

Airworthiness Directive Compliance Record

20511 Skywest Dr. Hayward, CA 94541
510-785-5631

Report Produced By: Allen Dake

Content Revision: 4/6/2007		File ID: 4675g		Aircraft Registration:			
AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By	
Manufacturer Cessna Aircraft		Category Airframe		Part #: Serial #: 414-0940			
Model 414							
70-11-02 1/1/1970	Superseded by 72-10-05			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
72-03-07 2/9/1972	TO PREVENT LANDING GEAR FAILURE		N/A BY S/N	Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
72-10-05 1/1/1972	Superseded by 75-04-01			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
73-22-01 R(1) 5/29/1978	TO PREVENT THE COLLECTION OF FUEL IN THE WING LEADING EDGE AREA AND TO PROVIDE ADDITIONAL INSTRUCTIONS ON, CONTD.		N/A BY S/N	Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
74-20-01 9/25/1974	TO PRECLUDE POSSIBLE MAIN LANDING GEAR TRUNNION FAILURE		N/A BY S/N	Recur		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
75-04-01 1/1/1975	Superseded by 75-23-08			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		

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Manufacturer Category		Model		Part #:		
Cessna Aircraft Airframe		414		Serial #: 414-0940		
75-05-08 1/1/1975 @ATP	Superseded by 76-08-02			Once		1. 2. 3. 4.
75-17-38 1/1/1975 @ATP	Superseded by 75-23-08			@ATP Once	Signature:	1. 2. 3. 4.
75-23-08 R5 C 11/4/1986 @ATP	Superseded by 2000-01-16			@ATP Recur	Signature:	1. 2. 3. 4.
76-04-03 2/26/1976 @ATP	TO PRECLUDE RESTRICTIONS OF CONTROL MOVEMENT DUE TO JAMMING OF THE ARC PA-500A ACTUATOR GEAR TRAIN		N/A BY S/N	@ATP Recur	Signature:	1. 2. 3. 4.
76-08-02 R2 1/31/1983 @ATP	TO PRECLUDE WING FUEL TIP TANK NOSE CAP EXPLOSIONS	7/1/9889 1423	CORRECT P/N,S INSTALLED	@ATP Once	Signature:	1. 2. 3.A&P 1502624 4.
76-09-08 1/1/1976 @ATP	Superseded by 76-16-07			@ATP Once	Signature:	1. 2. 3. 4.
76-09-08 1/1/1976 @ATP	Superseded by 76-16-07			@ATP	Signature:	1. 2. 3. 4.

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Manufacturer	Category	Model	Part #: Serial #: 414-0940			
76-13-07 7/7/1976 @ATP	TO PREVENT FAILURE OF THE FORK BOLT LOCATED AT THE AFT END OF THE MAIN LANDING GEAR RETRACTION SYSTEM, CONTD. @ATP		DUE AT 5000 HRS TOTAL TIME	Recur		1. 2. 3. 4.
76-16-07 8/20/1976 @ATP	TO PREVENT AND DETECT POSSIBLE FAILURES OF THE ENGINE ATTACHMENT TANGS, OF ENGINE MOUNT PN5002 @ATP		N/A BY INSTALLATION	Recur		1. 2. 3. 4.
78-11-05 6/5/1978 @ATP	TO PRECLUDE INCREASED FLIGHT CONTROL FORCES CAUSED BY AN AUTOPILOT ACTUATOR THAT HAS FAILED TO DISENGAGE, CONTD. @ATP	5/4/1978	C/W PER AV78-6, ACTUATOR MODIFIED	Once		1. HUGHES AVIATION 2. 3. CRS 4921 4.
78-13-05 7/5/1978 @ATP	TO DETECT SEATS WITH SEAT-TO- SEAT TRACK FITTINGS IMPROPERLY INSTALLED AND SEATS INSTALLED FACING THE WRONG DIRECTION @ATP		C/W PER ME 78-17	Once		1. HUGHES AVIATION 2. 3. CRS 4921 4.
87-21-02 R1 6/16/1989 @ATP	TO PRECLUDE MISFUELING OF THE AIRPLANE RESULTING IN ENGINE FAILURE @ATP	9/2/1089 1528	RESTRICTOR CAPS INSTALLED	Once		1. 2. 3. A&P 1502629 4.
87-23-11 12/1/1987 @ATP	Superseded by 88-03-07 @ATP			Once		1. 2. 3. 4.

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<p style="text-align: center;">Manufacturer Category Cessna Aircraft Airframe</p> <p style="text-align: center;">Model 414</p> <p style="text-align: center;">Part #: Serial #: 414-0940</p>						
88-03-07 2/10/1988 @ATP	TO DETECT AND CORRECT FUEL LINE CHAFING OR FUEL LEAKS BEHIND THE ENGINE FIREWALL @ATP	4/4/1989 1400	C/W PER ME87-7R1	Once		1. 2. 3. A&P 573764412 4.
90-02-13 2/5/1990 @ATP	TO ASSURE STRUCTURAL INTEGRITY OF THE MAIN GEAR BARREL INNER BEARING & PREVENT JAMMING OF THE INNER & OUTER, CONTD. @ATP	9/2/1989 1528	C/W PER ME 88-7, INSTALLED NEW BEARINGS	Recur		1. 2. 3. A&P 1502629 4.
97-01-13 2/3/1997 @ATP	TO PREVENT FUEL, OIL, OR HYDRAULIC SYSTEMS FAILURE CAUSED BY A COLLAPSED HOSE	10/17/1997 2493	N/A BY HOSES NOT INSTALLED	Once		1. 2. 3. 4.
98-04-28 3/13/1998 @ATP	TO MINIMIZE THE POTENTIAL HAZARDS ASSOCIATED WITH OPERATING THE AIRPLANE IN SEVERE ICING CONDITIONS, CONTD. @ATP	11/2/1998 2517	INSTALLED COPY OF A.D. IN FLIGHT MANUAL	Once		1. TURBINE IAR 2. 3. A&P 561084999 4. ALLEN DAKE
2000-01-16 2/15/2000 @ATP	To detect & correct cracks & corrosion in the exhaust system, which could result in exhaust system, contd. @ATP	2/1/2007 934 HOBBS	C/W PER PARA (b), (c) & (e)	Recur		1. TURBINE AIR 2. 3. A&P 561084999 4. ALLEN DAKE
2005-20-25 1/19/2005 @ATP	To prevent failure of the avionics bus circuit breaker switch, which could result in smoke and a burning, contd. @ATP	11/28/2004 830.4 HOBBS	INSTALLED NEW C.B. WITH CORRECT DATE	Once		1. Turbine Air 2. A&P 3. A&P 561084999 4. ALLEN DAKE
				@ATP		

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Manufacturer	Category	Model	Part #: Serial #:				
Teledyne Continental	Engine	TSIO-520-NB					
00-00-01 1/22/2001 @ATP	Important for Cessna Oil Filter Adapter Assemblies listed in AD 96-12-22 @ATP		N/A BY MODEL#	Once		1. 2. 3. 4.	
79-05-09 3/12/1979 @ATP	TO PREVENT THE POSSIBLE LOSS OF OIL PRESSURE INDICATION @ATP		N/A BY S/N	Once		1. 2. 3. 4.	
80-01-04 1/25/1980 @ATP	TO PREVENT FAILURE OF CYLINDER HOLDDOWN FLANGES @ATP		N/A BY INSTALLATION	Once		1. 2. 3. 4.	
81-24-06 11/23/1981 @ATP	TO PREVENT POSSIBLE FUEL LEAKAGE AND POTENTIAL FIRE HAZARD @ATP		N/A BY S/N	Recur		1. 2. 3. 4.	
82-09-01 7/8/1982 @ATP	TO PREVENT THE POSSIBILITY OF A FUEL LEAK WHICH COULD RESULT IN AN ENGINE COMPARTMENT FIRE @ATP		N/A BY S/N	Once		1. 2. 3. 4.	
86-13-04 R3 2/24/1988 @ATP	TO PREVENT POSSIBLE CYLINDER HEAD TO BARREL SEPARATION, ENGINE FAILURE AND/OR ENGINE COMPARTMENT FIRE @ATP		N/A BY S/N	Recur		1. 2. 3. 4.	

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Manufacturer	Category	Model	Part #:	Serial #:	Signature:	Signature:	
87-23-08 11/30/1987	Superseded by 97-26-17			Recur		1. 2. 3. 4.	
©ATP	©ATP			©ATP		Signature:	
88-03-06 4/15/1988	TO PREVENT POSSIBLE LOSS OF ENGINE OIL AND SUBSEQUENT ENGINE FAILURE		N/A B Y P/N	Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP		Signature:	
89-24-01 R1 8/10/1990	TO PREVENT POSSIBLE FAILURE OF SCAVENGE OIL PUMP GEARS WHICH COULD RESULT IN TOTAL LOSS OF ENGINE POWER	12/12/1995 174 HOBBS	C/W PER INSTALLATION OF STARTER ADAPTER P/N 642085A4 WITH CURRENT GEARS	Once		1. RAM A/C 2. CRS VA1R55IK 3. 4.	
©ATP	©ATP			©ATP		Signature:	
91-19-03 9/29/1991	TO PREVENT OPERATION WITH COLLAPSED OIL FILTER ELEMENTS, WHICH CAN RESULT IN LOSS OF OIL PRESSURE, CONTD.		N/A BY DATE	Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP		Signature:	
93-10-02 8/12/1993	TO PREVENT AN ENGINE FAILURE DUE TO A MISSING CYLINDER VALVE RETAINER KEY		N/A BY INSTALLATION	Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP		Signature:	
93-16-15 12/14/1993	TO PREVENT POSSIBLE FUEL PUMP DRIVE SHAFT DISENGAGEMENT AND LOSS OF ENGINE POWER	12/12/1995 174 HOBBS	C/W OER SB93-9 INSTALLED COUPLING P/N 653359	Once		1. RAM A/C 2. CRS VA1R55IK 3. 4.	
©ATP	©ATP			©ATP		Signature:	

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Manufacturer	Category	Model	Part #:	Serial #:	Signature:	Signature:	
94-14-12 L 6/23/1994	Engine Superseded by 95-21-15	TSIO-520-NB		Once		1. 2. 3. 4.	
©ATP				©ATP	Signature:		
95-21-15 11/28/1995	TO PREVENT DETONATION DUE TO LOW OCTANE, WHICH CAN RESULT IN SEVERE ENGINE DAMAGE AND SUBSEQUENT FAILURE		N/A BY A/C N#	Once		1. 2. 3. 4.	
©ATP				©ATP	Signature:		
97-26-17 C 1/23/1998	TO PREVENT CRANKSHAFT FAILURE AND SUBSEQUENT ENGINE FAILURE		DUE AT ENGINE O/H OR CRANKSHAFT REMOVAL	Recur		1. 2. 3. 4.	
©ATP				©ATP	Signature:		
98-01-08 L 1/15/1998	TO PREVENT EXHAUST ROLLER ROCKER ARM FAILURE, WHICH CAN RESULT IN BENT PUSH RODS, RUPTURED ROCKER ARM, CONTD.		N/A BY INSTALLATION	Once		1. 2. 3. 4.	
©ATP				©ATP	Signature:		
99-09-17 L 4/22/1999	Superseded by 99-19-01			Once		1. 2. 3. 4.	
©ATP				©ATP	Signature:		
99-19-01 9/30/1999	To prevent crankshaft failure due to crankshaft cheek cracks, which could result in total engine power loss, contd.		N/A BY S/N	Once		1. 2. 3. 4.	
©ATP				©ATP	Signature:		

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<p>Manufacturer Teledyne Continental</p> <p>Category Engine</p> <p>Model TSIO-520-NB</p>									
2000-08-51 E 4/28/2000	Superseded by 2000-23-21			Once		1.	2.	3.	4.
©ATP	©ATP			©ATP	Signature:	1.	2.	3.	4.
2000-23-21 12/12/2000	To prevent crankshaft connecting rod journal fracture, which could result in total engine power, contd.		N/A BY S/N	Once		1.	2.	3.	4.
©ATP	©ATP			©ATP	Signature:	1.	2.	3.	4.
2004-08-10 5/5/2004	To prevent loss of engine power due to cracks in the cylinder head & possible engine failure caused, contd.		N/A BY CYLINDER P/N	Once		1.	2.	3.	4.
©ATP	©ATP			©ATP	Signature:	1.	2.	3.	4.
<p>Manufacturer Induction Air Filters</p> <p>Category Air Filter</p> <p>Model PAPER INDUCTION AIRFILTER</p>									
84-26-02 1/29/1985	TO PREVENT POSSIBLE ENGINE POWER LOSS OR STOPPAGE CAUSED BY ENGINE INGESTION OF FRAGMENTS, CONTD.	11/28/2005 830.4		Recur		1. TURBINE AIR	2.	3. A&P 561084999	4. ALLEN DAKE
©ATP	©ATP		INSTALLED NEW FILTERS	©ATP	Signature:	1.	2.	3.	4.

Review

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Manufacturer Category		Model		Part #: Serial #:		
80-09-10 5/8/1980	Superseded by 82-07-03			Once		1. 2. 3. 4.
@ATP	@ATP			@ATP	Signature:	
82-07-03 5/6/1982	Superseded by 96-20-07			Recur		1. 2. 3. 4.
@ATP	@ATP			@ATP	Signature:	
96-20-07 11/14/1996	TO PREVENT AN AIRPLANE FIRE OR EXPLOSION CAUSED BY FAILURE OF THE HEATER COMBUSTION TUBE ASSEMBLY OR COMBUSTION, CONTD.	9/1/2004 410 H.H.	C/W PER AD	Recur	DUE 510 H.H. OR 9/2006	1. TURBINE AIR 2. 3. A&P 561084999 4. ALLEN DAKE
@ATP	@ATP			@ATP	Signature:	
2001-08-01 5/10/2001	Superseded by 2001-17-13			Once		1. 2. 3. 4.
@ATP	@ATP			@ATP	Signature:	
2001-17-13 9/11/2001	To eliminate or severely reduce the potential for fuel leakage in aircraft with these combustion, contd.	5/1/2002 2662	C/W BY VISUAL, NO DEFECTS FOUND AND DATE MARKED	Recur		1. TURBINE AIR 2. 3. A&P 561084999 4. ALLEN DAKE
@ATP	@ATP			@ATP	Signature:	
2004-21-05 11/19/2004	To prevent combustion by-products (carbon-monoxide exhaust) and fuel leakage from the combustion heaters, contd.	2/1/2007 393 HEATER HOBBS	C/W BY PRESSURE CHECK, COMBUSTION SWITCH OPS CHECK AND HEATER 100 HR	Recur	DUE 494 H.H. OR 2/2009	1. Turbine Air 2. A&P 3. A&P 561084999 4. ALLEN DAKE
@ATP	@ATP			@ATP	Signature:	

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<p>Manufacturer Janitrol Aero Division Category Combustion Heaters Model B3040</p>							
2004-25-16 R1 6/20/2005	To prevent failure of the fuel regulator shutoff valve, which could result in fuel leakage in aircraft with these, contd.	2/1/2007 034 HOBBS	C/W BY VISUAL, NO DEFECTS FOUND	Recur		1. Turbine Air 2. A&P 3. A&P 561084999 4. ALLEN DAKE	
©ATP	©ATP			©ATP		Signature:	
<p>Manufacturer Leigh Systems Category ELT Model SHARC 7</p>							
74-18-15 1/23/1975	EMERGENCY LOCATOR TRANSMITTER			Once		1. 2. 3. 4.	
©ATP	©ATP		N/A BY S/N	©ATP		Signature:	
74-20-10 12/30/1977	CHEMICAL CORROSION RESULTING IN EITHER FAILURE OF THE EMERGENCY LOCATOR TRANSMITTER			Recur		1. 2. 3. 4.	
©ATP	©ATP		N/A BY S/N	©ATP		Signature:	
<p>Manufacturer Airborne Manufacturing Category Vacuum Pumps Model 442CW</p>							
79-13-08 6/7/1979	TO PREVENT CATASTROPHIC FAILURE OF THE PUMP AND SUBSEQUENT LOSS OF THE VACUUM SYSTEM			Once		1. 2. 3. 4.	
©ATP	©ATP		N/A BY MODEL #	©ATP		Signature:	
86-01-06 1/31/1986	TO PREVENT PREMATURE FAILURE OF THE AIRBORNE DRY AIR AND AUXILIARY DRY AIR PUMPS			Once		1. 2. 3. 4.	
©ATP	©ATP		N/A BY MODEL#	©ATP		Signature:	

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Manufacturer Category		Model		Part #:	
Teledyne Continental Engine		TSIO-520-NB		Serial #: 278359-R	
00-00-01 1/22/2001 ©ATP	Important for Cessna Oil Filter Adapter Assemblies listed in AD 96-12-22 ©ATP		N/A BY MODEL#	Once	1. Turbine Air 2. A&P 3. A&P 561084999 4. ALLEN DAKE
79-05-09 3/12/1979 ©ATP	TO PREVENT THE POSSIBLE LOSS OF OIL PRESSURE INDICATION ©ATP	12/6/2004 824.0 HOBBS	CW PER INSTALLATION OF CURRENT DESIGN OIL PRESSURE PLUNGER ASSY	Once	1. RAM A/C 2. CRS 3. VA1R551K 4.
80-01-04 1/25/1980 ©ATP	TO PREVENT FAILURE OF CYLINDER HOLDDOWN FLANGES ©ATP		N/A BY INSTALLATION	Once	1. Turbine Air 2. A&P 3. A&P 561084999 4. ALLEN DAKE
81-24-06 11/23/1981 ©ATP	TO PREVENT POSSIBLE FUEL LEAKAGE AND POTENTIAL FIRE HAZARD ©ATP		N/A BY S/N	Recur	1. Turbine Air 2. A&P 3. A&P 561084999 4. ALLEN DAKE
82-09-01 7/8/1982 ©ATP	TO PREVENT THE POSSIBILITY OF A FUEL LEAK WHICH COULD RESULT IN AN ENGINE COMPARTMENT FIRE ©ATP		N/A BY S/N	Once	1. Turbine Air 2. A&P 3. A&P 561084999 4. ALLEN DAKE
86-13-04 R3 2/24/1988 ©ATP	TO PREVENT POSSIBLE CYLINDER HEAD TO BARREL SEPARATION, ENGINE FAILURE AND/OR ENGINE COMPARTMENT FIRE ©ATP		N/A BY P/N	Recur	1. Turbine Air 2. A&P 3. A&P 561084999 4. ALLEN DAKE
				©ATP	

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Manufacturer	Category	Model	Part #: Serial #: 278359-R			
87-23-08 11/30/1987	Superseded by 97-26-17			Recur		1. Turbine Air 2. A&P 3. A&P 561084999 4. ALLEN DAKE
©ATP	©ATP			©ATP	Signature:	
88-03-06 4/15/1988	TO PREVENT POSSIBLE LOSS OF ENGINE OIL AND SUBSEQUENT ENGINE FAILURE		N/A BY P/N	Once		1. Turbine Air 2. A&P 3. A&P 561084999 4. ALLEN DAKE
©ATP	©ATP			©ATP	Signature:	
89-24-01 R1 8/10/1990	TO PREVENT POSSIBLE FAILURE OF SCAVENGE OIL PUMP GEARS WHICH COULD RESULT IN TOTAL LOSS OF ENGINE POWER	12/6/2004 824.0 HOBBS	C/W PER INSTALLATION OF STARTER ADAPTER P/N 642085 WITH CURRENT GEARS	Once		1. RAM A/C 2. CRS 3. VA1R551K 4.
©ATP	©ATP			©ATP	Signature:	
91-19-03 9/29/1991	TO PREVENT OPERATION WITH COLLAPSED OIL FILTER ELEMENTS, WHICH CAN RESULT IN LOSS OF OIL PRESSURE, CONTD.		N/A BY DATE	Once		1. Turbine Air 2. A&P 3. A&P 561084999 4. ALLEN DAKE
©ATP	©ATP			©ATP	Signature:	
93-10-02 8/12/1993	TO PREVENT AN ENGINE FAILURE DUE TO A MISSING CYLINDER VALVE RETAINER KEY		N/A BY S/N	Once		1. Turbine Air 2. A&P 3. A&P 561084999 4. ALLEN DAKE
©ATP	©ATP			©ATP	Signature:	
93-16-15 12/14/1993	TO PREVENT POSSIBLE FUEL PUMP DRIVE SHAFT DISENGAGEMENT AND LOSS OF ENGINE POWER	12/6/2004 824.0	INSTALLED COUPLING P/N 653359	Once		1. RAM A/C 2. CRS 3. VA1R551K 4.
©ATP	©ATP			©ATP	Signature:	

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<p style="text-align: center;">Manufacturer Category Teledyne Continental Engine</p> <p style="text-align: center;">Model TSIO-520-NB</p> <p style="text-align: center;">Part #: Serial #: 278359-R</p>						
94-14-12 L 6/23/1994	Superseded by 95-21-15			Once		1. Turbine Air 2. A&P 3. A&P 561084999 4. ALLEN DAKE
©ATP	©ATP			©ATP	Signature:	
95-21-15 11/28/1995	TO PREVENT DETONATION DUE TO LOW OCTANE, WHICH CAN RESULT IN SEVERE ENGINE DAMAGE AND SUBSEQUENT FAILURE		N/A BY A/C N # <i>Cherian</i>	Once		1. Turbine Air 2. A&P 3. A&P 561084999 4. ALLEN DAKE
©ATP	©ATP			©ATP	Signature:	
97-26-17 C 1/23/1998	TO PREVENT CRANKSHAFT FAILURE AND SUBSEQUENT ENGINE FAILURE	12/6/2004 824.0 HOBBS	C/W PER INSTALLATION OF VAR CRANK, P/N 649898, S/N G129414N & ULTRASONIC INSPECTION, DUE AT CRANK REMOVAL	Recur		1. RAM A/C 2. CRS 3. VA1R551K 4.
©ATP	©ATP			©ATP	Signature:	
98-01-08 L 1/15/1998	TO PREVENT EXHAUST ROLLER ROCKER ARM FAILURE, WHICH CAN RESULT IN BENT PUSH RODS, RUPTURED ROCKER ARM, CONTD.		N/A BY INSTALLATION	Once		1. Turbine Air 2. A&P 3. A&P 561084999 4. ALLEN DAKE
©ATP	©ATP			©ATP	Signature:	
99-09-17 L 4/22/1999	Superseded by 99-19-01			Once		1. Turbine Air 2. A&P 3. A&P 561084999 4. ALLEN DAKE
©ATP	©ATP			©ATP	Signature:	
99-19-01 9/30/1999	To prevent crankshaft failure due to crankshaft cheek cracks, which could result in total engine power loss, contd.		N/A BY DATE OF MANUFACTURE	Once		1. Turbine Air 2. A&P 3. A&P 561084999 4. ALLEN DAKE
©ATP	©ATP			©ATP	Signature:	

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20511 Skywest Dr. Hayward, CA 94541
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Report Produced By: Allen Dake

Content Revision: 4/6/2007		File ID: 4675g		Aircraft Registration:		
AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By
Manufacturer Teledyne Continental		Category Engine		Part #: Serial #: 278359-R		
2000-08-51 E 4/28/2000	Superseded by 2000-23-21			Once		1. Turbine Air 2. A&P 3. A&P 561084999 4. ALLEN DAKE
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2000-23-21 12/12/2000	To prevent crankshaft connecting rod journal fracture, which could result in total engine power, contd.		N/A BY S/N	Once		1. Turbine Air 2. A&P 3. A&P 561084999 4. ALLEN DAKE
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2004-08-10 5/5/2004	To prevent loss of engine power due to cracks in the cylinder head & possible engine failure caused, contd.		N/A PER LETTER A STAMPED ON CYLINDER	Once		1. Turbine Air 2. A&P 3. A&P 561084999 4. ALLEN DAKE
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