

# Airworthiness Directives

1/27/2023

N248RR

T206H



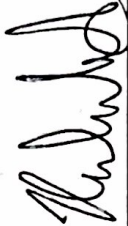


T20608481

Company  
FlyTex Aviation  
Make/Model  
Cessna - T206H  
Tail #  
N248RR  
Serial #  
T20608481

Biweekly Number  
TACH  
A/C Cert. Date  
Total Time

2024-09  
2344.6

2344.6

AD # Effective	Subject	Method of Compliance	SS	R	Date & Hours @ Comp	Next Comp @ Hrs/Date	Auth Sig & Cert No
99-13-04 07/13/1999	LOOSE AILERON CONTROL BELLCRANK STOP BOLTS/	N/A by S/N					4255017 
01-09-06 05/18/2001	DETECT AND REPLACE STRUCTURALLY DEFICIENT HORIZONTAL STABILIZER ATTACHMENT BRACKETS/	N/A by S/N					4255017 
04-15-18 09/12/2004	PREVENT UNINTENTIONALLY ENGAGING THE KAP 140 AUTOPILOT COMPUTER SYSTEM/	N/A by S/N & KAP 140 P/N					4255017 
04-19-01 11/01/2004	CORRECTION - PREVENT SLIPPAGE OF THE PILOT/CO-PILOT SHOULDER HARNESS/	N/A by Model					4255017 
05-13-10 08/09/2005	REPLACE ANY INCORRECT CIRCUIT BREAKER INSTALLED IN THE MC01-3A I.C. 9 OR MC01-3A I.C. 10 MAIN ELECTRICAL POWER JUNCTION BOX/	P/C/W See log			02-25-2005 TACH 43.6		4255017 

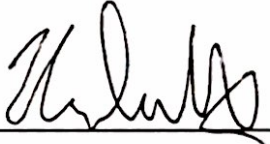
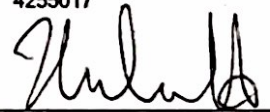
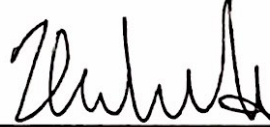
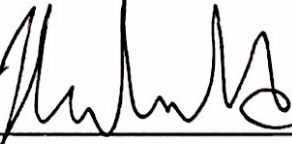

Prepared by  Date 6-8-24

\* Indicates possible recurring inspections Tdata, Inc (Tdata.com)

Company  
Make/Model  
Tail #  
Serial #

FlyTex Aviation  
Cessna - T206H  
N248RR  
T20608481

Biweekly Number 2024-09  
TACH 2344.6  
A/C Cert. Date  
Total Time 2344.6

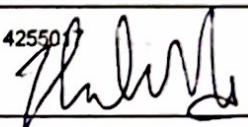
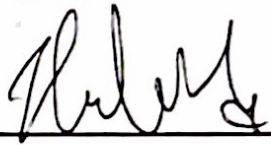
AD # Effective	Subject	Method of Compliance	SS	R	Date & Hours @ Comp	Next Comp @ Hrs/Date	Auth Sig & Cert No
07-05-10 04/11/2007	TO PREVENT THE CREW SEAT BACK CYLINDER LOCK ASSEMBLY FROM BENDING, CRACKING, OR FAILING/	P/C/W See log			1-12-2007 TACH 166.6		4255017 
07-08-03 05/02/07	TO DETECT AND CORRECT POTENTIAL LOSS OF FUEL FLOW/	N/A by S/N					4255017 
08-05-09 04/08/2008	TO PREVENT FAILURE OF THE SEAT BASE/BACK ATTACH BRACKETS/	P/C/W See log			04-09-2008 TACH 236.5		4255017 
08-10-02 05/12/2008	TO PREVENT ERRONEOUS INDICATIONS FROM THE ALTIMETER, AIRSPEED, AND VERTICAL SPEED INDICATORS/	N/A by S/N					4255017 
08-26-10 01/05/2009	CORRECTION - PREVENT ERRONEOUS INDICATIONS FROM THE ALTIMETER, AIRSPEED, AND VERTICAL SPEED INDICATORS/	P/C/W See log			02-05-2009 TACH 414.9		4255017 

\* Indicates possible recurring inspections Tdata, Inc (Tdata.com)

Prepared by Henry Newfield Date 5-8-24

**Company** FlyTex Aviation  
**Make/Model** Cessna – T206H  
**Tail #** N248RR  
**Serial #** T20608481

**Biweekly Number** 2024-09  
**TACH** 2344.6  
**A/C Cert. Date**  
**Total Time** 2344.6

AD # Effective	Subject	Method of Compliance	SS	R	Date & Hours @ Comp	Next Comp @ Hrs/Date	Auth Sig & Cert No
* 13-11-11 08/01/2013	ENGINE OIL PRESSURE SWITCH/	P/CW See log		X	07-18-2017 TACH 1653.8	4653.80	4255017 
* 23-09-09 07/17/2023	FAILURES OF SPOT-WELDED, MULTI-SEGMENT V-BAND COUPLINGS/	CW by visual inspection N/A Spot Welded V-Band Clamp not Installed		X			4255017 

\* Indicates possible recurring inspections Tdata, Inc (Tdata.com)

Prepared by Henry Nessel Date 5-8-24

Company  
Make/Model  
Tail #  
Serial #  
Location

FlyTex Aviation  
Lycoming -- TIO-540-AJ1A  
N248RR  
L-11642-61A

Biweekly Number 2024-09  
TSMOH 910.9

Total Time 2344.6  
Total Cycles

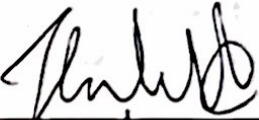


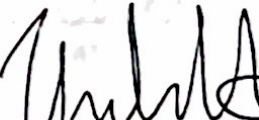
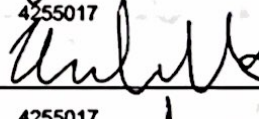
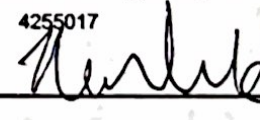
AD # Effective	Subject	Method of Compliance	SS	R	Date & Hours @ Comp	Next Comp @ Hrs/Date	Auth Sig & Cert No
71-13-01R1 3/8/2012	TO RESCIND EXISTING AD 71-13-01/	N/A by S/N					4255017 
73-23-01 01/13/1977	PISTON PIN FAILURES/ P/N	N/A by S/N					4255017 
* 75-09-15 04/30/1975	FUEL FLOW DIVIDER GASKET/	N/A part not installed		X			4255017 
78-23-10 11/07/1978	CENTER BODY OF ALL BELLOWS SEAL ASSEMBLY/	N/A by P/N					4255017 
79-04-05 09/26/1979	FUEL DIAPHRAGM/ CONSTRUCTION	N/A by P/N		X			4255017 
91-08-07 05/06/1991	FUEL PUMP VENT HOSE/	N/A by S/N					4255017 
92-12-05 07/10/1992	PISTON PIN FAILURE/ PREVENT: ALL ONE OF	N/A by S/N					4255017 
93-11-11 06/21/1993	AC, TEXTRON, RAJAY FUEL PUMPS/	N/A by time frame		X			4255017 
97-15-11 08/12/1997	PISTON PIN/	N/A by S/N					4255017 

\* Indicates possible recurring inspections Tdata, Inc (Tdata.com)

Prepared by Henry Neudek Date 8-8-24

Company FlyTex Aviation  
 Make/Model Lycoming -- TIO-540-AJ1A  
 Tail # N248RR  
 Serial # L-11642-61A  
 Location

Biweekly Number 2024-09  
 TSMOH 910.9  
 Total Time 2344.6  
 Total Cycles

AD # Effective	Subject	Method of Compliance	SS	R	Date & Hours @ Comp	Next Comp @ Hrs/Date	Auth Sig & Cert No
02-19-03 09/20/2002	PREVENT FAILURE OF THE CRANKSHAFT, WHICH COULD RESULT IN TOTAL ENGINE POWER LOSS/	N/A by S/N					4255017 
* 03-14-03 8/14/2003	PREVENT ROTARY FUEL PUMP LEAKS/	N/A by P/N		X			4255017 
04-05-24 03/30/2004	PREVENT LOSS OF ALL ENGINE POWER AND POSSIBLE FORCED LANDING/	N/A by time frame					4255017 
* 04-10-14 06/25/2004	CORRECTION - PREVENT LOOSENING OR FAILURE OF THE CRANKSHAFT GEAR RETAINING BOLT/	Inspection Due Upon Prop Strike IAW SB475C		X			4255017 
05-19-11 10/21/2005	PREVENT FAILURE OF THE CRANKSHAFT/	N/A by S/N					4255017 
* 09-02-03 02/09/2009	TO PREVENT A LEAN RUNNING ENGINE/	P/C/W See log		X			4255017 

\* Indicates possible recurring inspections Tdata, Inc (Tdata.com)

Prepared by Henry Nesfeld Date 5-8-24



Company FlyTex Aviation  
 Make/Model Lycoming - TIO-540-AJ1A  
 Tail # N248RR  
 Serial # L-11642-61A  
 Location

Biweekly Number 2024-09  
 TSMOH 910.9  
 Total Time 2344.6  
 Total Cycles

AD # Effective	Subject	Method of Compliance	SS	R	Date & Hours @ Comp	Next Comp @ Hrs/Date	Auth Sig & Cert No
* 12-03-06 02/24/2012	TO PREVENT AN IN-FLIGHT SHUTDOWN DUE TO A FAILED FUEL SERVO DIAPHRAGM/	N/A part not installed		X			4255017 
12-03-07 03/27/2012	TO ADDRESS A "MACHINED-FROM-BILL ET" HA-6 CARBURETOR HAVING A LOOSE MIXTURE CONTROL SLEEVE THAT ROTATED IN THE CARBURETOR BODY/	N/A part not installed					4255017 
* 12-19-01 10/24/2012	TO PREVENT FAILURE OF THE CRANKSHAFT/	N/A by S/N		X			4255017 
* 15-02-07 03/11/2015	PROPELLER GOVERNOR IDLER SHAFT SET SCREW/	N/A Engine is not Aerobatic		X			4255017 
15-10-06 07/02/2015	ENGINE EXHAUST PIPES AND TURBOCHARGER MOUNTING BRACKET/	N/A by S/N					4255017 
* 15-19-07 11/03/2015	EXTERNAL FUEL INJECTOR LINES/	C/W by visual inspection with no defects noted at this time.		X	05-01-2024 TACH 2344.6	2454.6	4255017 

\* Indicates possible recurring inspections Tdata, Inc (Tdata.com)

Prepared by Date 5-8-24



AD #	Subject	Method of Compliance	SS	R	Date & Hours @ Comp	Next Comp @ Hrs/Date	Auth Sig & Cert No
17-11-10 06/28/2017	EXHAUST SYSTEM FLANGE NUTS TORQUE AND SYSTEM INTEGRITY/	C/W by inspections with no defects noted.		X	05-01-2024 TACH 2344.6	2369.6/2444.6	4255017 
17-16-11 08/15/2017	ENGINE CONNECTING ROD ASSEMBLIES INTEGRITY/	N/A by S/N					

**Company** FlyTex Aviation **Biweekly Number** 2024-09  
**Make/Model** Lycoming – TIO-540-AJ1A **TSMOH** 910.9  
**Tail #** N248RR  
**Serial #** L-11642-61A **Total Time** 2344.6  
**Location** **Total Cycles**

AD # Effective	Subject	Method of Compliance	SS	R	Date & Hours @ Comp	Next Comp @ Hrs/Date	Auth Sig & Cert No
* 17-11-10 06/28/2017	EXHAUST SYSTEM FLANGE NUTS TORQUE AND SYSTEM INTEGRITY/	C/W by inspections with no defects noted.		X	05-01-2024 TACH 2344.6	2369.6/2444.6	4255017 
17-16-11 08/15/2017	ENGINE CONNECTING ROD ASSEMBLIES INTEGRITY/	N/A by S/N					

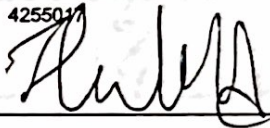
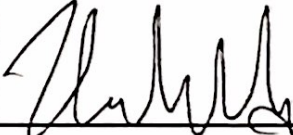
\* Indicates possible recurring inspections Tdata, Inc (Tdata.com)

Prepared by Date 5-8-24

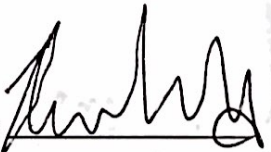


Company FlyTex Aviation  
 Make/Model McCauley - B3D36C432  
 Tail # N248RR  
 Serial # 041287  
 Location  
 Blade

Biweekly Number 2024-09  
 TSMOH 567.6  
 Total Time 2344.6  
 Total Cycles

AD # Effective	Subject	Method of Compliance	SS	R	Date & Hours @ Comp	Next Comp @ Hrs/Date	Auth Sig & Cert No
05-14-11 08/17/2005	MAINTENANCE BY SOUTHERN CALIFORNIA PROPELLER SERVICE/	N/A					4255017 
06-24-07 01/03/2007	TO DETECT UNSAFE CONDITIONS THAT COULD RESULT IN A PROPELLER BLADE SEPARATING FROM THE HUB AND LOSS OF CONTROL OF THE AIRPLANE/	N/A by S/N					4255017 

\* Indicates possible recurring inspections Tdata, Inc (Tdata.com)







Prepared by  Date 5-8-24










**FAA Airworthiness Directives Compliance Record**




**Company:**  
**Category:** Airframe  
**Manufacturer:** Cessna Aircraft Company  
**Model:** T206H

**Position:**  
**P/N:**  
**S/N:** T20608481

**Aircraft Registration No:** N248RR  
**ATP Revision:** 1/27/2023

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
71-21-01 1/1/1971	Superseded by 72-07-09	-- Hrs: -- C: --	SUPERSEDED	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
72-07-09 10/17/1974	[Recurring] TO DETECT CRACKS AND BOLT LOOSENESS WHICH COULD LEAD TO INFLIGHT SEPARATION OF THE FIN AND THE RUDDER	-- Hrs: -- C: --	N/A BY S/N	Yes	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
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, PART IS NOT INSTALLED	Yes	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
99-13-04 7/13/1999	To detect and correct loose aileron control bellcrank stop bolts, which could result in restricted movement of, contd.	-- Hrs: -- C: --	N/A BY S/N	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
2000-04-01 3/11/2000	Superseded by 2013-11-11	-- Hrs: -- C: --	SUPERSEDED	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
2001-09-06 5/18/2001	To detect and replace structurally deficient horizontal stabilizer attachment brackets	-- Hrs: -- C: --	N/A BY S/N	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 

Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Authorized By Signed
2003-24-13 1/20/2004	Superseded by 2004-15-18	-- Hrs: -- C: --	SUPERSEDED	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
2004-15-18 9/12/2004	To prevent unintentionally engaging the KAP 140 autopilot computer system, which could cause the pilot to take,contd.	-- Hrs: -- C: --	N/A BY S/N & KAP 140 P/N	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
2005-13-10 8/9/2005	To replace any incorrect circuit breaker installed in the MC01-3A main electrical power junction box,contd.	2/25/2005 Hrs: 43.6 C: --	PCW BY SB05-24- 01	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
2006-17-04 9/1/2006	Superseded by 2007-08-03	-- Hrs: -- C: --	SUPERSEDED	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
2007-05-10 4/11/2007	To prevent the crew seat cylinder lock assembly from bending, cracking, or failing.	1/12/2007 Hrs: 166.6 C: --	PCW BY SB04-25- 01R4	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
2007-08-03 5/2/2007	To detect & correct potential loss of fuel flow, which may result in partial or complete loss of engine power,contd.	-- Hrs: -- C: --	N/A BY S/N	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
2008-05-09 4/8/2008	To prevent failure of the seat base/back attach brackets, which could result in the seats collapsing,contd.	4/9/2008 Hrs: 236.5 C: --	PCW BY SB07-25- 04	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
2008-10-02 5/12/2008	To prevent erroneous indications from the altimeter, airspeed, and vertical speed,contd.	-- Hrs: -- C: --	N/A BY S/N & PART HAS NOT BEEN REPLACED	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
2008-26-10 C 1/5/2009	To prevent erroneous indications from the altimeter, airspeed, and vertical speed,contd.	2/5/2009 Hrs: 414.9 C: --	PCW BY INSPECTION	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 

Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Authorized By Signed
2013-11-11 8/1/2013	[Recurring] To prevent failure of the engine oil pressure switch diaphragm, which results in loss of engine oil,contd.	7/18/2017 Hrs: 1653.8 C: --	REPLACEMENT OF SWITCH P/N: 83278, DUE EACH 3000 HRS.	Yes	D: -- Hrs: 4653.80 C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
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, NO RADIO ALTIMETER EQUIPMENT INSTALLED	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
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, STC NOT INSTALLED	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 

Category: Engine

Position:




ATP Revision: 1/27/2023










Manufacturer: Lycoming Engines










P/N:




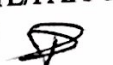




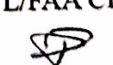
Model: TIO-540-AJ1A







S/N: L-11642-61A

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
75-09-15 4/30/1975	TO PREVENT POSSIBLE FUEL STARVATION TO THE ENGINE	-- Hrs: -- C: --	N/A BY FLOW DIVIDER P/N	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
78-23-10 11/7/1978	TO PREVENT AN IN-FLIGHT POWER LOSS DUE TO AN OVER RICH CONDITION, CONTD.	-- Hrs: -- C: --	N/A BY SERVO P/N	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
79-04-05 9/26/1979	TO PREVENT AN IN-FLIGHT POWER LOSS DUE TO THE SEPARATION OF THE P/N 2529192 REGULATOR DIAPHRAGM STEM ASSEMBLY	-- Hrs: -- C: --	N/A BY SERVO P/N	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 

Effective Date Amendment #	Description	Completed	Method of Compliance	Recur	Next Due	Authorized By Signed
91-08-07 C 5/6/1991	TO PREVENT ENGINE POWER LOSS AND POSSIBLE LOSS OF THE AIRCRAFT	-- Hrs: -- C: --	N/A BY S/N	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
91-14-22 8/19/1991	[Recurring] Superseded by 2004-10-14	-- Hrs: -- C: --	SUPERSEDED	Yes	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
92-12-05 7/10/1992	TO PREVENT PISTON PIN FAILURE, OR PISTON RELEASE, AND ENGINE FAILURE	-- Hrs: -- C: --	N/A BY S/N	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
93-02-05 6/14/1993	[Recurring] Superseded by 2002-26-01	-- Hrs: -- C: --	SUPERSEDED	Yes	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
97-01-03 1/21/1997	Superseded by 97-15-11	-- Hrs: -- C: --	SUPERSEDED	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
97-15-11 8/12/1997	TO PREVENT PISTON PIN FAILURE, WHICH COULD RESULT IN ENGINE FAILURE	-- Hrs: -- C: --	N/A BY S/N	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
98-18-12 9/28/1998	[Recurring] Superseded by 2003-14-03	-- Hrs: -- C: --	SUPERSEDED	Yes	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
2002-04-51 E 2/11/2002	Superseded by 2002-17-53	-- Hrs: -- C: --	SUPERSEDED	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
2002-17-53 E 8/16/2002	Superseded by 2002-19-03	-- Hrs: -- C: --	SUPERSEDED	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 

Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Authorized By Signed
2002-19-03 9/20/2002	To prevent crankshaft failure, which could result in total engine power loss, in-flight engine failure and,contd.	-- Hrs: -- C: --	N/A BY S/N	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
2002-20-51 E 10/1/2002	Superseded by 2002-23-06	-- Hrs: -- C: --	SUPERSEDED	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
2002-23-06 11/19/2002	Superseded by 2004-05-24	-- Hrs: -- C: --	SUPERSEDED	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
2002-26-01 1/31/2003	[Recurring] Superseded by 2008-14-07	-- Hrs: -- C: --	SUPERSEDED	Yes	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
2003-14-03 8/14/2003	[Recurring] To prevent rotary fuel pump leaks, which could result in an engine failure, engine fire, and damage to or,contd.	-- Hrs: -- C: --	N/A BY PUMP P/N	Yes	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
2004-05-24 C 3/30/2004	To prevent the loss of all engine power and possible forced landing	-- Hrs: -- C: --	N/A BY ENGINE MFR. DATE	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
2004-10-14 C 6/25/2004	[Recurring] To prevent loosening or failure of the crankshaft gear retaining bolt, which may cause sudden engine failure	-- Hrs: -- C: --	INSPECTION PER SB 475C, DUE UPON PROP STRIKE	Yes	D: -- Hrs: -- C: PROP STRIKE	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
2005-12-06 7/19/2005	[Recurring] To prevent failure of the magneto impulse coupling assembly and possible engine failure	-- Hrs: -- C: --	N/A BY MAGNETO MFR.	Yes	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
2005-19-11 10/21/2005	To prevent failure of the crankshaft, which could result in total engine power loss, in-flight failure, and,contd.	-- Hrs: -- C: --	N/A BY S/N	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 

Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Authorized By Signed
2006-20-09 11/3/2006	Superseded by 2012-19-01	-- Hrs: -- C: --	SUPERSEDED	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
2008-06-51 E 3/12/2008	[Recurring] Superseded by 2008-08-14	-- Hrs: -- C: --	SUPERSEDED	Yes	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
2008-08-14 4/29/2008	[Recurring] Superseded by 2009-02-03	-- Hrs: -- C: --	SUPERSEDED	Yes	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
2008-14-07 8/14/2008	[Recurring] Superseded by 2011-26-04	-- Hrs: -- C: --	SUPERSEDED	Yes	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
2009-02-03 2/9/2009	[Recurring] To prevent a lean running engine, which could result in a substantial loss of engine power and subsequent, contd.	-- Hrs: -- C: --	PCW BY INSTALLED GASKET P/N: 2577258	Yes	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
2011-15-10 8/16/2011	Superseded by 2012-03-06	-- Hrs: -- C: --	SUPERSEDED	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
2011-26-04 1/25/2012	[Recurring] Superseded by 2015-19-07	-- Hrs: -- C: --	SUPERSEDED	Yes	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
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	-- Hrs: -- C: --	N/A, NO AFS PARTS INSTALLED	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
71-13-01 R1 3/8/2012	TO PREVENT POSSIBLE FAILURES OF THE FUEL INJECTOR MANIFOLD TO NOZZLE TUBE ASSEMBLIES	-- Hrs: -- C: --	RESCINDS 71-13-01	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 

Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Authorized By Signed
2012-19-01 10/24/2012	To prevent failure of the crankshaft, which will result in total engine power loss, in-flight engine,contd.	-- Hrs: -- C: --	N/A BY S/N	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
2015-02-07 3/11/2015	To prevent the propeller governor shaft set screw from coming loose, causing damage to the engine and,contd.	-- Hrs: -- C: --	N/A, ENGINE IS NOT AEROBATIC	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
2015-10-06 7/2/2015	To prevent failure of the exhaust system due to cracking, which could lead to uncontrolled engine,contd.	-- Hrs: -- C: --	N/A BY S/N	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
2015-19-07 11/3/2015	[Recurring] To prevent failure of the fuel injector fuel lines, which could lead to uncontrolled engine fire, engine,contd.	1/27/2023 Hrs: 2221.0 C: --	INSPECTION PER SB 342G, DUE EACH 110 HRS.	Yes	D: -- Hrs: 2331 C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
2017-11-10 6/28/2017	[Recurring] To prevent engine exhaust leaks, which could lead to uncontrolled engine fire, harmful exhaust gases,contd.	1/27/2023 Hrs: 2221.0 C: --	INSPECTION PER SB 627C, REQUIRED ACTIONS 1 & 2. REQUIRED ACTION 1 IS DUE EACH 25 HRS., REQUIRED ACTION 2 DUE EACH 100 HRS.	Yes	D: -- Hrs: 2246/2321 C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
2017-16-11 8/15/2017	To prevent connecting rod failure which could result in uncontained engine failure, total engine power loss,contd.	-- Hrs: -- C: --	N/A BY S/N	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 

Category: Propeller

Position:

ATP Revision: 1/27/2023

Manufacturer: McCauley



P/N:

Model: B3D36C432

S/N: 041287

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



Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Authorized By 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 REPAIR BY SO. CAL. PROP. SERVICE	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
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 BY S/N	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 

Category: Appliance

Position:


ATP Revision: 1/27/2023

Manufacturer: McCauley

P/N: DC290D1-F/T25

Model: DC290D1[X]/T[X]

S/N: 040415

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By 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 & AFFECTED BEARING HAS NOT BEEN INSTALLED	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 

Category: Turbocharger Systems

Position:


ATP Revision: 1/27/2023

Manufacturer: Hartzell Engine Tech

P/N:

Model: (P/N) 466881-9001

S/N: H-OHL00102

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
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 TURBO S/N	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 

Category: Magnetos

Position:

ATP Revision: 1/27/2023

Manufacturer: Slick

P/N:

Model: 6361

S/N: 14081003 G-02309

Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Authorized By Signed
--		-- Hrs: -- C: --		--	D: -- Hrs: -- C: --	

Category: Vacuum System

Position:

ATP Revision: 1/27/2023

Manufacturer: Any Manufacturer

P/N:

Model: 215CC IPAD

S/N: 330155

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

Category: Oil Coolers

Position:

ATP Revision: 1/27/2023

Manufacturer: Stewart-Warner

P/N:

Model: 10865B

S/N: 590

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

Category: Air Filter

Position:

ATP Revision: 1/27/2023


Manufacturer: Induction Air Filters

P/N: P197268

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
--		--		--		

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.	8/28/2018 Hrs: 1913.0 C: --	REPLACEMENT, DUE EACH 500 HRS.	Yes	D: -- Hrs: 2413 C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 

Category: Altimeter

Position:




ATP Revision: 1/27/2023

Manufacturer: United Instruments

P/N:

Model: P/N 5934PAD

S/N: 442593

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
74-24-13 12/5/1974	TO PREVENT BEING DEPRIVED OF ALTIMETER READINGS DURING CERTAIN AIRCRAFT OPERATING CONDITIONS	-- Hrs: -- C: --	N/A BY S/N	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
86-05-02 3/28/1986	[Recurring] TO PREVENT POSSIBLE ERRONEOUS ALTITUDE INFORMATION FROM BEING DISPLAYED TO THE PILOT	-- Hrs: -- C: --	N/A BY S/N	Yes	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 
2017-04-06 4/7/2017	To prevent display of misleading altitude data, which could result in inadvertent flight into,contd.	-- Hrs: -- C: --	N/A BY S/N	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 

Category: Ignition Systems

Position:


ATP Revision: 1/27/2023

Manufacturer: ACS Products Company

P/N: A-510-9

Model: IGNITION SWITCHES

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	1/27/2023 Hrs: 2221.0 C: --	INSPECTION PER ACS SB92-01, DUE EACH 2000 HRS.	Yes	D: -- Hrs: 4221 C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 


Category: Appliance

Position:

ATP Revision: 1/27/2023

Manufacturer: Bendix/King

P/N:

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2000-05-24 4/12/2000	To detect and correct a loose fastener in an autopilot servo actuator, which could cause the autopilot servo,contd.	-- Hrs: -- C: --	N/A BY S/N'S OF SERVOS	No	D: -- Hrs: -- C: --	Van Bortel Aircraft, Inc. VNFR171L/FAA CRS Paul Park 

Category: Appliance

Position:

ATP Revision: 1/27/2023

Manufacturer: Garmin International

P/N: 011-03303-40

Model: GTX 345R

S/N: 3EH421619

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