE LOGBOOK ENTRY 11/06/2018 PAGE 1 OF 1

CONTINENTAL TSIO-520 M S/N 830711-R ACTT: 6234.2 TSN: 3319.2 TSOH: 1698.4

1. C/W ANNUAL/100HR inspection IAW Continental TSIO-520 series MM and current FARs.
2. C/W cylinder compression check as follows: Metered Orifice Reading = 44/80 psi

CYL #	1	2	3	4	5	6
PSI	56/80	70/80	70/80	66/80	56/80	70/80
3. Drained oil and removed oil filter. Oil sample taken and sent to Aviation Laboratories for analysis. Cut oil filter and inspected for wear metal and none found. Replaced oil filter with P/N CH48108-1 oil filter and serviced engine with 11 QTS x Phillips X/C20W50 oil.
4. Removed spark plugs, cleaned, gapped and tested with no defects noted at this time.
5. C/W 100 HR fuel nozzle inspection. Removed, cleaned and re-installed using new seals and gaskets IAW TCM ICA.
6. C/W 500HR magneto inspection by replacement of L/H magneto P/N 6320 S/N 08112430 & R/H P/N 6320 S/N 07020487. Installed magneto L/H P/N 6320 S/N G-08758 & R/H P/N 6320 S/N G-08759 overhauled by Kelly Aerospace Energy Systems CRS # 9KJR356C. Timed magneto's to engine at 22 degrees and ground run engine with no discrepancies noted. Next due at 6734.2 HRS.
7. C/W AD84-26-02 by replacement of induction air filter with new induction air filter P/N P10-7210. Next due replacement @ 11/2019 or 6734.2 HRS.
8. Removed torn induction boot duct and installed new P/N 1250955-1 duct. Ground run satisfactory.

I CERTIFY THAT THE ABOVE MAINTENANCE AND/OR ALTERATION DESCRIBED ABOVE WAS ACCOMPLISHED IN ACCORDANCE WITH THE REQUIREMENTS OF 14CFR43, AND WITH RESPECT TO THE WORK PERFORMED IS AIRWORTHY AND APPROVED FOR RETURN TO SERVICE. DETAILS ON FILE WITH THIS AGENCY UNDER WORK ORDER # 101689

DATE 11/06/2018

AUTHORIZED SIGNATURE

CEDRIC C PALM IA/A&P # 2690573

SUB-TOTALS this page

TOTALS—Carry forward to next page

1. Approving Civil Aviation Authority/Country Transport Canada		2. AUTHORIZED RELEASE CERTIFICATE FORM ONE		3. Form Tracking No. 16-351	
4. Organization Name and Address 978652 Ontario Ltd. Canadian Aero Manufacturing 2648 Ego Sideroad, Severn, Ontario, Canada Tel: (705)326-1368 Fax: (705)326-8105 info@canadianaeromanufacturing.com Transport Canada Approval # 384 - 91		5. Work Order/Contract/Invoice 16-351			
6. Item 1	7. Description Starter Adapter	8. Part No. 643259A18	9. Qty. 1	10. Serial/Batch No. CAM16-351	11. Status/work Overhauled
12. Remarks As per TCM overhaul manual X30586 Rev. October 2013. Parts replaced as per CAM TCCA-PDA# PDA01-I1 ISSUE 2. This Part Complies With FAA TCDS # 3E1, E5CE, E3S0, E273, 3E3, E8CE This part contains TCCA-PDA parts that are not considered critical components.					
13a. Certifies that the items identified above were manufactured in conformity to: ☐ approved design data and are in condition for safe operation. ☐ non approved design data specified in block 12.					
14a. ☒ CAR 571.10 Maintenance release. ☐ Other regulations specified in block 12. Certifies that unless otherwise specified in block 12, the work identified in block 11 and described in block 12, has been performed in compliance with the <i>Canadian Aviation Regulations</i> .					
13b. Signature N/A	13c. Approved Organization Number N/A	14b. Signature ZACH		14c. Approved Organization Number 384-91	
13d. Name N/A	13e. Date (dd/mm/yyyy) N/A	14d. Name Colin Duffy		14e. Date (dd/mm/yyyy) 12/Dec/2016	

Installer Responsibilities

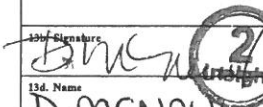
This certificate does not constitute authority to install.
Installers working in accordance with the national regulations of a country other than the specified in block 1 must ensure that their regulations recognize certifications from the country specified.
Statements in blocks 13a or 14a do not constitute installation certification. In all cases, the technical record of the aircraft must contain an installation certification issued in accordance with the applicable national regulations before the aircraft may be flown

Internal Form No. QI-31
(Previously form 24-0078)

ORIGINAL

Ref. SP12/16
Rev. A

N64617
w/o: 101522
11/01/17

1. Approving Civil Aviation Authority/Country Transport Canada		2. AUTHORIZED RELEASE CERTIFICATE FORM ONE			3. Form Tracking No. (YYMMDD-JNN) 171121-247	
4. Organizations Name and Address INSIGHT INSTRUMENT CORPORATION 599 INDUSTRIAL DRIVE FORT ERIE, ONTARIO, CANADA L2A 5M1					11. Work Order/Contract/Invoice N/A	
6. Item	7. Description	8. Part No.	9. Qty.	10. Serial/Batch No.	11. Status/Work	
1	EGT Probe	2870	1	164878	NEW	
12. Remarks NONE						
13a. Certifies that the items identified above were manufactured in conformity to:				14a. ☒ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in block 12.		
13b. Signature 				13c. Approved Organization Number 42-90		
13d. Name D. MCNAUL				13e. Date (dd/mm/yyyy) 21 NOV 2017		
(Previously form 24-0078)						
Installer Responsibilities						
This certificate does not constitute authority to install. Installers working in accordance with the national regulations of a country other than that specified in block 1 must ensure that their regulations recognize certifications from the country specified. Statements in blocks 13a or 14a do not constitute installation certification. In all cases, the technical record for the aircraft must contain an installation certification, issued in accordance with the applicable national regulations before the aircraft may be flown.						

1. Approving Civil Aviation Authority/Country: FAA/United States		2.		3. Form Tracking Number: 102815	
4. Organization Name and Address: FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG AIRCRAFT ACCESSORIES OF OKLAHOMA 2740 North Sheridan Rd Tulsa, OK 74115				5. Work Order/Contract/Invoice Number: SO15-2144	
6. Item: 1	7. Description: MAGNETO	8. Part Number: 6320	9. Quantity: 1	10. Serial Number: 02012285	11. Status/Work: OVERHAULED

12. Remarks:

THE PART IDENTIFIED ABOVE WAS OVERHAULED IN ACCORDANCE WITH FAA APPROVED DATA. THERE ARE NO APPLICABLE AIRWORTHINESS DIRECTIVES. SALES ORDER 15-2144 SHOWING THE ACTUAL WORK PERFORMED IS ON FILE AT THIS FACILITY

13a. Certifies the items identified above were manufactured in conformity to: ☐ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 12.		14a. ☒ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 12 Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.	
13b. Authorized Signature:	13c. Approval/Authorization No.:	14b. Authorized Signature: 	14c. Approval/Certificate No.: RV3R829L
13d. Name (Typed or Printed):	13e. Date (dd/mm/yyyy):	14d. Name (Typed or Printed): Alan Brothers	14e. Date (dd/mm/yyyy): 28-Oct-2015

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

1. Approving Civil Aviation Authority/Country: FAA/United States		2.		3. Form Tracking Number: 102815	
4. Organization Name and Address: FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG AIRCRAFT ACCESSORIES OF OKLAHOMA 2740 North Sheridan Rd Tulsa, OK 74115				5. Work Order/Contract/Invoice Number: SO15-2144	
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
1	MAGNETO	6320	1	02012282	OVERHAULED

12. Remarks:
THE PART IDENTIFIED ABOVE WAS OVERHAULED IN ACCORDANCE WITH FAA APPROVED DATA. THERE ARE NO APPLICABLE AIRWORTHINESS DIRECTIVES. SALES ORDER 15-2144 SHOWING THE ACTUAL WORK PERFORMED IS ON FILE AT THIS FACILITY

13a. Certifies the items identified above were manufactured in conformity to: ☐ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 12.		14a. ☒ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 12 Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.	
13b. Authorized Signature:	13c. Approval/Authorization No.:	14b. Authorized Signature: 	14c. Approval/Certificate No.: RV3R829L
13d. Name (Typed or Printed):	13e. Date (dd/mm/yyyy):	14d. Name (Typed or Printed): Alan Brothers	14e. Date (dd/mm/yyyy): 28-Oct-2015

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

1. Approving National Aviation Authority/Country: FAA/UNITED STATES		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG				3. Form Tracking Number: H-PKR00084	
4. Organization Name and Address: HARTZELL ENGINE TECHNOLOGIES, 2900 SELMA HWY., MONTGOMERY, AL 36108 (PQ1383CE-D)							
6. Item:	7. Description:	8. Part Number:	9. Eligibility: *	10. Quantity:	11. Serial/Batch Number:	12. Status/Work:	5. Work Order/Contract/Invoice Number: W/O: M077430
1	TURBOCHARGER	406610-9005	N/A	1	H-PKR00084	SEE BLOCK 13	
13. Remarks:							
COPY OF WORK ORDER AVAILABLE ON REQUEST FROM HARTZELL ENGINE TECHNOLOGIES REBUILT TO ORIGINAL PAH'S SPECIFICATION IN ACCORDANCE WITH CFR 14 § 43.3(i)							
CFSCODE: 406610-9005							
14. Certifies the items identified above were manufactured in conformity to:		19. ☐ 14 CFR 43.9 Return to Service		☒ Other regulation specified in Block 13			
☐ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 13.		Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.					
15. Authorized Signature:		16. Approval/Authorization No.:		20. Authorized Signature:		21. Approval/Certificate No:	
						PQ1383CE-D	
17. Name (Typed or Printed):		18. Date (m/d/y):		22. Name (Typed or Printed):		23. Date (m/d/y):	
				OPALE E. MCGINTY		NOV 15 2012	
User/Installer Responsibilities It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.							
Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1.							
Statements in Block 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.							

Approving National Aviation
Authority/Country:

2.

AUTHORIZED RELEASE CERTIFICATE

FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG

3. Form Tracking Number:

73248

4. Organization Name and Address:

RAM AIRCRAFT LIMITED PARTNERSHIP
7505 KARL MAY DRIVE
WACO, TEXAS 76708 (VA1R551K)

5. Work Order/Contract/Invoice
Number:

73248

6. Item:

7. Description:

8. Part Number:

9. Eligibility:*

10. Quantity:

11. Serial/Batch Number:

12. Status/Work:

1

AIRESEARCH
WASTEGATE

470908-9011

N/A

1

HF0240

OVERHAULED

13. Remarks:

Overhauled I/AW 400999-0000, and applicable RAM Aircraft STC O. H. Manual Supplements.
"Certifies that the work specified in Block 12/13 was carried out in accordance with EASA Part 145 and with respect to that work the aircraft component is considered ready for release to service under EASA PART-145 Approval Certificate Number EASA.145.5208."

end

14. Certifies the items identified above were manufactured in conformity to:

- ☐ Approved design data and are in condition for safe operation.
☐ Non-approved design data specified in Block 13.

19. [X] 14 CFR 43.9 Return to Service [X] Other regulation specified in Block 13

Certifies that unless otherwise specified in block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.

15. Authorized Signature:

16. Approval/Authorization No.:

20. Authorized Signature:

21. Approval/Certificate No.:

17. Name (Typed or Printed):

18. Date (m/d/y):

22. Name (Typed or Printed):

23. Date:

Mike Montgomery

January 22, 2013

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different then the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1.
Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

Approving National Aviation Authority/Country: FAA/UNITED STATES		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG		3. Form Tracking Number: 74073	
4. Organization Name and Address: RAM AIRCRAFT LIMITED PARTNERSHIP 7505 KARL MAY DRIVE WACO, TEXAS 76708 (VA1R551K)					
6. Item:	7. Description:	8. Part Number:	9. Eligibility:*	10. Quantity:	11. Serial/Batch Number:
1	AIRESEARCH TURBO CONTROLLER end	470688-9007 end	N/A end	1 end	XBR0135 end
12. Status/Work: OVERHAULED end					
13. Remarks: Overhauled I/A/W 400999-0000, and applicable RAM Aircraft STC O. H. Manual Supplements. "Certifies that the work specified in Block 12/13 was carried out in accordance with EASA Part 145 and with respect to that work the aircraft component is considered ready for release to service under EASA PART-145 Approval Certificate Number EASA.145.5208." end					
14. Certifies the items identified above were manufactured in conformity to: ☐ Approved design data and are in condition for safe operation. ☐ Non-approved design data specified in Block 13.			19. ☒ 14 CFR 43.9 Return to Service ☒ Other regulation specified in Block 13 Certifies that unless otherwise specified in block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.		
15. Authorized Signature:			20. Authorized Signature: <i>Mike Montgomery</i> 21. Approval/Certificate No.: VA1R551K		
17. Name (Typed or Printed):			22. Name (Typed or Printed): Mike Montgomery 23. Date: March 18, 2013		
16. Approval/Authorization No.: 18. Date (m/d/y):					
User/Installer Responsibilities					

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.

Where the use/installer performs work in accordance with the national regulations of an airworthiness authority different then the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

1. Approving Civil Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG				3. Form Tracking Number: 140411-47	
4. Organization Name and Address: Krisley Welding Inc. 3450 Swetzer Rd. Loomis, CA 95650 PQ1260NM						5. Work Order/Contract/Invoice Number: P82749	
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial/Batch Number:	11. Status/Work:		
1	TAILPIPE TAILPIPE ADAPTER	K1250860-110	1	234193	New		
2		K1250860-78	1	228113	New		
12. Remarks: Part was manufactured under PMA Supplement #20 "This PMA part is not a critical component". Domestic Airworthiness Approval -----							
13a. Certifies the items identified above were manufactured in conformity to: ☒ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 12.							
13b. Authorized Signature: <i>Karin Galati</i>		13c. Approval/Authorization No: DMIR602254NM					
13d. Name (Typed or Printed): Karin Galati		13e. Date (dd/mm/yyyy): 11/Apr/2014					
User/Installer Responsibilities							
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1. Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.							

N64612

1. Approving National Aviation
Authority/Country:
FAA/United States

2.

AUTHORIZED RELEASE CERTIFICATE

FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG

3. Form Tracking Number:

QAA# WO1170009113

4. Organization Name and Address:

Quality Aircraft Accessories Inc. (QYIR334Y)
5746 East Apache
Tulsa, OK 74115

Phone: 1-877-833-6948
918-835-6948
Fax: 918-835-2804

5. Work Order/Contract/Invoice
Number:

WO1170009113

6. Item:	7. Description:	8. Part Number:	9. Eligibility: *	10. Quantity:	11. Serial/Batch Number:	12. Status/Work:
1	GOVERNOR	210937	N/A	1	2247526B	OVERHAULED

13. Remarks:

S/B'S 33531, 33572, 33580M

MANUAL # 33092, 33201 ISSUE DATE: 03/01

Certifies that the work specified in Block 12/13 was carried out in accordance with EASA Part 145 and in respect to that work the component is considered ready for release to service under EASA Part 145 approval no EASA 145.5982.

See Attached Work Order Summary for details. (2) pages

(MECH: DLR)

14. Certifies the items identified above were manufactured in conformity to:

- ☐ Approved design data and are in a condition for safe operation.
☐ Non-approved design data specified in Block 13.

19. ☒ 14 CFR 43.9 Return to Service ☒ Other regulation specified in Block 13
Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.

15. Authorized Signature:

16. Approval/Authorization No.:

20. Authorized Signature:

21. Approval/Certificate No.:

QYIR334Y

17. Name (Typed or Printed):

18. Date (m/d/y):

22. Name (Typed or Printed):

OVETTE MITCHELL

23. Date (m/d/y):

JUN 19, 2013

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.



Quality Aircraft Accessories

FAA Approved Repair Station # QYIR334Y

Component Repair Traveler

Customer Name Ram Aircraft PO# P059284

Unit Name GOVERNOR WO# 1170009113

Mfg. Name Woodward Date 6-19-2013

Part No. 210937 Serial No. 2247526 B

Preliminary Inspection _____ Mechanic Initial _____

Disassembly As Needed For Repair _____ UP

Clean All Parts and Components As Required _____ UP

Inspect Per Manufacturers Instruction or other methods (See Manual Below) _____ UP

Hidden Damage Inspect. (if applicable) _____ UP

Repair Overhaul UP Exchange _____ Flush & Rescal _____ Test UP

Run In (if required) _____ UP

Final Test / Inspection _____ Date 6-19-2013 _____ UP

Maintenance Release Issue _____

Inspector's Signature [Signature] Date 6-19-13

Inspection Notes & Parts List _____

(See Parts List for new parts installed) _____

S/B's 33531, 33572, 33580M

Max RPM 2725 Lever Angle 200°

Min RPM 1500 Relief Press 290

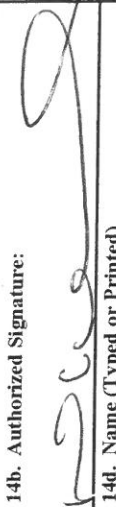
Feather RPM 24 Coil Voltage 24

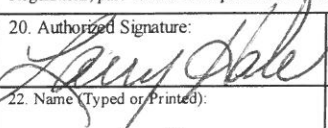
Unfeather RPM 24 Transducer 24

Int. Leakage Good Ext. Leakage none

Manual # 3342, 33201 Issue Date: 3-01

164617

1. Approving Civil Aviation Authority/Country: FAA/UNITED STATES		2.		3. Form Tracking Number: H-R031970	
4. Organization Name and Address: HARTZELL ENGINE TECHNOLOGIES, 2900 SELMA HWY., MONTGOMERY, AL. 36108 (PQ1383CE-D) FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG					
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
1	ALTERNATOR A SSY ***** END *****	ALT-FLX-1-FR MOD/NO *****	1	H-R031970 *****	REBUILT
12. Remarks: COPY OF WORK ORDER AVAILABLE ON REQUEST FROM HARTZELL ENGINE TECHNOLOGIES					
APPROVED FOR EXPORT FOR PMA ELIGIBILITY SEE WWW.HARTZELL.AERO/PMA/ REBUILT TO ORIGINAL PAH'S SPECIFICATION IN ACCORDANCE WITH CFR 14 § 43.3(J) CERTIFIES THAT THE WORK SPECIFIED IN BLOCK 11/12 WAS CARRIED OUT IN ACCORDANCE WITH EASA PART 145 AND IN RESPECT TO THAT WORK THE ARTICLE IS CONSIDERED READY FOR RELEASE TO SERVICE UNDER EASA 145 APPROVAL NO. EASA.145.4418					
13a. Certifies the items identified above were manufactured in conformity to:		14a. ☒ 14 CFR 43.9 Return to Service		14b. Authorized Signature:	
☒ Approved data ☐ Non-approved data specified in Block 12.		☒ Other regulation specified in Block 12 Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.		 PQ1383CE-D	
13b. Authorized Signature:		13c. Approval/Authorization No.:		14c. Approval/Certificate No.:	
				PQ1383CE-D	
13d. Name (Typed or Printed):		13e. Date (dd/mm/yyyy):		14d. Name (Typed or Printed):	
				MICHAEL C. STRICKLAND	
				31/MAR2017	
User/Installer Responsibilities It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1. Statements in Block 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.					

1. Approving National Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3 AIRWORTHINESS APPROVAL TAG				3. Form Tracking Number: 12092201	
4. Organization Name and Address: Sky-Tec Partners, Ltd 350 Howard Clemmons Rd. Granbury, Texas 76048 (PQ0852SW)						5. Work Order/Contract/ Invoice Number: 12092201	
6. Item:	7. Description:	8. Part Number:	9. Eligibility*:	10. Quantity:	11. Serial/Batch Number:	12. Status/Work:	
1	STARTER	C24ST5	N/A	1	4C5-111103	See Block 13.	
13. Remarks: REBUILT TO ORIGINAL PAH'S SPECIFICATIONS IN ACCORDANCE WITH 14 CFR § 43.3(j).							
14. ☐ Items shown were manufactured in conformity with: ☐ Approved design data and are in a condition for safe operation. ☐ Not approved design and specified in Block 13.				19. ☐ 14 CFR 43.9 Return to Service ☒ Other regulation specified in Block 13. Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for ret			
15. Authorized Signature:		16. Approval Authorization:		20. Authorized Signature:		21. Approval/Certificate No.:	
17. Name (Typed or Printed):		18. Date (m/d/y):		 22. Name (Typed or Printed): Larry Hale		PQ0852SW 23. Date (m/d/y): SEP 25 2012	
User/Installer Responsibilities:							
It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/assembly. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the Airworthiness Authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts part/components/assemblies from the airworthiness authority of the country specified in Block 1. Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.							

FAA Form 8130-3 (6-01) Computer Generated

* Installer must cross check eligibility with applicable technical data

NSN: 0052-00-012-9005

4

-----CUT HERE-----

WEIGHT AND BALANCE/EQUIPMENT LIST REVISION						
NAME: AIRCRAFT MAKE/TYPE: REGISTRATION #:			DATE: MODEL #: SERIAL #:			
PREVIOUS DATE:		WEIGHT:		ARM: MOMENT:		
EQUIPMENT LIST		IN	OUT	WEIGHT	ARM	MOMENT
1	(P/N) (S/N) (Desc.) SKY-TEC STARTER	X				
2						
3						
4						
AIRCRAFT EMPTY WEIGHT: _____ ARM: _____ MOMENT: _____ GROSS WEIGHT: _____ USEFUL LOAD: _____ SIGNATURE _____ AUTHORIZATION _____ NOTE: Weight and balance must be completed and attached to pilot's operating handbook.						

Sky-Tec Serial Numbers
Beginning w/

Lycoming Starters

CN - 9.4 lbs.
 FN - 9.4 lbs.
 CNE - 9.4 lbs.
 FNE - 9.4 lbs.
 FNR - 9.4 lbs.
 FNER - 9.4 lbs.
 C(x)H - 10.2 lbs.
 F(x)H - 10.2 lbs.
 C(x)M - 8.5 lbs.
 F(x)M - 8.5 lbs.
 C4E - 8.5 lbs.
 F4E - 8.5 lbs.
 H(x)M - 8.5 lbs.
 H4E - 8.5 lbs.
 C(x)C - 8.9 lbs.
 F(x)C - 8.9 lbs.
 H(x)C - 8.9 lbs.
 C(x)L - 8.2 lbs.
 F(x)L - 8.2 lbs.
 C(x)P - 8.2 lbs.
 F(x)P - 8.2 lbs.

Continental Starters

2C - 9.2 lbs.
 2CR - 9.2 lbs.
 (x)C3 - 6.5 lbs.
 (x)C5 - 9.4 lbs.

1. Approving Civil Aviation Authority/Country: FAA/UNITED STATES		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG		3. Form Tracking Number: H-P050621	
4. Organization Name and Address: HARTZELL ENGINE TECHNOLOGIES, 2900 SELMA HWY. MONTGOMERY, AL. 36108 PQ1383CE-D					
6. Item: 1	7. Description: REGULATOR **** END ****	8. Part Number: R1224	9. Quantity: 1	10. Serial Number: H-P050621	11. Status/Work: NEW
12. Remarks:					
AIRWORTHINESS APPROVAL- PARTS.FOR PMA ELIGIBILITY SEE WWW.HARTZELL.AERO/PMA/					
13a. Certifies the items identified above were manufactured in conformity to: ☒ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 12.			14a. ☐ 14 CFR 43.9 Return to Service: ☐ Other regulation specified in Block 12 Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.		
13b. Authorized Signature: 		13c. Approval/Authorization No.: 749188261		14b. Authorized Signature: 	
13d. Name (Typed or Printed): MICHAEL C. STRICKLAND		13e. Date (dd/mm/yyyy): 13/MAY/2015		14c. Approval/Certificate No.: 	
14d. Name (Typed or Printed): 		14e. Date (dd/mm/yyyy): 		14f. Approval/Certificate No.: 	
User/Installer Responsibilities					
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.					
Statements in Block 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.					

N6461Z
AIRCRAFT REGISTRATION NO.

20606282
AIRCRAFT SERIAL NO.

TU206G
TYPE AIRCRAFT



80-1-4 N
AD NUMBER

Continental Engine

If multi-engine: ☐ Left ☐ Right ☒ Front ☐ Rear Engine Model/Serial No: _____

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			N/A - new cylinders	
			Installed	

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Amendment 39-3647. Applies to Continental IO-520 and TSIO-520 series engines incorporating cylinder assemblies which have been rebarreled by Airmotive Engineering Corporation.

Compliance is required within the next 50 hours time in service after the effective date of this AD, unless already accomplished, except aircraft may be flown in accordance with FAR 21.197 to a base where the maintenance required by this AD may be performed.

To prevent failure of cylinder holddown flanges, accomplish the following:

Inspect to determine if Airmotive Engineering Corporation rebarreled cylinders, Part Numbers AE-C-631397 T.T., AE-C-639272 T.T., and AE-C-639274 T.T., are installed. If installed, inspect cylinders for .050 inch minimum corner radius in the area spot faced for installation of holddown nuts. Airmotive Engineering Corporation Service Alert dated September 28, 1979, covers this also. Replace all cylinders found without the proper radius. The cylinder part numbers are marked on the flat area of the cylinder holddown flanges on the intake valve side. These cylinder assemblies may have been installed during overhaul or

unscheduled maintenance.

Airmotive Engineering Corporation Service Alert dated September 28, 1979, pertains to and provides instructions for accomplishing the intent of this AD.

The manufacturer's procedures identified and described in this directive are incorporated herein and made a part hereof pursuant to 5 U.S.C.552(a)(1). All persons affected by this directive who have not already received these documents from the manufacturer may obtain copies upon request to Airmotive Engineering Corporation, 9131 Directors Row, Dallas, Texas 75247. These documents may also be examined at Office of the Regional Counsel, Southwest Region, Federal Aviation Administration, 4400 Blue Mound Road, Ft. Worth, Texas.

Equivalent means of compliance with the modification prescribed by this AD may be approved by the Chief, Engineering and Manufacturing Branch, Flight Standards Division, Southwest Region, Federal Aviation Administration, POB 1689, Ft. Worth, Texas 76101.

This amendment becomes effective January 25, 1980.

N64612
AIRCRAFT REGISTRATION NO.

20608282
AIRCRAFT SERIAL NO.

TU206G
TYPE AIRCRAFT

adNote™

80-6-5 N

AD NUMBER

Slick Magneto

If multi-engine: ☐ Left ☐ Right ☒ Front ☐ Rear

Part No.:

Serial No.:

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			N/A by S/N	

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Amendment 39-3718. Applies to the following Slick magneto models and associated serial and impulse coupling numbers:

MAGNETO MODEL NO. ⁽¹⁾	SERIAL NO. ⁽¹⁾⁽²⁾	IMPULSE COUPLING NO. ⁽¹⁾
447 & 447R	9040001 thru 9040049	M2374
662 & 662R	9020462 thru 9070000	M2362
664 & 664R	9040001 thru 9040086	M2370
680 & 680R	9020462 thru 9070000	M2369
4151 & 4151R	9020017 thru 9070000	M1709
4152 & 4152R	9020017 thru 9070000	M1709
4181 & 4181R	9020017 thru 9070000	M1709
4201 & 4201R	9020210 thru 9070000	M3007
4251 & 4251R	9030001 thru 9070000	M3163
4281 & 4281R	9030001 thru 9070000	M3007
4230 & 4230R	9040001 thru 9040197	M3068
6210	8090073 thru 9070000	M3050
6214	8050001 thru 9070000	M3089
		⁽³⁾ M2371, M3100, & M3165

NOTES:

- (1) Any of the units listed were manufactured subsequent to January 1979.
 (2) Any magneto serial numbers between and including the lower and upper limits as shown are affected by this AD.
 (3) These coupling numbers are for parts used as spares and also must be tested.

The magneto models as listed above are installed on, but not limited to, the following engines:

Lycoming:

AEIO-360, AEIO-320, IO-320, O-235, O-320, O-360

Continental:

A-65-8, A-75-8, C-85-8, C-90-8, O-200-A, O-300-A, -B, -C, -D, O-470-U, IO-360-KB, IO-470, IO-520-A, -B, -F, TSIO-470, TSIO-520-T

Compliance is required as indicated unless already accomplished.

To prevent a possible magneto failure and subsequent engine or accessory malfunction, accomplish the following:

Prior to the next ten (10) hours of aircraft time in service, or within the next thirty (30) calendar days from the date of this AD, whichever occurs first, complete the following comparative hardness test procedures:

1. Remove the impulse coupling magneto(s) from the engine per engine manufacturer's instructions.

2. Remove the impulse coupling assembly from the magneto frame per Slick's maintenance and overhaul instructions.

3. Establish a reference level of acceptable metal hardness by sliding a fine cut mill file over the flat surface of either pawl. The file will slide freely and will only burnish the hard surface of the pawl.

4. By a similar filing action, test for the hardness of each of the two rivet heads.

5. If there is resistance to sliding and material is removed from the rivet head, the rivet has not been heat treated and the coupling assembly must be replaced. Return the defective coupling assembly to a Slick Electro, Inc. distributor.

6. If hardness of the rivet heads and pawls are equivalent, reassemble and identify AD compliance by metal stamping a letter "C" on the Slick insignia located on the side of the magneto identification plate.

7. If the results of the comparative hardness test on the rivet(s) are questionable, the coupling assembly must be replaced.

This amendment becomes effective March 28, 1980, as to all persons except those to whom it was made immediately effective by the airmail letter dated February 4, 1980, which contained this amendment.

N6461Z
AIRCRAFT REGISTRATION NO.

20606282
AIRCRAFT SERIAL NO.

TU 206G
TYPE AIRCRAFT



80-22-5 N
AD NUMBER

Continental Engine

If multi-engine: ☐ Left ☐ Right ☒ Front ☐ Rear Engine Model/Serial No: _____

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			N/A by S/N	

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Amendment 39-3948. Applies to engine models as follows:

TSIO-520-M, serial numbers 511000 through 520187, 230126R through 230129R, 230131R through 230142R, and 230144R through 230146R, installed in, but not limited to, certain Cessna Models T206 and T207 airplanes certificated in all categories; TSIO-520-P, serial numbers 513000 through 513620, and 235401R, installed in, but limited to, certain Cessna Model P210N airplanes certificated in all categories; TSIO-520-R, serial numbers 512000 through 517961, 230226R, 230228R, 230230R through 230233R, 230235R through 230246R, and 230248R, installed in, but not limited to, certain Cessna Models T210M and T210N airplanes certificated in all categories.

Compliance is required within the next 25 hours time in service after the effective date of this AD, unless already accomplished.

To prevent the crankshaft front oil seal being dislodged from the engine crankcase, accomplish the following:

A. Remove the engine top cowl panel and left and right nose cowl sections.

B. Inspect the crankshaft front oil seal which is located on the crankshaft where it passes through the front engine case. If the seal is displaced or there is evidence of oil leakage, replace the oil seal in accordance with the appropriate maintenance manual.

C. Install two (2) seal half plates, TCM Part No. 641361, on the forward face of the crankshaft with four (4) TCM Part No. 628321-38 bolts. Torque bolts to 21-25 in-lbs.

D. Reinstall left and right nose cowl sections and engine top cowl panel, ensuring that baffle seals are fitted and turned in the right direction.

E. Run the engine until normal operating temperature is reached and inspect crankshaft front oil seal for leaks.

F. Make an appropriate maintenance record entry.

NOTE: Teledyne Continental Service Bulletin No. M80-20, dated September 12, 1980, pertains to this subject.

An equivalent method of compliance may be approved by the Chief, Engineering and Manufacturing Branch, FAA, Southern Region.

This amendment is effective October 24, 1980.

1V6461Z
AIRCRAFT REGISTRATION NO

20606282
AIRCRAFT SERIAL NO

TU206G
TYPE AIRCRAFT

adNote

81-16-5 N
AD NUMBER

Slick Magneto

If multi-engine: ☐ Left ☐ Right ☐ Front ☐ Rear Magneto Position/Mod./Serial No: LFT. ☐ RT ☐

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			N/A by S/N	

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Amendment 39-4173. Applies to the following Slick Magneto models and serial numbers:

Magneto Model Numbers*

4250, 4250R	4251, 4251R	4216, 4216R
4230, 4230R	4252, 4252R	6210, 6210R
4201, 4201R	4281, 4281R	6214, 6214R

*All 4200 series magnetos use Slick Coil part number M-3114
All 6200 series magnetos use Slick Coil part number M-3009

Serial Numbers**

8100000-8109999	9050000-9059999	9110000-9119999
8110000-8119999	9060000-9069999	9120000-9129999
8120000-8129999	9070000-9079999	0010000-0019999
9010000-9019999	9080000-9089999	0020000-0029999
9020000-9029999	9090000-9099999	0030000-0039999
9030000-9039999	9100000-9109999	0040000-0049999
9040000-9049999		

**Year and month of manufacture is given by first three numbers of serial number; for example 9032576 was manufactured March 1979.

The above magneto models are installed on, but not limited to, the following engines:

Teledyne-Continental

A-65	C-90	O-470
A-75	O-200	IO-470
C-75	IO-360	IO-520
C-85	TSIO-360	TSIO-520

Lycoming

O-235-C2C	O-320-D3G	O-360-A4M
O-235-H2C	O-320-E1J	O-360-C1E
O-235-K2C	O-320-E2D	O-360-C1F
O-235-L2C	O-320-E2G	O-360-C2E
O-320-A2D	O-320-E3D	O-360-F1A6
O-320-D1D	AEIO-320-E1B	AEIO-360-B1G6
O-320-D2G	AEIO-320-E2B	AEIO-360-H1A
O-320-D2J	O-360-A4K	

To prevent magneto failure due to cracked coil, accomplish the following within the next 25 hours time in service after the effective date of this AD unless already accomplished:

A. Remove magneto and visually inspect coil for cracks in accordance with Slick Electro, Inc. Service Bulletin No. 1-81 revised June 29, 1981.

B. Replace cracked coils and coils with less than 250 hours time in service with serviceable coils manufactured prior to October 1, 1978, or subsequent to April 30, 1980. The date of manufacture is stamped on each coil.

C. Accomplishment of this AD should be indicated by stamping the letter "C" into the metal name plate following the last digit of the magneto serial number, as well as the appropriate logbook entry.

Alternate methods of compliance with this AD must be approved by the Chief, Engineering and Manufacturing Branch, FAA Great Lakes Region.

This amendment becomes effective August 6, 1981.

N64612
AIRCRAFT REGISTRATION NO.

20606282
AIRCRAFT SERIAL NO.

TU206G
TYPE AIRCRAFT



81-24-6 N/R
AD NUMBER

Continental Engine

If multi-engine: ☐ Left ☐ Right ☒ Front ☐ Rear

Engine Model/Serial No: _____

DATE	TOTAL TIME AT COMPL	TACH OR RECORDING METER TIME AT COMPL	METHOD OF COMPLIANCE	NEXT COMP. DUE AT		AUTHORIZED SIGNATURE & NUMBER
				TOTAL TIME	DATE, TACH, OR RECORDING METER TIME	
			N/A by S/N			

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Amendment 39-4260. Applies to Models IO-520, TSIO-520 and GTSIO-520 (except GTSIO-520-F and K) engines equipped with engine driven fuel pumps serial numbers I0178XX through A0280XX, factory new or rebuilt engines which were assembled between September 1, 1978 through July 31, 1980, or fuel pumps which were replaced during that time.

The first characters of the fuel pump serial numbers reflect the date of manufacture. The first letter designates the month of manufacture starting with "A" for January, "B" for February, etc. The second and third digits designate the day of build (01 thru 31). The fourth and fifth digits indicate the year of build.

Subsequent digits indicate manufacturing sequence number of pump on a given day.

Compliance required as indicated unless already accomplished

To prevent possible fuel leakage and potential fire hazard, accomplish the following:

A. Within 10 hours time in service after the effective date of this AD and thereafter at intervals not to exceed 10 hours time in service until (B) is accomplished, visually check the fuel pump for evidence of fuel leaks from between the fuel segments. If a leak is detected or fuel stains are present, (B) must be accomplished prior to further flight.

B. Within 50 hours time in service after the effective date of this AD, accomplish the following:

1. Remove safety wire from the four fuel pump through-bolts.

2. Torque the through-bolts evenly in diagonally opposite pairs to 30 in-lbs. (± 1 in-lb.).

3. Resafety wire through bolts.

4. Upon completion of the above steps, place mixture control in "idle cutoff," pressurize the fuel system with the aircraft boost pump, and inspect for fuel leaks. If a fuel leak still leak still exists, overhaul or replace the pump as appropriate.

C. If fuel leaks were present before retorquing the bolts as required in paragraph (B), then during each of the next five pre-flights, place the mixture control in "idle cutoff," pressurize the fuel system with the aircraft boost pump and check for fuel leaks or evidence of fuel leaks. If evidence of a fuel leak exists, overhaul or replace the pump as appropriate. This paragraph does not apply if the fuel pump was overhauled or replaced due to compliance with paragraph (B).

D. The checks required by paragraphs (A) and (C) may be accomplished by a certificated pilot as authorized by FAR 43.3(h).

E. Make appropriate maintenance record entries.

Upon submission of substantiating data, through an FAA Aviation Safety Inspector, the Chief, Engineering and Manufacturing Branch may adjust the inspection intervals.

An equivalent method of compliance may be approved by the Chief, Engineering and Manufacturing Branch, FAA, Southern Region.

Teledyne Continental Motors Service Bulletin M-80-26, Revision 1, applies to this subject.

This amendment becomes effective November 23, 1981.

16612
AIRCRAFT REGISTRATION NO.

20606252
AIRCRAFT SERIAL NO.

TU206G
TYPE AIRCRAFT

adNote™

82-27-2 Rev.1 N

AD NUMBER

McCauley Propeller

If multi-engine: ☐ Left ☐ Right ☒ Front ☐ Rear

Propeller Model/Serial No. _____

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			N/A by S/N	

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Amendment 39-4521 as amended by Amendment 39-4564. Applies to the following McCauley Accessory Division C200, C300, and C400 series constant speed propellers with blade serial numbers as identified below that are installed on, but not limited to, the aircraft listed below:

Aircraft

Cessna R172K
Cessna 172RG
Cessna 177RG
Cessna 180G-J
Cessna 180G-J
Cessna 180K
Cessna 182M-P
Cessna 182M-P
Cessna 182Q
Cessna R182 (pre-1980)
Cessna R182 (1980-on)
Cessna TR182 (pre-1980)
Cessna TR182 (1980-on)
Cessna T182
Cessna A185
Cessna T188C
Cessna TU206G
Cessna U206G
Cessna 207A
Cessna T207A
Cessna P210N:T210M,N
Cessna 210N
Cessna T337G,H:P337H
Cessna 337G,H
Mooney M20J(201)
Mooney M20K(231)
Reims FR172K
Reims F177RG
Reims F182P
Reims F182P
Reims F182Q
Reims FR182 (pre-1980)
Reims FR182 (1980-on)
Reims F337G
Reims FT337GP

Propeller Model/Blade Model

2A34C203/90DCA-10 or 90 DCA-14
B2D34C220/80VHA-3.5
B2D34C207/78TCA-0
2A34C201/90DA-8
2A34C203/90DCA-2 or 90DCA-8
C2A34C204/90DCB-8
2A34C201/90DA-8
2A34C203/90DCA-8
C2A34C204/90DCB-8
B2D34C214/90DHB-8
B2D34C218/90DHB-8
B2D34C217/90DHB-8
B2D34C219/90DHB-8
B2D34C219/90DHB-8
D3A34C403/80VA-0
D3A34C402/90DFA-10
D3A34C402/90DFA-10
D3A34C404/80VA-0
D3A34C404/80VA-0
D3A34C401/90DFA-10
D3A34C402/90DFA-10
D3A34C404/80VA-0
D2AF34C308/90DEA-12
D2AF34C310/90DEA-12
B2D34C214/90DHB-16E
2A34C216/90DHB-16E
2A34C203/90DCA-14
B2D34C207/78TCA-0
2A34C201/90DA-8
2A34C203/90DCA-8
C2A34C204/90DCB-8
B2D34C214/90DHB-8
B2D34C218/90DHB-8
D2AF34C310/90DEA-12
D2AF34C308/90DEA-12

B120667 thru B120686
B120687 thru B120929
B121063 thru B121262
B121450 thru B121489
B121690 thru B121969
B121970 thru B122049
B122050 thru B122089
B122090 thru B122129
B126956 thru B126979
BC551 thru BC638
BC719 thru BC750
BC752 thru BC790
BC815 thru BC839
BC893 thru BC908
BC910 thru BC919
BC951 thru BC974
BC991 thru BC1030
BK321 thru BK362
BK371 thru BK400
BK441 thru BK460
BK481 thru BK560
BI001 thru BI200
BJ081 thru BJ160
BJ181 thru BJ200
BJ253 thru BJ260
BJ262 thru BJ280
BJ282 thru BJ320

90DCA-10
90DHB-16E
90DCB-8 and 90DHB-16E
90DCB-8
90DHB-8
90DCA-14
90DCA-8
90DHB-16E
90DFA-10
80VA-0
80VA-0
80VA-0
80VA-0
80VA-0
80VA-0
80VA-0
80VA-0
80VA-0
80VA-0
80VA-0
80VHA-3.5
80VA-0
80VA-0
80VA-0
80VA-0
80VA-0

Note: McCauley Accessory Division Service Bulletin 146 provides additional background information for identifying propeller applicability.

Compliance required, within the next 10 hours time in service after the effective date of this AD, unless already accomplished.

To prevent possible propeller blade shank failure, accomplish the following:

A. Dye penetrant inspect the blade shank area for cracks or forging "folds" in accordance with McCauley Accessory Division Service Bulletin SB146 dated December 3, 1982, or FAA approved equivalent. Extreme caution must be exercised when removing paint and blade anodize to prevent corrosive liquids from entering the propeller hub. If evidence of cracks or forging "folds" is found, replace the blade with a serviceable blade before further flight.

B. A special flight permit may be issued in accordance with Federal Aviation Regulations (FARs) 21.197 and 21.199 to operate the aircraft to a base where this AD can be accomplished.

C. Upon request of the operator, an equivalent means of compliance with the requirements of this AD may be approved by the Manager, Chicago Aircraft Certification Office, FAA, 2300 East Devon Avenue, Des Plaines, IL 60018.

Amendment 39-4521 became effective December 30, 1982.

This Amendment 39-4564 becomes effective February 22, 1983.

APPLICABLE BLADE SERIAL NUMBERS

Serial Number

B117210 thru B117249
B117290 thru B117329
B117410 thru B117529
B117610 thru B117649
B117730 thru B117769
B117890 thru B117969
B118090 thru B118169
B118254 thru B118369
B119170 thru B119249
B119290 thru B119449

B119450 thru B119489
B119490 thru B119529
B120345 thru B120364
B120485 thru B120524

Blade Type

90DEA-12 and 90DA-8
90DCB-8
90DHB-16E and 78TCA-0
90DCB-8 and 78TCA-0
90DHB-8 and 78TCA-0
90DCB-8
90DHB-8
90DHB-8
90DHB-16E and 90DHB-8
90DCA-2, 90DCA-8, 90DCA-10, and 90DCA-14
90DA-8
90DEA-12
90DCA-14
90DEA-12

N6461Z
AIRCRAFT REGISTRATION NO.

20606282
AIRCRAFT SERIAL NO.

TU206G
TYPE AIRCRAFT

adNote™

85-2-7 N
AD NUMBER

Fuel Selector Valve

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			PCW - 8/20/85	

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Amendment 39-4991. Applies to Models 205, 205A (S/Ns 205-0001 thru 205-0577); 206, U206, U206A, U206B, U206C, U206D, U206E, U206F, U206G, TU206A, TU206B, TU206C, TU206D, TU206E, TU206F and TU206G (S/Ns 206-0001 thru U20606827); P206, P206A, P206B, P206C, P206D, P206E, TP206A, TP206B, TP206C, TP206D and TP206E (S/Ns P206-0001 thru P20600647); 207, 207A, T207, and T207A (S/Ns 20700001 thru 20700773); 210G, 210H, 210J, 210K, T210K, 210L, T210L, 210M, T210M, 210N and T210N (S/Ns 21058819 thru 21064535); T210G, T210H, T210J, (S/N T210-0198 thru T210-0454) and P210N (S/Ns P21000001 thru P21000760) airplanes certificated in any category.

Compliance: Required within 100 hours time-in-service after the effective date of this AD, unless already accomplished.

To eliminate the possibility of loss of the fuel selector roll pin installation, accomplish the following:

(a) Visually inspect the fuel selector for free play. If free play exceeds 15 degrees, replace any components that exhibit loose or worn conditions, as necessary, to reduce the free play to this limit.

(b) Safety the fuel selector shaft to yoke roll pin installation by installing safety wire through the roll pin in accordance with Cessna Single Engine Customer Care Service Information Letter SE84-5.

(c) The airplane may be flown in accordance with FAR 21.197 to a location where this AD may be accomplished provided fuel tank selection during flight is not performed.

(d) An equivalent means of compliance with this AD may be used if approved by the Manager, Aircraft Certification Office, Federal Aviation Administration, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4400.

This amendment becomes effective on March 6, 1985.

N6461Z
AIRCRAFT REGISTRATION NO.

20606282
AIRCRAFT SERIAL NO.

TU 206G
TYPE AIRCRAFT

adNote™

86-1-6 N/M
AD NUMBER

Airborne Dry Air Pumps

If multi-engine: ☐ Left ☐ Right ☒ Front ☐ Rear Part No/Serial No: _____

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			N/A by S/N	

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Amendment 39-5206. Applies to the following Airborne Dry Air Pumps and Auxiliary Dry Air Pumps installed on piston engine aircraft certificated in any category.

Part Number

Serial Numbers

Dry Air Pumps

241CC-13	10AA30 thru 10AA36 and 10AA38
242CW	10AA281 thru 10AA293
441CC	9AA260 thru 9AA288
	9AA291, 9AA294, 9AA295
441CC-7	9AA929 thru 9AA949, 9AA953,
	9AA954, 9AA956, 9AA957, 9AA959
442CW	9AA850 thru 9AA875, 9AA880 thru
	9AA886, 9AA888 thru 9AA903,
	9AA905 thru 9AA921, 9AA928,
	9AA934, 9AA936, 9AA939, 9AA940,
	9AA945 thru 9AA952, 9AA955 thru
	9AA958, 9AA962 thru 9AA967
442CW-4	10AA173 thru 10AA179, 10AA182
	thru 10AA199, 10AA201, 10AA202
442CW-12	10AA356, 10AA357, 10AA386,
	10AA389

Auxiliary Dry Air Pumps

4A2-1	9AA44 thru 9AA46
4A3-1	9AA56, 9AA59 thru 9AA66, 9AA73,
	9AA79 thru 9AA82, 10AA83 thru
	10AA88, 10AA90 thru 10AA94,
	10AA96, 10AA114, 10AA126,
	10AA130, 10AA131, 10AA132,
	10AA138, 10AA150, 10AA154,
	10AA155, 10AA159, 10AA161

Note: These pumps were not available for installation before September 1, 1985. Therefore, new Airborne Dry Air Pumps or Auxiliary Dry Air Pumps installed previous to that date are exempt from this AD. Pumps that have been reworked by Airborne will have a white date code stamped on the pump housing near the discharge port. This will indicate that the pump complies with this AD.

Compliance is required as indicated unless previously accomplished. To prevent premature failure of the Airborne Dry Air and Auxiliary Dry Air Pumps, accomplish the following:

A. For Dry Air Pumps P/N's 241-CC, 242CW, 441CC,

441CC-7, 442CW, 442CW-4, and 442CW-12, prior to further flight in IFR conditions, inspect installed dry air pump(s) to determine if one of the subject pumps is installed.

1. If one of these pumps is installed, and if the aircraft is equipped for IFR flight, fabricate using minimum 0.10 inch letters, and install a placard in full view of the pilot which states; 'FLIGHT IN IFR CONDITIONS PROHIBITED', and operate in accordance with this limitation.

2. And within 15 days after the effective date of this AD, replace the subject pump and replace the placard. Return pump to Airborne as described in Airborne Service Letter 30, dated November 11, 1985.

B. For Airborne Auxiliary Dry Air Pump P/N 4A2-1 or 4A3-1, prior to further flight in IFR conditions, inspect auxiliary dry air pump if installed, to determine if one of the subject pumps is installed.

1. If one of these pumps is installed, and if the aircraft is equipped for IFR flight, fabricate using minimum 0.10 inch letters, and install a placard in full view of the pilot which states; 'STANDBY VACUUM SYSTEM MAY BE INOPERATIVE DUE TO VACUUM PUMP MALFUNCTION'.

2. And within 15 days after the effective date of this AD, replace the subject pump and replace the placard. Return pump to Airborne as described in Airborne Service Letter 30, dated November 11, 1985.

C. Aircraft may be flown in accordance with FAR 21.197 to a location where this AD can be accomplished.

D. An equivalent method of compliance with this AD, if used, must be approved by the Manager, Chicago Aircraft Certification Office, 2300 East Devon Avenue, Room 232, Des Plaines, Illinois 60018, Telephone (312) 694-7357.

All persons affected by this directive may obtain copies of the documents referred to herein upon request to Betty Annable, Parker Hannifin Corp., Airborne Division, 711 Taylor Street, Elyria, Ohio 44036 or the FAA, Rules Docket, Office of the Regional Counsel, Room 1558, 601 East 12th Street, Kansas City, Missouri 64106.

This amendment becomes effective on January 31, 1986.

N6461Z
AIRCRAFT REGISTRATION NO.

20606282
AIRCRAFT SERIAL NO.

TU 206G
TYPE AIRCRAFT

adNoteTM

86-5-2 N/M
AD NUMBER

United Instruments Altimeter

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			1X/1A by S/N	

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Amendment 39-5317. Applies to altimeter Part Numbers 5934, 5934A, 5934M, 5934AM, 5934P, 5934PA, 5934PM, 5934PAM, 5934D, 5934PD, 5934AD, and 5934PAD with the following serial numbers:

6C461 thru 6C999
7C000 thru 7C999
8C000 thru 8C999
9C000 thru 9C999
0D000 thru 0D999
1D000 thru 1D999
2D000 thru 2D869

NOTE 1: This AD is applicable to pressure sensitive altimeters that do not have encoding capabilities. The affected altimeters were manufactured after February 1, 1985.

Compliance: Required as indicated unless already accomplished.

To prevent possible erroneous altitude information from being displayed to the pilot, accomplish the following:

(a) For all altimeters that are installed in an aircraft, prior to further flight,

(1) Check each installed altimeter or check the aircraft's permanent maintenance record to determine if the altimeter falls within the Serial Number designations set forth in this AD. The owner/operator of the aircraft may make this check.

(2) If, as a result of this check, it is determined that the altimeter falls within these designations, check the altimeter by applying a slight outward pull on the adjustment knob while turning the knob and determine that the altitude indication pointers and the barometric pressure dial remain synchronized.

(3) The holder of a pilot certificate issued under Part 61 of the Federal Aviation Regulations (FAR) may conduct this check on any airplane owned or operated by him. The person accomplishing this must make the appropriate aircraft maintenance record entry as prescribed by FAR 91.173.

(4) If the altitude pointers do not move simultaneously with the barometric dial, prior to further flight remove the altimeter and return it to United Instruments, Inc., 3625 Comotara Avenue, Wichita, Kansas 67226, no later than July 1, 1986. Replacement altimeters must be serviceable units.

NOTE 2: It is recommended but not required by this AD, that the above check for synchronized movement be accomplished each time the altimeter barometric pressure dial is adjusted.

(b) Regardless of the results of the check specified in paragraph (a) of this AD, on or before July 1, 1986, for all affected altimeters installed in an aircraft, remove the altimeter and return it to United Instruments, Inc. at the above address. Replacement altimeters must be serviceable units.

(c) For all affected altimeters not installed in an aircraft, prior to further use but no later than July 1, 1986, return the altimeter to United Instruments, Inc., at the above address, for examination and modification as required.

(d) For each altimeter returned to United Instruments, Inc. per the instructions of paragraphs (a), (b) and (c) above, the examination and rework by United Instruments, Inc. will be identified by a yellow dot approximately 1/4 inch (6.4mm) diameter on the lower half of the rear case and the letter "M", approximately 1/8 inch (3.2mm) in height stamped on the data plate just before the word "altimeter". Units that have been reworked and so marked may be used as serviceable replacement parts.

(e) Aircraft may be flown in accordance with Federal Aviation Regulation (FAR) 21.197 to a location where this AD can be accomplished. Prior to dispatch, set the altimeter to field elevation and do not reset in flight.

(f) An equivalent method of compliance with this AD, if used, must be approved by the Manager, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209.

United Instruments Service Bulletin No. 2, dated February 24, 1986, pertains to the subject of this AD.

All persons affected by this directive may obtain copies of the documents referred to herein upon request to United Instruments, Inc., 3625 Comotara Avenue, Wichita, Kansas 67226, or FAA, Office of the Regional Counsel, Room 1558, 601 East 12th Street, Kansas City, Missouri 64106.

This amendment becomes effective on May 28, 1986, to all persons except those to whom it has already been made effective by priority letter AD from the FAA dated February 28, 1986, and is identified as AD 86-05-02.

N64612
AIRCRAFT REGISTRATION NO.20606282
AIRCRAFT SERIAL NO.TU 206G
TYPE AIRCRAFT

adNote™

86-13-4 Rev.3 N/R
AD NUMBER

Continental Engine

If multi-engine: ☐ Left ☐ Right ☐ Front ☐ Rear

Engine Model/Serial No:

DATE	TOTAL TIME AT COMPL	TACH OR RECORDING METER TIME AT COMPL	METHOD OF COMPLIANCE	NEXT COMP. DUE AT		AUTHORIZED SIGNATURE & NUMBER
				TOTAL TIME	DATE, TACH, OR RECORDING METER TIME	
			N/A by S/N			

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Amendment 39-5345, as amended by Amendment 39-5555, is further amended by Amendment 39-5850. Applies to cylinder assemblies (part number (P/N) stamped on flange of cylinder) with P/N's 643985, 646100, 646101, 646652, 646652CP, 646657, 646657CP, 649162, 649162CP, 649169, 649169CP including all these numbers with all "A" dash numbers as a suffix, and also any cylinder reworked from the above part numbers, either of which were manufactured on or after January 1, 1985, and with 485 total hours or less installed on, but not limited to, the following Teledyne Continental Motors (TCM) Engines:

NEW ENGINES SERIAL NUMBERS

GTSIO-520-H 807068 thru 807070
-K 805164
-L 808669 thru 808673
-M 808679 thru 808697
-N 610450 thru 610482
TSIO-520-BE 528133 thru 528242, 528244 thru 528246,
528252 thru 528256, 528259, 528260, 528263, 528270
-CE 530045 thru 530127, 530131, 530132
-C 501603 thru 501610
-EB 510802 thru 510809
-G 507066
-H 506883 thru 506885
-M 520742 thru 520824, 520829 thru 520835, 520837, 520838
-NB 521585 thru 521615
-P 513908 thru 513910
-R 522588 thru 522602, 522604, 522605
-UB 527063 thru 527080
-VB 529014 thru 529060
-WB 518895 thru 518906
IO-520-BB 578073, 578084 thru 578151, 578155, 578156, 578166
-CB 576237 thru 576272
-D 575717, 575747 thru 575806
-E 556594 thru 556603
-F 574844 thru 574988
-K 557516 thru 557518
-L 577121 thru 577147, 577149 thru 577153
-MB 575043 thru 575046
IO-550-B 675125 thru 675237, 675239 thru 675244, 675246 thru 675256,
675258 thru 675266, 675273, 675274, 675277, 675278
676156 thru 676231, 676233 thru 676248, 676250 thru 676271

REBUILT ENGINES SERIAL NUMBERS

GTSIO-520-C 155546 thru 155550
-D 219429 thru 219435
-H 235236 thru 235290, 235293 thru 235298, 267000 thru 267003
-K 226106 thru 226110
-L 245882 thru 245990, 245992 thru 246008, 246011 thru 246014,
246016 thru 246021, 246023, 246024
GTSIO-520-M 243217 thru 243364, 243366, 243367, 243369 thru 243381
-N 241300, 265000 thru 265039, 265041
TSIO-520-AF 245205
-BB 236937 thru 236951
-B 176485 thru 176522
-C 178279 thru 178297
-EB 242984 thru 242999
-E 183816 thru 183939, 183941 thru 183943, 183947
-G 216022 thru 216025
-H 217173 thru 217187
-J 218907 thru 218924
-K 224583, 224584
-LB 237237 thru 237241, 237245, 237246
-L 241883 thru 241900
-M 230223, 230225, 248601 thru 248628, 248632, 248638, 248642
-NB 244933 thru 244999, 266500, 266501, 266503
thru 266511, 266513 thru 266517, 266521, 266525
-N 228481 thru 228505, 228509 thru 228516
-P 236453 thru 236467
-R 245645 thru 245696
-T 239316 thru 239321
-UB 240981 thru 241000, 248851 thru 248854, 248858
-VB 248288 thru 248499, 266600 thru 266681, 266683
thru 266685, 266687, 266689, 266691, 266699 thru 266702
-WB 248160 thru 248203, 248205 thru 248217
IO-520-A 112547 thru 112589
-BA 241763 thru 241800, 249251 thru 249425, 249427 thru 249429,
249433 thru 249443, 249445, 249446, 249448 thru 249453, 249457
236000, 236789, 248500 thru 248568, 248572, 248573, 248575
-BB 234758
-CB 244047, 244067 thru 244110, 244112 thru
244123, 244126, 244127, 244130, 244131
-C 243728, 243766 thru 243999, 267500, 267505
thru 267510, 267513 thru 267516, 267527
-D 175381 thru 175531, 175534 thru 175536, 175540 thru 175556,
175559, 175660, 175563, 175565 thru 175567
-E 215674 thru 215690
-F 247574, 247577, 247607 thru 247727, 247731 thru 247742, 247744,
247746 thru 247750, 247752 thru 247756, 247762, 247766, 247767
-J 216515

-K 224045, 224046
-L 242834 thru 242896, 242899
-MB 236383 thru 236400, 266000 thru 266017, 266019
-M 235728 thru 235787, 235789 thru 235793
IO-550-B 249104 thru 249122

These engines are installed in, but are not limited to, the following airplanes:
Aero Commander 200, 500, 685; AISI F, 20 Pegaso; Ambrosini MF-15; Beagles B206S; Beech 33, 35, 36, A36, A36TC, 55, 58, 58P, 58TC; Bellanca Viking 300; Cessna 185, 188, 206, 207, 210, 310, T310, 320, 335, 340, 401, 402, 404, 411, 414, 421; Fletcher FU-24A; Janox Javillon; Navion Model H; Omnipal Cmelak; Piper PA-46; Prinair DeHavilland Heron; Procaer F-150 Picchio; Transavia Airtruk; Windecker Eagle; Yeoman Cropmaster 285.

Compliance is required within the next 5 flight hours after the effective date of this AD, except as to those compliance requirements made effective previously as set forth in AD 86-13-04 dated June 20, 1986, priority letter AD 86-13-04 R1, dated September 5, 1986, AD 86-13-04 R2 dated February 19, 1987, and priority letter AD 86-13-04 R3 dated November 10, 1987 unless already accomplished.

To prevent possible cylinder head to barrel separation, engine failure and/or engine compartment fire, accomplish the following:

(a) For the above cylinder assembly part numbers installed on engines including those serial numbered engines listed above:

(1) Determine the part number for each cylinder assembly (part number is stamped on flange of cylinder barrel) and the date of manufacture (month and year of manufacture are stamped underneath rocker cover in the face of the rocker shaft boss).

(i) If the cylinder assembly part number and date of manufacture are as listed above, proceed with paragraphs (2), (3), (4), (5), and (6).

(ii) If the cylinder assembly part number and date of manufacture are not as listed above, proceed to paragraph (6). No further inspections are required by this AD.

(2) Visually inspect all cylinders for oil stains or leakage between the first and second barrel fins from the bottom of the head casting. The area of concern on direct drive engines is at the 12 o'clock position on the 1-3-5 cylinder side and the 6 o'clock position on the 2-4-6 side. On the GTSIO series engine, the area of concern is at the 6 o'clock position on the 1-3-5 cylinder side and the 12 o'clock position on the 2-4-6 cylinder side.

(3) Pressure check all cylinders using a differential compression tester. The piston should be as close to BDC (Bottom Dead Center) as possible to insure the piston and rings are below the inspection area specified in Paragraph (2) but still keeping both valves closed and maintaining pressure in the cylinder. With 80 PSIG (pounds per square inch gauge) air pressure in the cylinder, check the area specified in Paragraph (2) with a soap/water solution and inspect for any leakage.

(4) If any leakage is noted from the above inspection and/or pressure check, the cylinder must be changed before further flight.

NOTE: TCM Service Bulletin MB86-7, Revision 5, dated November 15, 1986, advises that extreme caution be used in the area of the propeller while performing this inspection.

(5) This visual inspection and pressure check must be repeated at intervals not to exceed 50 flight hours until the last inspection and pressure check required by this AD has been accomplished. The last inspection and pressure check required by this AD must occur between 440 hours and 490 hours of cylinder operation.

(6) The repetitive inspections and pressure checks described above may be discontinued when one of the following has been accomplished:

(i) Suspect cylinder assemblies have been replaced with assemblies having a date of manufacture prior to January 1985.

(ii) Approved replacement cylinder assemblies having different part numbers are installed provided these replacement cylinder assemblies are not reworked from the assembly part numbers listed above.

(iii) New design pistons (as shown below) are installed, and the affected cylinder assembly has the letter "P" stamped or vibro-etched on the face of the rocker shaft boss adjacent to the manufacture date, i.e. 5-58P.

Engine Series

IO-550

IO-520

TSIO-520 and GTSIO-520

New Piston Part Number

648046

648045

648044

(7) Make appropriate Engine Logbook entry.

(b) For cylinder assemblies not installed on engines, confirm a manufacture date stamp of 1-85 (January 1985) or subsequent (month and year of manufacture are stamped underneath rocker cover in the face of the rocker shaft boss), then notify TCM for disposition and replacement.

(c) Comply with the provisions of this AD for the above cylinder assembly part numbers which are reworked and/or reidentified with a different part number.

NOTE: TCM Service Bulletin Nos. M86-7, Rev. 5, dated 15 November 1986, and M87-19, dated September 17, 1987, address this subject.

(d) Aircraft may be ferried in accordance with the provisions of FAR 21.197 and FAR 21.19 to a base where the AD can be accomplished.

(e) Upon request, an equivalent means of compliance with the requirements of this AD may be approved by the Manager, Atlanta Aircraft Certification Office, 1669 Phoenix Parkway, Suite 210, Atlanta, Georgia 30349.

AD 86-13-04, Amendment 39-5345, became effective July 11, 1986.

Priority Letter AD 86-13-04 R1, issued September 5, 1986, became effective immediately upon receipt.

Amendment 39-5555 (AD 86-13-04 R2) became effective February 19, 1987, as to all persons except those persons to whom it was made immediately effective by Priority Letter AD No. 86-13-04 R2, issued December 24, 1986.

This amendment, 39-5850, (AD 86-13-04 R3) becomes effective February 24, 1988, as to all persons except those persons to whom it was made immediately effective by Priority Letter AD No. 86-13-04 R3, issued November 10, 1987, which contained this amendment.

N6461Z
AIRCRAFT REGISTRATION NO.

2060E252
AIRCRAFT SERIAL NO.

TJ 206G
TYPE AIRCRAFT

adNote™

86-19-11
AD NUMBER

Quick-Drain Installation

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			PCW - 10/20/86	

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Amendment 39-5407. Applies to Models R172 thru R172K, FR172E thru FR172K, 177 thru 177B and 177RG, F177RG, 185 thru 185E, A185E, A185F, A188, A188A, A188B, T188C, 205 and 205A, 206, U206, U206A thru U206G, TU206A thru TU206G, P206, P206A thru P206E, TP206A thru TP206E, 207 and 207A, T207 and T207A, 210B thru 210R, T210F thru T210R, P210N and P210R (all Serial Numbers (S/N)) airplanes equipped with fuel reservoir(s) certified in any category.

Compliance required within 100 hours time-in-service or at the next annual inspection, whichever comes first after the effective date of this AD, unless already accomplished.

To eliminate the possibility of engine power reduction due to contaminated fuel, accomplish the following:

A. On Cessna Models R172, R172E thru R172H, (S/Ns R172-0001 thru R1720625) FR172E thru FR172J (S/Ns FR17200001 thru FR17200530) 177 thru 177A (S/Ns 17700001 thru 17702123) Model 177RG (S/Ns 177RG0001 thru 177RG0592) F177RG (S/Ns F177RG0001 thru F177RG0122) 210G and T210G thru 210L and T210L (S/Ns 21058819 thru 21060539 and T210-0198 thru T2100454) airplanes, install quick drains in the fuel reservoirs and wing fuel tanks if not presently equipped in accordance with Cessna Single Engine Customer Care Service Information Letters SE79-45 dated September 10, 1979, and SE84-8 dated March 16, 1984, or using equivalent aircraft standard hardware.

B. On all Cessna Models R172, R172E, R172F, R172G, R172H, R172J, R172K, (S/Ns R172-0001 thru R172-0409 and R1720410 and on) FR172E, FR172F, FR172G, FR172H, FR172J, FR172K (S/Ns FR17200001 thru FR17200675) 177, 177A, 177B (S/Ns 17700001 and on), 177RG (S/Ns 177RG0001 and on) F177RG (S/Ns F177RG0001 thru F177RG0177) 185, 185A, 185B, 185C, 185D, 185E, A185E, A185F (S/Ns 632, 185-0001 thru 185-1599, 18501600 and on) A188 (S/Ns 653, 188-0001 thru 188-0572) A188A (S/Ns 18800573 thru 18800832) A188B (S/Ns 678T, 18800833 and on) T188C (S/Ns T18803307T, T18803308T, T18803325T and on) 205, 205A (S/Ns 205-0001 and on) 206, U206, U206A, U206B, U206C, U206D, U206E, U206F, U206G, TU206A, TU206B, TU206C, TU206D, TU206E, TU206F, TU206G (S/Ns 206-0001 thru 206-0275, U206-0276 and on) P206, P206A, P206B, P206C, P206D, P206E, TP206A, TP206B, TP206C, TP206D, TP206E (S/Ns P206-0001 thru P20600647) 207, 207A, T207, T207A (S/Ns 20700001 and on) 210B, 210C, 210D, 210E, 210F, 210G,

210H, 210J, 210K, 210L, 210M, 210N, 210R, T210F, T210G, T210H, T210J, T210K, T210L, T210M, T210N, T210R (S/Ns 21057841 and on) P210N and P210R (S/Ns P21000001 and on) airplanes, attach the information that is included in the appendix to this AD (entitled PILOT OPERATING PROCEDURES — PREFLIGHT FUEL SYSTEM CHECK) to the airplane documents.

C. An equivalent means of compliance with this AD may be used if approved by the Manager, Aircraft Certification Office, FAA, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209.

All persons affected by this directive may obtain copies of the document(s) referred to herein upon request to Cessna Aircraft Company, Piston Aircraft Marketing Division, Post Office Box 1521, Wichita, Kansas 67201; or FAA, Office of the Regional Counsel, Room 1558, 601 East 12th Street, Kansas City, Missouri 64106.

This amendment becomes effective October 4, 1986.

APPENDIX

PILOT OPERATING PROCEDURES— PREFLIGHT FUEL SYSTEM CHECK

Fuel sampling: Fuel strainer, wing tank and reservoir quick drains.

1. Place a suitable container under the fuel strainer drain outlet prior to operating the strainer drain control for at least 4 seconds. Check strainer drain closed.

2. Inspect the fluid drained from the fuel strainer and each wing tank quick drain for evidence of fuel contamination in the form of water, rust, sludge, ice or any other substance not compatible with fuel. Also check for proper fuel grade before the first flight of each day and after each refueling. If any contamination is detected, comply with 4 below.

3. Repeat steps 1 and 2 on each wing tank quick drain.

4. If the airplane has been exposed to rain, sleet or snow, or if the wing fuel tanks or fuel strainer drains produce water, the fuel reservoir(s) must be checked for the presence of water by operating the fuel reservoir quick drains. The airplane fuel system must be purged to the extent necessary to insure that there is no water, ice or other fuel contamination.

Note 1: The fuel reservoir(s) are located under the fuselage between the firewall and forward door post on all airplane models. Consult the Pilots Operating Handbook or Owners Manual in order to determine if one or two reservoir(s) are installed.

Note 2: A check for the presence of water using the reservoir quick drains prior to the first flight of each day is considered good operating practice.

AIRCRAFT REGISTRATION NO.

AIRCRAFT SERIAL NO.

TYPE AIRCRAFT

adNote™

87-17-6 N

AD NUMBER

Am-Safe Seat Belt Assemblies

Component P/N No: _____

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			NA BY P/N	
			INSTALLED	

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Amendment 39-5710. Applies to Am-Safe, Inc., occupant restraint system assemblies, Part Numbers 501825-403, 501907-401, 501907-403, 501907-405, 502061-401, 502147-401, and 502147-403, which may be installed in large or small aircraft. (Seat belt portion approved under Technical Standard Order C22f.) Compliance required within 90 days after the effective date of this AD, unless previously accomplished.

To eliminate restraint system connectors with the incorrect dimensions, which could allow inadvertent opening of occupant restraint system assemblies, accomplish the following:

A. Inspect the affected restraint system assemblies in accordance with Am-Safe, Inc., Service Bulletin No. AS001, dated November 5, 1986, or later FAA-approved revisions, to determine the Lot Number of the connector. If the connector is not of Lot 04, no further action is required. If the connector is found to be of Lot 04, the connector must be removed and

replaced with a connector of a different lot number before further flight.

B. Alternate means of compliance which provide an acceptable level of safety may be used when approved by the Manager, Western Aircraft Certification Office, FAA, Northwest Mountain Region.

C. Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate airplanes to a base in order to comply with the requirements of this AD.

All persons affected by this directive who have not already received the appropriate service information from the manufacturer may obtain copies upon request to Am-Safe, Incorporated, 240 North 48th Avenue, Phoenix, Arizona 85043. These documents may be examined at the FAA, Northwest Mountain Region, 17900 Pacific Highway South, Seattle, Washington, or at 15000 Aviation Boulevard, Hawthorne, California.

This amendment becomes effective September 22, 1987.

164612
AIRCRAFT REGISTRATION NO

20606282
AIRCRAFT SERIAL NO

TU206G
TYPE AIRCRAFT



88-3-6 N
AD NUMBER

Continental Oil Filters

If multi-engine: ☐ Left ☐ Right ☒ Front ☐ Rear Engine Model/Serial No: _____

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			N/A by P/N	

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Amendment 39-5888. Applies to IO-360, TSIO-360, O-470, IO-470, TSIO-470, IO-520, TSIO-520, GTSIO-520 and IO-550 series engines equipped with oil filters.

Compliance is required at the next oil change or within 10 flight hours, whichever occurs first, unless already accomplished.

To prevent possible loss of engine oil and subsequent engine failure, accomplish the following:

(a) Determine if oil filter TCM P/N 649309 or 649310 is installed.

(1) If neither filter is installed, proceed to paragraph (b).

(2) If P/N 649309 is installed, replace with P/N 649923 or equivalent Parts Manufacturer Approval (PMA) product.

(3) If P/N 649310 is installed, replace with P/N 649922 or equivalent PMA product.

(b) Make appropriate logbook entry showing compliance with this AD.

(c) Aircraft may be ferried in accordance with the provisions of Federal Aviation Regulations 21.197 and 21.199 to a base where this priority letter AD

can be accomplished.

(d) Upon request, an equivalent means of compliance with the requirements of this priority letter AD may be approved by the Manager, Atlanta Aircraft Certification Office, FAA, 1669 Phoenix Parkway, Suite 210C, Atlanta, GA 30349.

(e) Upon submission of substantiating data by an owner or operator, through an FAA maintenance inspector, the Manager, Atlanta Aircraft Certification Office, may adjust the compliance time specified in this AD.

Notes: (1) TCM Service Bulletin No. M88-4, dated January 15, 1988, refers to this subject.

(2) TCM oil filter P/N's 649309 and 649310 in inventory should be returned to TCM in accordance with the TCM service bulletin referenced in Note 1.

This amendment 39-5888, becomes effective April 15, 1988, as to all persons except those persons to whom it was made immediately effective by individual priority letter AD 88-03-06, issued February 5, 1988, which contained this amendment.

NL4612
AIRCRAFT REGISTRATION NO.

20606282
AIRCRAFT SERIAL NO.

TU206G
TYPE AIRCRAFT

adNote™

88-22-7
AD NUMBER

Aeroquip Hose Assemblies

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			PCW - 9/9/96	

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Amendment 39-6050. Applies to all TP206, TU206, T207, T210 and P210 Series airplanes (all serial numbers) certificated in any category.

Compliance required within the next 75 hours time in service after the effective date of this AD, unless already accomplished.

To prevent power loss or fire due to failure of certain Aeroquip 601 hose assemblies, accomplish the following:

(a) Visually inspect all of the exterior metal braided flex hose assemblies, including firesleeve hose assemblies, in the engine compartment. If the Aeroquip Part Number AE701 appears on the hose identification tag, no further action is required per this AD.

(b) If the hose identification tag displays the model/part number suffix 601, accomplish the following:

(1) Determine if the hose is identified with a cure date 1Q84 through 3Q87.

Note: The cure date refers to the quarter and year of manufacture, for example, 1Q84 refers to a hose manufactured in the first quarter of 1984.

(2) Review the airplane/engine log books or records to determine if any engine compartment Model 601 hose was replaced between April, 1984 and May, 1988.

(3) If the hose identification tag indicates that the hose was not manufactured with a cure date of 1Q84 through 3Q87 and the above review of the log books indicates that no Model 601 hoses were replaced between April, 1984 and May, 1988, no further action is required per this AD.

(4) If any engine compartment Model 601 hose displays a manufactured code date of 1Q84 through 3Q87, if there is no manufacturing code tag, or the engine/airplane logs/records indicate

that a Model 601 hose was installed between April 1984, and May, 1988, replace the suspect hoses as follows:

(i) Prior to further flight replace the waste gate supply hose assembly, Aeroquip P/N 601000-4-0310 or the hose identified as Cessna S1236-4-0310 supplied by sources other than Cessna, or as identified above with an Aeroquip P/N AE3663162E0310 hose or equivalent in accordance with Cessna Service Bulletin SEB 88-5, dated June 24, 1988, or with an Aeroquip 601000-4-0310 hose assembly displaying a manufacturing cure date of 4Q87 or subsequent.

(ii) Within the next 12 calendar months, replace all other suspect Aeroquip 602 type hose assemblies in the engine compartment with a serviceable hose displaying a manufacturing cure date of 4Q87 or subsequent.

(c) Airplanes may be flown in accordance with FAR 21.197 to a location where this AD may be accomplished.

(d) An equivalent means of compliance with this AD may be used, if approved by the Manager, Wichita Aircraft Certification Office, Federal Aviation Administration, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209.

All persons affected by this AD may obtain copies of the documents referred to herein upon request to the Cessna Aircraft Company, Piston Aircraft Marketing Division, POB 1521, Wichita, Kansas 67201. These documents may also be examined at the FAA, Office of the Assistant Chief Counsel, Room 1558, 601 East 12th Street, Kansas City, Missouri 64106.

This amendment, 39-6050, becomes effective on November 24, 1988.

N6461Z
AIRCRAFT REGISTRATION NO.

20606282
AIRCRAFT SERIAL NO.

TU 206G
TYPE AIRCRAFT



91-19-3 N
AD NUMBER

Champion Oil Filter

If multi-engine: ☐ Left ☐ Right ☒ Front ☐ Rear

Engine Model/Serial No: _____

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			NIA by date	

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Amendment 39-8030.

Applicability: TCM Models IO-360, L/TSIO-360, IO-346, L/I/O-470, TSIO-470, IO-520, L/TSIO-520, 6-285, IO-550, and GTSIO-520 series engines, which are installed on, but not limited on, but not limited to, certain Beech Bonanza models C33, E33, F33, S35, V35, A36, 36, A36TC, and B36TC; Musketeer model A23, Baron models C55, D55, F55, 58 and 58TC series airplanes; and on certain Cessna models R172K, 180 (Serial Numbers (S/N) 53087 and up), 182 (S/N 67042 and up), F182 (S/N 00130 and up), 185 (S/N 03852 and up), 188 (S/N 03474 and up), T188 (S/N 03474 and up), 206 (S/N 05030 and up), 207 (S/N 05227 and up), T207 (S/N 05227 and up), 210 (S/N 63373-63375 and up), T210 (S/N 63373-63375 and up), P210 (S/N 278 and up), T303, 310, 320, P337, T337, 340, 401, 402, 414 series airplanes; and on certain Mooney Aircraft Corp. models M20K and M20K-252TSE series airplanes; and on certain Piper Pawnee model PA-36, Arrow model PA-28R-201T, Dakota model PA-28-201T, Malibu model PA-46-301P, and Seneca models PA-34-200T and PA-34-200T series airplanes, certificated in any category.

Compliance: Required as indicated unless previously accomplished.

To prevent operation with collapsed oil filter elements, which can result in loss of oil pressure, engine power loss or engine failure, and possible aircraft damage, accomplish the following prior to September 30, 1991:

(a) Inspect the engine oil filter and determine if the filter is a Champion Part No. (P/N) CH48108 or CH48109. If the filter is so identified, proceed to paragraph (b) of this AD.

(b) Inspect the engine oil filter and determine the date code of the filter printed on the side of the

exterior. Remove any filter bearing any of the following date codes prior to further flight:

Date Codes: All three-digit date codes with "9" as the third-digit, or date codes 3J8, 4J8, 1K8, 2K8, 3K8, 4K8, 2L8, 1M8, 3M8, 1A0, or 2A0.

(c) Filters identified with any of the date codes listed in paragraph 9(b) of this AD are not serviceable and cannot be returned to service.

(d) Replace any removed filter with Champion filter P/N CH48108 or CH48109 having date codes other than those listed in paragraph 9(b) of the AD, or with any other FAA approved filter that is eligible for the applicable engines.

(e) Aircraft may be ferried in accordance with the provisions of FAR 21.197 and 21.199 to a base where the AD can be accomplished.

(f) Upon submission of substantiating data by an owner or operator through an FAA Inspector, (maintenance, avionics, operations, as appropriate) an alternate method of compliance with the requirements of this AD or adjustments of the compliance times specified in this AD may be approved by the Manager, Atlanta Aircraft Certification Office, 1669 Phoenix Parkway, Suite 210C, Atlanta, Georgia 30349.

(g) All persons affected by this directive who have not already received the appropriate service information from the manufacturer may obtain copies upon request from Champion Aviation Products, 330 Pelham Road, Suite 200, Building B, Greenville, South Carolina 29615 or Teledyne Continental Motors, PO Box 90, Mobile, Alabama 36601. This information may be examined at the FAA, New England Region, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, Massachusetts.

This amendment (39-8030, AD 91-19-03) becomes effective on September 29, 1991.

N64612
AIRCRAFT REGISTRATION NO.

20606282
AIRCRAFT SERIAL NO.

TU206G
TYPE AIRCRAFT



93-8-17 N
AD NUMBER

Continental Engine

If multi-engine: ☐ Left ☐ Right ☒ Front ☐ Rear

Engine Model/Serial No: _____

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			N/A by date	

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Amendment 39-8565. Docket 92-ANE-05.

Applicability: Teledyne Continental Motors (TCM) rebuilt and overhauled Model O-470, IO-470, IO-520, TSIO-520, and IO-550 series engines listed by serial number in TCM Service Bulletin (SB) No. M91-10, Revision 1, dated November 27, 1991, installed on but not limited to Cessna, Piper, and Beechcraft aircraft.

Compliance: Required as indicated, unless accomplished previously.

To prevent an engine failure, accomplish the following:

(a) Within the next 50 hours time in service after the effective date of this AD, inspect engines for an incorrect oil pick-up tube in accordance with the instructions of TCM SB No. M91-10, Revision 1, dated November 27, 1991.

(b) If an Incorrect oil pick-up tube is installed, prior to further flight remove the oil pick-up tube and oil sump, and replace with serviceable parts.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Atlanta Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta Certification Office.

NOTE: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Certification Office.

(d) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) The inspection of the installation of the oil pick-up tube shall be done in accordance with the following service bulletin:

Document No.	Pages	Revision	Date
TCM M91-10	1-3	1	November 27, 1991
Total Pages: 3			

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 5 1. Copies may be obtained from Teledyne Continental Motors, P.O. Box 90, Mobile, Alabama 36601. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, Massachusetts; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

(f) This amendment becomes effective on August 23, 1993.

N64612
AIRCRAFT REGISTRATION NO.

20606282
AIRCRAFT SERIAL NO.

TU206G
TYPE AIRCRAFT

adNote™

93-10-2 N
AD NUMBER

Continental Engine

If multi-engine: ☐ Left ☐ Right ☒ Front ☐ Rear

Engine Model/Serial No: _____

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			N/A by Cylinder Assy date	

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Amendment 39-8603. Docket 93-ANE-28.

Applicability: Teledyne Continental Motors (TCM) O-200, O-300, IO/TSIO/LTSIO-360, O/IO/TSIO-470, IO/TSIO/LTSIO/GTSIO-520, and IO/TSIO/TSIOL-550 series reciprocating engines listed by serial number in TCM Mandatory Service Bulletin (MSB) No. 93-12, dated May 12, 1993, or that contain cylinder assemblies purchased from TCM between July 29, 1992, and March 30, 1993; installed on but not limited to: Aerona Models 15AC and S15AC; American Champion (Bellanca) Models 7ACA and 402; Beagle Model 206S; Beech Models Debonairs, Bonanza, and Baron; Bellanca Models 14-19, 14-19-2, 14-19-3, 14-19-3A, 17-30, 17-31, and 17-31TC; Cessna Models 150, 170, 172, 180, 182, 185, 188, 205, 206, 207, 210, 303, 310, 320, 335, 336, 337, 340, 401, 402, 404, 414, 421, and T41; Aero Commander Models 200, 500, and 685; Champion Models Citabria and Lancer; Maule Models Bee Dee M-4, M-4, M-4C, M-4S, M-4T, M-4-210, M-4-210C, M-4-210S, M-4-210T, and M-5-210C; Mooney Models 231 and 252; Navion series; Piper Models Arrow, Seneca, and PA46-310P; and Taylorcraft Model F-19 aircraft.

Compliance: Required prior to further flight, unless previously accomplished.

To prevent an engine failure due to a missing cylinder valve retainer key, accomplish the following:

(a) For engines that have less than 25 hours time in service (TIS), or unknown TIS, on the effective date of the AD since new, rebuild, or factory overhaul, visually inspect each cylinder to determine if both valve retainer keys are in place on each valve, and if the roto coil, if applicable, is properly positioned, in accordance with TCM MSB No. 93-12, dated May 12, 1993.

NOTE: Certain TCM engine models do not incorporate roto coils in the valve assembly.

(1) If a valve retainer key is missing, or if a roto coil, if applicable, is mispositioned, repair or replace the cylinder, as necessary, in accordance with the applicable TCM Overhaul Manual.

(2) If the valve retainer keys are in place, and the roto coil, if applicable, is correctly positioned, return engine to service in accordance with TCM MSB No. 93-12, dated May 12, 1993.

(b) For engines with individually installed new service or chrome plated cylinder assemblies purchased from TCM between July 29, 1992, and March 30, 1993, that have less than 25

hours TIS on the effective date of this AD since installation of any cylinder(s), visually inspect each new service or chrome plated cylinder, and repair or replace the cylinder, as necessary, in accordance with paragraph (a) of this AD.

(c) Uninstalled cylinder assemblies purchased from TCM between July 29, 1992, and March 30, 1993, must be inspected and repaired, as necessary, in accordance with paragraph (a) of this AD prior to installation on an engine.

(d) For engines that have 25 hours or more TIS on the effective date of this AD, since new, rebuild, or factory overhaul, no inspection is required.

(e) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Atlanta Aircraft Certification Office. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta Aircraft Certification Office.

NOTE: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Atlanta Aircraft Certification Office.

(f) The inspections shall be done in accordance with the following service bulletin:

Document No.	Pages	Revision	Date
TCM MSB No. 93-12	1-7	Original	May 12, 1993

Total pages: 7.
This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Teledyne Continental Motors, P.O. Box 90, Mobile, AL 36601; telephone (205) 438-3411 ext. 305, fax (205) 438-3411 ext. 179. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective August 12, 1993, to all persons except those persons to whom it was made immediately effective by priority letter AD 93-10-02, issued May 17, 1993, which contained the requirements of this amendment.

N6461Z
AIRCRAFT REGISTRATION NO.

20606282
AIRCRAFT SERIAL NO.

TU206G
TYPE AIRCRAFT

adNote™

96-12-22 R

AD NUMBER

Oil Filter Adapters

If Multi-engine: ☐ Left ☐ Right ☒ Front ☐ Rear

Engine Model/Serial No: _____

DATE	TOTAL TIME AT COMPL.	TACH OR RECORDING METER TIME AT COMPL.	METHOD OF COMPLIANCE	NEXT COMPL.		AUTHORIZED SIGNATURE & NUMBER
				TOTAL TIME	DATE, TACH, OR RECORDING METER TIME	
			N/A - adapter not installed			

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Amendment 39-9665; Docket No. 93-CE-54-AD.

Applicability: Cessna Engine Oil Filter Adapters Assemblies, part numbers 0450404-(all dash numbers), 0556004-(all dash numbers), 0556010-(all dash numbers), 0756023-(all dash numbers), 0756024-(all dash numbers), 1250403-(all dash numbers), 1250417-(all dash numbers), 1250418-(all dash numbers), 1250921-(all dash numbers), and 1250922-(all dash numbers), installed on, but not limited to, the following:

(1) Cessna Models 100, 200, 300, and 400 Series airplanes (all serial numbers), certificated in any category, that are equipped with at least one Teledyne Continental Motors (TCM) engine.

(2) Airplanes that have an affected full flow engine oil adapter installed by field approval, including, but not limited to, the following model or series airplanes, certificated in any category:

Manufacturer	Series/Models
Rockwell/Aero Commander/Meyers	200 Series
Twin Commander	Models 500A and 685
Beech	33, 35, 36, and 55 Series
Piper	PA46 Series
Navion	Rangemaster 17 Series
Wren	Model 460
Bellanca	260 and 300 Series

(3) Airplanes equipped with any of the following Teledyne Continental Motors model or model series engines:

O-200	O-470	IO-470
TSIO-470	O-520	IO-520
TSIO-520	GTSIO-520	IO-550
TSIO-550		

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

NOTE 2: This AD does not apply to engine oil filter adapter assemblies manufactured by Teledyne Continental Motors (See Figure 1 of this AD).

Compliance: Required initially as specified in both of the following, and thereafter as indicated in the body of this AD:

1. Within the next 100 hours time-in-service (TIS) after the effective date of this AD or when the engine oil filter is removed, whichever occurs first; and
2. Every time the engine oil filter is removed.

To prevent loss of engine oil caused by loose or separated oil filter adapters, which could result in engine stoppage while in flight and loss of control of the airplane, accomplish the following:

(a) For airplanes with engine oil filter adapter assemblies that do not have torque putty between the engine filter adapter assembly, nut, and oil pump housing, accomplish the following:

- (1) Inspect the adapter locking nut installation for evidence of oil leakage.
- (2) Check the torque of the adapter nut installation and ensure that the torque value is within the limits of 50 through 60 foot pounds.
- (3) If evidence of oil leakage is found or the torque is not within the 50 through 60-foot pound limit, prior to further flight, remove the adapter and filter assembly, and:
 - (i) Inspect the threads of the adapter assembly and engine for signs of damaged or cracked threads; and
 - (ii) Replace any adapter assembly and engine oil pump housing (if necessary) that have evidence of thread damage or cracks.
- (4) Apply torque putty between the engine filter adapter assembly, nut, and oil pump housing as specified in Figure 1 of this AD.
- (5) Reassemble the engine oil filter assembly.

(b) For airplanes with torque putty between the engine filter adapter assembly, nut, and oil pump housing, inspect the torque putty for misalignment, evidence of oil leakage, or cracks.

(1) If any misalignment, evidence of oil leakage, or torque putty cracks are found, prior to further flight, accomplish the requirements specified in paragraph (a) of this AD, including all subparagraphs.

(2) If no misalignment, evidence of oil leakage, or torque putty cracks are found, reinspect at intervals not to exceed 100 hours TIS until the engine oil filter is removed.

(c) Replacing the engine oil filter adapter assembly does not eliminate the repetitive inspection requirement of this AD.

(d) The repetitive inspections of the torque putty as required by this AD may be performed by the owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), and must be entered into the aircraft records showing compliance with this AD in accordance with section 43.11 of the Federal Aviation Regulations (14 CFR 43.11).

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(f) An alternative method of compliance or adjustment of the initial or repetitive compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

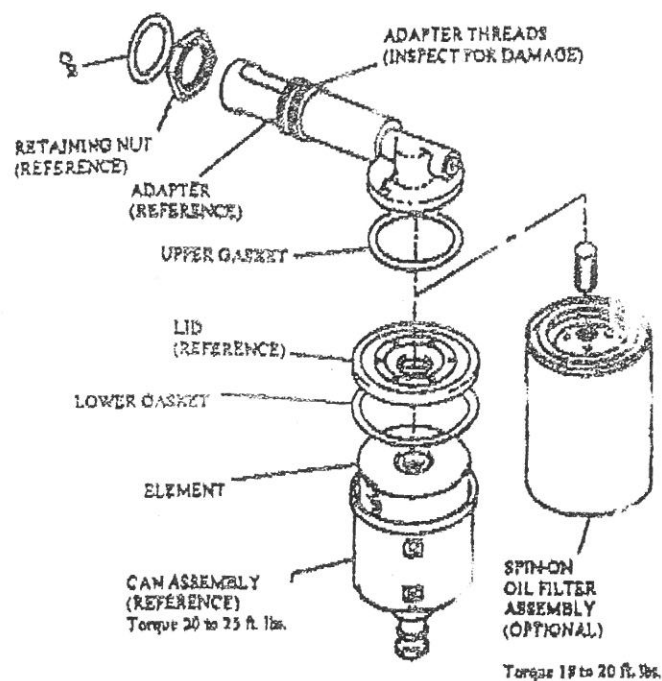
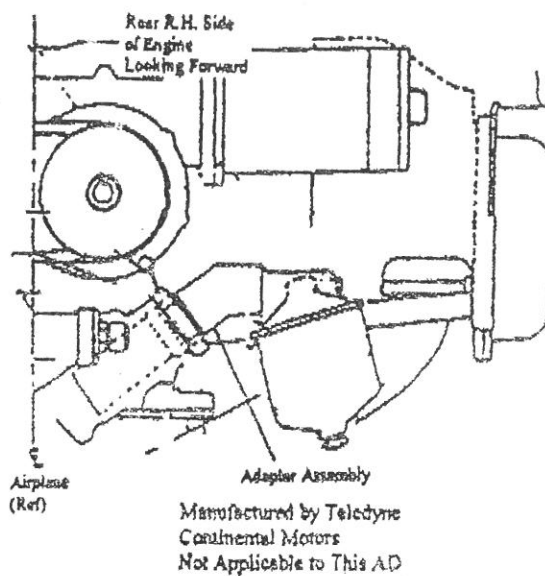
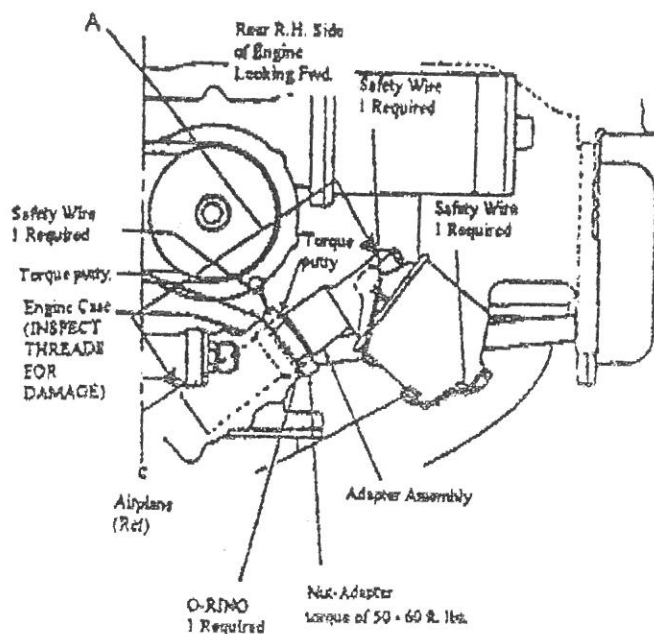
NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(g) Information related to this AD may be examined at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

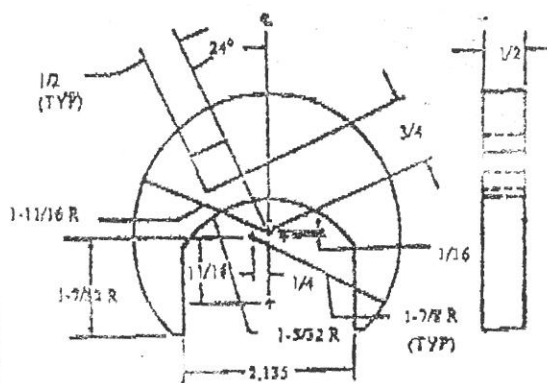
(h) This amendment becomes effective on July 31, 1996.

FOR FURTHER INFORMATION CONTACT: Mr. Paul O. Pendleton, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone (316) 946-4143; facsimile (316) 946-4407.

FOR A COPY OF FIGURE 1, CALL AFS-610 AT (405) 954-4103.



DETAIL A



ALL DIMENSIONS ARE INCHES

MATERIAL: 4130 (Rc. 35-38)

TOOL NUMBER SE709 IS AVAILABLE FROM THE CESSNA SERVICE PARTS CENTER

Snap-On crows foot P/N AN8506-34A.

have ground down the ends for clearance.

Figure 1. Oil Filter Adapter Installation

AD 96-12-22

N6461Z
AIRCRAFT REGISTRATION NO20606282
AIRCRAFT SERIAL NOTU 206G
TYPE AIRCRAFT

adNote

97-1-13 N/M
AD NUMBER

Fluid Hose Failure

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			PCW-5/23/97	

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Amendment 39-9884; Docket No. 96-CE-46-AD.

Applicability: All serial numbers of Models 150, 150A, 150B, 150C, 150D, 150E, 150F, 150G, 150H, 150I, 150J, 150K, 150L, 150M, 150N, 150P, 150Q, 150R, 150S, 150T, 150U, 150V, 150W, 150X, 150Y, 150Z, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (g) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated in the body of this AD, unless already accomplished.

To prevent fuel, oil, or hydraulic systems failure caused by a collapsed hose, accomplish the following:

(a) Within the next 60 hours time-in-service or within the next 60 calendar days, whichever occurs first, check the airplane maintenance records for any fuel, oil, or hydraulic hose, Cessna part number (P/N) S51-10, replaced between March 1995 and February 3, 1997 (the effective date of this AD).

(b) Prior to further flight after the check required by paragraph (a) of this AD, physically check any fuel, oil, or hydraulic hose, Cessna P/N S51-10, that has been replaced between March 1995 and February 3, 1997 (the effective date of this AD) for a diagonal or spiral external reinforcement wrap in accordance with the ACCOMPLISHMENT INSTRUCTIONS of the applicable service bulletin presented below:

(1) REIMS/Cessna Service Bulletin (SB) CAB96-21, dated October 18, 1996; Model Affected: F406

(2) Cessna Aircraft Company SB CQB96-3, dated October 18, 1996; Model Affected: 425

(3) Cessna Aircraft Company SB SEB96-15, dated October 18, 1996; Models Affected: 150, 150A, 150B, 150C, 150D, 150E, 150F, 150G, 150H, 150I, 150J, 150K, 150L, 150M, 150N, 150P, 150Q, 150R, 150S, 150T, 150U, 150V, 150W, 150X, 150Y, 150Z, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

(4) Cessna Aircraft Company SB CAB96-15, Revision 1, October 18, 1996; Models Affected: 208 and 208B.

(5) Cessna Aircraft Company SB MEB96-10, dated October 18, 1996; Models Affected: T303, 310P, 310Q, 310R, T310P, 310Q, 310R, 335, 336, 337, 337A, 337B, 337C, 337D, 337E, 337F, 337G, 337H, 337I, 337J, 337K, 337L, 337M, 337N, 337O, 337P, 337Q, 337R, 337S, 337T, 337U, 337V, 337W, 337X, 337Y, 337Z, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720

N6461Z
AIRCRAFT REGISTRATION NO.20606282
AIRCRAFT SERIAL NO.TU206G
TYPE AIRCRAFT

adNote™

97-26-17^{Corr.} R
AD NUMBER

Continental/Rolls-Royce Engine

If multi-engine: ☐ Left ☐ Right ☒ Front ☐ Rear

Engine Model/Serial No:

DATE	TOTAL TIME AT COMPL.	TACH OR RECORDING METER TIME AT COMPL.	METHOD OF COMPLIANCE	NEXT COMPL. DUE AT		AUTHORIZED SIGNATURE & NUMBER
				TOTAL TIME	DATE, TACH, OR RECORDING METER TIME	
			N/A by overhaul			

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Amendment 39-10260. Docket 93-ANE-08. Supersedes AD 87-23-08, Amendment 39-5735.

Applicability: Teledyne Continental Motors (TCM) IO-360, LTSIO-360, TSIO-360, IO-520, LIO-520, LTSIO-520 and TSIO-520 series reciprocating engines built on or prior to December 31, 1980; rebuilt TCM IO-360, LTSIO-360, TSIO-360, IO-520, LIO-520, LTSIO-520 and TSIO-520 series reciprocating engines with serial numbers lower than those listed in TCM Critical Service Bulletin (SB) No. CSB96-8, dated June 25, 1996; TCM factory overhauled IO-360, LTSIO-360, TSIO-360, IO-520, LIO-520, LTSIO-520 and TSIO-520 series reciprocating engines with serial number of 901203H and lower; and Rolls-Royce, plc IO-360 and TSIO-360 series reciprocating engines with any serial number. These engines are installed on but not limited to the following aircraft: Raytheon (formerly Beech) models 95-C55, 95-C55A, D55, D55A, E55, E55A, 58, 58A, 58P, 58PA, 58TC, 58TCA, S35, V35, V35A, V35B, E33A, E33C, 35-C33A, 36, A36, F33A, F33C and A36TC; Bellanca model 17-30A; Cessna models 172XP, A185, A188, T188C, 206, T206, 207, T207, 210, T210, P210, 310R, T310P, T310Q, T310R, 320D, 320E, 320F, 336, 337, T337, P337, 340, 401, 402, 414 and T41B/C; Colemill conversion of Commander 500A; Goodyear Airship Blimp 22; Maule Model M-4-210, M-4-210C, M-4-210S, M-4-210T, and M-5-210C; Mooney model M20-K; Navion model H; Pierre Robin HR 100; The New Piper Aircraft, Inc. (formerly Piper Aircraft Company) models PA28-201T, PA28R-201T, PA28RT-201T, PA34-200T and PA34-220T; Prinsair DeHavilland Heron; Reims models FR172, F337 and FT337; and Swift Museum Foundation, Inc. models GC-1A and GC-1B equipped with the IO-360 engine.

Note 1: This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously. To prevent crankshaft failure and subsequent engine failure, accomplish the following:

(a) At the next engine overhaul, or whenever the crankshaft is next removed from the engine, after the effective date of this AD, whichever occurs first, determine if the crankshaft was manufactured using the airmelt or vacuum arc remelt (VAR) process in accordance with the identification procedure described in TCM Critical SB No. CSB96-8, dated June 25, 1996. If the crankshaft was manufactured using the airmelt process or if the manufacturing process is unknown, remove the crankshaft from service and replace with a serviceable crankshaft manufactured using the VAR process.

(b) For all TCM IO-360, LTSIO-360, TSIO-360, IO-520, LIO-520, LTSIO-520 and TSIO-520 and Rolls-Royce, plc IO-360 and TSIO-360 engine models that have VAR crankshafts installed, regardless of serial number; at the next and every subsequent crankshaft removal from the engine case or installation of a replacement crankshaft, prior to crankshaft installation in the engine, conduct an ultrasonic inspection of the

crankshaft in accordance with the procedures specified in TCM Mandatory SB No. MSB96-10, dated August 15, 1996, and, if necessary, replace with a serviceable part.

Note 2: Accomplishment of the ultrasonic inspection required by this AD does not fulfill any requirements for magnetic particle inspection or any other inspections specified in TCM or Rolls-Royce, plc overhaul manuals.

(c) The ultrasonic inspection of the crankshaft must be performed by a non-destructive test (NDT) ultrasonic (UT) Level II inspector who is qualified under the guidelines established by the American Society of Nondestructive Testing or MIL-STD-410 or FAA-approved equivalent, or must be trained by TCM personnel or their designated representative on how to accomplish and conduct this inspection procedure. The person approving the engine for return to service is required to verify that the UT inspection was accomplished in accordance with the requirements of this paragraph.

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Atlanta Aircraft Certification Office. Operators shall submit their requests through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta Aircraft Certification Office.

Note 3: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Atlanta Aircraft Certification Office.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

(f) The actions required by this AD shall be done in accordance with the following TCM service documents:

Document No.	Pages	Date
CSB96-8	1-6	June 25, 1996
Total pages:	6.	
MSB96-10	1-3	August 15, 1996
Total pages:	3.	

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Teledyne Continental Motors, P.O. Box 90, Mobile, AL 36601; telephone (888) 826-5874. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on January 23, 1998.

FOR FURTHER INFORMATION CONTACT: Jerry Robinette, Aerospace Engineer, Atlanta Aircraft Certification Office, FAA, Small Airplane Directorate, 1895 Phoenix Blvd., One Crown Center, Suite 450, Atlanta, GA 30349, (770) 703-6096, fax (770) 703-6097.1

N6461Z
AIRCRAFT REGISTRATION NO.

20606282
AIRCRAFT SERIAL NO.

TU206G
TYPE AIRCRAFT

adNote

98-1-8 N
AD NUMBER

Continental Engine

If multi-engine: ☐ Left ☐ Right ☒ Front ☐ Rear

Engine Model/Serial

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			N/A - roller rocker arms not installed	

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Teledyne Continental Motors with STC SE8594SW: Priority Letter issued on December 23, 1997. Docket No. 97-ANE-48-AD.

Applicability: Teledyne Continental Motors (TCM) IO-520-A, -B, -BA, -C, -CB, -D, -E, -F, -K, -L, -M, -MB, -J; TSIO-520-A, -B, -D, -E, -F, -G, -H, -J, -K, -L, -M, -N, -P, -R, -T, -U, -UB, -AF, -CE, -VB, -WB, -NB, -LB, -KB, -JB, -EB, -DB, -BB; O-470-B, -G, -K, -L, -M, -P, -R, -S, -U; IO-470-C, -D, -E, -F, -G, -H, -L, -M, -N, -P, -R, -S, -U, -V; and IO-550-B, -C, and -G series reciprocating engines, with Performance Engineering exhaust roller rocker arms, Part Number (P/N) PE92E, installed, in accordance with Supplemental Type Certificate (STC) SE8594SW. These engines are installed on but not limited to Cessna 180, 182, 185, 206, 207, 210, 310, 335, 340, 401, 402, 414; Raytheon (Beech) 33, 35, 36, 55, 58; Bellanca 17-30; New Piper PA-46; Fletcher FU-24A aircraft.

Note 1: This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent exhaust roller rocker arm failure, which can result in bent push rods, ruptured rocker arm covers, loss of engine oil, engine power loss and

roughness, and possible engine failure, accomplish the following:

(a) Within 25 hours time in service after the effective date of this AD, remove from service all Performance Engineering exhaust roller rocker arms, P/N PE92E, and replace with serviceable parts, as follows:

(1) For IO-520, TSIO-520, O-470, IO-470, and all IO-550 series engines except the IO-550-G, replace with serviceable TCM exhaust roller rocker arms, P/N 652130.

(2) For IO-550-G series engines, replace with serviceable TCM exhaust roller rocker arms, P/N 652966.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Special Certification Office. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Special Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Special Certification Office.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

(d) Priority Letter AD 98-01-08, issued December 23, 1997, becomes effective upon receipt.

FOR FURTHER INFORMATION CONTACT: Richard D. Karanian, Aerospace Engineer, Special Certification Office, FAA, Rotorcraft Directorate, 2601 Meacham Blvd., Ft. Worth, TX 76137-4298; telephone (817) 222-5195, fax (817) 222-5785.

N64617
AIRCRAFT REGISTRATION NO.

20606282
AIRCRAFT SERIAL NO.

TJ206G
TYPE AIRCRAFT

adNote

98-14-3 N
AD NUMBER

AlliedSignal KT-76A Transponder

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			N/A - KT79	
			Installed	

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Amendment 39-10637; Docket No. 97-CE-30-AD.

Applicability: AlliedSignal KT 76A Air Traffic Control (ATC) transponders; part number (P/N) 066-1062-00/10/02; serial numbers 93,000 through 109,999, as installed on, but not limited to the following airplanes (all serial numbers), certificated in any category:

- Cessna Aircraft Company: 172, 182, R182, T182, 206, P206, U206, TP206, 210, T210, P210, 310, E310, T310, and 421 series airplanes.
- Twin Commander Aircraft Company: 500, 520, 560, 680, 681, 685, 690, 695, and 720 series airplanes.
- The New Piper Aircraft Corporation: PA-31, PA-32, and PA-34 series airplanes.
- Raytheon Aircraft Company: E33, F33, G33, 35, J35, K35, L35, K35, M35, P35, S35, V35, 36, A26, B36, D55, E55, 56, A56, 58, 58A, 95, B95, D95, and E95 series airplanes.
- Mooney Aircraft Corporation: M20 series airplanes.
- McDonnell Douglas Helicopter Company: Model 500N rotorcraft.

NOTE 1: This AD applies to each aircraft equipped with a transponder that is identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For aircraft that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within the next 12 calendar months after the effective date of this AD, unless already accomplished.

To prevent the transmission of misleading encoding altimeter information between affected aircraft caused by the inability of the affected ATC transponders to coordinate with ground-based air traffic control (ATC) radar sites and nearby Traffic Alert and Collision Avoidance System (TCAS)-equipped aircraft, accomplish the following:

(a) Replace the two resistor network modules, RM401 and RM402, with new glass-coated parts in accordance with the MODIFICATION PROCEDURE section of AlliedSignal Service Bulletin SB KT 76A-7, dated July 1996. When accomplished, this replacement is referred to as Mod 7.

(b) As of the effective date of this AD, no person may install an AlliedSignal KT 76A ATC transponder; part number (P/N) 066-1062-00/10/02; serial numbers 93,000 through 109,999, in an aircraft without first incorporating Mod 7 as specified in paragraph (a) of this AD.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(d) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(e) The replacement required by this AD shall be done in accordance with AlliedSignal Service Bulletin SB KT 76A-7, dated July 1996. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from AlliedSignal Inc., General Aviation Avionics, 400 N. Rogers Road, Olathe, Kansas 66062-1212. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(f) This amendment becomes effective on August 16, 1998.

FOR FURTHER INFORMATION CONTACT: Mr. Roger A. Souter, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4134; facsimile: (316) 946-4407.

N64612
AIRCRAFT REGISTRATION NO.

20606282
AIRCRAFT SERIAL NO.

TJ 206G
TYPE AIRCRAFT

adNote™

98-21-21 Rev. 1 N/M
AD NUMBER

Inflatable Door Seals

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			NIA - PCW 9/16/99	

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Amendment 39-11621; Docket No. 98-CE-88-AD; Revises AD 98-21-21, Amendment 39-10844.

Applicability: Electric inflatable door seals, installed either in accordance with the applicable supplemental type certificate (STC) or through field approval, that are installed on, but not limited to, the following aircraft:

AeroTech Note: The applicability provision for this Airworthiness Directive (AD) that was in this location in the original AD from the FAA has been moved to the reverse side of this adNote™ for easier reading.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision that has the affected inflatable door seals installed, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated in the body of this AD, unless already accomplished.

To prevent smoke and a possible fire in the cockpit caused by overheating of the electric door seal inflation systems, which could result in passenger injury, accomplish the following:

(a) Prior to further flight after October 30, 1998 (the effective date of AD 98-21-21), deactivate the electric door seal inflation system by accomplishing the following:

(1) Disconnect the battery.

(2) Locate the air pump and identify the power wire to the air pump.

(3) Trace the power wire to its connection to the airplane's original electrical power system. Disconnect the power wire at its attachment to the airplane's electrical power system and stow the wire end.

(4) For non-pressurized airplanes, fabricate a placard that incorporates the following words utilizing letters that are at least 0.10-inch in height, and install this placard on the instrument panel within the pilot's clear view:

"ELECTRIC DOOR SEAL INFLATION SYSTEM INOPERATIVE"

(5) For pressurized airplanes or for airplanes that do not have an operating manual door seal inflation system, fabricate a placard that incorporates the following words utilizing letters that are at least 0.10-inch in height, and install this placard on the instrument panel within the pilot's clear view:

**"ELECTRIC DOOR SEAL INFLATION SYSTEM INOPERATIVE.
THIS AIRPLANE CAN ONLY BE OPERATED IN
UNPRESSURIZED FLIGHT"**

(6) Reconnect the battery before returning to service.

(b) Prior to further flight after October 30, 1998 (the effective date of AD 98-21-21), insert a copy of this AD into the Limitations Section of the airplane flight manual (AFM).

NOTE 2: The prior to further flight compliance time of paragraphs (a) and (b) of this AD is being retained from AD 98-21-

21. The only substantive difference between this AD and AD 98-21-21 is the addition of the alternative method of compliance referenced in paragraph (c) of this AD.

NOTE 3: This AD only applies to those aircraft equipped with the Bob Fields Aerocessories inflatable door seals. With this in mind, the owner/operator also has the option of removing all provisions of the Bob Fields Aerocessories inflatable door seals installation, and installing original equipment manufacturer door seals or an FAA-approved equivalent that is of a different design than the referenced Bob Fields Aerocessories inflatable door seals.

(c) One of the following actions may be accomplished as an alternative method of compliance to the requirements of paragraphs (a) and (b) of this AD. No further action is required by this AD as long as one of these configurations remains incorporated on the aircraft.

(1) Modify the electric door seal inflation system in accordance with the procedures in Bob Fields Aerocessories Service Bulletin No. BFA-001, Date: November 3, 1998; or

(2) Install a manual door seal inflation system instead of an electric system. Aircraft with existing manual systems as of the effective date of this AD are excluded from the requirements of paragraphs (a) and (b) of this AD.

(d) As of the effective date of this AD, no person may install, on any aircraft, a Bob Fields Aerocessories electric door seal inflation system unless the actions specified in Bob Fields Aerocessories Service Bulletin No. BFA-001, Date: November 3, 1998, are incorporated.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(f) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, FAA, Los Angeles Aircraft Certification Office (ACO), 3960 Paramount Blvd., Lakewood, California 90712.

(1) The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

(2) Alternative methods of compliance approved in accordance with AD 98-21-21 are considered approved as alternative methods of compliance for this AD.

NOTE 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(g) All persons affected by this directive may obtain copies of the document referred to herein upon request to Bob Fields Aerocessories, 340 East Santa Maria St., Santa Paula, California 93060; or may examine this document(s) at the FAA, Central Region, Office of the Regional Counsel, Room 506, 901 Locust, Kansas City, Missouri 64106.

(h) This amendment revises AD 98-21-21, Amendment 39-10844.

(i) This amendment becomes effective on May 1, 2000.

FOR FURTHER INFORMATION CONTACT: George Y. Mabuni, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone: (562) 627-5341; facsimile: (562) 627-5210. Issued in Kansas City, Missouri, on March 2, 2000. Michael Gallagher, Manager, Small Airplane Directorate, Aircraft Certification Service.

(See reverse side for chart)→

N64612
AIRCRAFT REGISTRATION NO.

20606252
AIRCRAFT SERIAL NO.

TU206G
TYPE AIRCRAFT

adNote™

98-23-1 N/M
AD NUMBER

Vac. Pump Coupling

If multi-engine: ☐ Left ☐ Right ☒ Front ☐ Rear

Engine Model/Serial

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			N/A by S/N	

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Amendment 39-10882; Docket No. 98-CE-108-AD.

Applicability: The following Airborne dry air pumps, conversion kits, and coupling kits, with flexible coupling, part number (P/N) B1-19-1, that:

1. Have a date code resembling a clockface on the coupling and indicating a manufacture date of either "12/97" or "5-6/98"; and
2. Are installed in, but not limited to, the following aircraft or engine models, certificated in any category, that are listed in the Appendix to this AD:

Item	Part Number	Serial Numbers
Dry Air Pump	211CC	2AP1 through 10AP319
Dry Air Pump	211CC-9	1AP1 through 2AP5
Dry Air Pump	E211CC	11AN543 through 11AN642 and 2AP1 through 7AP442
Dry Air Pump	212CW	2AP1 through 7AP286
Dry Air Pump	E212CW	1AP1 through 7AP492
Dry Air Pump	215CC	12AN719 through 12AN940 and 1AP1 through 9AP3510
Dry Air Pump	215CC-9	2AP1 through 7AP95
Dry Air Pump	216CW	12AN521 through 12AN660 and 1AP1 through 10AP2695
Conversion Kit	300-1	4AP120 through 4AP122 and 8AP256 through 8AP258
Conversion Kit	300-2	2AP30 through 2AP43, 4AP134, 4AP136, and 4AP137
Conversion Kit	300-3	1AP1 through 1AP3
Coupling Kit	350	1AP through 9AP and N/A (see Note 1 below)

NOTE 1: Some of the part number 350 coupling kits incorporated serial numbers 1AP through 9AP, while others were marked with "N/A" in the serial number block.

NOTE 2: The affected flexible coupling was shipped from Parker Hannifin between January 1, 1998, and October 13, 1998. Dry air pumps, conversion kits, or coupling kits that were installed or modified prior to January 1, 1998, would not incorporate the affected coupling. This AD allows the aircraft owner or pilot to check the maintenance records to determine whether the dry air pump, conversion kit, or coupling kit was installed or modified since January 1, 1998. See paragraph (d) of this AD for authorization.

NOTE 3: This AD applies to any aircraft or engine equipped with Airborne dry air pumps, conversion kits, and coupling kits, that have flexible coupling, part number (P/N) B1-19-1. Aircraft or engines with the P/N B1-19-1 flexible coupling are affected regardless of whether they have been modified, altered, or repaired in the area subject to the requirements of this AD. For aircraft or engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated in the body of this AD, unless already accomplished.

To prevent failure of the primary dry air pump caused by defective flexible coupling, which could result in loss of primary attitude and direction references during instrument flight rules (IFR) operations, accomplish the following:

- (a) Within 2 calendar days after the effective date of this AD or prior to further flight after the effective date of this AD, whichever

occurs later, replace any affected flexible coupling with P/N B1-7-3 flexible coupling (part of Parker Hannifin flexible coupling kit, Airborne P/N 350) in accordance with Parker Hannifin Airborne Service Letter No. 48, dated October 20, 1998.

(b) If parts have been ordered from Parker Hannifin, but are not available, accomplish the following:

- (1) Operate the aircraft in visual flight rules (VFR) conditions only;
- (2) Operate the aircraft during daytime hours only; and
- (3) When parts become available, replace the coupling prior to further flight.

(c) As of the effective date of this AD, no person shall install, on any aircraft or engine, any of the affected Airborne dry air pumps, conversion kits, and coupling kits, with part number (P/N) B1-19-1 flexible coupling that has a date code resembling a clockface on the coupling and indicating a manufacture date of either "12/97" or "5-6/98".

(d) The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may check the maintenance records to determine whether the existing dry air pump, conversion kit, or coupling kit was installed or modified since January 1, 1998. If the dry air pump, conversion kit, or coupling kit was not installed or modified since January 1, 1998, the AD does not apply and the owner/operator must make an entry into the aircraft records showing compliance with this AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished, provided that:

- (1) The aircraft is operated in VFR conditions only; and
 - (2) The aircraft is operated during daytime hours only.
- (f) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, Chicago Aircraft Certification Office (ACO), 2300 E. Devon Avenue, Des Plaines, Illinois 60018. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Chicago ACO.

NOTE 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Chicago ACO.

(g) The replacement required by this AD shall be done in accordance with Parker Hannifin Airborne Service Letter No. 48, dated October 20, 1998. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Parker Hannifin Corporation, Airborne Division, 711 Taylor Street, Elyria, Ohio 44035. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(h) This amendment becomes effective on November 20, 1998, except those persons to whom it was made immediately effective by priority letter AD 98-23-01, issued October 29, 1998, which contained the requirements of this amendment.

FOR FURTHER INFORMATION CONTACT: Mr. Roy Boffo, Aerospace Engineer, FAA, Chicago Aircraft Certification Office, Systems and Flight Test Branch, 2300 E. Devon Avenue, Des Plaines, Illinois 60018; telephone: (847) 294-7564; facsimile: (847) 294-7834.

(Appendix for AD 98-23-01 on Reverse)→

164612
AIRCRAFT REGISTRATION NO.

20606252
AIRCRAFT SERIAL NO.

TU206G
TYPE AIRCRAFT

adNote

99-19-1 N

AD NO

Continental Engine

If multi-engine: ☐ Left ☐ Right ☒ Front ☐ Rear

Engine Model/Serial

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			N/A by date	

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Amendment 39-11290. Docket No. 99-NE-28-AD. Supersedes AD 99-09-17. Issued August 30, 1999.

Applicability: Teledyne Continental Motors (TCM) O-470, IO-470, TSIO-470, IO-520, TSIO-520, LTSIO-520, IO-550, TSIO-550, TSIO-550, series new and rebuilt engines manufactured between January 1, 1998, and December 31, 1998, listed by serial number (S/N) in TCM Mandatory Service Bulletin (MSB) 99-3C, dated July 27, 1999. Also, GTSIO-520 series engines, listed by S/N in TCM Critical Service Bulletin (CSB) 99-6A dated July 21, 1999. This airworthiness directive (AD) is also applicable to any other TCM O-470, IO-470, TSIO-470, IO-520, TSIO-520, LTSIO-520, IO-550, TSIO-550, TSIO-550, and GTSIO-520 series engines that were overhauled by facilities other than TCM, and that have had replacement crankshafts installed that were sold individually by TCM and were manufactured or rebuilt between January 1, 1998, and December 31, 1998.

Note 1: Engine S/Ns can be found in logbooks or other maintenance records. For those engines that were overhauled in the field with factory new crankshafts, crankshaft S/Ns should be shown in work orders, log books or other maintenance records.

Note 2: This AD applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent crankshaft failure due to crankshaft cheek cracks, which could result in total engine power loss, in-flight engine failure, and possible forced landing, accomplish the following:

(a) For those engines listed by S/N on pages 3 through 12 of TCM MSB 99-3C, dated July 27, 1999, or on pages 2 and 3 of TCM CSB 99-6A, dated July 21, 1999, with 500 hours or less time-in-service (TIS) on the effective date of this AD, perform visual and ultrasonic (UT) inspections of the crankshaft for cracks within 10 hours TIS after the effective date of this AD, in accordance with sections A and B of TCM 99-3C, dated July 27, 1999, or for the GTSIO-520 series engines, in accordance with sections A and B of TCM CSB 99-6A dated July 21, 1999. These inspections must be performed by TCM representatives. Disposition the crankshaft as follows:

Note 3: The engines and crankshafts that are the subject of this AD were manufactured or rebuilt by TCM during 1998. The dates that engines and crankshafts were delivered, however, may not coincide with their dates of manufacture. For the engines identified in paragraphs (a) and (b) of this AD, TCM has already determined which engines have either a new or rebuilt suspect crankshaft installed, and identified those engines by engine S/N. Only for those engines identified in paragraphs (c) and (d) of this AD does crankshaft serial number play a role in determining the need for visual and UT inspections.

Note 4: The engine S/Ns listed in TCM MSB 99-3C and TCM CSB 99-6A contain only the numerical portion of the S/N. Rebuilt engines will have the letter "R" at the end of the six digit numerical portion. This letter "R" should be disregarded and only the six digit numerical sequence should be used for determination of applicability. Only TCM is authorized to rebuild TCM engines and they have not approved any other agency to perform that function.

(1) If a crack is found, replace the crankshaft with a serviceable crankshaft of the same part number (P/N) prior to further flight.

(2) If no crack is found, reassemble the engine and return it to service.

(3) If inspections have been previously accomplished in accordance with earlier revision levels of TCM MSB 99-3 (previously CSB 99-3) or CSB 99-6, no further action is required.

(b) For those engines listed by S/N on pages 3 through 12 of MSB 99-3C, dated July 27, 1999, or on pages 2 and 3 of TCM CSB 99-6A dated July 21, 1999, with more than 500 hours TIS on the effective date of this AD, perform visual and UT inspections of the crankshaft for cracks at the next maintenance event, or within 50 hours TIS after the effective date of this AD, whichever comes first, in accordance with sections A and B of TCM MSB 99-3C, dated July 27, 1999, or for the GTSIO-520 series engines, in accordance with sections A and B of TCM CSB 99-6A, dated July 21, 1999. These inspections must be performed by TCM representatives. Disposition the crankshaft as follows:

(1) If a crack is found, replace the crankshaft with a serviceable crankshaft of the same P/N prior to further flight.

(2) If no crack is found, reassemble the engine and return it to service.

(Over)⇒

N6461E
AIRCRAFT REGISTRATION NO.

20606282
AIRCRAFT SERIAL NO.

TU 206G
TYPE AIRCRAFT

adNote

2000-6-1 N

AD NUMBER

Fuel Filter Standpipe

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			PCW - 11/9/00	

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Amendment 39-11641; Docket No. 97-CE-114-AD.

Applicability: All serial numbers of the following airplane models, certificated in any category, including those manufactured in France that have a capital "F" or "FR" prefix on the model number:

Models 150F, 150G, 150H, 150J, 150K, 150L, 150M, A150K, A150L, A150M, A-150L, A-A150L, F150F, F150G, F150H, F150J, F150K, F150L, F150M, FA150K, FA150L, FA150M, FRA150L, FRA150M, 152, A152, F152, FA152, 172F, 172G, 172H, 172I, 172K, 172L, 172M, 172N, 172P, 172Q, R172E (T41), R172F (T41), R172G (T41), R172H (T41), R172J, R172K, 172RG, F172F, F172G, F172H, F172K, F172L, F172M, F172N, F172P, FR172E, FR172F, FR172G, FR172H, FR172J, FR172K, 177, 177A, 177B, 177RG, F177RG, 180H, 180J, 180K, 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, 182R/T182, 182R, R182, R182/TR182, A182J, A182K, A182L, A182N, F182P, F182Q, FR182, 185D, 185E, A185E, A185F, 188, A188, 188A, A188A, 188B, A188B, T188C, A-A188B, U206, U206A, TU206A, U206B/TU206B, U206C/TU206C, U206D/TU206D, U206E/TU206E, U206F/TU206F, U206G/TU206G, P206, P206A, TP206A, P206B/TP206B, P206C/TP206C, P206D/TP206D, P206E/TP206E, 207/T207, 207A/T207A, 210E, 210F, 210G, 210H, 210J, 210K/T210K, 210L/T210L, 210M/T210M, 210N/T210N, T210F, T210G, T210H, T210J, P210N, 337, 337A, 337B/T337B, M337B, 337C/T337C, 337D/T337D, 337E/T337E, 337F, T337F, 337G, 337H/T337H, T337H-SP, T337G, P337H, F337E/FT337E, F337F/FT337F, F337G, F337H, FTB337, FT337GP, and FT337HP.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated in the body of this AD.

To prevent foreign material from entering the fuel system and engine, which could result in loss of engine power or complete engine stoppage during flight, accomplish the following:

NOTE 2: This AD allows the aircraft owner or pilot to check the maintenance records to determine whether a Cessna part number (P/N) 0756005-2 top assembly, Cessna P/N 0756005-8 fuel strainer assembly, or a Cessna P/N 0756005-9 fuel strainer assembly was installed after December 12, 1996. Those parts that were shipped between December 12, 1996, and September 5, 1997, may have been manufactured with an internal tube installed to a depth less than specified and may become loose and dislodge from the strainer top assembly. See paragraph (c) of this AD for authorization.

(a) Within the next 12 calendar months after the effective date of this AD, unless already accomplished, measure the standpipe in the fuel strainer assembly (tube in the filter strainer top assembly) for a visible maximum length of 1.68 inches, in accordance with the ACCOMPLISHMENT INSTRUCTIONS section and Detail A in Cessna Single Engine Service Bulletin (SB) No. SEB97-9, dated November 17, 1997; or Cessna Multi-engine SB No. MEB97-12, dated November 17, 1997, whichever is applicable.

(b) If the standpipe does not measure a maximum length of 1.68 inches, prior to further flight, replace the filter strainer top assembly in accordance with the ACCOMPLISHMENT INSTRUCTIONS section in Cessna Single Engine SB No. SEB97-9, dated November 17, 1997; or Cessna Multi-engine SB No. MEB97-12, dated November 17, 1997, whichever is applicable.

(c) The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may check the maintenance records to determine whether a Cessna part number (P/N) 0756005-2 top assembly, Cessna P/N 0756005-8 fuel strainer assembly, or a Cessna P/N 0756005-9 fuel strainer assembly was installed after December 12, 1996. Those parts that were shipped between December 12, 1996, and September 5, 1997, may have been manufactured with an internal tube installed to a depth less than specified and may become loose and dislodge from the strainer top assembly. If, by checking the maintenance records, the owner/operator can make an absolute determination that one of these parts is not installed or was installed prior to December 12, 1996, the requirements of paragraphs (a) and (b) of this AD do not apply. The owner/operator must make an entry into the aircraft records showing compliance with this portion of the AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(d) As of the effective date of this AD, no person may install, on any of the affected Cessna airplanes, a fuel filter assembly where the maximum length of the standpipe does not measure 1.68 inches.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(f) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, FAA, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(g) The measurement and replacement required by this AD shall be done in accordance with Cessna Single Engine Service Bulletin (SB) No. SEB97-9, dated November 17, 1997, or Cessna Multi-engine SB No. MEB97-12, dated November 17, 1997. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from the Cessna Aircraft Company, P. O. Box 7706, Wichita, Kansas 67277. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 506, 901 Locust, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(h) This amendment becomes effective on May 5, 2000.

FOR FURTHER INFORMATION CONTACT: Paul O. Pendleton, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4143; facsimile: (316) 946-4407.

N64612
AIRCRAFT REGISTRATION NO.

20606282
AIRCRAFT SERIAL NO.

TU206G
TYPE AIRCRAFT

adNote

2000-23-21 N/M
AD NUMBER

Teledyne Continental Engine

If multi-engine: ☐ Left ☐ Right ☒ Front ☐ Rear

Engine Model/Serial

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			N/A by S/N	

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Amendment 39-11994. Docket 2000-NE-16-AD. Supersedes Emergency AD 2000-08-51. Docket 2000-NE-16-AD.

Applicability

This Airworthiness Directive (AD) is applicable to Teledyne Continental Motors (TCM) IO-360, TSIO-360, LTSIO-360, O-470, IO-470, TSIO-470, IO-520, TSIO-520, LTSIO-520, IO-550, TSIO-550 and TSIO-550 series reciprocating engines that were assembled, rebuilt, or overhauled using a crankshaft that was manufactured between April 1, 1998, and March 31, 2000, listed by engine and crankshaft serial number (SN) in TCM Mandatory Service Bulletin (MSB) 00-5C, dated October 10, 2000.

Note 1: The engines and crankshafts that are the subject of this AD were manufactured by TCM from April 1, 1998 through March 31, 2000. However the dates that the engines and crankshafts were delivered may not coincide with their dates of manufacture. For crankshafts identified in paragraph (a) of this AD, TCM has already determined which engines have a new suspect crankshaft installed and have identified those engines by engine SN. The crankshaft SN is only used to determine the need for taking a core sample for those crankshafts identified in paragraph (a) and (b) of this AD. The engine SN can be found in logbooks or other maintenance records. For those engines that were overhauled in the field with factory new crankshafts, the crankshaft SN should be shown in work orders, log books or other maintenance records. If the engine was assembled new, rebuilt, or overhauled on or before March 31, 1998, or on or after April 1, 2000, no action is required.

Note 2: This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance

Compliance with the requirements of this AD is required within the next 10 hours time-in-service from the effective date of this AD, unless already done.

To prevent crankshaft connecting rod journal fracture, which could result in total engine power loss, in-flight engine failure and possible forced landing, do the following:

Note 3: TCM supplies an instructional video in the tool kit for MSB 00-5C. It is recommended that the technician views and understands "Instructional Video for Compliance with Teledyne Continental Motors Mandatory Service Bulletin MSB 00-5C" before performing these procedures.

Crankshaft Material Inspection

(a) For those engines and crankshafts listed by SN in TCM MSB 00-5C, dated October 10, 2000, do the crankshaft material inspection (crankshaft propeller flange core sample) as follows:

Note 4: The engine SN's listed in TCM MSB 00-5C contain only the numerical portion of the SN. Engines that have been rebuilt by TCM will have a letter "R" at the end of the six digit numerical portion. Disregard the letter "R."

(1) Do the crankshaft material inspection (crankshaft propeller flange core sample) in accordance with sections A through J of TCM MSB 00-5C, dated October 10, 2000, as follows:

(i) Use the specialized tools and equipment provided by TCM as listed in section A of TCM MSB 00-5C, dated October 10, 2000.

(ii) You may use each rotobroach bit to obtain up to six core samples. Replace the rotobroach after the sixth core sample, or before if the rotobroach does not cut with the maximum torque applied.

(iii) Maintain a record of each core sample obtained with each rotobroach bit used. Contact TCM to obtain additional rotobroach bits.

(iv) Do not exceed the torque limits specified in TCM MSB 00-5C, dated October 10, 2000, when obtaining the core sample.

(2) After obtaining the results of the core sample evaluation, disposition the crankshaft as follows:

(i) If TCM notifies you that the crankshaft is not serviceable, replace the crankshaft with a serviceable crankshaft of the same part number before further flight.

(ii) If TCM notifies you that the crankshaft is serviceable, the propeller assembly may be reinstalled.

Installation of Crankshafts

(b) After the effective date of this AD, do not install a crankshaft with a SN that is listed in MSB 00-5C, dated October 10, 2000, unless core samples have been taken and TCM has approved it for return to service.

(c) Crankshaft material inspections (crankshaft propeller flange core samples) that were done using TCM MSB 00-5, dated April 14, 2000; MSB 00-5A, dated April 28, 2000; or MSB 00-5B, dated May 25, 2000, comply with this AD and must not be repeated.

Alternative Methods of Compliance

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Atlanta Aircraft Certification Office (ACO). Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

Note 5: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Atlanta ACO.

Incorporation by Reference Material

(e) The actions required by this AD shall be performed in accordance with Teledyne Continental Motors MSB 00-5C, dated October 10, 2000. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Teledyne Continental Motors, PO Box 90, Mobile, AL 36601; telephone toll free 1-888-200-7565, or on the TCM internet site "www.tcmlink.com". Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

Effective Date of This AD

(f) This amendment becomes effective on December 12, 2000.

FOR FURTHER INFORMATION CONTACT: Jerry Robinette, Senior Engineer, Propulsion, Atlanta Aircraft Certification Office, FAA, Small Airplane Directorate, One Crown Center, 1895 Phoenix Blvd., Suite 450, Atlanta, GA 30349; telephone: (770) 703-6096, fax: (770) 703-6097.

Issued in Burlington, Massachusetts, on November 13, 2000.

David A. Downey, Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.

N64618
AIRCRAFT REGISTRATION NO.

80606282
AIRCRAFT SERIAL NO.

TU206G
TYPE AIRCRAFT

adNote™

2002-7-1 N/M
AD NUMBER

Horizontal Stabilizer Attach Brackets

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			PCW - 1/22/03	

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Amendment 39-12695; Docket No. 2001-CE-42-AD.

(a) **What airplanes are affected by this AD?** This AD affects the following airplane models and serial numbers that are certificated in any category:

Model	Serial numbers
P206C and TP206C	P206-0420 through P206-0519
P206D and TP206D	P206-0520 through P206-0603
P206E and TP206E	P20600604 through P20600647, and P206-0001
U206C and TU206C	U206-0915 through U206-1234
U206D and TU206D	U206-1235 through U206-1444, U20601445 through U20601587
U206E and TU206E	U20601588 through 20601700
U206F and TU206F	U20601701 through U20602588, and U20602590 through U20603521
U206G and TU206G	676, U20602589, and U20603522 through U20607020
207 and T207	20700001 through 20700362
207A and T207A	20700363 through 20700788
210G	21058819 through 21058936
210H	21058937 through 21059061
210J	21059062 through 21059199
210K and T210K	21059200 through 21059502
210L and T210L	21059503 through 21061041, and 21061043 through 21061573
210M and T210M	21061042, and 21061574 through 21062954
210N and T210N	21062955 through 21064897
P210N	P21000001 through P21000834
T210G	T210-0198 through T210-0307
T210H	T210-0308 through T210-0392
T210J	T210-0393 through T210-0454, and 21058140

(b) **Who must comply with this AD?** Anyone who wishes to operate any of the airplanes identified in paragraph (a) of this AD must comply with this AD.

(c) **What problem does this AD address?** The actions specified by this AD are intended to detect and replace structurally deficient horizontal stabilizer

attachment brackets. Continued use of such brackets could result in structural failure of the horizontal stabilizer with reduced or loss of control of the airplane.

(d) **What actions must I accomplish to address this problem?** To address this problem, you must accomplish the following:

(Over) ➡

N64612
AIRCRAFT REGISTRATION NO.

20606282
AIRCRAFT SERIAL NO.

TU206G
TYPE AIRCRAFT



2002-26-3 N/M
AD NUMBER

Brackett Air Filter

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			N/A - paper indicator filter installed	

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Brackett Aircraft Company: Amendment 39-12988; Docket No. 2002-CE-38-AD.

(a) **What airplanes are affected by this AD?** This AD affects Brackett single screen air filter assemblies, part number BA-2410, that are installed on, but not limited to, the

following aircraft that are certificated in any category and incorporate Supplemental Type Certificate (STC) No. SA71GL:

Cessna Model	Serial Nos.
TP206A, TP206B, TP206C, TP206D, TP206E, TU206A, TU206B, TU206C, TU206D, TU206E, TU206F, TU206G and T207A.	All serial numbers.
210	All equipped with air conditioning.
T210F, T210G, T210H, T210J, T210K, T210L, T210M, T210N, 210R, and T210R.	All serial numbers.

(b) **Who must comply with this AD?** Anyone who wishes to operate an aircraft equipped with one of the affected single screen air filters must comply with this AD.

(c) **What problem does this AD address?** The actions specified by this AD are intended to detect and correct incorrect installation of the air filter, which could result in

failure of the air filter. Such failure could lead to engine/turbocharger ingestion of the air filter foam element.

(d) **What actions must I accomplish to address this problem?** To address this problem, you must accomplish the following:

(Over)➡

N64612
AIRCRAFT REGISTRATION NO

20606282
AIRCRAFT SERIAL NO

TU206G
TYPE AIRCRAFT

adNote™

2003-13-17 N/M
AD NUMBER

T and W Propeller Inc.

If multi-engine: ☐ Left ☐ Right ☒ Front ☐ Rear Propeller Model: _____ Serial No.: _____

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			N/A by service center	

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Hartzell Propeller, Inc., McCauley Propeller Systems, Sensenich Propeller Manufacturing Company, Inc., and Raytheon Aircraft Company Propellers: Amendment 39-13219. Docket No. 2003-NE- 13-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective July 18, 2003.

Affected Ads

(b) None.

Applicability: (c) This AD applies to Hartzell Propeller, Inc., McCauley Propeller Systems, Sensenich Propeller Manufacturing Company, Inc., and Raytheon Aircraft Company (formerly Beech Aircraft Corporation) propellers returned to service by T and W Propellers, Inc. of Chino, CA, and that have a propeller hub serial number (SN) listed in Table 1 of this AD. Table 1 follows:

Aerotech Note: Table 1 was at this location in the original version of the AD. We have moved it to the reverse side of this adNote™ and pages 2 & 3 to facilitate compilation of this airworthiness directive.

Unsafe Condition

(d) This AD is prompted by the results of a National Transportation Safety Board (NTSB) investigation of a failed propeller blade and subsequent inspections of various propeller models returned to service by T and W Propellers, Inc. We are issuing this AD to detect unsafe conditions that could result in separation of a propeller blade and loss of control of the airplane.

Compliance: (e) If you have not already performed the actions required by this AD, you must perform the actions within the compliance times specified in this AD.

Required Actions

(f) For propellers listed in Table 1 of this AD, that have been overhauled since being returned to service by T and W Propellers, Inc by an authorized repair station other than T and W Propellers, Inc., no further action is required.

Propellers With Fewer Than 10 Hours Time-in-Service (TIS) Since Return to Service

(g) Before further flight, perform the actions specified in paragraph (h) of this AD on propellers listed in Table 1 of this AD, that have fewer than 10 hours time-in-service (TIS) since return to service by T and W Propellers, Inc. You can find information on performing the actions in the applicable propeller manufacturer's service documentation.

(h) Perform the following actions:

(1) Disassemble,

(2) Clean,

(3) Inspect for the following:

- (i) Cracks,
- (ii) Corrosion,
- (iii) Nicks,
- (iv) Scratches,
- (v) Blade minimum dimensions,
- (vi) Chemical conversion coat or paint or both applied over corrosion,
- (vii) Lack of chemical conversion coating,
- (viii) Lack of paint on internal surfaces,
- (ix) Bolts incorrectly torqued,
- (x) Incorrect parts,
- (xi) Incorrect installation of parts,
- (xii) Reinstallation of parts intended for one-time use, and
- (xiii) Lack of proper shot peening.

(4) Repair and replace with serviceable parts, as necessary

(5) Reassemble and test.

Propellers With 10 Hours or More TIS Since Return to Service

(i) Within 10 hours TIS after the effective date of this AD or one year after the effective date of this AD, whichever is earlier, perform the actions specified in paragraph (h) of this AD on propellers listed in Table 1 of this AD, that have 10 hours or more TIS since return to service by T and W Propellers, Inc. You can find information on performing the actions in the applicable propeller manufacturer's service documentation.

Required Actions Before Installation

(j) After the effective date of this AD, do not install any propeller that has a SN listed in Table 1 of this AD returned to service by T and W Propellers, Inc. unless you have performed paragraph (h) of this AD on the propeller.

Alternative Methods of Compliance (AMOCs)

(k) You must request AMOCs as specified in 14 CFR 39.19. All AMOCs must be approved by the Manager, Chicago Aircraft Certification Office, FAA.

Special Flight Permits

(l) We will not issue special flight permits for propellers with fewer than 10 hours TIS since return to service by T and W Propellers, Inc.

Material Incorporated by Reference

(m) None.

Related Information

(n) The applicable propeller manufacturer's service documents contain instructions for performing the required overhaul actions.

Issued in Burlington, Massachusetts, on June 26, 2003. Francis A. Favara, Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

(Continuation of Airworthiness Directive (2003-13-17))

41D5926	19627	2	2552	08-Jan-00
2A36C29-AG	59927	2	3097	08-Jan-02
2A36C29-A6	601636	2	4283	28-Aug-02
2AF36C89	61102	2	2744	18-May-01
D2AF36C48-CB	622090	2	2589	09-Feb-01
D2AF36C48-CB	622724	2	2590	09-Feb-01
2A36C23-CPEG	642372	2	2602	23-Feb-01
2A36C23-CPEG	643488	2	2743	18-May-01
2A36C23-D-CEG	653697	2	2676	11-Apr-01
D2AF34C61-XMO	662056	2	2929	10-Sep-01
2A36C23-CPG	666963	2	2555	08-Jan-01
2A34C66-CMNP	673620	2	4386	08-Nov-02
2A34C201-C	696643	2	3023	16-Nov-01
2D34C202	696932	2	2785	12-Jun-01
2A34C66-LMP	697081	2	4302	04-Sep-02

D2AF34C59-NP	698044	2	2989	24-Oct-01
2A34C66-NP	702791	2	2562	29-Jan-01
2AF34C55-NO	703122	2	2607	01-Mar-01
D2AF34C302	704356	2	3034	21-Nov-01
D2A34C58-NO	712830	2	3024	15-Nov-01
2A34C66-NOP	714193	2	2852	23-Jul-01
D2A34C58-NO	714368	2	2880	14-Aug-01
B2D34C208	715634	2	2563	02-Feb-01
2A34C66-NOP	720394	2	2647	28-Mar-01
2A34C66-NP	720799	2	3013	09-Nov-01
2A34C203-C	722149	2	2601	23-Feb-01
2A34C201-C	732285	2	2572	02-Feb-01
2A34C66-NP	734925	2	2892	20-Aug-01
D2AF34C54-NP	736511	2	2889	17-Aug-01
2A36C23-P-E6	738679	2	2705	01-May-01
2A34C66-NP	741202	2	4016	25-Mar-02
2A34C203-C	746751	2	2779	07-Jun-01

D2AF34C306	747857	2	4363	22-Oct-02
2A34C203-C	748419	2	2968	10-Oct-01
2A34C203-C	750668	2	2888	17-Aug-01
2A34C203-C	752018	2	4194	12-Jul-02
D2AF34C303-A	752971	2	2635	19-Mar-01
2A34C66-NP	753264	2	4076	29-Apr-02
2A34C203-C	756299	2	2600	23-Feb-01
2A34C203-C	757569	2	3144	05-Feb-02
B2D34C211	760569	2	4369	26-Oct-02
2A34C201	762799	2	4065	22-Apr-02
2A34C201-C	764227	2	4225	29-Jul-02
2A34C203-C	765022	2	3100	10-Jan-02
B2D34C207	765394	2	2954	28-Sep-01
B2D34C207	767372	2	4223	29-Jul-01
B2D34C212	771038	2	4264	20-Aug-02
C2A34C204-C	772536	2	2806	25-Jun-01
B2D34C212	773467	2	2913	29-Aug-01
2A34C201-C	776485	2	4315	05-Sep-02
B2D34C214	778701	2	2943	22-Sep-01
2A34C66-NP	7810001	2	2691	20-Apr-01
D2AF34C81-O	782537	2	3053	07-Dec-01
B2D34C214	783413	2	2591	12-Feb-01
B2D34C214	783690	2	2832	09-Jul-01
2A34C66-NP	783769	2	3031	19-Nov-01
2A34C216	786531	2	4188	09-Jul-02
D2AF34C307-A	786553	2	4364	22-Oct-02
B2D34C214	787223	2	4084	02-May-02
B2D34C214	787451	2	3132	30-Jan-02
2A34C66-NP	791699	2	2902	26-Aug-01
D2A34C58-0	795621	2	4099	01-May-02
B2D34C220	799931	2	2735	17-May-01
B2D34C220-B	804080	2	2573	05-Feb-01

B2D34C214-A	806619	2	2621	12-Mar-01
2A34C216	807039	2	2955	28-Sep-01
2A34C50-P	810564	2	4203	17-Jul-02
B2D34C214-A	811752	2	2782	11-Jun-01
B2D34C220	812718	2	3120	18-Jan-02
B2D34C214-A	815034	2	2778	07-Jun-01
B2D34C220	815405	2	3101	10-Jan-02
B2D34C220	821006	2	2851	20-Jul-01
B2D34C220-B	822357	2	3137	31-Jan-02
2A34C66-NP	822643	2	4144	10-Jun-02
B2D34C220-B	822736	2	4097	10-May-02
C2A34C204-C	832092	2	3148	06-Feb-02
D2AF34C307-B	851157	2	4373	29-Oct-02
2A34C203-C	891683	2	4270	21-Aug-02
B2334C53-0	900357	2	3169	18-Feb-02
2A36C23-D-G	900959	2	2977	19-Oct-01

2A34C203-C	902086	2	3185	04-Mar-02
B2D34C214	902215	2	3197	12-Mar-02
2A36C23-DG	912711	2	2582	08-Feb-01
2A34C203-B	921416	2	4236	01-Aug-02
B2D34C220-B	930262	2	4108	16-May-02
C2A34C204-C	930476	2	4202	16-Jul-02
D2AF34C81-O	962316	2	3052	07-Dec-01
D3A32C411-C	91220	3	2824	02-Jul-01
3AF32C75-NR	704725	3	2846	16-Jul-01
3PF32C501-A	812753	3	4145	10-Jun-02
3A32C406-B	814842	3	2956	28-Sep-01
3A32C406-B	821868	3	2752	23-May-01
3A32C406	922028	3	2689	18-Apr-01
3AF32C512-C	020337	3	4395	15-Nov-02
D3A32C88-ALMR	68433	3	2774	06-Jun-01
3AF34C92-K	693112	3	2536	21-Dec-00

D3A32C88-LMR	700753	3	2581	07-Feb-01
D3A32C90-MLKN	703346	3	3070	17-Dec-01
D3A32C88-MR	712006	3	4306	05-Sep-02
3AF32C93-NR	712262	3	3007	09-Nov-01
3AF34C92-NPR	725401	3	4253	09-Aug-02
3A32C76-SMR	726830	3	3115	25-Mar-02
D3A32C77-MR	727923	3	2712	01-May-01
3AF32C72-NR	732813	3	2841	12-Jul-01
3AF34C92-PR	732844	3	4366	15-Oct-02
3AF32C75-NR	739402	3	2847	16-Jul-01
3AF32C87-NR	739554	3	2554	08-Jan-01
D3A32C90-MN	761217	3	3190	06-Mar-02
3A32C76-SMR	763448	3	2821	29-Jun-01
D3A32C88-MR	764369	3	2974	16-Oct-01
D3A34C402	765820	3	2930	10-Sep-01
D3A34C402-B	769212	3	4217	26-Jul-02
3AF34C92-NPR	770540	3	2928	10-Sep-01
3AF32C87-NR	7710126	3	2553	05-Jan-01
3A32C76-SMR	772030	3	2641	23-Mar-01
D3A34C403	777494	3	2944	24-Sep-01
3AF32C87-NIR	778133	3	4004	13-Mar-02
3AF32C87-NR	780701	3	2566	01-Feb-01
D3A34C402	783312	3	3116	17-Jan-02
D3A34C402	783736	3	2715	02-May-01
3AF34C92-NPR	783751	3	4252	09-Aug-02
3AF32C87-NIR	788970	3	4039	03-Apr-02
3AF32C93-NR	789159	3	4277	26-Aug-02
3AF32C93-NR	789159	3	3008	09-Nov-01
D3A34C403	790582	3	4096	09-May-02
3A32C76-SMR	7910885	3	4085	02-May-02
3A32C76-SMR	791330	3	3042	03-Nov-01
D3A34C402	792767	3	4244	05-Nov-02

3A32C76-SMR	793937	3	3103	12-Sep-01
3A32C76-UMR	794268	3	2868	31-Jul-01
D3A34C404-C	794365	3	4402	22-Nov-02
D3A34C402-B	794599	3	3035	31-Oct-01
3AF32C87-NR	794951	3	2876	10-Aug-01
3A32C76-UMR	795657	3	2799	20-Jun-01
3AF32C87-NR	795913	3	2984	23-Oct-01
D3A34C402	796810	3	3123	21-Jan-02
3A32C76-UMR	797065	3	2701	27-Apr-01
3A32C76-SMR	801913	3	4238	02-Aug-02
D3A34C402-B	802285	3	2732	14-May-01
D3A34C402	811314	3	4365	24-Oct-02
D3A34C402	811314	3	4365	30-Dec-02
3FF32C501-A	812626	3	3064	14-Dec-01
3FF32C501-A	812685	3	3065	14-Dec-01
3A32C76-SMR	813109	3	4048	09-Apr-02
3AF34C92-PR	813549	3	2629	14-Mar-01

3AF32C87-NR	814072	3	2965	08-Oct-01
3A32C406-B	821336	3	2797	19-Jun-01
3A32C406-B	821659	3	4163	20-Jun-02
3A32C406-B	821864	3	4059	16-Apr-02
D3A34C402-B	822071	3	4131	30-May-02
3AF34C92-PR	851435	3	4367	25-Oct-02
3A32C409	860038	3	2723	08-May-01
3AF32C504-B	861373	3	2983	23-Oct-01
D3A32C409-C	890285	3	2858	25-Jul-01
3A32C406-C	891080	3	4394	15-Nov-02
3AF32C505-B	891968	3	2997	30-Oct-01
3AF32C512-C	901517	3	4393	14-Nov-02
3AF32C512-C	901523	3	4392	14-Nov-02
C3D36C415-C	901743	3	2598	27-Feb-01
3AF32C504-C	910236	3	2964	08-Oct-01

1N6461Z
AIRCRAFT REGISTRATION NO

20606252
AIRCRAFT SERIAL NO

TU206G
TYPE AIRCRAFT

adNote™

2004-8-10 N/M
AD NUMBER

ECI Cylinders

If multi-engine: ☐ Left ☐ Right ☒ Front ☐ Rear

Engine Model/Serial No: _____

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			N/A by overhaul	

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Amendment 39-13579. Docket No. 2004-NE-07-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective May 5, 2004.

Affected Ads

(b) None.

Applicability

(c) This AD applies to Teledyne Continental Motors (TCM) TSIO- 520-NB, -VB, and -WB engines that are modified by supplemental type certificate

(STC) SE4327SW, STC SE09104SC, or STC SE09261SC for operation at 325 HP or greater, (the so-called RAM TSIO-520-NB, -VB, or -WB Series III, IV, and VII reciprocating engines; and Teledyne Continental Motors (TCM) model 520 and 550 series reciprocating engines with certain ECI reciprocating engine cylinders, part number (P/N) AEC631397, installed. These engines are installed on, but not limited to the airplanes listed in the following Table 1:

Table 1.--List of Airplanes That Use the Affected Engines

Airplane manufacturer and model	Engine model	Airplane manufacturer and model	Engine model
AERFER/AERMECCHI AM. 3	GT5IO-520-C	U206B, C, D, E, F	IO-520-F
AERO COMMANDER:		TURBO SKYWAGON TU206 A	IO-520-C
200D	IO-520-A	TU206B, C, D, E, F	TSIO-520-C
500A COLEMILL CONVERSION	IO-520-E	STATIONAIR U206	IO-520-F
685	GT5IO-520-K	TU206	TIOS-520-C
AISA: F20, PEGASO	IO-520-K	U206FII-300	IO-520-F
AMBROSIN MF-151	IO-520-F	U206G-300	IO-520-F
AVIONES PIHAO	IO-520-D	U206GII-300	IO-520-L
BEAGLE (U.K.): B206S	GT5IO-520-C	TU206G-310	TSIO-520-M
BEECHCRAFT BARON:		SUPER SKYLANE P206A	IO-520-A
C55	IO-520-CB, -C	P206B, C, D, E	IO-520-A
D55	IO-520-CB, -C	TURBO P 206 A, B, C, D, E	TSIO-520-C
E55	IO-520-CB, -C	SKYWAGON 207	IO-520-F
58	IO-520-CB	TURBO 207	TSIO-520-G
58P	TSIO-520-LB	STATIONAIR 207A, 207AII	IO-520-F
58P	TSIO-520-L	STATIONAIR 8, 811	IO-520-F
58P	TSIO-520-WB	T-STATIONAIR 811	TSIO-520-M
58TC	TSIO-520-LB	210 CENTURION D, E, F, G, H	IO-520-A
58TC	TSIO-520-L	210 CENTURION J	IO-520-J
58TC	TSIO-520-WB	210 CENTURION K, L, M, N, R	IO-520-L
BEECHCRAFT BONANZA:		210 CENTURION TURBO	TSIO-520-C
A36	IO-550-B	210 CENTURION TURBO	TSIO-520-H
E33A	IO-520-BA	210 CENTURION TURBO K, L	TSIO-520-H
E33A	IO-520-BB	TURBO 210 J, K, L	TSIO-520-H
E33B	IO-520-B	TURBO 210 MII, NII	TSIO-520-R
F33	IO-520-BB	TURBO 210R	TSIO-520-R
F33A	IO-520-B	PRESSURIZED CENTURION P210N	TSIO-520-P
F33A	IO-520-BA	PRESSURIZED CENTURION P210NII	TSIO-520-AF
F33A	IO-520-BB	PRESSURIZED CENTURION P210R	TSIO-520-CE
S35	IO-520-B	T303 CRUSADER	TSIO-520-AE
ST35	TSIO-520-D	T303 CRUSADER	LT5IO-520-AE
V35	IO-520-BB	310R	IO-520-MB
V35A	IO-520-B	310R	IO-520-M
V35A-TC	TSIO-520-D	TURBO 310 P, Q	TSIO-520-B
V35B	IO-520-B	TURBO 310 R	TSIO-520-BB
V35B	IO-520-BA	TURBO 310 R	TSIO-520-B
V35B	IO-520-BB	EXECUTIVE SKYKNIGHT D, E, F	TSIO-520-B
A36	IO-520-B	335	TSIO-520-EB
A36	IO-520-BA	340	TSIO-520-K
A36	IO-520-BB	340A	TSIO-520-NB, -N
A36-TC	TSIO-520-UB	401 A, 401 B	TSIO-520-E
BEECHCRAFT DEBONAIR: C33A	IO-520-B	402 A, 402 B	TSIO-520-E
VIKING 300		402C	TSIO-520-VB
	IO-520-A	404 TITAN	GT5IO-520-M
	IO-520-D	411, 411A	GT5IO-520-C
	IO-520-K	414	TSIO-520-J
BONNAIRE 185	IO-520-D	414, 414 A	TSIO-520-NB, -N
BONNAIRE 188 CONVERSION	IO-520-D	421A	GT5IO-520-D
BURNS BA42	IO-520-D	421B	GT5IO-520-H
CESSNA:		421C	GT5IO-520-L
SUPER SKYLANE A, B, C, D, E	IO-520-A	421C	GT5IO-520-N
TURBO SUPER SKYLANE	TSIO-520-C	JANOX JAVILON	IO-520-B
SKYWAGON A185 E, F	IO-520-D	NAVION:	
SKYWAGON A185FII	IO-520-D	RANGEMASTER MODEL H	IO-520-B
AG SPRAYER 188-300	IO-520-D	RANGEMASTER MODEL H	IO-520-BA
A188-230	IO-520-D	PIPER: MALIBU	TSIO-520-BE
AG TRUCK (A 188B) -300	IO-520-D	PRINAIR:	
AG HUSKEY (A 188C) -310	TSIO-520-T	DE HAVILLAND HERON	IO-520-E
AG WAGON (A 188B)	IO-520-D	WINDECKER EAGLE	IO-520-C
SUPER SKYWAGON U206, A	IO-520-A		

(Over)

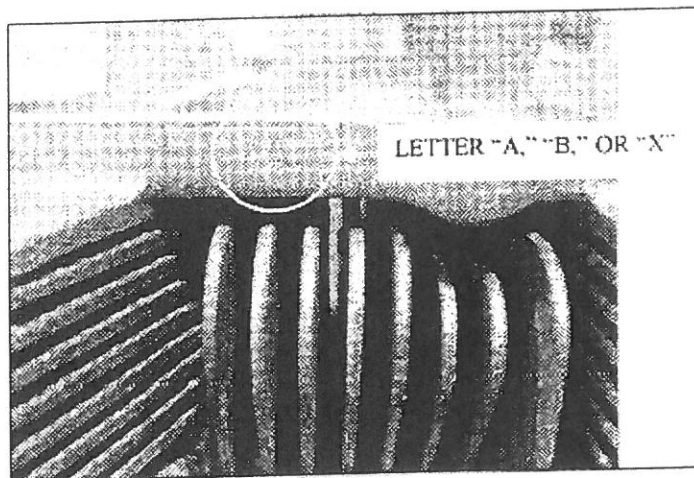


Figure 4. ↑

(iii) If there is no letter "A," "B," or "X" stamped on the flange of the rocker box, replace the cylinder before further flight.

Alternative Methods of Compliance

(g) The Manager, Special Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Material Incorporated by Reference

(h) None.

Related Information

(i) ECI Mandatory Service Bulletin S.I. No. 04-1, revision 1, dated March 11, 2004, also pertains to this subject of this AD.

Issued in Burlington, Massachusetts, on April 9, 2004. Francis A. Favara, Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

N6461Z
AIRCRAFT REGISTRATION NO.

20608282
AIRCRAFT SERIAL NO.

TJ206G
TYPE AIRCRAFT

adNote

2005-14-11 N/M
AD NUMBER

Southern California Propeller Service

If multi-engine: ☐ Left ☐ Right ☒ Front ☐ Rear Propeller Model: _____ Serial No.: _____

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			N/A by Service	
			center	

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Hartzell Propeller, Inc., McCauley Propeller Systems, and Sensenich Propeller Manufacturing Company, Inc. Propellers: Amendment 39-14188. Docket No. 2003-NE-53-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective August 17, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the Hartzell Propeller, Inc., McCauley Propeller Systems, and Sensenich Propeller Manufacturing Company, Inc. propeller models last returned to service by Southern California Propeller Service of Inglewood, CA., listed in the following Table 1:

Table 1.--Applicable Propeller Models

Hartzell Propeller, Inc.	
HC-(2,3,4)Y(-).	
HC-(2,3,4)(X,V,MV,W,Z,P,R) (F,G,L,K,R,20,30,31)-.	
HA-(.-).	
HC-B(3,4)(M,P,R,T)(A,N,P)-.	
HC-(D,E)(4,5)(A,B,N,P)-.	
McCauley Propeller Systems	
020030C000-0: All constant speed two-bladed propeller models.	
030030C000-0: All constant speed three-bladed propeller models.	
100000-0: All metal propeller models.	
Sensenich Propeller Manufacturing Company, Inc.	
All metal propeller models.	

(d) These actions are against propeller models returned to service by Southern California Propeller Service. Southern California Propeller Service is not to be confused with propeller repair stations known as California Propeller or as Propeller Service of California. Southern California Propeller Service was issued Air Agency Certificate number of VXS617L in 1992, which was revoked in June of 1998.

(e) For Hartzell and McCauley propeller models listed in Table 1 of this AD, any letter or number (or lack of a letter or number) could appear where open parentheses are shown in the model number. Model numbers could show any combination of letters or numbers where the model number shows parentheses with a series of numbers or letters.

(f) For propeller models listed in Table 1 of this AD, that have been overhauled since being returned to service by Southern California Propeller Service by an authorized repair station other than Southern California Propeller Service, no further action is required.

Unsafe Condition

(g) This AD results from the investigation of a failed propeller blade and subsequent inspections of various propeller models returned to service by Southern California Propeller Service, of Inglewood, CA. We

are issuing this AD to prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane.

Compliance

(h) You are responsible for having the actions required by this AD performed within 10 hours time-in-service after the effective date of this AD.

Required Actions

(i) Perform the actions specified in paragraph (j) of this AD on propeller models listed in Table 1 of this AD. You can find information on performing the actions in the applicable propeller manufacturer's service documentation.

(j) Perform the following actions:

- (1) Disassemble,
- (2) Clean,
- (3) Inspect for the following:
 - (i) Cracks,
 - (ii) Corrosion or pits,
 - (iii) Nicks,
 - (iv) Scratches,
 - (v) Blade minimum dimensions,
 - (vi) Unapproved localized heating of blade,
 - (vii) Unapproved use of helicoil inserts in actuating pin holes,
 - (viii) Improperly drilled actuating pin holes,
 - (ix) Chemical conversion coat or paint or both applied over corrosion,
 - (x) Lack of chemical conversion coating,
 - (xi) Lack of paint on internal surfaces,
 - (xii) Bolts incorrectly torqued,
 - (xiii) Incorrect parts,
 - (xiv) Incorrect installation of parts,
 - (xv) Reinstallation of parts intended for one-time use, and
 - (xvi) Lack of proper shot peening.
- (4) Repair and replace with serviceable parts, as necessary,
- (5) Reassemble and test.

Alternative Methods of Compliance

(k) The Manager, Chicago Aircraft Certification Office, has the authority to approve alternative methods of compliance (AMOCs) for this AD if requested using the procedures found in 14 CFR 39.19.

Special Flight Permits

(l) Under 14 CFR 39.23, we are limiting the special flight permits for this AD by not allowing any flights with apparent cracks in propellers.

Related Information

(m) Special Airworthiness Information Bulletin No. NE-01-19, dated March 20, 2001, pertains to the subject of this AD.

Issued in Burlington, Massachusetts, on July 5, 2005.

Francis A. Favara, Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

N64612
AIRCRAFT REGISTRATION NO.

20606282
AIRCRAFT SERIAL NO.

TJ206G
TYPE AIRCRAFT

adNote™

2006-3-8 N/M

AD NUMBER

Aero Advantage Vac. Pump

If multi-engine: ☐ Left ☐ Right ☒ Front ☐ Rear

Mfg. / Part No.:

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			N/A by manufacturer	

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Amendment 39-14472; Docket No. FAA-2005- 20440; Directorate Identifier 2005-CE-05-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on March 10, 2006.

What Other ADs Are Affected by This Action?

(b) None.

What Airplanes Are Affected by This AD?

(c) This AD affects ADV200 series (part numbers (P/Ns) ADV211CC and ADV212CW) vacuum pumps installed on, but not limited to, the following aircraft that are certificated in any category. These vacuum pumps can be installed under supplemental type certificate number SA10126SC, through field approval, or other methods:

Make	Model
Alexandria Aircraft, LLC	14-19, 14-19-2, 14-19-3, 17-30, 17-31, 17-31TC, 17-30A, 17-31A, and 17-31ATC.
Alliance Aircraft Group, LLC	H-295 (USAF U10D).
American Champion Aircraft Corp	7AC, 7ECA, 7GC, 7GCA, 7GCAA, 7GCB, 7GCBC, 7HC, 7KC, 7KCAB, 8GCBC, and 8KCAB.
Cessna Aircraft Company, The	172, 172A, 172B, 172C, 172D, 172E, 172F, 172G, 172H, 172I, 172K, 172L, 172M, 172N, 172P, 172Q, 182, 182A, 182B, 182C, 182D, 182E, 182F, 182G, 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, 182R, R182, T182, TR182, 172RG, R172E, R172F, R172H, R172J, 152, A152, 210, 210-5 (205), 210-5A (205A), 210A, 210B, 210C, 210D, 210E, 210F, 210G, 210H, 210J, 210K, 210L, 210M, 210N, P210N, T210G, T210H, T210M, T210N, T210R, 185, 185A, 185B, 185C, 185D, 185E, 180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 180J, 120, 140, 170, 170A, 170B, 177, 177A, 177B, 207, 207A, T207, T207A, 177RG, 206, P206, P206A, P206B, P206C, P206D, P206E, TP206A, TP206B, TP206C, TP206D, TP206E, TU206A, TU206B, TU206C, TU206D, TU206E, TU206F, TU206G, U206, U206A, U206B, U206C, U206D, U206E, U206F, U206G, 188, 188A, 188B, A188, A188A, and A188B.
Commander Aircraft Company	112, 112B, 112TC, 114, and 114A.
Dynac Aerospace Corporation	Aero Commander 100.
Global Amphibians, LLC	Lake LA-4-200, Lake Model 250.
Maule Aerospace Technology, Inc.	M-4-210, M-4-220, M-5-180C, M-5-200, M-5-235C, M-6-180, and M-6-235.
Mooney Aircraft Corporation	M20, M20A, M20B, M20C, M20D, M20E, M20F, M20G, M20J, M20K, M20M, and M22.
Navion Aircraft Company, Ltd.	Navion G and Navion H.
Piper Aircraft, Inc., The New	PA-23, PA-23-160, PA-23-235, PA-23-250 (Navy UO-1), PA-E23-250, PA-24, PA-24-250, PA-24-260, PA-18, PA-18-105 (Special), PA-18-135, PA-18-150, PA-20-115, PA-20-135, PA-22-108, PA-22-135, PA-22-150, PA-22-160, PA-25, PA-25-235, PA-25-260, PA-28-140, PA-28-150, PA-28-151, PA-28-160, PA-28-161, PA-28-180, PA-28-181, PA-28-28-201T, PA-28-235, PA-28-236, PA-28R-180, PA-28R-200, PA-28R-201, PA-28R-201T, PA-28RT-201, PA-28RT-201T, PA-25, PA-25-235, PA-25-260, J5A-80, J5A (Army L-4F), J5B (Army L-4G), J5C, PA-12, PA-36-285, PA-36-300, PA-36-375, PA-38-112, PA-30, PA-39, PA-40, PA-31, PA-31-300, PA-31-325, PA-31-350, PA-32-260, PA-32-300, PA-32-301, PA-32-301T, PA-32R-300, PA-32R-301 (HP), PA-32R-301T, PA-32RT-300T, PA-31P, and PA-36-300.
Raytheon Aircraft Company	35-33, 35-A33, 35-B33, 35-C33, 35-C33A, 36, A36, A36TC, B36TC, E33, E33A, E33C, F33, F33A, F33C, G33, H35, J35, V35, V35A, V35B, D45 (Military T-34B), 35, 35R, A35, B35, C35, D35, E35, F35, G35, 19A, 23, A23, A23A, A24, A24R, B19, B23, B24R, C23, and C24R.
Rogers, Burl A.	15AC and S15AC.
SOCATA—Groupe Aerospatiale	MS 885, MS 892A-150, MS 892E-150, MS 893A, MS 893E, Rallye 150 ST, Rallye 150 T, TB 10, TB 20, and TB 9.
Tiger Aircraft LLC	AA-1, AA-1A, AA-1B, AA-1C, AA-5, AA-5A, and AA-5B.

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of several reports of pump chamber failure. The actions specified in this AD are intended to prevent the vacuum pump failure or malfunction during instrument flight rules (IFR) flight that could lead to loss of flight instruments critical for

flight. The loss of flight instruments could cause pilot disorientation and loss of control of the aircraft.

(Over)

N64618
AIRCRAFT REGISTRATION NO.

20606282
AIRCRAFT SERIAL NO.

TJ206G
TYPE AIRCRAFT

adNote™

2006-24-7 N/M
AD NUMBER

Oxford Aviation Limited

If multi-engine: ☐ Left ☐ Right ☒ Front ☐ Rear Propeller Model: _____ Serial No.: _____

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			N/A by Service Center	

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Amendment 39-14836. Docket No. FAA-2005-20141; Directorate Identifier 2005-NE-01-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective January 3, 2007.

Affected Ads

(b) None.

Applicability

(c) This AD applies to Hartzell Propeller Inc. (formerly TRW Hartzell Propeller) and McCauley Propeller Systems (formerly Cessna Aircraft Co.) propellers that have a part number (P/N) and serial number (SN) listed in Table 1 or Table 2 of this AD, serviced by Oxford Aviation Limited, doing business as CSE Aviation. These propellers are installed on, but not limited to airplanes used in general aviation, agricultural, flight training, and charter businesses.

Aerotech Note: Tables 1 & 2 that were in this position of the original Airworthiness Directive have been moved to facilitate compilation of this adNote™.

Unsafe Condition

(d) This AD results from findings that CSE Aviation failed to perform some specific inspections and repairs. We are issuing this AD to detect potentially unsafe conditions that could result in a propeller blade separating from the hub and loss of control of the airplane.

Table 3.—Compliance Schedule

If the time-since-overhaul (TSO) for the propeller on the effective date of this AD is ...	Then perform the requirements of paragraph (j) or paragraph (k) of this AD within ...
(1) 1,500 FH TSO or more.	200 FH TIS after the effective date of this AD, but do not exceed 2 years after the effective date of this AD.
(2) More than 1,000 FH TSO, but fewer than 1,500 FH TIS.	350 FH TIS after the effective date of this AD, but do not exceed 2 years after the effective date of this AD.
(3) 1,000 FH TSO or fewer.	500 FH TIS after the effective date of this AD, but do not exceed 2 years after the effective date of this AD.

Hartzell Propellers

(j) For Hartzell propellers listed by SN in Table 1 of this AD, do the following:

- (1) Disassemble the propeller.
- (2) Clean all disassembled propeller parts.
- (3) Perform a visual inspection for the following conditions:
 - (i) Wear or damage such as cracks, corrosion, scratches, or nicks.
 - (ii) Except for blades installed new at the last CSE maintenance action, examine for:
 - (A) Bent or damaged pitch change knobs.
 - (B) Damage in the bore area of the blade shank.
 - (C) Damage in the blade balance hole.
 - (iii) Damage that indicates a previous ground strike (if applicable).
- (iv) Unacceptable wear or damage in areas where shot peening is required. It is not necessary to strip the paint and corrosion protective coatings from the external surface of the blade. It is also not necessary to perform dimensional measurements on the external surface of the blade unless there is evidence of damage that has occurred since CSE returned the propeller to service.

(v) Confirm that CSE Aviation correctly performed the repairs listed in the manufacturers maintenance manuals. An example of a maintenance manual repair is chamfering of the hub grease fitting hole on Hartzell "Y" shank series propellers.

- (4) Perform all Eddy Current inspections applicable.
- (5) Repair and replace with serviceable parts, as necessary.
- (6) Assemble and test.
- (7) Confirm that hubs affected by AD 2001-23-08 are returned to service only on aircraft affected by that AD.

aircraft affected by that AD.

McCauley Propellers

(k) For McCauley propellers listed by SN in Table 2 of this AD, do the following:

- (1) Disassemble the propeller.
- (2) Clean all disassembled propeller parts.
- (3) Perform a visual inspection for the following conditions:
 - (i) Wear or damage such as cracks, corrosion, scratches or nicks.
 - (ii) Damage that indicates a previous ground strike (if applicable).

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

(f) For propellers listed by SN in Table 1 or Table 2 overhauled or repaired by CSE after November 2003, or overhauled by an FAA- approved propeller repair facility after October 2003, no further action is required.

All Propellers Listed by SN in Table 1 or Table 2

(g) Before further flight, perform a document search of airplane and propeller records to determine if the propeller was involved in a ground strike.

(h) If the propeller was involved in a ground strike, perform the requirements specified in paragraph (j) or paragraph (k) of this AD within 10 flight hours (FH) time-in-service (TIS) after the effective date of this AD, or 2 years after the effective date of this AD, whichever is earlier.

(i) For all propellers listed by SN in Table 1 or Table 2 of this AD, not involved in a ground strike, use the compliance schedule in the following Table 3 to perform the requirements specified in paragraph (j) or paragraph (k) of this AD as applicable.

(iii) Unacceptable wear or damage in areas where shot peening is required, paying particular attention to hub internal shot peened surfaces and blade shank peening. It is not necessary to strip the paint and corrosion protective coatings from the external surface of the blade. It is also not necessary to perform dimensional measurements on the external surface of the blade unless there is evidence of damage that has occurred since CSE returned the propeller to service.

(4) Inspect threaded surfaces of threaded blade shanks with a 10X magnifying glass for scratches parallel to retention threads in the thread root of the first four outboard blade threads. If the retention threads are scratched, repair is not allowed.

(5) Confirm that CSE Aviation correctly performed repairs or modifications listed in the manufacturer's maintenance instructions.

(6) Repair and replace with serviceable parts, as necessary.

(7) Assemble and test.

Definitions

(l) For the purposes of this AD:

(1) Overhauling a propeller is not necessary to comply with the requirements specified in paragraph (j) or paragraph (k) of this AD. If you do not overhaul the propeller, the TSO does not change.

(2) Unacceptable wear is wear or damage that can penetrate the shotpeened compressive layer.

Alternative Methods of Compliance

(m) The Manager, Chicago Aircraft Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Related Information

(n) The applicable Hartzell Propeller Inc. or McCauley Overhaul Manuals and Service Documents contain information on performing the inspections specified in this AD. Issued in Burlington, Massachusetts, on November 21, 2006.

Peter A. White, Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

Y02897	HC-C2YK-1BF	CH32119A
Y04516	HC-C2YK-1BF	CH20231
Y04371	HC-C2YK-1BF	CH21618
Y04260	HC-C2YK-1BF	CH23621
Y02641	HC-C2YK-1BF	CH23890(E)
Y03969	HC-C2YK-1BF	CH25517
Y02648	HC-C2YK-1BF	CH26145
Y02896	HC-C2YK-1BF	CH32118A
Y04244	HC-C2YR-1BF	CH27227
Y03763	HC-C2YK-1BF	CH27235
Y03704	HC-C2YK-1BF	CH28190
Y03141	HC-C2YK-1BF	CH29976
Y05015	HC-C2YK-1BF	CH30451
Y04153	HC-C2YK-1BF	CH32838B
Y03949	HC-C2YK-1BF	CH32683B
Y05124	HC-C2YKR-1BF	CH33316B
Y03205	HC-C2YK-1BF	CH33520B
Y03850	HC-C2YK-1BF	CH33777B
Y03843	HC-C2YK-1BF	CH34179B
Y04230	HC-C2YK-1BF	CH34607B
Y04014	HC-C2YR-1BF	CH34638B
Y05078	HC-C2YK-1BF	CH35009B
Y04361	HC-C2YK-1BF	CH35037B
Y04587	HC-C2YK-1BF	CH35445B
Y04588	HC-C2YK-1BF	CH35466B
Y05076	HC-C2YK-1BF	CH37285B
Y05079	HC-C2YK-1BF	CH37286B
Y05056	HC-C2YK-1BF	CH3730B
Y04891	HC-C3YR-2LUF	CH4488A
Y03425	HC-C2YK-1BF	CH5073
Y03428	HC-C2YK-1B	CH617
Y04126	HC-E2YL-2BTF	CJ514
Y03027	HC-C3YR-2UF	CK3633A
Y02594	HC-C3YR-2UF	CK3634A
Y03429	HC-C3YR-2UF	CK3651A
Y03168	HC-C3YR-2UF	CK3662A
Y03995	HC-C3YR-2UF	CK3663A
Y03573	HC-C3YR-2UF	CK3678A
Y03611	HC-C3YR-2UF	CK3705A
Y03707	HC-C3YR-2UF	CK3706A
Y03513	HC-E3YR-2UF	CK3719A
Y03937	HC-C3YR-2UF	CK3872A
Y03794	HC-C3YR-2UF	CK3873A
Y03921	HC-C3YR-2UF	CK3874A
Y04892	HC-C3YR-2UF	CK4263A
Y03317	HC-C3YR-2UF	CK4459A
Y02871	HC-C3YR-2UF	CK4460A
Y02704	HC-C3YR-2UF	CK4645A
Y03522	HC-C3YR-2UF	CK4682A
Y04770	HC-F2YR-1F	CM535
Y05039	HC-C2YK-4BF	DH687E
Y04872	HC-E3YR-2ATF	DJ10539A
Y04873	HC-E3YR-2ALTF	DJ10542A
Y03975	HC-E3YR-2ALTF	DJ10585A
Y03974	HC-E3YR-2ATF	DJ10832A
Y03023	HC-E3YR-2ATF	DJ8092A
Y03998	HC-E3YR-2ATF	DJ8105A
Y03997	HC-E3YR-2ATF	DJ8106A
Y02865	HC-E3YR-2ALTF	DJ8128A
Y04149	HC-E3YR-2ATF	DJ8137A
Y04150	HC-E3YR-2ALTF	DJ8139A
Y04911	HC-E3YR-2ALTF	DJ8151A
Y02580	HC-E3YR-2ALTF	DJ8154A

Y04912	HC-E3YR-2ATF	DJ8157A
Y02864	HC-E3YR-2ATF	DJ8161A
Y02581	HC-E3YR-2AFT	DJ8180A
Y04775	HC-E3YR-2ATF	DJ8326A
Y04774	HC-E3YR-2ALTF	DJ8329A
Y03760	HC-E3YR-2ATF	DJ8872A
Y03022	HC-E3YR-2ALTF	DJ9503A
Y02120	HC-E2YR-1BF	DK1068
Y04375	HC-E2YR-1BF	DK155
Y03331	HC-E2YR-1BF	DK1902B
Y04373	HC-E2YR-1BF	DK611
Y04168	HC-E2YR-1BF	DK620
Y04471	HC-C2YK-1BF	DK669
Y03040	HC-C2YK-4BF	DN4101A
Y03590	HC-C2YK-4BF	DN48619A
Y03129	HC-C2YK-4BF	DN4111A
Y03442	HC-C2YK-4BF	DN4112A
Y03003	HC-C2YK-2CEUF	DN4126A
Y03630	HC-C2YK-4BF	DN4127A
Y02620	HC-C2YK-4FC7666A	DN4168A
Y02680	HC-C2YK-4FC7666A	DN4171A
Y02786	HC-C2YK-4FC7666A	DN4172A
Y02619	HC-C2YK-4FC7666A	DN4175A
Y03588	HC-C2YK-4BF	DN4187A
Y03116	HC-C2YK-4CF	DN4216A
Y02679	HC-C2YK-4FC7666A	DN4231A
Y03209	HC-C2YK-4BF	DN4643B
Y02677	HC-C2YK-4FC7666A	DN4249A
Y02667	HC-C2YK-4FC7666A	DN4263A
Y03253	HC-C2YK-4BF	DN4265A
Y03592	HC-C2YK-4BF	DN4268
Y02796	HC-C2YK-4FC7666A	DN4279A
Y02788	HC-C2YK-4FC7666A	DN4280A
Y03210	HC-C2YK-4BF	DN4284A
Y03212	HC-C2YK-4BF	DN4299A
Y03574	HC-C2YK-4BF	DN9650B
Y03260	HC-C2YK-4BF	DN4340A
Y03254	HC-C2YK-4BF	DN4341A

Y02665	HC-C2YK-4FC7666A	DN4351A
Y02681	HC-C2YK-4FC7666A	DN4364A
Y03208	HC-C2YK-4BF	DN4371A
Y02787	HC-C2YK-4FC7666A	DN4380A
Y03621	HC-C2YK-4BF	DN4510A
Y02666	HC-C2YK-4FC7666A	DN4521A
Y03589	HC-C2YK-4BF	DN4514A
Y03619	HC-C2YK-4BF	DN4515A
Y02678	HC-C2YK-4FC7666A	DN4516A
Y02618	HC-C2YK-4FC7666A	DN4522A
Y02615	HC-C2YK-4FC7666A	DN4524A
Y02614	HC-C2YK-4FC7666A	DN4712A
Y02616	HC-C2YK-4FC7666A	DN4716A
Y03439	HC-C2YK-4BF	DN4719A
Y02662	HC-C2YK-4FC7666A	DN4955A
Y03626	HC-C2YK-4BF	DN4957A
Y03252	HC-C2YK-4BF	DN4963A
Y02668	HC-C2YK-4FC7666A	DN4965A
Y04191	HC-E2YL-2BLSF	DP94
Y02832	HC-C3YR-1RF	DY2464A
Y04175	PHC-C3YF-2UF	EB171
Y04174	PHC-C3YF-2UF	EB173
Y03788	PHC-C3YF-2UF	EB1977
Y03787	PHC-C3YF-2UF	EB1978
Y02779	HC-M2YR-2CEUF	FB379
Y04943	PHC-C3YF-1RF	EE1354
Y03959	PHC-C3YF-1RF	EE1369
Y03754	HC-C2YR-1RF	EE227
Y04730	PHC-C3YF-1RF	EE2322A
Y03767	HC-C3YF-1RF	EE351
Y04246	HC-BMSP-3C	EVA2226
Y04246	HC-BMSP-3C	EVA2246
Y04169	HC-BMSP-3C	EVA2281
Y02634	HC-M2YR-2CLEUF	FB102
Y02732	HC-M2YR-2CEUF	FB1061A
Y04252	HC-M2YR-2CEUF	FB1064A
Y02733	HC-M2YR-2CLEUF	FB1066A
Y04253	HC-M2YR-2CLEUF	FB1067A
Y03332	HC-M2YR-2CLEUF	FB1177B
Y04170	HC-M2YR-2CLEUF	FB1196B
Y02719	HC-M2YR-2CLEUF	FB1167B
Y02708	HC-M2YR-2CEUF	FB409
Y04492	HC-M2YR-2CEUF	FB454
Y03043	HC-M2YR-2CEUF	FB99
Y02905	HC-F2YL-2UF	FE11
Y02917	HC-F2YL-2UF	FE229
Y03753	HC-F2YL-2UF	FE282B
Y03827	HC-F2YL-2UF	FE285B
Y03453	HC-F2YL-2UF	FE58
Y04876	HC-C3YF-5F	FR101
Y04725	HC-C3YF-5F	FR185A
Y04726	HC-C3YF-5F	FR186A
Y04829	HC-C3YF-5F	FR187A
Y04830	HC-C3YF-5F	FR188A
Y05110	HC-C3YF-5F	FR192A
Y05111	HC-C3YF-5F	FR193A
Y04971	HC-C3YF-5F	FR206A
Y03814	HC-C3YF-5F	FR207A
Y04878	HC-C3YF-5F	FR39
Y03125	HC-C3YF-5F	FR206A
Y02715	HC-C3YF-5F	FR58
Y04448	HC-C3YF-5F	FR68
Y02716	HC-C3YF-5F	FR72
Y04450	HC-C3YF-5F	FR73
Y04569	HC-C3YF-5F	FR74
Y04449	HC-C3YF-5F	FR78
Y04085	HC-C3YF-5F	FR79
Y04970	HC-C3YF-5F	FR80
Y02600	HC-C3YF-5F	FR82
Y03527	HC-C3YF-5F	FR83
Y04877	HC-C3YF-5F	FR86
Y04570	HC-C3YF-5F	FR87
Y04752	HC-C3YF-5F	FR92
Y05008	HC-C3YF-5F	FR94
Y03605	HC-B4MP-3B	FWA3209
Y03604	HC-B4MP-3B	FWA3201
Y03987	HC-B4MP-3A	FWA3043
Y03902	HC-B4MP-3A	FWA3216
Y03903	HC-B4MP-3A	FWA3217
Y04351	HC-B4MP-3A	FWA3270
Y03911	HC-B4MP-3A	FWA3444
Y03910	HC-B4MP-3A	FWA3445
Y03986	HC-B4MP-3A	FWA3538
Y04352	HC-B4MP-3A	FWA3732
Y04465	HC-B4MP-3A	FWA3760
Y04466	HC-B4MP-3A	FWA3761
Y03647	HC-A6A-3A	GP135
Y03647	HC-A6A-3A	GP135
Y02882	HC-A2YK-2	H238
Y02883	HC-A2YK-2	H2472
Y04864	HC-A2YK-2	H392
Y04863	HC-A2YK-2	H396
Y04979	HC-E4N-3G	H41739
Y04980	HC-E4N-3G	H4360
Y04977	HC-E4N-3G	H4378
Y04978	HC-E4N-3G	H4379
Y03667	HC-E4N-3J	H443
Y04125	HC-E4A-3J	HJ1050
Y04124	HC-E4A-3J	HJ1079
Y04123	HC-E4A-3J	HJ1213
Y04874	HC-J3YR-1RF	HK127A
Y04597	HC-A2YK-1	J1153
Y04783	BHC-C2YF-2CLKUF	JS11B
Y04687	BHC-C2YF-CLKUF	JS70B
Y04051	HC-E2VL-2C	K2624N

O-320-E2F	M B B.	Wassmer Pacific (WA-5 1)
O-320-E2G	Gulfstream	AA5 Traveler
O-320-E2H	Gulfstream	AA5A Cheetah
O-320-E2D	Beechcraft	B19 Sport
O-320-E2D	Piper Aircraft	Cherokee (140)
O-320-H2AD	Cessna	Skyhawk 172 N
O-320-H2AD	Partenavia	P-66C
O-320A2C	Varga	Kachina 2150
IO-320-B2A	Piper Aircraft	Twin Comanche (PA-30)
IO-320-B1C	Hi	
IO-320-B1C	Shear	
IO-320-B1C	Wing	
IO-320-B1D	Tod Smith Aircraft	Acrostar
IO-320-D1A	M B B.	Monsun (BO-209-C)
IO-320-D1B	M B B.	Monsun (BO-209-C)
IO-320-E1A	Champion	KCAB
IO-320-E1A	M B B.	Monsun (BO-209-C)
IO-320-E1B	Bellanca Aircraft	
IO-320-E2A	Champion	7 KCAB
IO-320-E2A	Champion Aircraft	Citabria
IO-320-E2B	Bellanca Aircraft	
IO/LIO-320-B1A	Piper Aircraft	PA-30 Comanche (2)
IO/LIO-320-B1A	Piper Aircraft	Twin Comanche (PA-39)
AIO-320-B1 B	M B B.	Monsun (BO-209-C)
AEIO-320-D1B	Slingsby	T67M Firefly
AEIO-320-D2B	Hindustan Aeronautics Ltd.	HT-2
AEIO-320-E1A	Bellanca Aircraft	
AEIO-320-E1A	Champion Aircraft	
AEIO-320-E1B	Bellanca Aircraft	
AEIO-320-E1B	Champion Aircraft	Decathalon (8KCAB-CS)
AEIO-320-E2B	Bellanca Aircraft	
AEIO-320-E2B	Champion Aircraft	Decathalon (8KCAB)
O-320-A1A	Riley Aircraft	Riley Twin
O-360-A1A	Beechcraft	Travel Air (95, B-95)
O-360-A1A	Piper Aircraft	Comanche (PA-24)
O-360-A1A	Intermountain Mfg. Co.	Call Air (A-6)
O-360-A1A	Lake Aircraft	Colonial (C-2, LA-4, 4A or 4P)
O-360-A1A	Doyn Aircraft	Doyn-Cessna (170B, 172, 172A, 172B)
O-360-A1A	Mooney Aircraft	Mark "20B" (M-20B)
O-360-A1A	Earl Horton	Pawnee (Piper PA-25)
O-360-A1A	Dinfilia	Ranquel (IA-51)
O-360-A1A	Neiva	(IPD-5901)
O-360-A1A	Regente	(N-591)
O-360-A1A	Wassmer	Super 4 (WA-50A)
O-360-A1A	Wassmer	Sancy (WA-40)
O-360-A1A	Wassmer	Baladou (WA-40)
O-360-A1A	Wassmer	Parou (WA-40)
O-360-A1A	Sud	Gardan (GY-180)
O-360-A1A	Bolkow	(207)
O-360-A1A	Partenavia	Oscar (P-66)
O-360-A1A	Siai-Marchetti	(S-205)
O-360-A1A	Procaer	Picchio (F-15-A)
O-360-A1A	S. A. A. B.	Safir (91-D)
O-360-A1A	Malmo	Vipan (MF-10B)
O-360-A1A	Aero Boero	AB-180
O-360-A1A	Beagle	Airedale (A-109)
O-360-A1A	DeHavilland	Drover (DHA-3MK3)
O-360-A1A	Kingsford-Smith	Bushmaster (JS-6)
O-360-A1A	Acro Engine Service Ltd.	Victa (R-2)
O-360-A1AD	S.O.C.A.T.A.	Tabago TB-10
O-360-A1D	Piper Aircraft	Comanche (PA-24)
O-360-A1D	Lake Aircraft	Colonial (LA-4, 4A or 4P)
O-360-A1D	Doyn Aircraft	Doyn-Beech (Beech 95)
O-360-A1D	Mooney Aircraft	Master 21 (M-20E)
O-360-A1D	Mooney Aircraft	Mark 20B, 20D, (M20B, M20C)
O-360-A1D	Mooney Aircraft	Mooney Statesman (M-20G)
O-360-A1D	Dinfilia	Querandi (IA-45)
O-360-A1D	Wassmer	(WA-50)
O-360-A1D	Malmo	Vipan (MF1-10)
O-360-A1D	Cessna Aircraft	Skyhawk
O-360-A1D	Doyn Aircraft	Doyn-Piper PA-23-160
O-360-A1P6	Cessna Aircraft	Cardinal
O-360-A1P6D	Cessna Aircraft	Cardinal 177
O-360-A1P6D	Teal III	TSC (1A3)
O-360-A1G6	Aero Commander	
O-360-A1G6D	Beech Aircraft	Duchess 76
O-360-A1H6	Piper Aircraft	Seminole (PA-44)
O-360-A1LD	Wassmer	Europa WA-52
O-360-A1P	Aviat	
O-360-A1P	Husky	
O-360-A2A	Center Est Aeronautique	Regente (DR-253)
O-360-A2A	S.O.C.A.T.A.	Rallye Commodore (MS-893)
O-360-A2A	Societe Aeronautique Normande	Mousquetaire (D-140)
O-360-A2A	Bolkow	Klicmm (KI-1 07C)
O-360-A2A	Partenavia	Oscar (P-66)
O-360-A2A	Beagle	Husky (D5-180) (J1-U)
O-360-A2D	Piper Aircraft	Comanche PA-24
O-360-A2D	Piper Aircraft	Cherokee C PA-28-180
O-360-A2D	Mooney Aircraft	Master 21 (M-20D)
O-360-A2D	Mooney Aircraft	Mark 21 (M-20E)
O-360-A2E	Std. Helicopter	
O-360-A2F	Aero Commander	Lark (100)
O-360-A2F	Cessna Aircraft	Cardinal
O-360-A2G	Beech Aircraft	Sport
O-360-A3A	C.A.A.R.P.S.A.N.	(M-23111)
O-360-A3A	Societe Aeronautique Normande	Jodel (D-140C)
O-360-A3A	Robin	Regent (DR400/180)
O-360-A3A	Robin	Remorqueur (DR400/180R)
O-360-A3A	Robin	R-3170
O-360-A3A	S.O.C.A.T.A.	Rallye 180GT
O-360-A3A	S.O.C.A.T.A.	Sportavia Sportsman (RS-180)
O-360-A3A	Norman Aerospace Co.	NAC-1 Freelance
O-360-A3A	Nash Aircraft Ltd.	Petre
O-360-A3AD	S.O.C.A.T.A.	TB-10
O-360-A3AD	Robin	Aiglon (R-1 180T)
O-360-A4A	Piper Aircraft	Cherokee "D" PA-28-180
O-360-A4D	Varga	Kachina
O-360-A4G	Beech Aircraft	Musketier Custom III
O-360-A4K	Grumman American	Tiger
O-360-A4K	Beech Aircraft	Sundowner 180

O-360-A4M	Piper Aircraft	Archer II PA-28-18
O-360-A4M	Valmet	PIK-23
O-360-A4N	Cessna Aircraft	172 (Optional)
O-360-A4P	Penn Van	Super Cub Conversion
O-360-A5AD	C. Itoh and Co.	Fuji FA-200
O-360-B2C	Seabird Aviation	S87L
O-360-C1A	Intermountain Mfg. Co.	Call Air (A-6)
O-360-C1E	Bellanca Aircraft	Scout (8GCBC-CS)
O-360-C1F	Maule	Star Rocket MX-7-180
O-360-C1G	Christen	Husky (A-1)
O-360-C2B	Hughes Tool Co.	(269A)
O-360-C2D	Hughes Tool Co.	(269A)
O-360-C2E	Hughes Tool Co.	YHO-2HU Military
O-360-C2E	Bellanca Aircraft	Scout 8GCBC FP
O-360-C4F	Maule	MX-7-180A
O-360-C4P	Penn Van	Super Cub Conversion
O-360-F1A6	Cessna Aircraft	Cutlass RG
O-360-J2A	Robinson	R22
IO-360-B1A	Beech Aircraft	Travel-Air (B-95A)
IO-360-B1A	Doyn Aircraft	Doyn-Piper PA-23-200
IO-360-B1B	Beech Aircraft	Travel-Air (B-95B)
IO-360-B1B	Doyn Aircraft	Doyn-Piper PA-23-200
IO-360-B1B	Fuji	FA-200
IO-360-B1D	United Consultants	See-Bee
IO-360-B1E	Piper Aircraft	Arrow PA-28-180R
IO-360-B1F	Uiva	75
IO-360-B2E	C.A.A.R.P.	C.A.P. (10)
IO-360-B1F6	Great Lakes	Trainer
IO-360-B1G6	American Blimp	Specter 42
IO-360-B2F6	Great Lakes	Trainer
LO-360-A1 G6D	Beech Aircraft	Duchess
LO-360-A1H6	Piper Aircraft	Seminole (PA-44)
IO-360-E1A	T.R. Smith Aircraft	Acrostar
IO-360-L2A	Cessna Aircraft	Skyhawk C-172
IO-360-M1A	Diamond Aircraft	DA-40
IO-360-M1B	Vans Aircraft	RV6, RV7, RV8
IO-360-M1B	Lancair	360
AIO-360-B1B	Moravan	Zim (Z-526-L)
AEIO-360-B1G6	Great Lakes	CAP-10
AEIO-360-B2F	Mundry	S-15
AEIO-360-B4A	Pitts	Super Decathalon (8KCAB-180)
AEIO-360-H1A	Bellanca Aircraft	Super Decathalon
AEIO-360-H1B	American Champion	269A
HO-360-B1A	Hughes Tool Co.	269A
HO-360-B1B	Hughes Tool Co.	300C
HO-360-C1A	Schweizer	300C
HIO-360-A1A	Hughes Tool Co.	300
HIO-360-A1B	Silvercraft	
HIO-360-B1A	Hughes Tool Co.	Military 269-A-1
HIO-360-B1B	Hughes Tool Co.	269A
HIO-360-D1A	Hughes Tool Co.	269C, 300C
HIO-360-D1A	Schweizer	300C
HIO-360-E1AD	Enstrom Helicopter	F28C
HIO-360-E1BD	Enstrom Helicopter	F28C
HIO-360-F1AD	Enstrom Helicopter	Falcon F28F
HIO-360-F1AD	Enstrom Helicopter	Shark 280FX
HIO-360-F1AD	Enstrom Helicopter	Sentinel F28F-P
HIO-360-G1A	Schweizer	CB
LHIO-360-C1A	Silvercraft	SH-4 Helicopter
LHIO-360-C1B	Silvercraft	SH-3 Helicopter
O-540-A1A	Rhein-Flugzeugbau	RF-1
O-540-A1A5	Piper Aircraft	Comanche PA-24-150
O-540-A1A5	Helio	Military H-250
O-540-A1A5	Yocman Aviation	YA-1
O-540-A1B5	Piper Aircraft	Aztec PA-23-250
O-540-A1B5	Piper Aircraft	Comanche PA-24-250
O-540-A1C5	Piper Aircraft	Comanche PA-24-250
O-540-A1D	Found Bros.	FBA-2C
O-540-A1D	Dornier	DO-28-B1
O-540-A1D5	Piper Aircraft	Aztec PA-23-250
O-540-A1D5	Piper Aircraft	Comanche PA-24-250
O-540-A1D5	Piper Aircraft	Military Aztec U-1 1A
O-540-A1D5	Dornier	DO-28
O-540-A2B	Aero Commander	500
O-540-A2B	Mid-States Mfg. Co.	Twin Courier 11-500, U-5
O-540-A3D5	Piper Aircraft	Navy Aztec PA-23-250
O-540-B1A5	Piper Aircraft	Apache PA-23-235
O-540-B1B5	Piper Aircraft	Cherokee PA-24-250
O-540-B1B5	Doyn Aircraft	Doyn-Piper PA-24-250
O-540-B1D5	Wassmer	WA-421
O-540-B2B5	Piper Aircraft	Pawnee PA-24-235
O-540-B2B5	Piper Aircraft	Cherokee PA-28-235
O-540-B2B5	Piper Aircraft	Aztec PA-23-235
O-540-B2B5	Intermountain Mfg. Co.	Call Air A-9
O-540-B2B5	Rawdon Bros.	Rawdon T-1
O-540-B2B5	S.O.C.A.T.A.	Rallye 235CA
O-540-B2C5	Piper Aircraft	Pawnee PA-24-235
O-540-B4B5	Piper Aircraft	Cherokee PA-28-235
O-540-B4B5	Embraer	Corioa EMB-710
O-540-B4B5	S.O.C.A.T.A.	Rallye 235GT
O-540-B4B5	S.O.C.A.T.A.	Rallye 235C
O-540-B4B5	Maule	Star Rocket MX-7-235
O-540-B4B5	Maule	Super Rocket M-6-235
O-540-B4B5	Maule	Super Sid. Rocket M-7-235
O-540-E4A5	Piper Aircraft	Comanche PA-24-260
O-540-E4A5	Aviamilano	Flamingo F-250
O-540-E4A5	Siai-Marchetti	SP-260, SP-208
O-540-E4B5	Britten-Norman	BN-2
O-540-E4C5	Piper Aircraft	Cherokee Six PA-32-260
O-540-E4C5	Pilatus Britten-Norman	Islander BN-2A-26
O-540-E4C5	Pilatus Britten-Norman	Islander BN-2A-27
O-540-E4C5	Pilatus Britten-Norman	Islander II BN-2B-26
O-540-E4C5	Pilatus Britten-Norman	Islander BN-2A-2 1
O-540-E4C5	Pilatus Britten-Norman	Trislander BN-2A-Mark 111-2
O-540-F1B5	Omega Aircraft	BS-12D1
O-540-F1B5	Robinson	R-44
O-540-G1A5	Piper Aircraft	Pawnee PA-25-260
O-540-H1B5D	Aero Boero	260
O-540-H2A5	Embraer	Impanema "AG"
O-540-H2A5	Gippsland	GA-200
O-540-H2B5D	Aero Boero	260
O-540-J1A5D	Maule	Star Rocket MX-7-235
O-540-J1A5D	Maule	Super Rocket M-6-235
O-540-J1A5D	Maule	Super Sid. Rocket M-7-235
O-540-J1A5	Robin	R-3000/235

N64612
AIRCRAFT REGISTRATION NO.

20606282
AIRCRAFT SERIAL NO.

TU206G
TYPE AIRCRAFT

adNote

2008-10-2 N/M
AD NUMBER

Alternate Static Source Valve

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			PCW - 12/10/08	

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Amendment 39-15508; Docket No. FAA-2008-0471; Directorate Identifier 2008-CE-025-AD.

Effective Date

(a) This AD becomes effective on May 12, 2008.

Affected ADs

(b) None.

Applicability

(c) This AD applies to airplanes listed in Table 1 and Table 2 of this AD that:

- (1) Have a part number (P/N) 2013142-18 alternate static air source selector valve installed after November 19, 2007; and
- (2) Are certificated in any category:

Table 1.—Applicability for Airplanes That Had the Affected Part Installed at Manufacture

Model	Serial Nos. (S/Ns)
172S	172S10672 through 172S10674, 172S10676, 172S10678 through 172S10680, 172S10682, 172S10683, and 172S10685.
182T	18282062 and 18282065.

T182T	T18208822 and T18208828.
208	20800417, 20800418, and 20800419.
208B	208B1294 through 208B1310.

Note 1: Airplanes listed in Table 1 may have also had the affected part installed as a replacement part.

Aerotech Note: Table 2 that was in this position in the Original FAA version of this Airworthiness Directive, has been moved to the bottom of page 2 to facilitate compilation of this adNote™.

Note 2: P/N 2013142-18 replaced P/Ns 2013142-9, -13, and -17.

Unsafe Condition

(d) This AD is the result of reports of improper installation of the part number identification placard on the alternate static air source selector valve. We are issuing this AD to prevent erroneous indications from the altimeter, airspeed, and vertical speed indicators, which could cause the pilot to react to incorrect flight information and possibly result in loss of control.

Compliance

(e) For all affected airplanes, to address this problem, you must do the following, unless already done:

Actions	Compliance	Procedures
(1) Inspect the alternate static air source selector valve to assure that the part number identification placard is not obstructing the port.	(i) For static air source selector valves installed before May 12, 2008 (The effective date of this AD): Before further flight after May 12, 2008 (the effective date of this AD), and (ii) For static air source selector valves installed as modification or replacement parts on or after May 12, 2008 (the effective date of this AD): Before further flight after installation of a P/N 2013142-18 alternate static air source selector valve. Inspection of the part before installation is acceptable.	(A) Adjust the pilot and copilot seats as far aft as possible. (B) Use a flashlight and mirror to inspect the alternate static air source selector valve to assure the port on the forward end of the valve is clearly visible and not covered by the part number identification placard.
(2) If the alternate static air source selector valve port is found obstructed by the part number identification placard during any inspection required by paragraph (e)(1) of this AD, remove the placard from the valve body, discard the placard, and assure that the port is open and unobstructed.	Before further flight after any inspection required in paragraph (e)(1) of this AD where the port is found obstructed.	Make an entry in the aircraft records showing compliance with this portion of the AD following 14 CFR 43.9.

(f) Report the results of the inspection required by this AD where an obstruction was found to the FAA.

(1) Submit this report within 10 days after the inspection or 10 days after the effective date of this AD, whichever occurs later.

(2) Use the form in Figure 1 of this AD and submit it to FAA, Manufacturing Inspection District Office, Mid-Continent Airport, 1804 Airport Road, Room 101, Wichita, Kansas, 67209; or fax to (316) 946-4189.

(3) The Office of Management and Budget (OMB) approved the information collection requirements contained in this regulation under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et seq.) and assigned OMB Control Number 2120-0056.

(Over for page 2)➔

N64612
AIRCRAFT REGISTRATION NO.

70606882
AIRCRAFT SERIAL NO.

TU206G
TYPE AIRCRAFT

adNote™

2008-26-10 Corr. N/M

AD NUMBER

Alternate Static Source Valve

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			PCW - 9/1/11	

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Amendment 39-15776; Docket No. FAA-2008-1328; Directorate Identifier 2008-CE-066-AD.

Effective Date

(a) This AD becomes effective on January 5, 2009.

Affected ADs

(b) This AD relates to AD 98-01-01, Amendment 39-10287 and AD 2008-10-02, Amendment 39-15508. These ADs can be found on the Internet at the following Web site: <http://rgl.faa.gov/>.

Applicability

(c) This AD applies to all serial numbers (S/Ns) of the airplanes listed in Table 1 of this AD, certificated in any category, that:

(1) Were initially delivered from the manufacturer between January 1, 1993, and March 31, 2008, unless the modification/rework required in AD 2008-10-02 has been done and you remain in compliance with that AD; or

(2) Have a part number (P/N) 2013142-18 installed as a replacement part anytime after January 1, 1993, unless the modification/rework required in AD 2008-10-02 has been done and you remain in compliance with that AD.

Note 1: The affected part was shipped from Cessna Parts Distribution (CPD) between January 1, 1993, and March 31, 2008.

Note 2: P/N 2013142-18 replaced P/Ns 2013142-9, -13, and -17.

Aerotech Note: Table 1 has been moved from this location in the Original FAA version of this Airworthiness Directive to page 3 to facilitate compilation of this adNote™.

Unsafe Condition

(d) This AD is the result of reports of improper installation of the part number identification placard on the alternate static air source selector valve. We are issuing this AD to prevent erroneous indications from the altimeter, airspeed, and vertical speed indicators, which could cause the pilot to react to incorrect flight information and possibly result in loss of control.

Compliance

(e) To address this problem, you must do the following, unless already done. A person authorized to perform maintenance as specified in 14 CFR section 43.3 of the Federal Aviation Administration Regulations (14 CFR 43.3) is required to do all the actions required in this AD.

Actions	Compliance	Procedures
(1) For all affected airplanes that are not equipped for flight under instrument flight rules (IFR): Inspect the alternate static air source selector valve to assure that the part number identification placard is not obstructing the port.	Within the next 100 hours time-in-service (TIS) after January 5, 2009 (the effective date of this AD) or within the next 4 months after January 5, 2009 (the effective date of this AD), whichever occurs first.	Following the procedures in Cessna Single Engine Service Bulletin SB08-34-02, Revision 1, dated October 6, 2008; Cessna Caravan Service Bulletin CAB08-4, Revision 1, dated October 6, 2008; Cessna Single Engine Service Bulletin SEB08-5, dated October 13, 2008; or Cessna Multi-engine Service Bulletin MEB08-6, dated October 13, 2008, as applicable.
(2) For all affected airplanes that are equipped for flight under instrument flight rules (IFR): (i) Inspect the alternate static air source selector valve to assure that the part number identification placard is not obstructing the port; or (ii) Fabricate a placard that incorporates the following words (using at least 1/8-inch letters) and install this placard on the instrument panel within the pilot's clear view: "IFR OPERATION IS PROHIBITED" and "USE OF THE ALTERNATE STATIC AIR SOURCE IS PROHIBITED."	(A) Inspect within the next 10 days after January 5, 2009 (the effective date of this AD); or (B) Install placards before further flight after January 5, 2009 (the effective date of this AD).	Following the procedures in Cessna Single Engine Service Bulletin SB08-34-02, Revision 1, dated October 6, 2008; Cessna Caravan Service Bulletin CAB08-4, Revision 1, dated October 6, 2008; Cessna Single Engine Service Bulletin SEB08-5, dated October 13, 2008; or Cessna Multi-engine Service Bulletin MEB08-6, dated October 13, 2008, as applicable.
(3) For all affected airplanes that are equipped for flight under instrument flight rules (IFR): If placards were installed in accordance with paragraph (e)(2)(ii) of this AD, inspect the alternate static air source selector valve to assure that the part number identification placard is not obstructing the port.	Within the next 100 hours TIS after January 5, 2009 (the effective date of this AD) or within the next 4 months after January 5, 2009 (the effective date of this AD), whichever occurs first. After doing the inspection, remove the placards installed in accordance with paragraph (e)(2)(ii) of this AD before further flight.	Following the procedures in Cessna Single Engine Service Bulletin SB08-34-02, Revision 1, dated October 6, 2008; Cessna Caravan Service Bulletin CAB08-4, Revision 1, dated October 6, 2008; Cessna Single Engine Service Bulletin SEB08-5, dated October 13, 2008; or Cessna Multi-engine Service Bulletin MEB08-6, dated October 13, 2008, as applicable.
(4) For all affected airplanes: If the alternate static air source selector valve port is found obstructed by the part number identification placard during the inspection required in paragraphs (e)(1), (e)(2)(i), and (e)(3) of this AD, remove the placard from the valve body, discard the placard, and assure that the port is open and unobstructed.	Before further flight after the inspection required in paragraphs (e)(1), (e)(2)(i), and (e)(3) of this AD.	Following the procedures in Cessna Single Engine Service Bulletin SB08-34-02, Revision 1, dated October 6, 2008; Cessna Caravan Service Bulletin CAB08-4, Revision 1, dated October 6, 2008; Cessna Single Engine Service Bulletin SEB08-5, dated October 13, 2008; or Cessna Multi-engine Service Bulletin MEB08-6, dated October 13, 2008, as applicable.
(5) For all affected airplanes: When a replacement valve is needed, only install a P/N 2013142-18 alternate static air source selector valve that has been inspected and the port is found free from obstruction.	As of 10 days after January 5, 2009 (the effective date of this AD).	A person authorized to perform maintenance as specified in 14 CFR section 43.3 of the Federal Aviation Administration Regulations (14 CFR 43.3) is required to do the inspection.

(Over)→

Table 1--Applicable Airplane Models

Models		
172	F172K	177
172A	F172L	177A
172B	F172M	177B
172C	F172N	177RG
172D	F172P	F177RG
172E	FR172E	180
172F (USAF T-41A)	FR172F	180A
172G	FR172G	180B
172H (USAF T-41A)	FR172H	180C
172I	FR172J	180D
172K	FR172K	180E
172L	P172D	180F
172M	R172E (USAF T-41B) (USAF T-41C and D)	180G
172N	R172F (USAF T-41)	180H
172P	R172G (USAF T-41C or D)	180J
172Q	R172H (USAF T-41D)	180K
172R	R172J	182
172S	R172K	182A
F172D	172RG	182B
F172E	175	182C
F172F	175A	182D
F172G	175B	182E
F172H	175C	182F
182G	A185F	U206D
182H	206	U206E
182J	206H	U206F
182K	P206	U206G
182L	P206A	207
182M	P206B	207A
182N	P206C	T207
182P	P206D	T207A
182Q	P206E	208
182R	T206H	208B
182S	TP206A	210
182T	TP206B	210A
F182P	TP206C	210B
F182Q	TP206D	210C
FR182	TP206E	210D
R182	TU206A	210E
T182	TU206B	210F
T182T	TU206C	210G
TR182	TU206D	210H
185	TU206E	210J
185A	TU206F	210K
185B	TU206G	210L
185C	U206	210M
185D	U206A	210N
185E	U206B	210R
A185E	U206C	210-5 (205)
210-5A (205A)	FT337F	
T210F	M337B (USAF 02A)	
T210G	T337B	
T210H	T337C	
T210J	T337D	
T210K	T337E	
T210L	T337F	
T210M	T337H	
T210N	T337H-SP	
T210R		
T303		
336		
337		
337A (USAF 02B)		
337B		
337C		
337D		
337E		
337F		
337G		
337H		
F337E		
F337F		
F337G		
F337H		
FT337E		

N64612
AIRCRAFT REGISTRATION NO.

20606252
AIRCRAFT SERIAL NO.

TU 206G
TYPE AIRCRAFT

adNote™

2009-19-7 N/R
AD NUMBER

Continental Engine

If multi-engine: ☐ Left ☐ Right ☒ Front ☐ Rear

Engine Model: _____ Serial No: _____

DATE	TOTAL TIME AT COMPL.	TACH OR RECORDING METER TIME AT COMPL.	METHOD OF COMPLIANCE	NEXT COMPL		AUTHORIZED SIGNATURE & NUMBER
				TOTAL TIME	DUE AT DATE, TACH, OR RECORDING METER TIME	
			N/A by date			

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Amendment 39-16023. Docket No. FAA-2009-0367; Directorate Identifier 2009-NE-10-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective October 7, 2009.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Teledyne Continental Motors (TCM) O-470, IO-470, TSIO-470, IO-520, TSIO-520, IO-550, and IOF-550 reciprocating engine models listed in Table 1 of this AD that have one or more affected TCM cylinders installed.

To identify the affected cylinders, cross reference the engine models in Table 1 of this AD with the engine serial numbers found in Tables 1, 1A, 2, and 2A of TCM Mandatory Service Bulletin (MSB) No. MSB09-1B, dated July 14, 2009. Use the tables found in MSB No. MSB09-1B, dated July 14, 2009, to also identify spare EQ3 cylinders by cylinder part number and cylinder serial number that may have been installed on these engines.

Table 1--Engine Models Affected

O-470-G, K, L, R, S, M, U
IO-470-C, D, E, F, H, L, M, N, S, U, V, VO
TSIO-470-B, C, D
IO-520-A, B, BA, BB, C, CB, D, E, F, J, K, L, M, MB
TSIO-520-AF, B, BB, C, CE, D, DB, E, EB, G, H, J, JB, K, KB, L, LB, M, N, NB, P, R, T, UB, VB, WB
IO-550-A, B, C, D, E, F, L
IOF-550-B, C, D, E, F, L

(d) These engines are installed on, but not limited to, Alexandria Aircraft LLC (formerly Bellanca) model 300 Super Viking; Beech Bonanza 33, 35 and 36 series, Beech Baron 56 and 58 series, Cessna 180, 182, 188, 205, 206, 207, 210, 303, 310, 320, 402, and 414 model series; Aero Commander 200 and 500; certain Rockwell (formerly Meyers) Windecker Eagle 200, and Navion airplanes.

Unsafe Condition

(e) This AD results from reports of 35 EQ3 cylinders found cracked. We are issuing this AD to prevent loss of engine power due to cracks in the cylinder head, possible engine failure, and fire in the engine compartment.

Compliance

(f) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

Identification and Initial Visual Inspection

(g) Within 20 flight hours after the effective date of this AD, identify EQ3 cylinders using Step 1 of TCM MSB No. MSB09-1B, dated July 14, 2009.

(1) Within 20 flight hours after the effective date of this AD, for EQ3 cylinders with 400 or more hours total time of operation on the effective date of this AD, perform an initial visual inspection of the cylinder for cracks using Step 2, paragraph B, of TCM MSB No. MSB09-1B, dated July 14, 2009.

(2) For EQ3 cylinders with fewer than 400 hours total time of operation on the effective date of this AD, perform an initial visual inspection of the cylinder for cracks before reaching 400 hours total time of operation, using Step 2, paragraph B, of TCM MSB No. MSB09-1B, dated July 14, 2009.

(3) Remove from service before flight, any cylinders found cracked.

Repetitive Visual Inspections

(h) Repeat the visual inspections required by this AD every 50 hours of operation. Use Step 2, paragraph B, of TCM MSB No. MSB09-1B, dated July 14, 2009, to perform the inspection.

(i) Remove from service before flight, any cylinders found cracked.

Removal of All EQ3 Cylinders From Service

(j) Within 1,300 hours total time of operation after the effective date of this AD, remove all EQ3 cylinders from service.

EQ3 Cylinder Installation Prohibition

(k) After the effective date of this AD, do not install any EQ3 cylinder onto any engine, or any EQ3 cylinder-equipped engine, onto any aircraft.

Previous Credit

(l) Initial visual inspections done before the effective date of this AD per TCM MSB No. MSB09-1A, dated March 11, 2009, comply with the initial inspection requirements specified in this AD.

Alternative Methods of Compliance

(m) The Manager, Atlanta Aircraft Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Special Flight Permits

(n) Under 14 CFR 39.23, we are limiting the special flight permits for this AD to engines that have no evidence of fuel or combustion staining in the cylinder crack location, and for a total special flight time of 5 hours.

Related Information

(o) Contact Anthony Holton, Engineer, Propulsion, Atlanta Aircraft Certification Office, FAA, Small Airplane Directorate, 1701 Columbia Avenue, College Park, Georgia 30337; e-mail anthony.holton@faa.gov; telephone: (404) 474-5567; fax: (404) 474-5606, for more information about this AD.

Material Incorporated by Reference

(p) You must use Teledyne Continental Motors Mandatory Service Bulletin No. MSB09-1B, dated July 14, 2009, to perform the actions required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Teledyne Continental Motors, Inc., PO Box 90, Mobile, AL 36601; telephone (251) 438-3411, or go to: <http://tcmlink.com/servicebulletins.cfm>, for a copy of this service information. You may review copies at the FAA, New England Region, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on September 8, 2009.

Peter A. White, Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.

N64617
AIRCRAFT REGISTRATION NO

20606252
AIRCRAFT SERIAL NO

TU206G
TYPE AIRCRAFT

adNote

2010-7-8 N/M
AD NUMBER

Kelly Aerospace Turbochargers

If multi-engine: ☐ Left ☐ Right ☒ Front ☐ Rear

Turbocharger Model/Serial No: _____

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			N/A by S/N	

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Amendment 39-16253. Docket No. FAA-2009-1259; Directorate Identifier 2009-NE-41-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective April 19, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to certain serial numbers (S/Ns) of Kelly Aerospace Energy Systems, LLC (KAES) rebuilt turbochargers listed by part number (P/N) in the following Table I of this AD. The affected S/Ns are listed in Table III of Kelly Aerospace Energy Systems, LLC Service Bulletin (SB) No. 039 A, dated February 10, 2010.

Table I--Part Numbers of Rebuilt Turbochargers Affected

406610-9005	406610-9015	406610-9018	406610-9019	406610-9020	406610-9021
406610-9025	406610-9026	406610-9028	406610-9029	406610-9030	406610-9032
407810-9001	406990-9004	408610-9001	409170-9001	409680-9011	465680-9001
465680-9004	465680-9005	465930-9002	465930-9003	465292-9002	465292-9004
465398-9002	407540-9003	466881-9001	466642-9001	466642-9002	466642-9005
466304-9003	600572-9000*	600573-9000*	600574-9001*	600575-9001*	600575-9002*
600576-9000*	600700-9001*	600803-9001*	600803-9002*	N/A	N/A

* P/Ns with an asterisk may have a CF prefix.

These rebuilt turbochargers are installed on, but not limited to, the engines and aircraft listed in Table IV of Kelly Aerospace Energy Systems, LLC SB No. 039 A, dated February 10, 2010.

Unsafe Condition

(d) This AD results from three reports of infant mortality turbine wheel failure in rebuilt turbochargers, since June of 2007. We are issuing this AD to prevent separation or seizure of the turbocharger turbine, which could result in full or partial engine power loss, loss of engine oil, and smoke in the airplane cabin.

Compliance

(e) You are responsible for having the actions required by this AD performed within 10 hours time-in-service after the effective date of this AD, unless the actions have already been done.

Turbocharger Removal From Service

(f) Remove from service the rebuilt turbochargers listed by P/N in paragraph (c) of this AD that have a S/N listed in Table III of Kelly Aerospace Energy Systems, LLC SB No. 039 A, dated February 10, 2010.

Installation Eligibility of Removed Turbochargers

(g) Removed turbochargers listed in Table III of Kelly Aerospace Energy Systems, LLC SB No. 039 A, dated February 10, 2010, are eligible for installation once they are overhauled by an FAA- approved repair station. That overhaul must include replacing the turbine wheels listed by P/N in Table II of Kelly Aerospace Energy Systems, LLC SB No. 039 A, dated February 10, 2010, replacing the turbine wheel mating bushings, and marking the attached Return To Service Tag with this AD number, which is AD 2010-07-08.

Installation Prohibition

(h) After the effective date of this AD, do not install any of the turbochargers listed in Table III of Kelly Aerospace Energy Systems, LLC SB No. 039 A, dated February 10, 2010, unless the turbocharger is overhauled as specified in paragraph (g) of this AD.

Alternative Methods of Compliance

(i) The Manager, Atlanta Aircraft Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Special Flight Permits

(j) Under 14 CFR 39.23, we are limiting the special flight permits for this AD by the following conditions:

- (1) Use of minimum crew.
- (2) Flight made during daytime, using visual flight rule conditions.
- (3) Maximum flight altitude of 12,000 feet mean-sea-level, based upon terrain.

Related Information

(k) Contact Gary Wechsler, Aerospace Engineer, Propulsion, Atlanta Aircraft Certification Office, 1701 Columbia Avenue, College Park, GA 30337; telephone (404) 474-5575; fax (404) 474-5606, for more information about this AD.

Material Incorporated by Reference

(l) You must use Kelly Aerospace Energy Systems, LLC Service Bulletin No. 039 A, dated February 10, 2010, to determine which turbocharger(s) are affected by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Kelly Aerospace Energy Systems, LLC, 2900 Selma Highway, Montgomery, Alabama 36108, telephone (334) 386-5400, fax (334) 386-5450, or go to:

<http://www.kellyaerospace.com>, for a copy of this service information. You may review copies at the FAA, New England Region, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to:

<http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on March 23, 2010.

Robert J. Ganley, Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

N64612
AIRCRAFT REGISTRATION NO

20606282
AIRCRAFT SERIAL NO

TV 206G
TYPE AIRCRAFT

adNote™

2010-11-4 N/M
AD NUMBER

Teledyne Continental Engine

If multi-engine: ☐ Left ☐ Right ☒ Front ☐ Rear

Engine Model/Serial No: _____

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			N/A by date	

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Amendment 39-16309. Docket No. FAA-2009-1156; Directorate Identifier 2009-NE-38-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective June 16, 2010.

Affected ADs

(b) This AD supersedes AD 2009-24-52.

Applicability

(c) This AD applies to all Teledyne Continental Motors (TCM) 240, 346, 360, 470, 520, and 550 series and Rolls-Royce Motors, Ltd. (R-RM) IO-240-A reciprocating engines with hydraulic lifters, part numbers (P/Ns) 657913, 657915, or 657916, installed. These engines are installed on, but not limited to, general aviation airplanes.

Unsafe Condition

(d) This AD results from TCM reporting another occurrence of rapid wear on the face of hydraulic lifters, P/Ns 657913, 657915, and 657916, and from the need to expand the applicability of this AD to include the TCM 346 series engines and the R-RM IO-240-A reciprocating engines. We are issuing this AD to prevent excessive hydraulic lifter wear, which can result in loss of engine power and loss of control of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed before further flight after the effective date of this AD, unless the actions have already been done.

Excluded Engines

(f) If your engine was manufactured or rebuilt before June 19, 2009, and you have not had any hydraulic lifters replaced after June 19, 2009, no action is required.

Determining P/N of Lifters

(g) If your engine was manufactured or rebuilt on or after June 19, 2009, or if any of your hydraulic lifters were replaced on or after June 19, 2009, and you can't determine the P/N of your hydraulic lifters from the engine records:

(1) Use the list of engine serial numbers in Section A of TCM Mandatory Service Bulletin (MSB) No. MSB09-8A, dated December 4, 2009.

(2) Inspect the hydraulic lifters in each cylinder for P/Ns 657913, 657915, and 657916. Use TCM MSB No. MSB09-8A, dated

December 4, 2009, Section I. Action Required, paragraphs 1. through 3. to determine the P/N of the lifters.

Replacing the Lifters

(h) If your engine has any affected hydraulic lifters, replace the hydraulic lifters using TCM MSB No. MSB09-8A, dated December 4, 2009, Step 2, paragraphs 2.a.1) through 2.b.4).

Installation Prohibition

(i) After the effective date of this AD, do not install any hydraulic lifters, P/Ns 657913, 657915, or 657916, into any TCM 240, 346, 360, 470, 520, or 550 series or R-RM IO-240-A reciprocating engine.

Alternative Methods of Compliance

(j) The Manager, Atlanta Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Special Flight Permits

(k) We will not approve any special flight permits.

Related Information

(l) Contact Anthony Holton, Aerospace Engineer, Atlanta Certification Office, FAA, Small Airplane Directorate, 1701 Columbia Avenue, College Park, GA 30337; e-mail: anthony.holton@faa.gov; telephone (404) 474-5567; fax (404) 474-5606, for more information about this AD.

Material Incorporated by Reference

(m) You must use Teledyne Continental Motors Mandatory Service Bulletin No. MSB09-8A, dated December 4, 2009, to perform the actions required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You can get a copy from Teledyne Continental Motors, Inc., P.O. Box 90, Mobile, AL 36601; telephone (251) 438-3411, or go to:

<http://tcmlink.com/servicebulletins.cfm>. You may review copies at the FAA, New England Region, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on May 12, 2010.

Peter A. White, Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.

Hartzell Engine Technologies Turbochargers

If multi-engine: ☐ Left ☐ Right ☒ Front ☐ Rear

Turbocharger Model/Serial No: _____

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			N/A by P/N	

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Lycoming Engines (Type certificate previously held by Textron Lycoming) and Teledyne Continental Motors (TCM) Turbocharged Reciprocating Engines: Amendment 39-16726; Docket No. FAA-2011-0126; Directorate Identifier 2011-NE-03-AD.

Effective Date

(a) This AD is effective July 13, 2011.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the Lycoming Engines and TCM turbocharged reciprocating engines listed in, but not limited to, Table 1 of this AD, with the following Hartzell Engine Technologies, LLC (HET) turbocharger models TA3601, TAO401, TAO402, TAO411, TAO413, T1879, T18A21, T18A44, THO867, and TEO659, installed:

(1) Newly manufactured turbochargers (otherwise known as the -0000 series) before serial number H-NJL00003, or rebuilt (otherwise known as the -9000 series) before serial number H-NJR00002; and

(2) With less than 50 hours time-in-service (TIS) on the effective date of this AD; and

(3) With a part number listed in Table 2 or Table 3 of this AD; and

(4) With a "slanted A" foundry mark located on the center housing and rotating assembly (CHRA).

(g) Unless already done, disassemble, clean, and reassemble the turbochargers affected by this AD as follows:

Turbochargers With Between 0 and 10 Hours TIS

(1) For affected turbochargers including overhauls, with between 0 and 10 hours TIS on the effective date of this AD, before further flight, disassemble the turbocharger, clean the CHRA center housing cavity, and reassemble the turbocharger.

Turbochargers With More Than 10 Hours TIS But Less Than 50 Hours TIS

(2) For affected turbochargers including overhauls, with more than 10 hours TIS but less than 50 hours TIS on the effective date of this AD, within the next 10 hours TIS, disassemble the turbocharger, clean the CHRA center housing cavity, and reassemble the turbocharger.

(3) Use paragraphs 1 through 10 of the CLEANING CHRA CENTER HOUSING section of Hartzell Engine Technologies, LLC SB No. 040, Revision A, dated December 22, 2010, to do the cleaning.

(4) The reference to Step 16 in paragraph 10 of the CLEANING CHRA CENTER HOUSING section of Hartzell Engine Technologies, LLC SB No. 040, Revision A, dated December 22, 2010, is incorrect. The correct reference is Step 9.

Turbochargers With More Than 50 Hours TIS

(h) For turbochargers with more than 50 hours TIS on the effective date of this AD, no further action is required.

Special Flight Permits

(i) Special flight permits are restricted to day Visual Meteorological Conditions flight only.

Alternative Methods of Compliance (AMOCs)

(j) The Manager, Atlanta Aircraft Certification Office, has the authority to approve AMOCs for this AD if requested using the procedures found in 14 CFR 39.19.

Related Information

(k) For more information about this AD, contact Gary Wechsler, Aerospace Engineer, Atlanta Aircraft Certification Office, 1701 Columbia Avenue, College Park, GA 30337; phone: 404-474-5575; fax: 404-474-5606; e-mail: gary.wechsler@faa.gov.

Material Incorporated by Reference

(l) You must use Hartzell Engine Technologies, LLC Service Bulletin No. 040, Revision A, dated December 22, 2010, to clean the turbocharger.

(m) The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(n) For service information identified in this AD, contact Hartzell Engine Technologies, LLC, 2900 Selma Highway, Montgomery, AL 36108, phone: 334-386-5400; fax: 334-386-5450.

(o) You may review copies of the service information that is incorporated by at the FAA, New England Region, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the FAA, call 781-238-7125. For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on June 14, 2011.

Peter A. White, Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

Table 1—Engines Affected

TSIO-520-BE	TSIO-360-H	TIO-540-AF1A	TIGO-541-E
TSIO-360-MB, SB	O-540-L3C5D	TIO-540-AF1B	GTSIO-520-F
TIO-540-AK1A	TSIO-520-T	TIO-540-AH1A	GTSIO-520-K
LTSIO-360-RB	LTO-360-E1A6D	TIO-541-E1D4	GTSIO-520-D
TIO-540-AE2A	TIO-540-AG1A	TIO-541-E1C4	GTSIO-520-H

Table 2—KAES Turbocharger Part Numbers Affected

406990-9004	407540-0003	407540-9003	407800-9003	408590-9012	408610-0001
465292-0001	465292-9001	465292-0002	465292-9002	465292-0004	465292-9004
465398-9002	466011-0002	466011-9002	466304-0003	466304-9003	466642-0001
466642-0002	466642-9002	466642-0005	466642-9005	466642-0006	466642-0007
408610-9001	465398-0002	466642-9001	N/A	N/A	N/A

Table 3—Original Equipment Turbocharger Part Numbers Affected

637374-1	633274-4	635034-2	642518-4	646677	649151-1
649151-2	46C19836	46C19839	46C22924	C295001-0301	C295001-0304
LW-10191	LW-13310	LW-16254	N/A	N/A	N/A

(d) This AD does not require action for:

(1) Turbochargers with more than 50 hours TIS on the effective date of this AD.

(2) Turbochargers with a circled "JT" foundry mark on the CHRA.

(e) This AD does not apply to engines with new or overhauled turbochargers installed on or before September 2001.

Unsafe Condition

(f) This AD was prompted by a turbocharger failure due to machining debris that was not cleaned from the cavities of the center housing and rotating assembly (CHRA), during manufacture. We are issuing this AD to prevent seizure of the turbocharger turbine, which could result in damage to the engine, and smoke in the airplane cabin.

Compliance

N64612
AIRCRAFT REGISTRATION NO

20606252
AIRCRAFT SERIAL NO

TV206G
TYPE AIRCRAFT

adNote

2012-10-52 N

AD NUMBER

Hartzell Eng. Technologies Turbocharger

If multi-engine: ☐ Left ☐ Right ☒ Front ☐ Rear

Engine Model/Serial No: _____

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
			N/A by S/N	

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Amendment 39-17075; Docket No. FAA-2012-0565; Directorate Identifier 2012-NE-16-AD.

(a) Effective Date

This AD is effective June 26, 2012 to all persons except those persons to whom it was made immediately effective by Emergency AD 2012-10-52 issued on May 14, 2012, which contained the requirements of this amendment.

(b) Affected ADs

None.

(c) Applicability

This emergency AD applies to the following Hartzell Engine Technologies (HET) turbochargers:

(1) Turbocharger HET part number (P/N) 406610-0005 or P/N 406610-9005 with serial numbers listed in Table 1 of HET Alert Service Bulletin No. 047, dated May 8, 2012.

(2) Turbochargers with P/N 406610-0005 or P/N 406610-9005 overhauled or repaired on or later than January 1, 2012, with turbocharger center housing P/N 409836-0005 and date code H-0112.

(3) Turbocharger center housings P/N 409836-0005 sold as piece parts which are in field/distributor inventory with date code H-0112.

These turbochargers are installed on, but not limited to, Cessna 206, 207, and 210 airplanes with Continental Motors, Inc TSIO-520-C, -G, -H, -M, and -R reciprocating engines installed.

(d) Unsafe Condition

This AD was prompted by a report of an HET turbocharger causing an engine in-flight power rollback. Upon investigation, the turbocharger was found to have incorrectly located oil passages in the center housing, causing insufficient oil flow to the bearings. This condition, if not corrected, could result in turbocharger bearing seizure, failure of the turbocharger turbine shaft or wheel, and damage to the airplane. We are issuing this AD to prevent turbocharger bearing seizure, failed turbocharger components, and damage to the airplane.

(e) Compliance

Before further flight, remove from service the turbochargers identified in paragraph (c) of this emergency AD, unless already done.

(f) Special Flight Permit

Special flight permits are prohibited.

(g) Alternative Methods of Compliance (AMOCs)

The Manager, Chicago Aircraft Certification Office, FAA, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request.

(h) Related Information

For more information about this AD, contact Christopher Richards, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, 2300 E. Devon Ave., Des Plaines, IL 60018; phone: 847-294-7156; fax: 847-294-7834; email: christopher.j.richards@faa.gov.

(i) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51 of the following service information on the date specified. You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise.

(2) Hartzell Engine Technologies Alert Service Bulletin No. 047, dated May 8, 2012.

(3) For service information identified in this AD, contact Hartzell Engine Technologies, LLC, 2900 Selma Highway, Montgomery, AL 36108, phone: 334-386-5400; fax: 334-386-5450; internet:

http://www.hartzellenginetech.com/service_bulletins.html#turbos.

(4) You may review copies of the service information at the FAA, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

(5) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to:

http://www.archives.gov/federal-register/cfr/ibr_locations.html.

Issued in Burlington, Massachusetts, on May 30, 2012.

Peter A. White, Manager, Engine & Propeller Directorate, Aircraft Certification Service.

Continental Engine

If multi-engine: ☐ Left ☐ Right ☒ Front ☐ Rear

Engine Model: _____ Serial No: _____

DATE	TOTAL TIME AT COMPL.	TACH OR RECORDING METER TIME AT COMPL.	METHOD OF COMPLIANCE	NEXT COMPL	DUE AT	AUTHORIZED SIGNATURE & NUMBER
				TOTAL TIME	DATE, TACH, OR RECORDING METER TIME	
			N/A - SAP Cylinder Asy's not installed.			

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Amendment 39-17801; Docket No. FAA-2007-0051; Directorate Identifier 2007-NE-37-AD.

(a) Effective Date

This AD is effective April 25, 2014.

(b) Affected ADs

This AD supersedes AD 2009-16-03, Amendment 39-15986 (74 FR 38896, August 5, 2009).

(c) Applicability

This AD applies to:

(1) Continental Motors, Inc. (CMI) IO-520, TSIO-520, and IO-550 series reciprocating engines with replacement Superior Air Parts, Inc. (SAP) parts manufacturer approval (PMA) investment cast cylinder assemblies, part numbers (P/Ns) SA52000-A1, SA52000-A20P, SA52000-A21P, SA52000-A22P, SA52000-A23P, SA55000-A1, or SA55000-A20P, installed.

(2) All other engine models approved for the use of CMI 520 and 550 cylinder assemblies such as the CMI 470 series engines when modified by Supplemental Type Certificate (STC), with SAP investment cast cylinder assemblies, P/Ns SA52000-A1, SA52000-A20P, SA52000-A21P, SA52000-A22P, SA52000-A23P, SA55000-A1, or SA55000-A20P, installed.

(3) This AD applies to all serial numbers for the P/Ns listed in paragraphs (c)(1) and (c)(2) of this AD.

(4) If no SAP replacement cylinders were installed during engine maintenance since the CMI engines were new, then this AD does not apply.

(d) Unsafe Condition

This AD was prompted by the need to add to the applicability all other engine models approved for the use of CMI 520 and 550 cylinder assemblies such as the CMI 470 series engines when modified by STC, with affected SAP investment cast cylinder assemblies installed. We are issuing this AD to prevent the separation of the cylinder head, damage to the engine, and damage to the airplane.

(e) Compliance

Comply with this AD within the compliance times specified, unless already done.

(f) Identification of SAP Cylinder Assemblies

Seeing the SAP cylinder assembly P/Ns referenced in paragraphs (c)(1) and (c)(2) of this AD may be difficult because the assembly P/Ns are stamped on the bottom cylinder flange. Therefore, you may review the engine maintenance records instead of the steps listed in paragraphs (f)(1) and (f)(2) of this AD, to see if the engine records identify the P/Ns of the cylinders installed. If the records do not identify the P/Ns of the cylinders installed, do the following:

(1) Remove the valve cover from the cylinder assembly.

(2) Look at the top of the cylinder head for the casting markings "AMCAST" or "CP" (note that the cylinder head casting part number, P/N SAC 52001 "I" or P/N SAC 55001 "I", will also be visible). If a cylinder head has these markings, do the steps required by paragraphs (g) through (j) of this AD.

(g) Initial Inspection of SAP Cylinder Assemblies

For engines and cylinders listed in paragraphs (c)(1) and (c)(2) of this AD, with cylinders over 750 flight hours (FH) time-in-service (TIS) on the effective date of this AD, do the following initial inspection within 25 FH TIS.

(1) Inspect each cylinder head around the exhaust valve side for visual cracks or any signs of black combustion leakage.

(2) Replace any cracked or leaking cylinders before further flight.

(3) Perform a standard cylinder compression test. Guidance on standard cylinder compression tests can be found in Teledyne Continental Aircraft Engine Service Bulletin SB03-3, Differential Pressure Test and Borescope Inspection Procedures for Cylinders, dated March 28, 2003.

(4) If the cylinder pressure gauge reads below 60 pounds per square inch, determine if the unacceptable pressure is due to a cracked cylinder.

(ii) To check the cylinder, apply a 2-percent soapy water solution to the side of the leaking cylinder.

(iii) If you see air bubbles, indicating air leakage, on the side of the cylinder head, or near the head-to-cylinder interface, replace the cylinder assembly before further flight.

(h) Repetitive Inspections of SAP Cylinder Assemblies

Thereafter, repeat the cylinder visual inspections and compression tests specified in paragraphs (g)(i) through (g)(3)(iii) of this AD, within every 50 FH time-since-last inspection until the cylinder reaches the TIS as listed in paragraph (i) of this AD.

(i) Replacing SAP Cylinder Assemblies

For installed cylinders, replace the affected SAP cylinders at the earliest of the following:

(1) When the cylinder reaches the operating hours TIS between overhaul limits specified in Table 1, "Engine Time Between Overhaul", in Continental Motors Aircraft Engine Service Information Letter SIL98-9C, Revision C, dated July 17, 2013; or

(2) When the cylinder reaches 12 calendar years-since-installation.

(j) Prohibition Against Installing Certain P/Ns of SAP Cylinder Assemblies

After the effective date of this AD, do not install or reinstall after any removal, any SAP investment cast cylinder assembly, P/Ns SA52000-A1, SA52000-A20P, SA52000-A21P, SA52000-A22P, SA52000-A23P, SA55000-A1, or SA55000-A20P, in any engine.

(k) Alternative Methods of Compliance (AMOCs)

The Manager, Special Certification Office, may approve AMOCs to this AD. Use the procedures found in 14 CFR 39.19 to make your request.

(l) Special Flight Permits

Under 14 CFR Part 39.23, we will not approve special flight permits for this AD for engines that have failed the visual inspection or the 50-hour periodic cylinder assembly compression test required by this AD.

(m) Related Information

For more information about this AD, contact Peter W. Hakala, Aerospace Engineer, Special Certification Office, FAA, Rotorcraft Directorate, 2601 Meacham Blvd., Fort Worth, TX 76137; phone: 817-222-5145; fax: 817-222-5785; email: peter.w.hakala@faa.gov.

(n) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Continental Motors Aircraft Engine Service Information Letter SIL98-9C, Revision C, dated July 17, 2013.

(ii) Reserved.

(3) For Continental Motors, Inc. service information identified in this AD, contact Continental Motors, Inc., 2039 Broad St., Mobile, AL 36615; phone: 251-438-3411; Web site:

http://www.continentalmotors.aero/Support_Materials/Publications/Service_Bulletins.

(4) You may view this service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

(5) You may view this service information at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202 741 6030, or go to:

<http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on March 4, 2014.

Colleen M. D'Alessandro, Assistant Directorate Manager, Engine & Propeller Directorate, Aircraft Certification Service

N64612
AIRCRAFT REGISTRATION NO.

20606282
AIRCRAFT SERIAL NO.

TU206G
TYPE AIRCRAFT

adNote™

71-9-7 Rev.1 R
AD NUMBER

Exhaust Gas Entering Cabin

DATE	TOTAL TIME AT COMPL.	TACH OR RECORDING METER TIME AT COMPL.	METHOD OF COMPLIANCE	NEXT COMPL. DUE AT		AUTHORIZED SIGNATURE & NUMBER
				TOTAL TIME	DATE, TACH, OR RECORDING METER TIME	
1/20/14		4636.4	clw by inspection		4736.4	by Fly by Knight
3/3/14		4737.7	clw by inspection		4837.7	by Claude Drake
4/4/14		4836.8	clw by inspection		4936.8	by Arlington Flying Service
7/1/14		4881.7	clw by inspection		4981.7	by Rodet Aviation
8/13/14		4934.7	clw by inspection		5034.7	by Flight Development
10/13/14		5011.3	clw by inspection		5111.3	by Airworthy Aviation
11/13/14		5050.2	clw by inspection		5150.2	by Steve Hoppel
12/30/15		5115.3	clw by inspection		5215.3	by Dan White
1/7/15		5166.9	clw by inspection		5266.9	by Dan Wheeler
1/27/15		5208.3	clw by inspection		5308.3	by D. Hous Aviation
3/1/15		5255.8	clw by inspection		5355.8	by Flight Force
8/13/15		5307.1	clw by inspection		5407.1	by... Auflicht

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Amendment 39-1202 as amended by Amendment 39-5445. Applies to turbocharged Models TU206 Series, TP206 Series, T207 Series (all serial numbers) and Models T210 thru T210N (Serial Numbers T210-0001 through T210-0454 and 21059200 through 21064897) airplanes certificated in any category.

Compliance required as indicated in the body of the AD.

To prevent exhaust gases from entering the cabin, accomplish the following:

A. Within the next 25 hours time in service (TIS) after the effective date of this AD, unless already accomplished within the last 25 hours TIS, and thereafter at intervals not to exceed 50 hours TIS since the last inspection per this AD prior to its revision, inspect the exhaust manifold heat exchanger in accordance with the following:

1. Test the complete exhaust manifold in the cabin heat exchanger area for cracks in accordance with the following procedures, or the more detailed procedures, outlined in the Cessna Service Manuals for the specified airplanes.

i. Remove the heater shroud so that all surfaces of the exhaust manifold heat exchanger are exposed.

ii. Attach the pressure side of an industrial vacuum cleaner to the tailpipe opening, using a rubber plug to effect a seal as required.

iii. With vacuum cleaner operating, check the complete exhaust manifold in the heat exchanger area manually by feel or by using a soap solution and watching for bubbles. The exhaust manifold in the heat exchanger area must be free of air leaks.

2. If cracks, breaks, or any leakage along the exhaust manifold cabin heat exchanger are found during the pressure test required by paragraph (A)(1) of this AD, prior to further flight replace the defective part with an airworthy part.

Note: Cessna Service Letter SE71-11, dated April 16, 1971, covers this same subject.

B. An equivalent means of compliance with this AD may be used if approved by the Manager, Wichita Aircraft Certification Office, FAA, 1801 Airport Rd. Room 100, Mid-Continent Airport, Wichita, KS 67209.

All persons affected by this directive may obtain copies of the documents referred to herein upon request to the Cessna Aircraft Company, Piston Aircraft Marketing Division, POB 1521, Wichita, KS 67201; or the FAA, Office of the Regional Counsel, Room 1558, 601 E. 12th St., Kansas City, MO 64106.

Amendment 39-1202 became effective May 4, 1971.

This amendment, 39-5445, becomes effective on November 26, 1986.

AIRCRAFT REGISTRATION NO.

AIRCRAFT SERIAL NO.

TYPE AIRCRAFT

adNote

84-26-2

R

AD NUMBER

Induction Air Filters

If multi-engine: ☐ Left ☐ Right ☒ Front ☐ Rear

[illegible]

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Amendment 39-4966. Applies to all paper induction air filters used in small airplanes.

Compliance: Required as indicated, unless already accomplished.

To prevent possible engine power loss or stoppage caused by engine ingestion of fragments of a deteriorated induction air filter, accomplish the following:

Within the next one hundred hours time-in-service after the effective date of this AD or prior to the accumulation of 500 hours time-in-service on the filter, whichever occurs later, and thereafter at intervals not exceeding 500 hours time-in-service on the filter:

(a) Replace the air filter with a new filter that is FAA approved for the airplane installation.

(b) Within 100 hours time-in-service replace any filter on which the time-in-service cannot be determined utilizing the airplane maintenance records for this determination.

NOTE: This AD does not alter current maintenance procedures which require inspection of paper induction air filters at 100 hours time-in-service and annual inspections and replacement as necessary based on filter condition.

This amendment becomes effective January 29, 1985.

NC4612
AIRCRAFT REGISTRATION NO.

20606282
AIRCRAFT SERIAL NO.

TU 206G
TYPE AIRCRAFT

adNote

93-5-6 R
AD NUMBER

Ignition Switch

DATE	TOTAL TIME AT COMPL.	TACH OR RECORDING METER TIME AT COMPL.	METHOD OF COMPLIANCE	NEXT COMPL	DUE AT	AUTHORIZED SIGNATURE & NUMBER
				TOTAL TIME	DATE, TACH, OR RECORDING METER TIME	
7/8/10		3772.5	CLW IAW SB92-01		5772.5	by Bud Field Aviation
11/2/15		5433.1	CLW IAW SB92-01		7433.1	by Jeremy Trowsil

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Amendment 39-8511. Docket 92-NM-165-AD.

Applicability: ACS and Gerdes ignition switches; as installed in, but not limited to, Piper Model PA-38-112 series airplanes, Schweizer Model G-164 series (including Model G-164A, G-164B, and G-164C) airplanes, Schweizer Model 2-37 and 2-37A series airplanes, and the following Cessna airplanes; certificated in any category:

Cessna Model	Serial Numbers		
150	15074428	through	15079405
A150	A1500389	through	A1500734
F150	F15001024	through	F15001428
FRA150	FRA1500212	through	FRA1500336
152	15279406	through	15286033
A152	A1520735	through	A1521049
F152	F15201429	through	F15201980
FA152	FA1520337	through	FA1520425
172	17261486	through	17276673
R172	R1722000	through	R1723454
172RG	172RG0001	through	172RG1191
F172	F17201045	through	F17202254
FR172	FR17200441	through	FR17200675
177	17701890	through	17702752
177RG	177RG0342	through	177RG1366
F177RG	F177RG0093	through	F177RG0177
180	18052317	through	18053203
182	18261786	through	18268615
R182	R18200001	through	R18202041
A182	A182-0137	through	A182-0148
F182	F18200001	through	F18200169
FR182	FR18200001	through	FR18200070
185	18502154	through	18504448
U206	U20601980	through	U20607020
207	20700222	through	20700788
210	21059893	through	21065009
P210	P21000001	through	P21000874

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of ignition switches, accomplish the following:

(a) Within 100 flight hours after the effective date of this AD, or at the next annual inspection, whichever occurs first, perform an inspection of the ignition switch to detect wear and corrosion, and lubricate the switch, in accordance with ACS Service Bulletin SB92-01, dated August 15, 1992; or Cessna Service Bulletin SEB91-5, Revision 1, June 14, 1991. If wear or corrosion is detected, prior to further flight, replace the switch in accordance with the service bulletin. Repeat this inspection and lubricate the ignition switch in accordance with the service bulletin, thereafter, at intervals not to exceed 2,000 flight hours.

NOTE: ACS ignition switches that do not have a "start" position (models A-510-1 and A-510-5) or were manufactured on or after

February 20, 1989, and have not accumulated 2,000 flight hours, need not be lubricated. The manufacture date is stamped on the switch body. These switches are identifiable by red paint in the screw heads on the back of the switch. However, manufacturer lubricated switches that have a "start" position, but do not have a starter solenoid diode, must be inspected and modified.

(b) Within 100 flight hours after the effective date of this AD, or at the next annual inspection, whichever occurs first, inspect the ignition switch installation to determine if a diode or other surge suppresser is installed on the starter solenoid. If one is not installed, prior to further flight, install a starter solenoid diode in accordance with ACS Service Bulletin SB92-01, dated August 15, 1992; or Cessna Service Bulletin SEB91-5, Revision 1, dated June 14, 1991.

NOTE: For operators using the Cessna service bulletin to install the diode in the starter solenoid: The procedures for installation are contained in Attachment to Service Bulletin SEB91-5R1, Revision 1, dated June 14, 1991.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

NOTE: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(d) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) The inspection, lubrication, replacement, and modification shall be done in accordance with ACS Service Bulletin SB92-01, dated August 15, 1992; or Cessna Service Bulletin SEB91-5, Revision 1, dated June 14, 1991, which includes Attachment to Service Bulletin SEB91-5R1, Revision 1, dated June 14, 1991. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR Part 51. Copies may be obtained from ACS Products Company, P.O. Box 152, 1585 Copper Drive, Lake Havasu City, Arizona 86403-0008; or Cessna Aircraft Company, Customer Services, P.O. Box 7704, Wichita, Kansas 67277. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Los Angeles Aircraft Certification Office, 3229 East Spring Street, Long Beach, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on April 29, 1993

N64612
AIRCRAFT REGISTRATION NO.

20606282
AIRCRAFT SERIAL NO.

TU206G
TYPE AIRCRAFT

adNote™

2011-10-9 R
AD NUMBER

Seat Rails & Seat Assemblies

DATE	TOTAL TIME AT COMPL.	TACH OR RECORDING METER TIME AT COMPL.	METHOD OF COMPLIANCE	NEXT COMPL.	DUE AT	AUTHORIZED SIGNATURE & NUMBER
				TOTAL TIME	DATE, TACH, OR RECORDING METER TIME	
1/20/14		4636.4	clw by inspection		4736.4	by Fly by Knight
3/3/14		4737.7	clw by inspection		4837.7	by Claude Drake
4/4/14		4836.8	clw by inspection		4936.8	by Arlington Flyer Servs
7/11/14		4881.7	clw by inspection		4981.7	by Rocket Aviation
8/13/14		4934.7	clw by inspection		5034.7	by Flight Development
10/13/14		5011.3	clw by inspection		5111.3	by Airway Aviation
11/13/14		5050.2	clw by inspection		5150.2	by Steve Hoppes
12/18/15		5115.3	clw by inspection		5215.3	by Dan Wheeler
1/7/15		5166.9	clw by inspection		5266.9	by Dan Wheeler
4/22/15		5208.3	clw by inspection		5308.3	by Dillon's Aviation
3/11/15		5255.8	clw by inspection		5355.8	by Flight Fairs
8/15/15		5307.1	clw by inspection		5407.1	by Airflight

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Amendment 39-16690; Docket No. FAA-2010-1101; Directorate Identifier 2009-CE-013-AD.

Effective Date

(a) This airworthiness directive (AD) is effective June 17, 2011.

Affected ADs

(b) This AD supersedes AD 87-20-03 R2, Amendment 39-6669.

Applicability

(c) This AD applies to all serial numbers of the following Cessna Aircraft Company (Cessna) Models that are certificated in any category:

Models

- (1) 150A, 150B, 150C, 150D, 150E, 150F, 150G, 150H, 150J, 150K, 150L, 150M, A150K, A150L, A150M, F150F, F150G, F150H, F150J, F150K, F150L, F150M, FA150K, FA150L, FA150M, FRA150L, and FRA150M
- (2) 152, A152, F152, and FA152
- (3) 170, 170A, and 170B
- (4) 172, 172A, 172B, 172C, 172D, 172E, 172F (USAF T-41A), 172G, 172H (USAF T-41A), 172I, 172K, 172L, 172M, 172N, 172P, 172Q, 172RG, F172D, F172E, F172F, F172G, F172H, F172K, F172L, F172M, F172N, F172P, F172E, F172F, F172G, F172H, F172J, F172K, P172D, P172E, (USAF T-41B) (USAF T-41C and D), R172F (USAF T-41D), R172G (USAF T-41C or D), R172H (USAF T-41D), R172J, and R172K
- (5) 175, 175A, 175B, and 175C
- (6) 177, 177A, 177B, 177RG, and F177RG
- (7) 180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 180J, and 180K
- (8) 182, 182A, 182B, 182C, 182D, 182E, 182F, 182G, 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, 182R, F182P, F182Q, FR182, R182, T182, and TR182
- (9) 185, 185A, 185B, 185C, 185D, 185E, A185E, and A185F
- (10) 188, 188A, A188, A188A, 188B, A188B, and T188C
- (11) 190
- (12) 195, 195A, and 195B
- (13) 206, P206, P206A, P206B, P206C, P206D, P206E, TP206A, TP206B, TP206C, TP206D, TP206E, TU206A, TU206B, TU206C, TU206D, TU206E, TU206F, TU206G, U206, U206A, U206B, U206C, U206D, U206E, U206F, and U206G
- (14) 207, 207A, T207, and T207A
- (15) 210, 210-5 (205), 210-5A (205A), 210A, 210B, 210C, 210D, 210E, 210F, 210G, 210H, 210J, 210K, 210L, 210M, 210N, 210R, P210N, P210R, T210F, T210G, T210H, T210J, T210K, T210L, T210M, T210N, and T210R
- (16) T303
- (17) 336
- (18) 337, 337A, 337B, 337C, 337D, 337E, 337F, 337G, 337H, F337E, F337F, F337G, F337H, FT337E, FT337F, FT337GP, FT337HP, M337B, P337H, T337B, T337C, T337D, T337E, T337F, T337G, T337H, and T337H-SP

(See page 2)→

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Airworthy Aviation	Make	Cessna
N 6185 Resource Dr	Model	TU206G
Sheboygan Falls WI 53085	S/N	U20606282
	Reg. #	N6461Z
	W/O	

EQUIPMENT CHANGE - WEIGHT & BALANCE

Items: (Description / P/N / S/N)	Weight Pounds	Arm Inches	Moments Inch/Pounds
Previous Aircraft Empty Weight:	0	0	0
Nose	894	-7.75	-6928.5
Right main	990	62.25	61627.5
Left main	1009	62.25	62810.25
Usable fuel	-528	48	-25344
Aircraft physical weighing:			0
Full fuel <i>Mains Full / Tips Empty</i>			0
Full oil			0
Pilot and co-pilot seats installed			0
Camera racks and equipment removed			0
Camera electrical power panel installed			0
Wheel fairings removed			0
Totals	2365		92165.25

(User records the weight & balance info from his current records.)

A. Old Empty Weight	Pounds
B. Old Empty CG	Inches
C. Old Empty Weight CG Moment	Inch/Pounds
D. Max Gross Weight	3800 Pounds
E. Old Useful Load	Pounds

(The new values are automatically calculated and the results shown below.)

A. New Empty Weight	2365 Pounds
B. New Empty CG	38.97051 Inches
C. New Empty Weight CG Moment	92165.25 Inch/Pounds
D. Max Gross Weight	3800 Pounds
E. New Useful Load	1435 Pounds

This new weight & balance information superseads all previous weight and balance data.
For aircraft loading, see instructions in Weight & Balance Section of Aircraft Flight Manual.

FAA Form 337 Completed?	Y N
Equipment List Amended?	Y N

<i>M. J. Smith</i>	10/10/2014		3240907 A&P IA
Authorized Signature	Date	Cert#	Title

Notes:

NO Camera Equipment Installed

EQUIPMENT CHANGE

Computing New C.G.			
Item, Make and Model *	Weight	Arm	Moment
Previous information from W&B dated	2330.00	36.40	84812.00
EQUIPMENT ADDED			
SK174A Secondary Seat Stop	1.30	39.00	50.70
Pilot's Display	2.50	30.00	75.00
Laptop Computer	7.00	37.00	259.00
Track Air	3.00	30.00	90.00
Lidar Sensor	72.00	82.00	5904.00
Lidar Unit and Data Rack	180.00	112.00	20160.00
EQUIPMENT REMOVED			
Gyro Horizont	-2.75	16.80	-46.20
Lidar data unit and data rack	-180.00	112.00	-20160.00
Lidar Sensor	-72.00	82.00	-5904.00
Track Air	-3.00	30.00	-90.00
Laptop Computer	-7.00	37.00	-259.00
Pilot's Display	-2.50	30.00	-75.00
Oilomatic Preoil System	-10.00	-10.00	100.00
NEW TOTALS	2318.55	36.62	84916.50

Increased Gross Weight to 3800 lbs per Flint Aero STC SA4366WE

Prepared By: *[Signature]* 3/39987

Date 9/1/2013

MOODY AVIATION
Municipal Airport
Elizabethton, TN 37643

WEIGHT AND BALANCE

Aircraft N: 6461Z Model: C-TU206G SN: U20606282

Current Date: 12-07-01 Supersedes Weight and Balance Dated: 11-08-00

<u>Licensed Empty Weight</u> Includes: Unusable fuel and undrainable oil	<u>Basic Empty Weight</u> Includes: Unusable fuel and full oil
Certified Takeoff Gross Weight -----	Certified Takeoff Gross Weight ----- 3600.0
New Licensed Empty Weight -----	New Basic Empty Weight ----- 2385.87
New Useful Load -----	New Useful Load ----- 1214.13
New Licensed Empty Weight CG -----	New Basic Empty Weight CG ----- 37.67

<u>ITEM</u>	<u>WEIGHT</u>	<u>ARM</u>	<u>MOMENT</u>
Previous Weight as of 11-08-00	2403.00		90553.10

Removed

Main Gear Wheel Pants	-11.32	62.00	-701.84
Nose Gear Wheel Pant	-5.81	-5.20	30.21

<u>NEW EMPTY WEIGHT</u>	<u>MOMENT TOTAL</u>
2385.87	89881.47

INSPECTOR: Harold Martin

☒ If additional sheets are attached.

Note: original in Log Book Folder