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11-01-16

FAA Airworthiness Directives Compliance Record

Company:

Category: Airframe

Manufacturer: Beech Aircraft Corp.

Model: A36

Position:

P/N:

S/N: E-869

Aircraft Registration No: N2076L

ATP Revision: 10/31/2016

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2009-25-01 01/08/2010	To detect and correct an incorrect washer installed in the hpilot and copilot shoulder harnesses	08/01/2014 Hrs: C:	C/W iaw Beechcraft Service Bullitin 2394	N	Hrs: C:	2125366/A&P
2008-13-17 08/06/2008	To prevent failure of the circuit breaker toggle switch, which could result in smoke in the cockpit and the,contd.	11/08/2008 Hrs: 4660.3 C:	PCW	N	Hrs: C:	2125366/A&P
2007-08-08 05/25/2007	[Recurring] To decrease the possibility of gear-up landings caused by seizure of the uplock rollers	Hrs: C:	N/A to A-36 S/N E-869	N	Hrs: C:	2125366/A&P
2003-01-01 C 02/27/2003	To detect and correct missing rivets in the right hand fuselage panel assembly in the area above the right,contd.	01/10/2003 Hrs: 4506.6 C:	PCW cherry max rivets installed	N	Hrs: C:	2125366/A&P
2001-23-10 12/13/2001	To prevent separation of the flap flex shaft assembly caused by improper heat treatment	08/28/2006 Hrs: 4701.74 C:	PCW by inspection	N	Hrs: C:	2125366/A&P
2001-11-03 07/20/2001	To protect the blower motor circuit and reduce the possibility of the emission of smoke or a burning odor,contd.	Hrs: C:	N/A to S/N	N	Hrs: C:	2125366/A&P

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2001-08-08 06/07/2001	[Recurring] To prevent the tailpipe from detaching from the turbocharger due to failure of the V-band exhaust clamp	Hrs: C:	N/A not installed	N	Hrs: C:	2125366/A&P
2000-26-16 02/16/2001	Superseded by 2003-01-01	Hrs: C:		N	Hrs: C:	2125366/A&P
2000-24-04 01/05/2001	To correct the misrouted rudder control cable and consequent guard pin wear or fraying of the cables,contd.	Hrs: C:	N/A to S/N	N	Hrs: C:	2125366/A&P
2000-20-14 11/28/2000	To correct the lack of a firewall seal & consequent progression of fire & smoke through the firewall,contd.	Hrs: C:	N/A to S/N	N	Hrs: C:	2125366/A&P
99-05-13 I2 07/05/2000	Withdrawal to AD 99-05-13, Amendment 39 -11061	Hrs: C:		N	Hrs: C:	2125366/A&P
99-09-15 05/18/1999	To prevent any components or wiring from interfering with the flight control mechanism caused by inadequate,contd.	Hrs: C:	N/A to S/N	N	Hrs: C:	2125366/A&P
97-14-15 09/02/1997	TO PREVENT UNINTENTIONAL OPENING OF THE CABIN SIDE DOOR & THE UTILITY DOOR FROM THE INTERIOR OF THE,CONTD.	07/21/1998 Hrs: 4367.27 C:	PCW	N	Hrs: C:	2125366/A&P
95-04-03 04/07/1995	[Recurring] TO PREVENT SPAR CARRY-THROUGH FRAME STRUCTURE FAILURE, WHICH, IF NOT DETECTED AND CORRECTED, COULD RESULT,CONTD.	12/18/2013 Hrs: 5192.9 C:	PCW by dye penetrant inspection, no noted defects	Y	Hrs: 5692.9 C:	2125366/A&P
93-24-03 01/21/1994	[Recurring] TO PREVENT SEPARATION OF THE RUDDER FROM THE AIRPLANE CAUSED BY CRACKS IN THE FORWARD RUDDER SPAR	11/19/2001 Hrs: 4462.7 C:	PCW spar replaced	N	Hrs: C:	2125366/A&P

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93-03-02 03/12/1993	TO PREVENT THE DISPLAY OF A LORAN LATERAL DEVIATION SIGNAL WHEN THE INSTRUMENT LANDING SYSTEM, CONTD.	Hrs: C:	N/A to S/N	N	Hrs: C:	2125366/A&P
92-18-11 10/18/1992	TO PREVENT FAILURE OF THE LANDING GEAR CIRCUIT, WHICH COULD RESULT IN THE INABILITY TO EXTEND THE LANDING GEAR	Hrs: C:	N/A to S/N	N	Hrs: C:	2125366/A&P
92-15-06 08/22/1992	[Recurring] Superseded by 93-24-03	Hrs: C:		N	Hrs: C:	2125366/A&P
92-08-07 05/18/1992	[Recurring] Superseded by 95-04-03	Hrs: C:		N	Hrs: C:	2125366/A&P
91-23-07 12/17/1991	[Recurring] Superseded by 92-15-06	Hrs: C:		N	Hrs: C:	2125366/A&P
91-17-01 11/25/1991	TO PREVENT LOSS OF CONTROL OF THE AIRPLANE BECAUSE OF INTERCHANGING THE RIGHT-HAND & LEFT-HAND ELEVATOR TRIM, CONTD	04/15/1992 Hrs: 3867.9 C:	PCW	N	Hrs: C:	2125366/A&P
91-20-08 10/31/1991	TO PREVENT FRESH AIR BLOWER HOUSING FAILURE, WHICH COULD LEAD TO BLOWER IMPINGEMENT ON THE FLIGHT CONTROL, CONTD.	Hrs: C:	N/A to S/N	N	Hrs: C:	2125366/A&P
91-18-19 10/21/1991	Superseded by 2009-25-01	Hrs: C:		N	Hrs: C:	2125366/A&P
91-14-13 08/12/1991	[Recurring] Superseded by 92-08-07	Hrs: C:		N	Hrs: C:	2125366/A&P

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90-11-04 06/12/1990	[Recurring] Superseded by 91-23-07	Hrs: C:		N	Hrs: C:	2125366/A&P
88-21-02 10/31/1988	TO PREVENT FAILURE OF THE PILOTS AND COPILOTS SEAT ATTACHMENT DURING AN EMERGENCY LANDING CONDITION	04/15/1992 Hrs: 3867.2 C:	PCW iaw para A&B	N	Hrs: C:	2125366/A&P
88-20-01 10/19/1988	TO PREVENT A POTENTIAL FIRE IN THE CABIN	Hrs: C:	N/A to S/N	N	Hrs: C:	2125366/A&P
87-18-06 R1 02/05/1988	TO PREVENT THE CO-PILOT AND/OR PASSENGER CHAIR ARMREST FROM COMING IN CONTACT WITH THE SEAT RECLINE ACTUATOR, CONTD.	Hrs: C:	N/A to S/N	N	Hrs: C:	2125366/A&P
84-09-01 05/25/1984	TO ASSURE ADEQUATE EMERGENCY EGRESS PROVISIONS	11/25/1984 Hrs: 3212 C:	PCW	N	Hrs: C:	2125366/A&P
79-01-01 01/08/1979	TO ASSURE CONTINUED STRUCTURAL INTEGRITY OF CERTAIN SCREWS IN THE AIRPLANE CONTROL SYSTEM	01/02/1979 Hrs: 666 C:	PCW	N	Hrs: C:	2125366/A&P
76-22-02 06/02/1977	TO PREVENT SLIPPAGE DURING NORMAL USE OF THE LAP BELT ASSEMBLY INSTALLED WITH THE INVERTED "Y" TYPE, CONTD.	Hrs: C:	N/A to S/N	N	Hrs: C:	2125366/A&P
76-04-07 02/27/1976	Superseded by 84-09-01	Hrs: C:		N	Hrs: C:	2125366/A&P
75-05-02 02/21/1975	[Recurring] TO PREVENT LOSS OF ENGINE OIL, IMPROPER ENGINE LUBRICATION OR ENGINE OIL CONTAMINATION	Hrs: C:	N/A NOT INSTALLED	N	Hrs: C:	2125366/A&P

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
74-24-03 11/22/1974	TO PRECLUDE POSSIBLE IGNITION OF FLAMMABLE FLUIDS OR VAPORS BY ARCING BETWEEN THE STROBE LIGHTS, CONTD.	Hrs: C:	N/A not installed	N	Hrs: C:	2125366/A&P
74-12-02 06/05/1974	TO PROVIDE THE REQUIRED STRUCTURAL LEVEL OF OCCUPANT PROTECTION DURING MINOR CRASH CONDITIONS, CONTD.	Hrs: C:	N/A to S/N	N	Hrs: C:	2125366/A&P
74-03-02 02/05/1974	TO CHECK LANDING GEAR SHOCK STRUT PISTONS FOR PROPER HARDNESS	Hrs: C:	N/A to S/N	N	Hrs: C:	2125366/A&P
74-20-11 01/01/1974	Superseded by 74-24-03	Hrs: C:		N	Hrs: C:	2125366/A&P
74-13-02 01/01/1974	Superseded by 79-01-01	Hrs: C:		N	Hrs: C:	2125366/A&P
71-24-10 R 08/01/1973	SECURITY OF CONTROL WHEEL	Hrs: C:	N/A to S/N	N	Hrs: C:	2125366/A&P
73-14-03 07/06/1973	TO CHECK LANDING GEAR SHOCK STRUT PISTONS FOR PROPER HARDNESS	Hrs: C:	N/A to S/N	N	Hrs: C:	2125366/A&P
72-22-01 10/25/1972	[Recurring] Superseded by 2007-08-08	Hrs: C:		N	Hrs: C:	2125366/A&P
72-11-02 05/20/1972	TO PREVENT ENGINE FUEL INTERRUPTION DURING CRITICAL AIRCRAFT MANEUVERS	Hrs: C:	N/A to S/N	N	Hrs: C:	2125366/A&P

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72-17-02 01/01/1972	Superseded by 72-22-01	Hrs: C:		N	Hrs: C:	2125366/A&P
71-12-04 01/01/1971	Superseded by 71-24-10	Hrs: C:		N	Hrs: C:	2125366/A&P
70-12-02 06/09/1970	TO EFFECT COMPLIANCE WITH A CERTIFICATION REGULATORY REQUIREMENT	Hrs: C:	N/A to year model	N	Hrs: C:	2125366/A&P
70-15-14 01/01/1970	Superseded by 71-12-04	Hrs: C:		N	Hrs: C:	2125366/A&P

Category: Engine
Position:
ATP Revision: 10/31/2016

Manufacturer: Teledyne Continental
P/N:

Model: IO-550-B
S/N: 813755-R

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2016-16-12 09/15/2016	To prevent failure of the cylinder assemblies, which could lead to failure of the engine, in-flight,contd.	11/01/2016 Hrs: 2048 C:	N/A only Teledyne Continental cylinders are installed.	N	Hrs: C:	2125366/A&P
2014-05-29 04/25/2014	[Recurring] To prevent the separation of the cylinder head, damage to the engine, and damage to the airplane	08/01/2014 Hrs: C:	N/A Superior cylinders not installed	N	Hrs: C:	2125366/A&P
2012-03-06 C 02/24/2012	To prevent an in-flight engine shutdown due to a failed fuel servo diaphragm, and damage to the airplane	08/01/2014 Hrs: C:	N/A not installed	N	Hrs: C:	2125366/A&P

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2010-11-04 06/16/2010	To prevent excessive hydraulic lifter wear, which can result in loss of engine power & loss of control of the airplane	08/01/2014 Hrs: C:	N/A Lifters installed at overhaul are: 6 ea SA628488-OP and 6 ea SA646277-OP. No lifters were replaced since overhaul.	N	Hrs: C:	2125366/A&P
2009-24-52 E 11/18/2009	Superseded by 2010-11-04	Hrs: C:		N	Hrs: C:	2125366/A&P
2009-19-07 C2 10/07/2009	[Recurring] To prevent loss of engine power due to cracks in the cylinder head, possible engine failure, and fire in,contd.	Hrs: C:	N/A to cylinder p/n TIST71.4CCA	N	Hrs: C:	2125366/A&P
2007-04-19 R1 05/07/2007	To prevent cylinder separation that can lead to engine failure, possible engine compartment fire, and,contd.	Hrs: C:	N/A not installed	N	Hrs: C:	2125366/A&P
2004-08-10 05/05/2004	To prevent loss of engine power due to cracks in the cylinder head & possible engine failure caused,contd.	Hrs: C:	N/A not installed	N	Hrs: C:	2125366/A&P
00-00-01 01/22/2001	Important for Cessna Oil Filter Adapter Assemblies listed in AD 96-12-22	Hrs: C:	N/A not installed	N	Hrs: C:	2125366/A&P
2000-23-21 12/12/2000	To prevent crankshaft connecting rod journal fracture, which could result in total engine power,contd.	Hrs: C:	N/A to date of overhaul	N	Hrs: C:	2125366/A&P
2000-08-51 E 04/28/2000	Superseded by 2000-23-21	Hrs: C:		N	Hrs: C:	2125366/A&P
99-19-01 09/30/1999	To prevent crankshaft failure due to crankshaft cheek cracks, which could result in total engine power loss,contd.	Hrs: C:	N/A to date of overhaul	N	Hrs: C:	2125366/A&P

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99-09-17 L 04/22/1999	Superseded by 99-19-01	Hrs: C:		N	Hrs: C:	2125366/A&P
98-01-08 E 12/23/1997	TO PREVENT EXHAUST ROLLER ROCKER ARM FAILURE, WHICH CAN RESULT IN BENT PUSH RODS, RUPTURED ROCKER ARM,CONTD.	Hrs: C:	N/A not installed	N	Hrs: C:	2125366/A&P
96-12-22 07/31/1996	[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 not installed	N	Hrs: C:	2125366/A&P
93-16-15 12/14/1993	TO PREVENT POSSIBLE FUEL PUMP DRIVE SHAFT DISENGAGEMENT AND LOSS OF ENGINE POWER	Hrs: C:	PCW	N	Hrs: C:	2125366/A&P
93-10-02 08/12/1993	TO PREVENT AN ENGINE FAILURE DUE TO A MISSING CYLINDER VALVE RETAINER KEY	Hrs: C:	N/A TO DATE OF OVERHAUL	N	Hrs: C:	2125366/A&P
91-19-03 09/29/1991	TO PREVENT OPERATION WITH COLLAPSED OIL FILTER ELEMENTS, WHICH CAN RESULT IN LOSS OF OIL PRESSURE, CONTD.	Hrs: C:	N/A to date code	N	Hrs: C:	2125366/A&P
88-17-03 08/10/1988	TO PREVENT POSSIBLE STARTER ADAPTER SHAFTGEAR ASSEMBLY FAILURE	Hrs: C:	N/A to P/N of starter adaptor	N	Hrs: C:	2125366/A&P
87-26-01 04/17/1988	Superseded by 88-17-03	Hrs: C:		N	Hrs: C:	2125366/A&P
88-03-06 04/15/1988	TO PREVENT POSSIBLE LOSS OF ENGINE OIL AND SUBSEQUENT ENGINE FAILURE	Hrs: C:	N/A to P/N	N	Hrs: C:	2125366/A&P

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86-13-04 R3 02/24/1988	[Recurring] TO PREVENT POSSIBLE CYLINDER HEAD TO BARREL SEPARATION, ENGINE FAILURE AND/OR ENGINE COMPARTMENT FIRE	Hrs: C:	N/A not installed	N	Hrs: C:	2125366/A&P
87-14-02 10/05/1987	TO PREVENT POSSIBLE STARTER ADAPTER SHAFTGEAR FAILURE, WHICH COULD RESULT IN LOSS OF LUBRICATING OIL, CONTD.	Hrs: C:	N/A to S/N	N	Hrs: C:	2125366/A&P
87-12-12 L 07/02/1987	Superseded by 87-14-02	Hrs: C:		N	Hrs: C:	2125366/A&P

Category: Magnetos **Position:** L/H **ATP Revision:** 10/31/2016

Manufacturer: Slick **P/N:**

Model: 6310 **S/N:** 09100174

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed

Category: Magnetos **Position:** R/H **ATP Revision:** 10/31/2016

Manufacturer: Slick **P/N:**

Model: 6310 **S/N:** 09110093

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed

Category: Air Filter **Position:** **ATP Revision:** 10/31/2016

Manufacturer: Brackett Aircraft **P/N:** BA-7112 element

Model: BA-7210 **S/N:**

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
81-15-03 07/20/1981	TO PREVENT POSSIBLE FAILURE OF THE ALUMINUM AIR FILTER RETAINER SCREEN OR GASKETS WITH POTENTIAL, CONTD.	Hrs: C:	PCW	N	Hrs: C:	2125366/A&P

Category: Propeller **Position:** **ATP Revision:** 10/31/2016

Manufacturer: McCauley **P/N:**

Model: 3A32C406 **S/N:** 900075

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2007-08-04 05/17/2007	[Recurring] To prevent blade or hub failure that could result in separation of a propeller blade & loss of control,contd.	11/01/2016 Hrs: 353.6 C:	C/W iaw para 2.B. through 2.F. of McCauley Service Bulletin ASB248. Due ea 100 hrs or next annual.	Y	11/01/2017 Hrs: 453.6 C:	2125366/A&P
2006-24-07 01/03/2007	To detect potentially unsafe conditions that could result in a propeller blade separating from the hub,contd.	Hrs: C:	N/A not serviced by Oxford Aviation	N	Hrs: C:	2125366/A&P
2005-14-11 08/17/2005	To prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane	Hrs: C:	N/A not serviced by Southern Calif Props	N	Hrs: C:	2125366/A&P
2003-13-17 07/18/2003	To detect unsafe conditions that could result in separation of a propeller blade & loss of control,contd.	Hrs: C:	N/A to model 3A32C406-C	N	Hrs: C:	2125366/A&P

Category: ELT Systems **Position:** **ATP Revision:** 10/31/2016

Manufacturer: Ameri-King **P/N:**

Model: AK-450 **S/N:** 501402

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed

Category: Air Conditioner **Position:** **ATP Revision:** 10/31/2016

Manufacturer: Beech Aircraft Corp. **P/N:**

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

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
66-02-01 02/10/1966	TO PREVENT FURTHER FAILURES OF THE COMPRESSOR MOTOR FAN	Hrs: C:	N/A to model installed	N	Hrs: C:	2125366/A&P

Category: Ignition Systems **Position:** **ATP Revision:** 10/31/2016

Manufacturer: Bendix Corporation **P/N:**

Model: P/N 10-357XXX **S/N:**

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
76-07-12 R1 08/30/1977	[Recurring] IGNITION SWITCHES	11/01/2016 Hrs: 353.6 C:	C/W by switching to extreme off position. Engine quit firing.	Y	Hrs: 453.6 C:	2125366/A&P