

Anson Aviation
 12888 Highway 6 S. Suite 300
 Sugar Land TX 77498
 USA


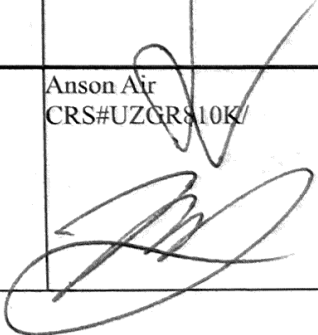
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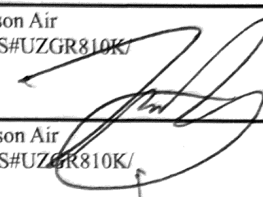
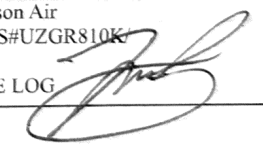
FAA Airworthiness Directives Compliance Record

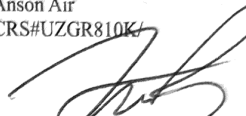

Company:
Category: Airframe
Manufacturer: Cessna Aircraft Company
Model: 182Q

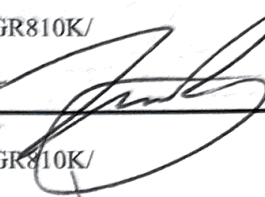
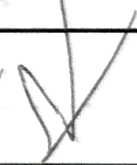
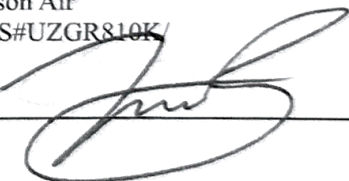
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P/N:
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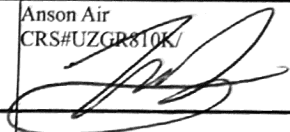
Aircraft Registration No: N759CB
ATP Revision: 8/28/2023

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
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: --	Not installed	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/ 
2022-03-15 3/21/2022	To Ensure That the Amount of Fuel Indicated is the Amount of Fuel Available. The Unsafe Condition, if Not Addressed, Could Result in Fuel Starvation and Engine Shutdown Which Could Result in the Inability to Arrive at the Destination Airport or,contd.	-- Hrs: -- C: --	N/A not installed	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
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: --	N/A not installed	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
2020-18-01 11/12/2020	[Recurring] To Detect and Address Cracking of the Wing Strut Attach Point. The Unsafe Condition, if Not Addressed, Could Result in Failure of the Wing in Operation, Which Could Result in Loss of Control of the Airplane	11/24/2020 Hrs: 2360.03 C: --	conducted initial inspection per paragraph (g)(i), next inspection is due @1000 hr.s or 36 months whichever is later	Yes	D: 11/9/2023 Hrs: 3360.03 C: --	Anson Air CRS#UZGR810K/ 

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2011-10-09 6/17/2011	[Recurring] To prevent seat slippage or the seat roller housing from departing the seat rail, which may consequently cause,contd.	8/22/2023 Hrs: 259.50 C: --	inspected per para.(g)	Yes	D: 8/21/2024 Hrs: 359.50 C: --	Anson Air CRS#UZGR810K/ 
2009-04-05 3/27/2009	[Recurring] To detect and correct improper intercooler hose assembly installation, which could result in loss of turbo,contd.	-- Hrs: -- C: --	N/A STC not installed	Yes	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
2008-26-10 C 1/5/2009	To prevent erroneous indications from the altimeter, airspeed, and vertical speed,contd.	-- Hrs: -- C: --	N/A not installed	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
2008-10-02 5/12/2008	To prevent erroneous indications from the altimeter, airspeed, and vertical speed,contd.	-- Hrs: -- C: --	N/A NOT INSTALLED	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
2008-02-18 2/28/2008	To prevent premature separation of the collar, which could result in the parachute failing to,contd.	-- Hrs: -- C: --	N/A NOT INSTALLED	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
2007-09-01 C2 4/25/2007	To detect and correct interference between the ground power electrical cable, the fuel strainer cable,contd.	-- Hrs: -- C: --	N/A STC NOT INSTALLED	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
2000-06-01 5/5/2000	To prevent foreign material from entering the fuel system and engine, which could result in loss of engine power,contd.	-- Hrs: -- C: --	N/A NOT INSTALLED	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
98-16-04 9/21/1998	TO PREVENT WING FAILURE DURING FLIGHT CAUSED BY THE ABSENCE OF AN ANGLE STIFFENER, WHICH COULD CAUSE LOSS OF,CONTD.	-- Hrs: -- C: --	N/A STC NOT INSTALLED	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
97-01-13 2/3/1997	TO PREVENT FUEL, OIL, OR HYDRAULIC SYSTEMS FAILURE CAUSED BY A COLLAPSED HOSE	9/17/1997 Hrs: 1348.4 C: --	SEE LOG	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/ SEE LOG 

Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
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 NOT INSTALLED	Yes	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/ 
87-20-03 R2 9/24/1990	[Recurring] Superseded by 2011-10-09	-- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
84-10-01 R1 7/5/1988	[Recurring] TO PREVENT POWER LOSS OR ENGINE STOPPAGE DUE TO WATER CONTAMINATION OF FUEL SYSTEM	10/3/1990 Hrs: 988.4 C: --	SEE LOG	Yes	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/ SEE LOG
79-10-14 R1 5/30/1988	TO PROVIDE AN ALTERNATE SOURCE OF FUEL TANK VENTING IN CASE OF FUEL TANK VENT OBSTRUCTION BY FOREIGN MATERIAL, CONTD.	10/3/1990 Hrs: 988.4 C: --	SEE LOG	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/ SEE LOG
86-24-07 1/7/1987	TO PREVENT ENGINE POWER INTERRUPTION DUE TO LOSS OF ATTACHMENT OF THE ENGINE CONTROLS	6/25/1987 Hrs: 781.7 C: --	SEE LOG	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/ SEE LOG
83-22-06 11/8/1983	TO PREVENT POSSIBLE LOSS OF AN AILERON HINGE PIN	-- Hrs: -- C: --	N/A BY SERIAL	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
83-17-06 9/1/1983	TO PREVENT POSSIBLE DESTRUCTIVE AILERON FLUTTER	-- Hrs: -- C: --	N/A STC NOT INSTALLED	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
83-13-01 8/1/1983	[Recurring] TO ALERT THE PILOT TO THE POTENTIAL EFFECTS OF IMPROPER FUEL CAP SEALING	10/3/1990 Hrs: 988.4 C: --	SEE LOG	Yes	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/ SEE LOG
79-25-07 12/13/1979	TO PRECLUDE THE POSSIBILITY OF ELECTRICAL OR ELECTRONIC COMPONENT DAMAGE OR AN IN-FLIGHT FIRE, CONTD.	5/22/2006 Hrs: 1541.4 C: --	SEE LOG ALTERNATOR BRACKET MODERNIZED AT ENGINE CHANGE	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/ SEE LOG 

Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
79-08-03 C 6/6/1979	TO PREVENT ELECTRICAL SYSTEM FAILURE, SMOKE IN THE COCKPIT, AND/OR FIRE IN THE WIRE BUNDLE BEHIND THE INSTRUMENT PANEL	1/27/1979 Hrs: 365.7 C: --	SEE LOG	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/ SEE LOG 
78-01-14 1/23/1978	TO PRECLUDE THE POSSIBILITY OF AN IN-FLIGHT FIRE DUE TO A LOOSE ELT ANTENNA COAXIAL CABLE CONNECTOR, CONTD.	10/1/1978 Hrs: -- C: --	SEE LOG	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/ SEE LOG
78-26-09 1/1/1978	Superseded by 79-10-14	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
77-23-11 11/28/1977	TO PRECLUDE THE POSSIBILITY OF AN IN-FLIGHT FIRE DUE TO A LOOSE ELT ANTENNA COAXIAL CABLE CONNECTOR, CONTD.	10/8/1978 Hrs: -- C: --	SEE LOG	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/ SEE LOG
77-14-09 7/18/1977	TO ASSURE AIRCRAFT CONTROLLABILITY WHEN OPERATING AT MAXIMUM GROSS WEIGHT AND AFT CENTER OF GRAVITY LOCATION	-- Hrs: -- C: --	N/A BY SERIAL	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
77-12-08 6/27/1977	TO PREVENT UNWANTED PROPELLER ROTATION	-- Hrs: -- C: --	N/A BY SERIAL	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
77-04-05 3/1/1977	TO PREVENT INGESTION OF THE INDUCTION AIR BOX SEAL INTO THE CARBURETOR	-- Hrs: -- C: --	N/A BY SERIAL	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
77-02-09 2/3/1977	WING FLAP ACTUATOR DATE CODE STAMP	-- Hrs: -- C: --	N/A BY SERIAL	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/ 
75-16-01 7/30/1975	TO PRECLUDE INADVERTENT FUEL EXHAUSTION DUE TO INCORRECT FUEL PLACARDED CAPACITIES	-- Hrs: -- C: --	N/A BY SERIAL	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/ 

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
73-17-01 8/16/1973	TO ADVISE THE PILOT CONCERNING PROPER FUEL TRANSFER PUMP OPERATION	-- Hrs: -- C: --	N/A NOT INSTALLED	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/ 
71-22-02 R(1) 11/9/1971	[Recurring] TO DECREASE THE POSSIBILITY OF FAILURE OF THE NOSE GEAR STRUCTURE	7/14/2019 Hrs: 2266.4 C: --	N/A NOT INSTALLED	Yes	D: -- Hrs: -- C: --	

Category: Engine

Position:

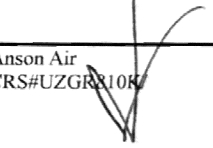
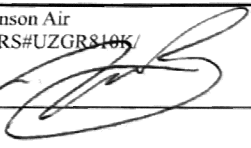
ATP Revision: 8/28/2023

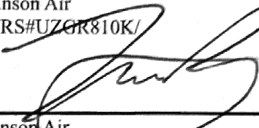
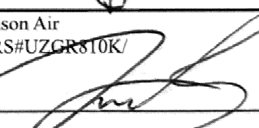
Manufacturer: Continental Motors

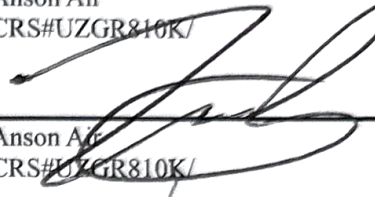

P/N:

Model: O-470-U

S/N: 827633-R

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
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 serial number	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
2023-04-08 2/23/2023	Superseded by 2023-05-16	-- Hrs: -- C: --		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 by date of overhaul	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/ 
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 date of overhaul	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/ 

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2022-04-04 3/29/2022	To Prevent Loss of Engine Power. The Unsafe Condition, if Not Addressed, Could Result in Failure of the Engine, In-Flight Shutdown, and Loss of Control of the Aircraft	-- Hrs: -- C: --	Not installed	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/ 
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 NOT INSTALLED	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
2014-05-29 4/25/2014	[Recurring] To prevent the separation of the cylinder head, damage to the engine, and damage to the airplane	-- Hrs: -- C: --	N/A by date of overhaul	Yes	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
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	-- Hrs: -- C: --	N/A DOM 1/31/2004	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
2009-24-52 E 11/18/2009	Superseded by 2010-11-04	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
2009-24-51 E 11/16/2009	Superseded by 2009-24-52	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
2009-19-07 C2 10/7/2009	[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 DOM 1/31/2004	Yes	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
2007-04-19 R1 5/7/2007	To prevent cylinder separation that can lead to engine failure, possible engine compartment fire, and,contd.	-- Hrs: -- C: --	N/A DOM 1/31/2004 NO CYLS CHANGED SINCE	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
00-00-01 1/22/2001	Important for Cessna Oil Filter Adapter Assemblies listed in AD 96-12-22	-- Hrs: -- C: --	N/A NOT INSTALLED	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/ 

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2000-23-21 12/12/2000	To prevent crankshaft connecting rod journal fracture, which could result in total engine power,contd.	-- Hrs: -- C: --	DOM 1/31/2004	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/ 
2000-08-51 E 4/28/2000	Superseded by 2000-23-21	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
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: --	DOM1/31/2004	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
99-09-17 L 4/22/1999	Superseded by 99-19-01	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
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: --	DOM 1/31/2004	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
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: --	DOM 1/31/2004	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
97-21-02 10/27/1997	TO PREVENT EXTREME SIDE LOADING OF THE PISTON, AND CONSEQUENT FAILURE OF THE PISTON AND ENGINE	-- Hrs: -- C: --	DOM 1/31/2004	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
97-15-01 L 7/30/1997	Superseded by 97-21-02	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
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 NOT INSTALLED	Yes	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/ 

93-08-17 8/23/1993	TO PREVENT AN ENGINE FAILURE	-- Hrs: -- C: --	DOM 1/31/2004	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
93-10-02 8/12/1993	TO PREVENT AN ENGINE FAILURE DUE TO A MISSING CYLINDER VALVE RETAINER KEY	-- Hrs: -- C: --	DOM 1/31/2004	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
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: --	DOM 1/31/2004	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
88-03-06 4/15/1988	TO PREVENT POSSIBLE LOSS OF ENGINE OIL AND SUBSEQUENT ENGINE FAILURE	-- Hrs: -- C: --	DOM 1/31/2004	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
79-05-09 3/12/1979	TO PREVENT THE POSSIBLE LOSS OF OIL PRESSURE INDICATION	-- Hrs: -- C: --	DOM 1/31/2004	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
63-15-01 12/31/1969	EXHAUST VALVES	-- Hrs: -- C: --	DOM 1/31/2004	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
61-03-02 1/1/1961	Superseded by 63-15-01	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/

Model: C2A34C204

S/N: 7810522

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
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 OVH 7/9/2018	No	D: -- Hrs: -- C: --	
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 7/9/2018	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
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 OVH 7/9/2018	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
82-27-02 R1 2/22/1983	TO PREVENT POSSIBLE PROPELLER BLADE SHANK FAILURE	-- Hrs: -- C: --	N/A OVH 7/9/2018	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/

Category: Air Filter

Position:

ATP Revision: 8/28/2023

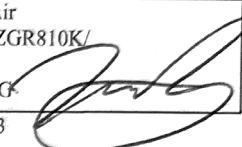
Manufacturer: Induction Air Filters

P/N:

Model: PAPER INDUCTION AIRFILTER

S/N:

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

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
84-26-02 1/29/1985	[Recurring] TO PREVENT POSSIBLE ENGINE POWER LOSS OR STOPPAGE CAUSED BY ENGINE INGESTION OF FRAGMENTS, CONTD.	7/27/2018 Hrs: 2186.4 C: --	filter replaced with NEW SEE LOG	Yes	D: -- Hrs: 2686.4 C: --	Anson Air CRS#UZGR810K/ SEE LOG 

Category: Carburetors

Position:

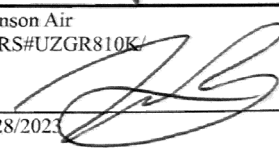
ATP Revision: 8/28/2023

Manufacturer: Precision Airmotive

P/N: 10-5284

Model: MA-4-5

S/N: 75477507

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
89-04-02 3/8/1989	TO PREVENT POSSIBLE JAMMING OF THE CARBURETOR THROTTLE	-- Hrs: -- C: --	DOM 1/31/2004	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
72-06-05 R2 7/3/1986	TO PREVENT LOOSENESS OR SEPARATION OF THE THROTTLE ARM	-- Hrs: -- C: --	DOM 1/31/2004	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
69-24-03 11/29/1969	TO PREVENT POSSIBLE POWER LOSSES DUE TO BLOCKAGE OF CARBURETOR METERING PASSAGES BY THREAD LUBRICANT, CONTD.	-- Hrs: -- C: --	DOM 1/31/2004	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
63-22-03 12/2/1963	ERRATIC ENGINE OPERATION OR COMPLETE ENGINE STOPPAGE	-- Hrs: -- C: --	DOM 1/31/2004	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/ 

Category: Magnetos

Position: LEFT

ATP Revision: 8/28/2023

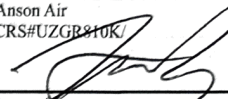
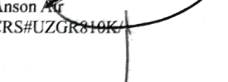

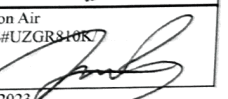
Manufacturer: Bendix Corporation

P/N: 10-349350-4R

Model: S-1200 SERIES

S/N: F04AA104RA

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

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By 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 NOT INSTALLED ON A LYCOMING 6 CYL. ENGINE	Yes	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/ 
96-12-07 7/18/1996	[Recurring] Superseded by 2005-12-06	-- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/ 
94-01-03 R2 6/28/1995	TO PREVENT MAGNETO FAILURE AND SUBSEQUENT ENGINE FAILURE	-- Hrs: -- C: --	DOM 1/31/2004	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
94-06-09 5/20/1994	TO PREVENT INJURY OR DEATH TO GROUND PERSONNEL DUE TO A NON-GROUNDED MAGNETO	-- Hrs: -- C: --	DOM 1/31/2004	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
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: --	DOM 1/31/2004	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
78-09-07 R3 1/17/1983	[Recurring] Superseded by 96-12-07	-- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
82-13-01 6/28/1982	[Recurring] MAGNETO AND ENGINE MALFUNCTION	-- Hrs: -- C: --	DOM 1/31/2004	Yes	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
74-26-09 12/24/1974	S-20,-200,-1200 SERIES MAGNETOS	-- Hrs: -- C: --	DOM 1/31/2004	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/ 
73-07-04 10/11/1973	Superseded by 94-01-03	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/ 

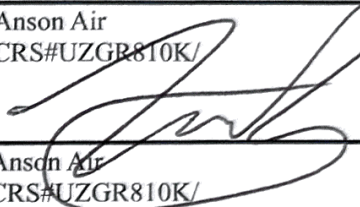
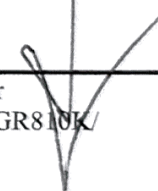
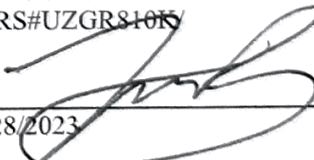
Category: Magnetos

Manufacturer: Bendix Corporation

Position: RIGHT

P/N: 349350-5R

ATP Revision: 8/28/2023

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By 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 NOT INSTALLED ON A LYCOMING 6 CYL. ENGINE	Yes	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/ 
96-12-07 7/18/1996	[Recurring] Superseded by 2005-12-06	-- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
94-01-03 R2 6/28/1995	TO PREVENT MAGNETO FAILURE AND SUBSEQUENT ENGINE FAILURE	-- Hrs: -- C: --	DOM 1/31/2004	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
94-06-09 5/20/1994	TO PREVENT INJURY OR DEATH TO GROUND PERSONNEL DUE TO A NON- GROUNDED MAGNETO	-- Hrs: -- C: --	DOM 1/31/2004	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
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: --	DOM 1/31/2004	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
78-09-07 R3 1/17/1983	[Recurring] Superseded by 96-12-07	-- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
82-13-01 6/28/1982	[Recurring] MAGNETO AND ENGINE MALFUNCTION	-- Hrs: -- C: --	DOM 1/31/2004	Yes	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/
74-26-09 12/24/1974	S-20,-200,-1200 SERIES MAGNETOS	-- Hrs: -- C: --	DOM 1/31/2004	No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/ 
73-07-04 10/11/1973	Superseded by 94-01-03	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	Anson Air CRS#UZGR810K/ 

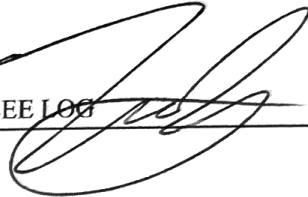
Category: Ignition Systems

Position:

ATP Revision: 8/28/2023

Manufacturer: Gerdes Products Co.
Model: Any Model

P/N:
S/N:

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
93-05-06 4/29/1993	[Recurring] TO PREVENT FAILURE OF IGNITION SWITCHES	7/27/2017 Hrs: 2121.9 C: --	switch replaced SEE LOG	Yes	D: -- Hrs: 4121.9 C: --	 SEE LOG