Hinman Aviation
1524 240th St
Webster City IA 50595-7401
USA
Phone: 515-832-4366

Summary Compliance Report For Aircraft Registration

Company: Poky Feeders **Aircraft Registration No:** N5478G

Category: Airframe **Position:** **Veryon Revision:** 11/17/2023

Manufacturer: Cessna Aircraft Company **P/N:** 1976

Model: 421C **S/N:** 421C0225

Issue Number Effective Date	Description	Complied	Method of Compliance	Recur?	Next Due	Cert No./Type Authorized Signed
70-11-02 1/1/1970	Superseded by 72-10-05	-- Hrs: -- C: --	superseded	No	D: -- Hrs: -- C: --	/
72-10-05 1/1/1972	Superseded by 75-04-01	-- Hrs: -- C: --	superseded	No	D: -- Hrs: -- C: --	/
72-03-07 2/9/1972	TO PREVENT LANDING GEAR FAILURE	-- Hrs: -- C: --	n/a by s/n	No	D: -- Hrs: -- C: --	/
72-11-05 6/2/1972	[Recurring] TO DETECT AUXILIARY FUEL CELL LEAKAGE THAT COULD RESULT IN POSSIBLE FIRE AND EXPLOSION HAZARDS FROM FUEL, CONTD.	-- Hrs: -- C: --	n/a by s/n	Yes	D: -- Hrs: -- C: --	/
75-04-01 1/1/1975	Superseded by 75-23-08	-- Hrs: -- C: --	superseded	No	D: -- Hrs: -- C: --	/
75-17-38 1/1/1975	Superseded by 75-23-08	-- Hrs: -- C: --	superseded	No	D: -- Hrs: -- C: --	/
76-07-07 4/12/1976	[Recurring] TO PREVENT LEAKAGE OF FUEL AND AN ENGINE NACELLE FIRE	-- Hrs: -- C: --	n/a by s/n	Yes	D: -- Hrs: -- C: --	/
76-13-07 7/7/1976	[Recurring] TO PREVENT FAILURE OF THE FORK BOLT LOCATED AT THE AFT END OF THE MAIN LANDING GEAR RETRACTION SYSTEM, CONTD.	-- Hrs: -- C: --	n/a hydrolic gear installed	Yes	D: -- Hrs: -- C: --	/

Issue Number Effective Date	Description	Complied	Method of Compliance	Recur?	Next Due	Cert No./Type Authorized Signed
77-09-02 5/9/1977	TO PREVENT SEPARATION OF THE PILOT'S OR COPILOT'S WINDSHIELDS FROM THE AIRCRAFT	4/8/1977 Hrs: 9.1 C: --	p/c/w i/a/w SL ME 77-5	No	D: -- Hrs: -- C: --	/
78-06-03 4/27/1978	Superseded by 92-16-18	-- Hrs: -- C: --	superseded	No	D: -- Hrs: -- C: --	/
78-11-05 6/5/1978	TO PRECLUDE INCREASED FLIGHT CONTROL FORCES CAUSED BY AN AUTOPILOT ACTUATOR THAT HAS FAILED TO DISENGAGE, CONTD.	7/12/1978 Hrs: -- C: --	c/w i/a/w CAL AV78-6	No	D: -- Hrs: -- C: --	/
80-13-14 7/22/1980	TO PRECLUDE FAILURE OF THE FUEL FLOW TRANSDUCER AND RESULTANT LEAKAGE OF FUEL WITHIN THE ENGINE COMPARTMENT	-- Hrs: -- C: --	n/a by s/n	No	D: -- Hrs: -- C: --	/
80-20-06 10/14/1980	TO PREVENT AIRPLANE FROM EXCEEDING 60 DEGREES BANK ANGLE IN EVENT OF ROLL AXIS HARD-OVER MALFUNCTION	-- Hrs: -- C: --	n/a by s/n	No	D: -- Hrs: -- C: --	/
72-14-08 R1 9/4/1981	[Recurring] TO DETERMINE CONDITION OF FLAMMABLE FLUID-CARRYING FLEXIBLE HOSE ASSEMBLIES IN THE ENGINE COMPARTMENT	-- Hrs: -- C: --	n/a by s/n	Yes	D: -- Hrs: -- C: --	/
84-03-04 2/16/1984	TO PREVENT CRACKING AND POSSIBLE LOSS OF THE WINDSHIELD	-- Hrs: -- C: --	n/a by s/n	No	D: -- Hrs: -- C: --	/
84-20-02 11/1/1984	TO PRECLUDE COLLAPSE OF THE NOSE LANDING GEAR	1/31/1985 Hrs: 1375 C: --	p/c/w i/a/w ME 84-10 R1	No	D: -- Hrs: -- C: --	/
75-23-08 R5 C 11/4/1986	[Recurring] Superseded by 2000-01-16	-- Hrs: -- C: --	superseded	Yes	D: -- Hrs: -- C: --	/
88-19-02 9/22/1988	Superseded by 92-16-18	-- Hrs: -- C: --	superseded	No	D: -- Hrs: -- C: --	/

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87-21-02 R1 6/16/1989	TO PRECLUDE MISFUELING OF THE AIRPLANE RESULTING IN ENGINE FAILURE	1/27/1989 Hrs: 2014 C: --	p/c/w by installation of fuel filler opening restrictor kits	No	D: -- Hrs: -- C: --	
90-02-13 2/5/1990	[Recurring] TO ASSURE STRUCTURAL INTEGRITY OF THE MAIN GEAR BARREL INNER BEARING & PREVENT JAMMING OF THE INNER & OUTER,CONTD.	12/26/1991 Hrs: 248 C: --	p/c/w p/n 5141109-1 installed Lt and Rt. The 1,000 hour repetitive inspections specified in paragraph (a) of this AD are no longer required when the P/N 5141109-1 bearing is installed in each gear.	No	D: -- Hrs: -- C: --	
92-16-18 9/10/1992	TO PREVENT PASSENGER INJURY CAUSED BY COMMUTER SEAT FAILURE	-- Hrs: -- C: --	n/a by s/n	No	D: -- Hrs: -- C: --	
92-26-10 L 12/28/1992	Superseded by 92-27-20	-- Hrs: -- C: --	superseded	No	D: -- Hrs: -- C: --	
92-27-20 2/19/1993	Superseded by 93-05-03	-- Hrs: -- C: --	superseded	No	D: -- Hrs: -- C: --	
93-05-03 3/30/1993	[Recurring] Superseded by 95-09-13	-- Hrs: -- C: --	superseded	Yes	D: -- Hrs: -- C: --	
91-25-08 R1 11/4/1994	[Recurring] TO PREVENT WING FAILURE CAUSED BY EXCESSIVE WING SPAR CRACKING	-- Hrs: -- C: --	n/a by s/n	Yes	D: -- Hrs: -- C: --	
95-09-13 6/14/1995	[Recurring] TO PREVENT POSSIBLE LOSS OF ENGINE POWER CAUSED BY FAILURE OF A FUEL INLET FLOAT VALVE	4/9/2015 Hrs: 848 C: --	c/w functional test i/a/w SB MEB93-10, R1 no defects noted.11/15/96 hobbs: 957, TT: 3287, all 6 replaced with p/n 9910212-11	Yes	D: -- Hrs: 1448 C: --	481062097/A&P E. Collins
96-12-22 7/31/1996	[Recurring] TO PREVENT LOSS OF ENGINE OIL CAUSED BY LOOSE OR SEPARATED OIL FILTER ADAPTERS, WHICH COULD RESULT IN ENGINE,CONTD.	-- Hrs: -- C: --	n/a p/n/i	Yes	D: -- Hrs: -- C: --	

Issue Number Effective Date	Description	Complied	Method of Compliance	Recur?	Next Due	Cert No./Type Authorized Signed
97-01-13 2/3/1997	TO PREVENT FUEL, OIL, OR HYDRAULIC SYSTEMS FAILURE CAUSED BY A COLLAPSED HOSE	-- Hrs: -- C: --	n/a, no hoses replaced between March 1995 and February 3, 1997	No	D: -- Hrs: -- C: --	/
98-04-28 3/13/1998	TO MINIMIZE THE POTENTIAL HAZARDS ASSOCIATED WITH OPERATING THE AIRPLANE IN SEVERE ICING CONDITIONS,CONTD.	10/15/1999 Hrs: 1243 C: --	p/c/w by inserting a copy of this AD in the AFM.	No	D: -- Hrs: -- C: --	/
2000-01-16 2/15/2000	[Recurring] To detect & correct cracks & corrosion in the exhaust system, which could result in exhaust system,contd.	10/23/2024 Hrs: 1271 C: --	c/w par (b) Lt and RtLt and Rt: C/W B,C,D, & E. and G completed 3/6/23@ 1245 hobbs.B due again in 50 hrs, at 1321 hr hobbs, C due 3/2028, E due again 03/2028.D due at 1745 hr hobbsG due at 3/2035 or 9718hr TTAF	Yes	D: 10/23/2025 Hrs: 1321 C: --	481062097/A&P E. Collins
2005-20-25 11/9/2005	To prevent failure of the avionics bus circuit breaker switch, which could result in smoke and a burning,contd.	1/18/2006 Hrs: -- C: --	n/a p/n/i	No	D: -- Hrs: -- C: --	/
74-08-09 R3 3/28/2012	[Recurring] To Prevent Possible Fires That Could Result from Smoking Materials Being Dropped Into Lavatory Paper or Linen Waste Receptacles	-- Hrs: -- C: --	Placards installed	Yes	D: -- Hrs: -- C: --	/
2016-07-24 4/26/2016	[Recurring] To prevent loss of the attachment hardware connecting the elevator trim tab actuator to the elevator trim,contd.	-- Hrs: -- C: --	superseded, see AD 16-17-08	Yes	D: -- Hrs: -- C: --	/
2016-17-08 9/12/2016	[Recurring] To prevent jamming of the elevator trim tab in a position outside the normal limits of travel due,contd.	10/23/2024 Hrs: 1271 C: --	c/w Visual inspection due again in 100 hrs or 12 mts. hardware p/c/w i/a/w MEB-27-02 5/10/16 @ 925 hobbs.	Yes	D: 10/23/2025 Hrs: 1371 C: --	481062097/A&P E. Collins

Issue Number Effective Date	Description	Complied	Method of Compliance	Recur?	Next Due	Cert No./Type Authorized Signed
2018-03-03 2/28/2018	[Recurring] To prevent failure of the carry through spar cap during flight, which could result in loss of control	-- Hrs: -- C: --	due Before the accumulation of 12,000 hours TIS on thecarry through spars or within the next 50 hours TIS after February 28, 2018 (the effective date of thisAD), whichever occurs LATER.	Yes	D: -- Hrs: 12000 C: --	481062097/A&P E. Collins
2018-03-03 R1 5/23/2018	[Recurring] To eliminate confusion in interpreting the compliance times for the inspection of carry through spar,contd.	-- Hrs: 6995 C: --	due Before the accumulation of 12,000 hours TIS on the carry through spars	Yes	D: -- Hrs: 12000 C: --	/
2021-23-12 12/9/2021	To Address the Radio Altimeter Anomalies That Are Undetected by the Automation or Pilot, Particularly Close to the Ground (e.g., Landing Flare), Could Lead to Loss of Continued Safe Flight and Landing	-- Hrs: -- C: --	superseeded	No	D: -- Hrs: -- C: --	/
2023-10-02 5/26/2023	To Address Radio Altimeter Anomalies That Are Undetected by the Automation or Pilot, Particularly Close to the Ground (e.g., Landing Flare), Could Lead to Loss of Continued Safe Flight and Landing. Additionally, Radio Altimeter Anomalies Could,contd.	-- Hrs: -- C: --	n/a Radio altimeter not installed	No	D: -- Hrs: -- C: --	/
2023-09-09 7/17/2023	[Recurring] To Prevent Failure of the Spot-Welded, Multi-Segment Exhaust Tailpipe V-Band Coupling. The Unsafe Condition, if Not Addressed, Could Lead to Detachment of the Exhaust Tailpipe from the Turbocharger and Allow High Temperature Exhaust,contd.	-- Hrs: -- C: --	n/a c/w i/a/w AD 00-01-16	Yes	D: -- Hrs: -- C: --	/

Category: Engine **Position:** Left **Veryon Revision:** 11/17/2023

Manufacturer: Teledyne Continental **P/N:** 3/11/11

Model: GTSIO-520-L **S/N:** 608762

Issue Number Effective Date	Description	Complied	Method of Compliance	Recur?	Next Due	Cert No./Type Authorized Signed

Issue Number Effective Date	Description	Complied	Method of Compliance	Recur?	Next Due	Cert No./Type Authorized Signed
79-05-09 3/12/1979	TO PREVENT THE POSSIBLE LOSS OF OIL PRESSURE INDICATION	-- Hrs: -- C: --	n/a by s/n	No	D: -- Hrs: -- C: --	/
80-09-11 4/30/1980	[Recurring] TO PREVENT THE POSSIBLE SEPARATION OF THE STARTER TORSIONAL DAMPER FROM THE STARTER GEAR SHAFT, CONTD.	2/16/2011 Hrs: -- C: --	n/a o/h'd by RAM	Yes	D: -- Hrs: -- C: --	/
80-25-06 R1 3/23/1981	[Recurring] TO PREVENT ENGINE FAILURE DUE TO LOSS OF ENGINE OIL PRESSURE, DAMAGE DUE TO CONTAMINATED OIL, CONTD.	-- Hrs: -- C: --	n/a by s/n	Yes	D: -- Hrs: -- C: --	/
81-24-06 11/23/1981	[Recurring] TO PREVENT POSSIBLE FUEL LEAKAGE AND POTENTIAL FIRE HAZARD	2/16/2011 Hrs: -- C: --	n/a to o/h date	Yes	D: -- Hrs: -- C: --	/
86-13-04 R3 2/24/1988	[Recurring] TO PREVENT POSSIBLE CYLINDER HEAD TO BARREL SEPARATION, ENGINE FAILURE AND/OR ENGINE COMPARTMENT FIRE	2/16/2011 Hrs: -- C: --	n/a new nickel ECI cylinders installed at o/h	Yes	D: -- Hrs: -- C: --	/
88-03-06 4/15/1988	TO PREVENT POSSIBLE LOSS OF ENGINE OIL AND SUBSEQUENT ENGINE FAILURE	-- Hrs: -- C: --	n/a CH48111-1 filter installed	No	D: -- Hrs: -- C: --	/
91-19-03 9/29/1991	TO PREVENT OPERATION WITH COLLAPSED OIL FILTER ELEMENTS, WHICH CAN RESULT IN LOSS OF OIL PRESSURE, CONTD.	-- Hrs: -- C: --	n/a Ch48111-1 filter installed	No	D: -- Hrs: -- C: --	/
93-10-02 8/12/1993	TO PREVENT AN ENGINE FAILURE DUE TO A MISSING CYLINDER VALVE RETAINER KEY	2/16/2011 Hrs: -- C: --	n/a nickel ECI cylinders installed at o/h	No	D: -- Hrs: -- C: --	/
94-14-12 L 6/23/1994	Superseded by 95-21-15	-- Hrs: -- C: --	superseded	No	D: -- Hrs: -- C: --	/

Issue Number Effective Date	Description	Complied	Method of Compliance	Recur?	Next Due	Cert No./Type Authorized Signed
95-21-15 11/28/1995	TO PREVENT DETONATION DUE TO LOW OCTANE, WHICH CAN RESULT IN SEVERE ENGINE DAMAGE AND SUBSEQUENT FAILURE	-- Hrs: -- C: --	n/a to N number	No	D: -- Hrs: -- C: --	/
96-12-22 7/31/1996	[Recurring] TO PREVENT LOSS OF ENGINE OIL CAUSED BY LOOSE OR SEPARATED OIL FILTER ADAPTERS, WHICH COULD RESULT IN ENGINE,CONTD.	-- Hrs: -- C: --	n/a p/n/i	Yes	D: -- Hrs: -- C: --	/
98-17-11 C 10/19/1998	TO PREVENT CRANKSHAFT FAILURE DUE TO CRACKING, WHICH COULD RESULT IN AN INFLIGHT ENGINE FAILURE AND POSSIBLE,CONTD.	-- Hrs: -- C: --	n/a no service by Nelson Balancing Service	No	D: -- Hrs: -- C: --	/
99-19-01 9/30/1999	To prevent crankshaft failure due to crankshaft cheek cracks, which could result in total engine power loss,contd.	-- Hrs: -- C: --	n/a by date of manufacture	No	D: -- Hrs: -- C: --	/
00-00-01 1/22/2001	Important for Cessna Oil Filter Adapter Assemblies listed in AD 96-12-22	-- Hrs: -- C: --	n/a p/n/i	No	D: -- Hrs: -- C: --	/
2004-08-10 5/5/2004	To prevent loss of engine power due to cracks in the cylinder head & possible engine failure caused,contd.	2/16/2011 Hrs: -- C: --	n/a new nickel ECI cylinders installed at o/h	No	D: -- Hrs: -- C: --	/
2005-20-04 11/1/2005	[Recurring] Superseded by 2007-05-15	-- Hrs: -- C: --	superseded	Yes	D: -- Hrs: -- C: --	/

Issue Number Effective Date	Description	Complied	Method of Compliance	Recur?	Next Due	Cert No./Type Authorized Signed
2007-05-15 4/16/2007	[Recurring] To prevent failure of the starter adapter assembly and or crankshaft gear, resulting in failure of the,contd.	10/23/2024 Hrs: 1271 C: --	c/w Par. H due again in 100 hrs @ 1371 hr hobbs**below preformed by RAM during engine repair**c/w STARTER ADAPTER VISCOUS DAMPER and SHAFTGEAR BACKLASH INSPECTION i/a/w Part 2 of MSB94-4G.c/w par J of this AD due again in 400hrs @ 1672hr hobbs.Par. G due upon engine roughness. service kit p/n EQ6642 w/ bushing p/n 654472 installed i/a/w TCM SB MS94-4G installed 04/24/2024 @ 705 TSMOH	Yes	D: 10/23/2025 Hrs: 1371 C: --	481062097/A&P E. Collins
2008-08-17 5/6/2008	To prevent hazardous amount of carbon monoxide from entering the cabin, an increase in under-cowl termperatures,contd	-- Hrs: -- C: --	n/a Airesearch Turbocharger installed	No	D: -- Hrs: -- C: --	/
2009-24-51 E 11/16/2009	Superseded by 2009-24-52	-- Hrs: -- C: --	superseded	No	D: -- Hrs: -- C: --	/
2009-24-52 E 11/18/2009	Superseded by 2010-11-04	-- Hrs: -- C: --	superseded	No	D: -- Hrs: -- C: --	/
2010-11-04 6/16/2010	To prevent excessive hydraulic lifter wear, which can result in loss of engine power & loss of control of the airplane	4/24/2024 Hrs: -- C: --	n/a by lifter installed p/n 658088	No	D: -- Hrs: -- C: --	/
2012-03-06 C 2/24/2012	To prevent an in-flight engine shutdown due to a failed fuel servo diaphragm, and damage to the airplane	2/16/2011 Hrs: -- C: --	n/a by o/h date	No	D: -- Hrs: -- C: --	/
2016-16-12 9/15/2016	To prevent failure of the cylinder assemblies, which could lead to failure of the engine, in-flight,contd.	-- Hrs: -- C: --	n/a P/n AEC654966 s/n's: 69607-18, 6907-30, 6907-23, 69607-28, 62734-15, 67768-01 installed at o/h	No	D: -- Hrs: -- C: --	/

Issue Number Effective Date	Description	Complied	Method of Compliance	Recur?	Next Due	Cert No./Type Authorized Signed
2020-16-11 9/21/2020	To Prevent Failure of the Engine. If Not Addressed, Could Result in Failure of the Engine, In-Flight Shutdown, and Forced Landing	-- Hrs: -- C: --	n/a part not replaced after november 2014	No	D: -- Hrs: -- C: --	
2022-16-03 8/15/2022	To Prevent Failure of the Magneto. The Unsafe Condition, if Not Addressed, Could Result in Failure of One or More Engines, In-Flight Shutdown, and Loss of the Airplane	-- Hrs: -- C: --	n/a by s/n's	No	D: -- Hrs: -- C: --	
2023-02-12 2/17/2023	To Prevent Failure of the Engine Intake Valve. The Unsafe Condition, if Not Addressed, Could Result in Failure of the Engine, In-Flight Shutdown, and Loss of the Airplane	-- Hrs: -- C: --	n/a no valve or Cylinder assembly that was repaired and installed on or after January 20, 2022.	No	D: -- Hrs: -- C: --	
2023-04-08 2/23/2023	Superseded by 2023-05-16	-- Hrs: -- C: --	superseded	No	D: -- Hrs: -- C: --	
2023-05-16 3/15/2023	To Prevent Departure of Counterweight and Retaining Hardware from the Crankshaft Assembly. The Unsafe Condition, if Not Addressed, Could Result in Loss of Engine Oil Pressure, Catastrophic Engine Damage, Engine Seizure, and Consequent Loss of the Aircraft	-- Hrs: -- C: --	n/a by o/h date	No	D: -- Hrs: -- C: --	

Category: Propeller **Position:** Left **Veryon Revision:** 11/17/2023

Manufacturer: McCauley **P/N:** 3FF32C501-C

Model: 3FF32C501 **S/N:** 030063

Issue Number Effective Date	Description	Complied	Method of Compliance	Recur?	Next Due	Cert No./Type Authorized Signed
78-06-02 6/7/1978	TO PREVENT POSSIBLE BLADE PITCH CONTROL FAILURES	-- Hrs: -- C: --	n/a by s/n	No	D: -- Hrs: -- C: --	
2003-13-17 7/18/2003	To detect unsafe conditions that could result in separation of a propeller blade & loss of control,contd.	-- Hrs: -- C: --	n/a no service by T and W Propellers Inc.	No	D: -- Hrs: -- C: --	

Issue Number Effective Date	Description	Complied	Method of Compliance	Recur?	Next Due	Cert No./Type Authorized Signed
2005-14-11 8/17/2005	To prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane	-- Hrs: -- C: --	n/a no service by Southern California Propeller Service	No	D: -- Hrs: -- C: --	/
2006-24-07 1/3/2007	To detect potentially unsafe conditions that could result in a propeller blade separating from the hub,contd.	-- Hrs: -- C: --	n/a no service by Oxford Aviation	No	D: -- Hrs: -- C: --	/

Category: Governors
Manufacturer: McCauley
Model: DCFS290D7/T6
Position: Lt
P/N: DCFS290D7F/T6
S/N: 771052
Veryon Revision: 11/17/2023

Issue Number Effective Date	Description	Complied	Method of Compliance	Recur?	Next Due	Cert No./Type Authorized Signed
2020-19-06 11/3/2020	To Prevent Failure of the Idler Gear Bearing. This Failure Could Result in Failure of the Governor, Loss of Propeller Pitch Control, Engine and Propeller Over Speed, Engine Oil Contamination, and Loss of Control of the Airplane	-- Hrs: -- C: --	n/a by s/n and o/h date	No	D: -- Hrs: -- C: --	/

Category: Magnetos
Manufacturer: Any Manufacturer
Model: Any Model
Position: Lt eng, Lt mag
P/N: 10-349220-4R
S/N: H-K100353
Veryon Revision: 11/17/2023

Issue Number Effective Date	Description	Complied	Method of Compliance	Recur?	Next Due	Cert No./Type Authorized Signed
69-09-01 6/24/1969	TO PREVENT THE POSSIBILITY OF LOSS OF ENGINE POWER IN FLIGHT CAUSED BY ELECTRICALLY SHORTED WINDINGS IN THE MAGNETO COIL	-- Hrs: -- C: --	n/a S6LN-1201	No	D: -- Hrs: -- C: --	/
73-07-04 10/11/1973	Superseded by 94-01-03	-- Hrs: -- C: --	superseded	No	D: -- Hrs: -- C: --	/
74-08-05 1/1/1974	Superseded by 74-18-05	-- Hrs: -- C: --	superseded	No	D: -- Hrs: -- C: --	/

Issue Number Effective Date	Description	Complied	Method of Compliance	Recur?	Next Due	Cert No./Type Authorized Signed
74-18-05 8/28/1974	[Recurring] TO PREVENT FAILURE OF THE MAGNETO IMPULSE COUPLING DUE TO LOOSE PAWLS	-- Hrs: -- C: --	n/a S6LN-1201	Yes	D: -- Hrs: -- C: --	/
74-26-09 12/24/1974	S-20,-200,-1200 SERIES MAGNETOS	-- Hrs: -- C: --	n/a S6LN-1201	No	D: -- Hrs: -- C: --	/
77-17-07 1/1/1977	Superseded by 78-18-04	-- Hrs: -- C: --	superseded	No	D: -- Hrs: -- C: --	/
78-18-04 9/9/1978	TO PRECLUDE LOSS OF IGNITION	-- Hrs: -- C: --	n/a S6LN-1201	No	D: -- Hrs: -- C: --	/
79-12-07 6/19/1979	[Recurring] TO DETECT LOOSE DISTRIBUTOR BLOCK BUSHINGS	-- Hrs: -- C: --	n/a S6LN-1201	Yes	D: -- Hrs: -- C: --	/
79-18-06 R(1) 10/31/1979	IGNITION LOSS	-- Hrs: -- C: --	n/a S6LN-1201	No	D: -- Hrs: -- C: --	/
80-06-05 3/28/1980	TO PREVENT A POSSIBLE MAGNETO FAILURE AND SUBSEQUENT ENGINE OR ACCESSORY MALFUNCTION	-- Hrs: -- C: --	n/a S6LN-1201	No	D: -- Hrs: -- C: --	/
80-17-14 8/21/1980	PRECLUDES LOSS OF IGNITION	-- Hrs: -- C: --	n/a S6LN-1201	No	D: -- Hrs: -- C: --	/
81-16-05 8/6/1981	TO PREVENT MAGNETO FAILURE DUE TO CRACKED COIL	-- Hrs: -- C: --	n/a S6LN-1201	No	D: -- Hrs: -- C: --	/
81-12-06 R1 11/12/1981	[Recurring] TO DETECT LOOSE DISTRIBUTOR GEAR ROTATING ELECTRODES ON MAGNETOS	-- Hrs: -- C: --	n/a S6LN-1201	Yes	D: -- Hrs: -- C: --	/
82-11-05 6/9/1982	[Recurring] ENGINE POWER LOSS AND ENGINE DAMAGE RESULTING FROM FROM LOOSENESS OF THE DISTRIBUTOR GEAR ELECTRODE	-- Hrs: -- C: --	n/a S6LN-1201	Yes	D: -- Hrs: -- C: --	/

Issue Number Effective Date	Description	Complied	Method of Compliance	Recur?	Next Due	Cert No./Type Authorized Signed
82-13-01 6/28/1982	[Recurring] MAGNETO AND ENGINE MALFUNCTION	-- Hrs: -- C: --	n/a p/n 10-349220-4R	Yes	D: -- Hrs: -- C: --	/
78-09-07 R3 1/17/1983	[Recurring] Superseded by 96-12-07	-- Hrs: -- C: --	superseded	Yes	D: -- Hrs: -- C: --	/
82-20-01 6/14/1983	TO PREVENT FAILURE OF IMPULSE COUPLING DUE TO IMPROPERLY HEAT TREATED (SOFT) FLYWEIGHTS RESULTING IN ENGINE,CONTD.	-- Hrs: -- C: --	n/a S6LN-1201	No	D: -- Hrs: -- C: --	/
94-06-09 5/20/1994	TO PREVENT INJURY OR DEATH TO GROUND PERSONNEL DUE TO A NON-GROUNDED MAGNETO	-- Hrs: -- C: --	p/c/w, E stamped on data tag at unk time, terminating AD	No	D: -- Hrs: -- C: --	/
94-01-03 R2 6/28/1995	TO PREVENT MAGNETO FAILURE AND SUBSEQUENT ENGINE FAILURE	-- Hrs: -- C: --	n/a black data tag	No	D: -- Hrs: -- C: --	/
96-12-07 7/18/1996	[Recurring] Superseded by 2005-12-06	-- Hrs: -- C: --	superseded	Yes	D: -- Hrs: -- C: --	/
00-00-02 1/24/2001	Important Notice for Slick Aircraft Products listed in Textron Lycoming AD 99-04-04	-- Hrs: -- C: --	n/a S6LN-1201	No	D: -- Hrs: -- C: --	/
2005-12-06 7/19/2005	[Recurring] To prevent failure of the magneto impulse coupling assembly and possible engine failure	-- Hrs: -- C: --	n/a p/n 10-349220-4R not listed in table 1	Yes	D: -- Hrs: -- C: --	/
2005-12-06 7/19/2005	[Recurring] To prevent failure of the magneto impulse coupling assembly and possible engine failure	-- Hrs: -- C: --	n/a installed on GTSIO-520 L	Yes	D: -- Hrs: -- C: --	/
00-00-06 R1 2/27/2006	ATP Advisory for Slick Aircraft Products listed in Teledyne Continental Motors AD 2002-13-04 C	-- Hrs: -- C: --	n/a S6LN-1201	No	D: -- Hrs: -- C: --	/

Category: Magnetos
Position: Lt eng, Rt mag
Veryon Revision: 11/17/2023

Manufacturer: Any Manufacturer
P/N: 10-349260-7

Model: Any Model
S/N: H-K100349

Issue Number Effective Date	Description	Complied	Method of Compliance	Recur?	Next Due	Cert No./Type Authorized Signed
69-09-01 6/24/1969	TO PREVENT THE POSSIBILITY OF LOSS OF ENGINE POWER IN FLIGHT CAUSED BY ELECTRICALLY SHORTED WINDINGS IN THE MAGNETO COIL	-- Hrs: -- C: --	n/a S6LN-1205	No	D: -- Hrs: -- C: --	/
73-07-04 10/11/1973	Superseded by 94-01-03	-- Hrs: -- C: --	superseded	No	D: -- Hrs: -- C: --	/
74-08-05 1/1/1974	Superseded by 74-18-05	-- Hrs: -- C: --	superseded	No	D: -- Hrs: -- C: --	/
74-18-05 8/28/1974	[Recurring] TO PREVENT FAILURE OF THE MAGNETO IMPULSE COUPLING DUE TO LOOSE PAWLS	-- Hrs: -- C: --	n/a S6LN-1205	Yes	D: -- Hrs: -- C: --	/
74-26-09 12/24/1974	S-20,-200,-1200 SERIES MAGNETOS	-- Hrs: -- C: --	n/a S6LN-1205	No	D: -- Hrs: -- C: --	/
77-17-07 1/1/1977	Superseded by 78-18-04	-- Hrs: -- C: --	superseded	No	D: -- Hrs: -- C: --	/
78-18-04 9/9/1978	TO PRECLUDE LOSS OF IGNITION	-- Hrs: -- C: --	n/a S6LN-1205	No	D: -- Hrs: -- C: --	/
79-12-07 6/19/1979	[Recurring] TO DETECT LOOSE DISTRIBUTOR BLOCK BUSHINGS	-- Hrs: -- C: --	n/a S6LN-1205	Yes	D: -- Hrs: -- C: --	/
79-18-06 R(1) 10/31/1979	IGNITION LOSS	-- Hrs: -- C: --	n/a S6LN-1205	No	D: -- Hrs: -- C: --	/
80-06-05 3/28/1980	TO PREVENT A POSSIBLE MAGNETO FAILURE AND SUBSEQUENT ENGINE OR ACCESSORY MALFUNCTION	-- Hrs: -- C: --	n/a S6LN-1205	No	D: -- Hrs: -- C: --	/
80-17-14 8/21/1980	PRECLUDES LOSS OF IGNITION	-- Hrs: -- C: --	n/a S6LN-1205	No	D: -- Hrs: -- C: --	/

Issue Number Effective Date	Description	Complied	Method of Compliance	Recur?	Next Due	Cert No./Type Authorized Signed
81-16-05 8/6/1981	TO PREVENT MAGNETO FAILURE DUE TO CRACKED COIL	-- Hrs: -- C: --	n/a S6LN-1205	No	D: -- Hrs: -- C: --	/
81-12-06 R1 11/12/1981	[Recurring] TO DETECT LOOSE DISTRIBUTOR GEAR ROTATING ELECTRODES ON MAGNETOS	-- Hrs: -- C: --	n/a S6LN-1205	Yes	D: -- Hrs: -- C: --	/
82-11-05 6/9/1982	[Recurring] ENGINE POWER LOSS AND ENGINE DAMAGE RESULTING FROM FROM LOOSENESS OF THE DISTRIBUTOR GEAR ELECTRODE	-- Hrs: -- C: --	n/a S6LN-1205	Yes	D: -- Hrs: -- C: --	/
82-13-01 6/28/1982	[Recurring] MAGNETO AND ENGINE MALFUNCTION	-- Hrs: -- C: --	n/a p/n 10-349260-7R	Yes	D: -- Hrs: -- C: --	/
78-09-07 R3 1/17/1983	[Recurring] Superseded by 96-12-07	-- Hrs: -- C: --	superseded	Yes	D: -- Hrs: -- C: --	/
82-20-01 6/14/1983	TO PREVENT FAILURE OF IMPULSE COUPLING DUE TO IMPROPERLY HEAT TREATED (SOFT) FLYWEIGHTS RESULTING IN ENGINE,CONTD.	-- Hrs: -- C: --	n/a S6LN-1205	No	D: -- Hrs: -- C: --	/
94-06-09 5/20/1994	TO PREVENT INJURY OR DEATH TO GROUND PERSONNEL DUE TO A NON-GROUNDED MAGNETO	-- Hrs: -- C: --	p/c/w, E stamped on data tag at unk time, terminating AD	No	D: -- Hrs: -- C: --	/
94-01-03 R2 6/28/1995	TO PREVENT MAGNETO FAILURE AND SUBSEQUENT ENGINE FAILURE	-- Hrs: -- C: --	n/a black data tag	No	D: -- Hrs: -- C: --	/
96-12-07 7/18/1996	[Recurring] Superseded by 2005-12-06	-- Hrs: -- C: --	superseded	Yes	D: -- Hrs: -- C: --	/
00-00-02 1/24/2001	Important Notice for Slick Aircraft Products listed in Textron Lycoming AD 99-04-04	-- Hrs: -- C: --	n/a S6LN-1205	No	D: -- Hrs: -- C: --	/

Issue Number Effective Date	Description	Complied	Method of Compliance	Recur?	Next Due	Cert No./Type Authorized Signed
2005-12-06 7/19/2005	[Recurring] To prevent failure of the magneto impulse coupling assembly and possible engine failure	-- Hrs: -- C: --	n/a p/n 10-349260-7R not listed in table 1	Yes	D: -- Hrs: -- C: --	/
2005-12-06 7/19/2005	[Recurring] To prevent failure of the magneto impulse coupling assembly and possible engine failure	-- Hrs: -- C: --	n/a installed on GTSIO-520 L	Yes	D: -- Hrs: -- C: --	/
00-00-06 R1 2/27/2006	ATP Advisory for Slick Aircraft Products listed in Teledyne Continental Motors AD 2002-13-04 C	-- Hrs: -- C: --	n/a S6LN-1205	No	D: -- Hrs: -- C: --	/

Category: Turbocharger Systems **Position:** Left **Veryon Revision:** 11/17/2023

Manufacturer: Airesearch Mfg. Co. **P/N:** 465930-9003

Model: Any Model **S/N:** KER0113

Issue Number Effective Date	Description	Complied	Method of Compliance	Recur?	Next Due	Cert No./Type Authorized Signed
65-02-03 3/10/1967	[Recurring] TO PREVENT POSSIBLE TURBINE SCROLL FAILURES	12/17/2010 Hrs: -- C: --	n/a c/w at o/h	No	D: -- Hrs: -- C: --	/
82-27-03 12/30/1982	[Recurring] TO PREVENT THE POSSIBILITY OF A FIRE IN THE POWERPLANT NACELLE AND/OR HEAT DAMAGE TO THE POWERPLANT,CONTD.	12/17/2010 Hrs: -- C: --	p/c/w at o/h	No	D: -- Hrs: -- C: --	/
2010-07-08 4/19/2010	To prevent separation or seizure of the turbocharger turbine, which could result in full or partial engine,contd.	-- Hrs: -- C: --	n/a by o/h date	No	D: -- Hrs: -- C: --	/

Category: Alternators **Position:** Left **Veryon Revision:** 11/17/2023

Manufacturer: Teledyne Continental **P/N:** 649304

Model: 649304 Alternator **S/N:** 118010

Issue Number Effective Date	Description	Complied	Method of Compliance	Recur?	Next Due	Cert No./Type Authorized Signed
--	--	-- Hrs: -- C: --	--	--	D: -- Hrs: -- C: --	/

Category: Starter **Position:** Left **Veryon Revision:** 11/17/2023

Manufacturer: Kelly Aerospace **P/N:** MHJ-4003

Model: Any Model **S/N:** H-K120244

Issue Number Effective Date	Description	Complied	Method of Compliance	Recur?	Next Due	Cert No./Type Authorized Signed
--	--	-- Hrs: -- C: --	--	--	D: -- Hrs: -- C: --	

Category: Engine **Position:** Right **Veryon Revision:** 11/17/2023

Manufacturer: Teledyne Continental **P/N:** 5/20/14

Model: GTSIO-520-L **S/N:** 608718

Issue Number Effective Date	Description	Complied	Method of Compliance	Recur?	Next Due	Cert No./Type Authorized Signed
79-05-09 3/12/1979	TO PREVENT THE POSSIBLE LOSS OF OIL PRESSURE INDICATION	4/17/2014 Hrs: -- C: --	n/a c/w at o/h, late style installed and marked	No	D: -- Hrs: -- C: --	
80-09-11 4/30/1980	[Recurring] TO PREVENT THE POSSIBLE SEPARATION OF THE STARTER TORSIONAL DAMPER FROM THE STARTER GEAR SHAFT, CONTD.	4/17/2014 Hrs: -- C: --	n/a o/h'd by RAM	Yes	D: -- Hrs: -- C: --	
80-25-06 R1 3/23/1981	[Recurring] TO PREVENT ENGINE FAILURE DUE TO LOSS OF ENGINE OIL PRESSURE, DAMAGE DUE TO CONTAMINATED OIL, CONTD.	-- Hrs: -- C: --	n/a by s/n	Yes	D: -- Hrs: -- C: --	
81-24-06 11/23/1981	[Recurring] TO PREVENT POSSIBLE FUEL LEAKAGE AND POTENTIAL FIRE HAZARD	4/17/2014 Hrs: -- C: --	n/a by o/h date	Yes	D: -- Hrs: -- C: --	
86-13-04 R3 2/24/1988	[Recurring] TO PREVENT POSSIBLE CYLINDER HEAD TO BARREL SEPARATION, ENGINE FAILURE AND/OR ENGINE COMPARTMENT FIRE	4/17/2014 Hrs: -- C: --	n/a new cylinders installed at o/h	Yes	D: -- Hrs: -- C: --	
88-03-06 4/15/1988	TO PREVENT POSSIBLE LOSS OF ENGINE OIL AND SUBSEQUENT ENGINE FAILURE	-- Hrs: -- C: --	n/a Champion filter installed	No	D: -- Hrs: -- C: --	
91-19-03 9/29/1991	TO PREVENT OPERATION WITH COLLAPSED OIL FILTER ELEMENTS, WHICH CAN RESULT IN LOSS OF OIL PRESSURE, CONTD.	-- Hrs: -- C: --	n/a installed on Cessna 421C	No	D: -- Hrs: -- C: --	

Issue Number Effective Date	Description	Complied	Method of Compliance	Recur?	Next Due	Cert No./Type Authorized Signed
93-10-02 8/12/1993	TO PREVENT AN ENGINE FAILURE DUE TO A MISSING CYLINDER VALVE RETAINER KEY	4/17/2014 Hrs: -- C: --	n/a new cylinder assemblies installed at o/h	No	D: -- Hrs: -- C: --	/
94-14-12 L 6/23/1994	Superseded by 95-21-15	-- Hrs: -- C: --	superseded	No	D: -- Hrs: -- C: --	/
95-21-15 11/28/1995	TO PREVENT DETONATION DUE TO LOW OCTANE, WHICH CAN RESULT IN SEVERE ENGINE DAMAGE AND SUBSEQUENT FAILURE	-- Hrs: -- C: --	n/a by N number	No	D: -- Hrs: -- C: --	/
96-12-22 7/31/1996	[Recurring] TO PREVENT LOSS OF ENGINE OIL CAUSED BY LOOSE OR SEPARATED OIL FILTER ADAPTERS, WHICH COULD RESULT IN ENGINE,CONTD.	-- Hrs: -- C: --	n/a by p/n/i	Yes	D: -- Hrs: -- C: --	/
98-17-11 C 10/19/1998	TO PREVENT CRANKSHAFT FAILURE DUE TO CRACKING, WHICH COULD RESULT IN AN INFLIGHT ENGINE FAILURE AND POSSIBLE,CONTD.	-- Hrs: -- C: --	n/a no service by Nelson Balancing Service	No	D: -- Hrs: -- C: --	/
99-19-01 9/30/1999	To prevent crankshaft failure due to crankshaft cheek cracks, which could result in total engine power loss,contd.	4/17/2014 Hrs: -- C: --	n/a by o/h date	No	D: -- Hrs: -- C: --	/
00-00-01 1/22/2001	Important for Cessna Oil Filter Adapter Assemblies listed in AD 96-12-22	-- Hrs: -- C: --	n/a see AD 96-12-22	No	D: -- Hrs: -- C: --	/
2004-08-10 5/5/2004	To prevent loss of engine power due to cracks in the cylinder head & possible engine failure caused,contd.	-- Hrs: -- C: --	n/a by m/n	No	D: -- Hrs: -- C: --	/
2005-20-04 11/1/2005	[Recurring] Superseded by 2007-05-15	-- Hrs: -- C: --	superseded	Yes	D: -- Hrs: -- C: --	/

Issue Number Effective Date	Description	Complied	Method of Compliance	Recur?	Next Due	Cert No./Type Authorized Signed
2007-05-15 4/16/2007	[Recurring] To prevent failure of the starter adapter assembly and or crankshaft gear, resulting in failure of the,contd.	10/23/2024 Hrs: 1271 C: --	c/w STARTER ADAPTER VISCOUS DAMPER and SHAFTGEAR BACKLASH INSPECTION i/a/w Part 2 of MSB94-4G.c/w Par. H due again in 100 hrs @ 1371 hr hobbsPar. J of this AD due again at 1606 hr hobbs or 7579 hr TTAFPar. G due upon engine roughness. Service kit p/n EQ6642 w/ bushing p/n 654472 installed i/a/w TCM SB MS94-4G installed at o/h 4/17/14 @ 785 hr hobbs or 6758 hr TTAF.	Yes	D: 10/23/2025 Hrs: 1371 C: --	481062097/A&P E. Collins
2008-08-17 5/6/2008	To prevent hazardous amount of carbon monoxide from entering the cabin, an increase in under-cowl termperatures,contd	4/17/2014 Hrs: -- C: --	n/a Airesearch turbocharger p/n 465930-9003 installed	No	D: -- Hrs: -- C: --	
2009-24-51 E 11/16/2009	Superseded by 2009-24-52	-- Hrs: -- C: --	superseded	No	D: -- Hrs: -- C: --	
2009-24-52 E 11/18/2009	Superseded by 2010-11-04	-- Hrs: -- C: --	superseded	No	D: -- Hrs: -- C: --	
2010-11-04 6/16/2010	To prevent excessive hydraulic lifter wear, which can result in loss of engine power & loss of control of the airplane	4/17/2014 Hrs: -- C: --	n/a per lifter p/n installed at o/h	No	D: -- Hrs: -- C: --	
2012-03-06 C 2/24/2012	To prevent an in-flight engine shutdown due to a failed fuel servo diaphragm, and damage to the airplane	4/17/2014 Hrs: -- C: --	n/a to o/h date	No	D: -- Hrs: -- C: --	
2016-16-12 9/15/2016	To prevent failure of the cylinder assemblies, which could lead to failure of the engine, in-flight,contd.	5/21/2014 Hrs: 785 C: --	n/a TCM cylinders installed	No	D: -- Hrs: -- C: --	

Issue Number Effective Date	Description	Complied	Method of Compliance	Recur?	Next Due	Cert No./Type Authorized Signed
2020-16-11 9/21/2020	To Prevent Failure of the Engine. If Not Addressed, Could Result in Failure of the Engine, In-Flight Shutdown, and Forced Landing	-- Hrs: -- C: --	n/a part not replaced after november 2014	No	D: -- Hrs: -- C: --	/
2022-16-03 8/15/2022	To Prevent Failure of the Magneto. The Unsafe Condition, if Not Addressed, Could Result in Failure of One or More Engines, In-Flight Shutdown, and Loss of the Airplane	-- Hrs: -- C: --	n/a by s/n's	No	D: -- Hrs: -- C: --	/
2023-02-12 2/17/2023	To Prevent Failure of the Engine Intake Valve. The Unsafe Condition, if Not Addressed, Could Result in Failure of the Engine, In-Flight Shutdown, and Loss of the Airplane	-- Hrs: -- C: --	n/a no valve or Cylinder assembly that was repaired and installed on or after January 20, 2022.	No	D: -- Hrs: -- C: --	/
2023-04-08 2/23/2023	Superseded by 2023-05-16	-- Hrs: -- C: --	superseded	No	D: -- Hrs: -- C: --	/
2023-05-16 3/15/2023	To Prevent Departure of Counterweight and Retaining Hardware from the Crankshaft Assembly. The Unsafe Condition, if Not Addressed, Could Result in Loss of Engine Oil Pressure, Catastrophic Engine Damage, Engine Seizure, and Consequent Loss of the Aircraft	-- Hrs: -- C: --	n/a by o/h date	No	D: -- Hrs: -- C: --	/

Category: Propeller
Manufacturer: McCauley
Model: 3FF32C501

Position: Right
P/N: 3FF32C501-C
S/N: 030073

Veryon Revision: 11/17/2023

Issue Number Effective Date	Description	Complied	Method of Compliance	Recur?	Next Due	Cert No./Type Authorized Signed
78-06-02 6/7/1978	TO PREVENT POSSIBLE BLADE PITCH CONTROL FAILURES	-- Hrs: -- C: --	n/a by s/n	No	D: -- Hrs: -- C: --	/
2003-13-17 7/18/2003	To detect unsafe conditions that could result in separation of a propeller blade & loss of control,contd.	-- Hrs: -- C: --	n/a no service by T and W Propellers	No	D: -- Hrs: -- C: --	/

Issue Number Effective Date	Description	Complied	Method of Compliance	Recur?	Next Due	Cert No./Type Authorized Signed
2005-14-11 8/17/2005	To prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane	-- Hrs: -- C: --	n/a no service by Southern California Propeller Service	No	D: -- Hrs: -- C: --	/
2006-24-07 1/3/2007	To detect potentially unsafe conditions that could result in a propeller blade separating from the hub,contd.	-- Hrs: -- C: --	n/a no service by Oxford Aviation	No	D: -- Hrs: -- C: --	/

Category: Magnetos
Manufacturer: Teledyne Continental
Model: S-1200 SERIES
Position: Rt eng, Lt mag
P/N: BL-349220-4
S/N: F13KA175R
Veryon Revision: 11/17/2023

Issue Number Effective Date	Description	Complied	Method of Compliance	Recur?	Next Due	Cert No./Type Authorized Signed
73-07-04 10/11/1973	Superseded by 94-01-03	-- Hrs: -- C: --	superseded	No	D: -- Hrs: -- C: --	/
74-26-09 12/24/1974	S-20,-200,-1200 SERIES MAGNETOS	4/17/2014 Hrs: -- C: --	n/a by o/h date	No	D: -- Hrs: -- C: --	/
82-13-01 6/28/1982	[Recurring] MAGNETO AND ENGINE MALFUNCTION	4/17/2014 Hrs: -- C: --	n/a by o/h date	Yes	D: -- Hrs: -- C: --	/
78-09-07 R3 1/17/1983	[Recurring] Superseded by 96-12-07	-- Hrs: -- C: --	superseded	Yes	D: -- Hrs: -- C: --	/
82-20-01 6/14/1983	TO PREVENT FAILURE OF IMPULSE COUPLING DUE TO IMPROPERLY HEAT TREATED (SOFT) FLYWEIGHTS RESULTING IN ENGINE,CONTD.	4/17/2014 Hrs: -- C: --	n/a by o/h date	No	D: -- Hrs: -- C: --	/
94-06-09 5/20/1994	TO PREVENT INJURY OR DEATH TO GROUND PERSONNEL DUE TO A NON-GROUNDED MAGNETO	-- Hrs: -- C: --	n/a by p/n	No	D: -- Hrs: -- C: --	/
94-01-03 R2 6/28/1995	TO PREVENT MAGNETO FAILURE AND SUBSEQUENT ENGINE FAILURE	-- Hrs: -- C: --	n/a by s/n	No	D: -- Hrs: -- C: --	/

Issue Number Effective Date	Description	Complied	Method of Compliance	Recur?	Next Due	Cert No./Type Authorized Signed
96-12-07 7/18/1996	[Recurring] Superseded by 2005-12-06	-- Hrs: -- C: --	superseded	Yes	D: -- Hrs: -- C: --	/
2005-12-06 7/19/2005	[Recurring] To prevent failure of the magneto impulse coupling assembly and possible engine failure	-- Hrs: -- C: --	n/a installed on GTSIO-520 L	Yes	D: -- Hrs: -- C: --	/
2005-12-06 7/19/2005	[Recurring] To prevent failure of the magneto impulse coupling assembly and possible engine failure	-- Hrs: -- C: --	n/a installed on GTSIO-520 L	Yes	D: -- Hrs: -- C: --	/

Category: Magnetos **Position:** Rt eng, Rt mag **Veryon Revision:** 11/17/2023

Manufacturer: Teledyne Continental **P/N:** BL-349260-7

Model: S-1200 SERIES **S/N:** F13KA130R

Issue Number Effective Date	Description	Complied	Method of Compliance	Recur?	Next Due	Cert No./Type Authorized Signed
73-07-04 10/11/1973	Superseded by 94-01-03	-- Hrs: -- C: --	superseded	No	D: -- Hrs: -- C: --	/
74-26-09 12/24/1974	S-20,-200,-1200 SERIES MAGNETOS	4/17/2014 Hrs: -- C: --	n/a by o/h date	No	D: -- Hrs: -- C: --	/
82-13-01 6/28/1982	[Recurring] MAGNETO AND ENGINE MALFUNCTION	4/17/2014 Hrs: -- C: --	n/a by o/h date	Yes	D: -- Hrs: -- C: --	/
78-09-07 R3 1/17/1983	[Recurring] Superseded by 96-12-07	-- Hrs: -- C: --	superseded	Yes	D: -- Hrs: -- C: --	/
82-20-01 6/14/1983	TO PREVENT FAILURE OF IMPULSE COUPLING DUE TO IMPROPERLY HEAT TREATED (SOFT) FLYWEIGHTS RESULTING IN ENGINE,CONTD.	-- Hrs: -- C: --	n/a by p/n	No	D: -- Hrs: -- C: --	/
94-06-09 5/20/1994	TO PREVENT INJURY OR DEATH TO GROUND PERSONNEL DUE TO A NON-GROUNDED MAGNETO	4/17/2014 Hrs: -- C: --	n/a by o/h date	No	D: -- Hrs: -- C: --	/

Issue Number Effective Date	Description	Complied	Method of Compliance	Recur?	Next Due	Cert No./Type Authorized Signed
94-01-03 R2 6/28/1995	TO PREVENT MAGNETO FAILURE AND SUBSEQUENT ENGINE FAILURE	-- Hrs: -- C: --	n/a by s/n	No	D: -- Hrs: -- C: --	/
96-12-07 7/18/1996	[Recurring] Superseded by 2005-12-06	-- Hrs: -- C: --	superseded	Yes	D: -- Hrs: -- C: --	/
2005-12-06 7/19/2005	[Recurring] To prevent failure of the magneto impulse coupling assembly and possible engine failure	-- Hrs: -- C: --	n/a installed on GTSIO-520 L	Yes	D: -- Hrs: -- C: --	/
2005-12-06 7/19/2005	[Recurring] To prevent failure of the magneto impulse coupling assembly and possible engine failure	-- Hrs: -- C: --	n/a installed on GTSIO-520 L	Yes	D: -- Hrs: -- C: --	/

Category: Alternators **Position:** Right **Veryon Revision:** 11/17/2023

Manufacturer: Hartzell Engine Tech **P/N:**

Model: ALV-9610 Alternator **S/N:** H-O010959

Issue Number Effective Date	Description	Complied	Method of Compliance	Recur?	Next Due	Cert No./Type Authorized Signed
--	--	-- Hrs: -- C: --	--	--	D: -- Hrs: -- C: --	/

Category: Oil Coolers **Position:** Right **Veryon Revision:** 11/17/2023

Manufacturer: Aero-Classics **P/N:**

Model: 8000464 **S/N:** 3859483

Issue Number Effective Date	Description	Complied	Method of Compliance	Recur?	Next Due	Cert No./Type Authorized Signed
--	--	-- Hrs: -- C: --	--	--	D: -- Hrs: -- C: --	/

Category: Starter **Position:** Right **Veryon Revision:** 11/17/2023

Manufacturer: Hartzell Engine Tech **P/N:**

Model: MHJ-4003S **S/N:** H-N120928

Issue Number Effective Date	Description	Complied	Method of Compliance	Recur?	Next Due	Cert No./Type Authorized Signed
--	--	-- Hrs: -- C: --	--	--	D: -- Hrs: -- C: --	/

Category: Appliance **Position:** **Veryon Revision:** 11/17/2023

Manufacturer: Janitrol Aero Division **P/N:** 02B17-1

Model: B4050 Heater **S/N:** 5761376

Issue Number Effective Date	Description	Complied	Method of Compliance	Recur?	Next Due	Cert No./Type Authorized Signed
80-09-10 5/8/1980	Superseded by 82-07-03	-- Hrs: -- C: --	superseded	No	D: -- Hrs: -- C: --	
82-07-03 5/6/1982	[Recurring] Superseded by 96-20-07	-- Hrs: -- C: --	superseded	Yes	D: -- Hrs: -- C: --	
96-20-07 11/14/1996	[Recurring] Superseded by 2004-21-05	-- Hrs: -- C: --	superseded	Yes	D: -- Hrs: -- C: --	
2001-08-01 5/10/2001	Superseded by 2001-17-13	-- Hrs: -- C: --	superseded	No	D: -- Hrs: -- C: --	
2001-08-01 5/10/2001	Superseded by 2001-17-13	-- Hrs: -- C: --	superseded	No	D: -- Hrs: -- C: --	
2001-17-13 9/11/2001	[Recurring] Superseded by 2004-25-16	-- Hrs: -- C: --	superseded	Yes	D: -- Hrs: -- C: --	
2004-21-05 11/19/2004	[Recurring] To prevent combustion by- products (carbon-monoxide exhaust) and fuel leakage from the combustion heaters,contd.	10/23/2024 Hrs: 1271 C: --	c/w heater decay test, no defects noted.Installed pressure switch p/n 94E42-3 4/9/15 @ 848hr hobbs.	Yes	D: 10/23/2026 Hrs: 1471 C: --	481062097/A&P E. Collins
2004-25-16 R1 6/20/2005	[Recurring] To prevent failure of the fuel regulator shutoff valve, which could result in fuel leakage in aircraft with these,contd.	10/23/2024 Hrs: 1271 C: --	Visually inspected the fuel regulator shutoff valve for any signs of fuel leaks, none found	Yes	D: 10/23/2025 Hrs: 1371 C: --	481062094/A&P E. Collins

Category: Air Filter **Position:** Lt and Rt **Veryon Revision:** 11/17/2023

Manufacturer: Induction Air Filters **P/N:** P10-8421

Model: PAPER INDUCTION AIRFILTER **S/N:**

Issue Number Effective Date	Description	Complied	Method of Compliance	Recur?	Next Due	Cert No./Type Authorized Signed

Issue Number Effective Date	Description	Complied	Method of Compliance	Recur?	Next Due	Cert No./Type Authorized Signed
84-26-02 1/29/1985	[Recurring] TO PREVENT POSSIBLE ENGINE POWER LOSS OR STOPPAGE CAUSED BY ENGINE INGESTION OF FRAGMENTS, CONTD.	6/4/2020 Hrs: 1116 C: --	c/w by replacing Lt and RtLt replaced 6/4/20 @ 1116 hr hobbs, due again @ 1616 hr hobbsRt replaced 6/25/21 @ 1206 hr hobbs, due again @ 1706 hr hobbs	Yes	D: -- Hrs: 1616 C: --	481062097/A&P E. Collins