Content Revision: 9/13/2	2013 File ID: N51	732	Ai	Aircraft Registration: N51732			
FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num 2. Cert. Type 4. Author. By	
Manufacturer	Category	Model			Part		
Cessna Aircraft Compan		182T			Serial	#: 81088	
71-21-01 1/1/1971	Superseded by 72-07-09		Superseded by 72-07-09	Once		1. SKYVIEW AVIATION 2. A&P/ IA 3. 3686200 4. RICK S. ECKERT	
©ATP	©ATP			©ATP	Signature:		
71-22-02 R(1) 11/9/1971	TO DECREASE THE POSSIBILITY OF FAILURE OF THE NOSE GEAR STRUCTURE	,	Not applicable by date of manufacture.	Recur		1.SKYVIEW AVIATION 2.A&P/ IA 3.3686200 4. RICK S. ECKERT	
©ATP	©ATP			©ATP	Signature:		
73-17-01 8/16/1973	TO ADVISE THE PILOT CONCERNING PROPER FUEL TRANSFER PUMP OPERATION		Not applicable by date of manufacture.	Once		1.SKYVIEW AVIATION 2.A&P/ IA 3.3686200 4. RICK S. ECKERT	
©ATP	©ATP			©ATP	Signature:		
75-16-01 7/30/1975	TO PRECLUDE INADVERTENT FUEL EXHAUSTION DUE TO INCORRECT FUEL PLACARDED CAPACITIES		Not applicable by date of manufacture.	Once		1.SKYVIEW AVIATION 2.A&P/ IA 3.3686200 4. RICK S. ECKERT	
©ATP	©ATP			©ATP	Signature:		
77-04-05 3/1/1977	TO PREVENT INGESTION OF THE INDUCTION AIR BOX SEAL INTO THE CARBURETOR		Not applicable by date of manufacture.	Once		1. SKYVIEW AVIATION 2. A&P/ IA 3. 3686200 4. RICK S. ECKERT	
©ATP	©ATP			©ATP	Signature:		
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.		Not applicable by date of manufacture.	Once		1.SKYVIEW AVIATION 2.A&P/ IA 3.3686200 4. RICK S. ECKERT	
©ATP	©ATP			©ATP	Signature:		

Pages 1 Through 14 reviewed by Rich Stellert A&P 368620 IA

of 14

Content Revision: 9/13/20	013 File ID: N51	732	Airc	Aircraft Registration: N51732			
FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num 2. Cert. Type 4. Author. By	
Manufacturer	Category	Model			Part		
Cessna Aircraft Company	Airframe	182T			Serial	#: 81088	
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.		Not applicable by date of manufacture.	Once		1.SKYVIEW AVIATION 2.A&P/ IA 3.3686200 4. RICK S. ECKERT	
©ATP	©ATP			©ATP	Signature:		
78-26-09 1/1/1978	Superseded by 79-10-14		Superseded by 79-10-14	Once		1.SKYVIEW AVIATION 2.A&P/ IA 3.3686200 4. RICK S. ECKERT	
©ATP	©ATP			©ATP	Signature:		
79-25-07 12/13/1979	TO PRECLUDE THE POSSIBILITY OF ELECTRICAL OR ELECTRONIC COMPONENT DAMAGE OR AN IN-FLIGHT FIRE, CONTD.		Not applicable by date of manufacture.	Once		1. SKYVIEW AVIATION 2. A&P/ IA 3. 3686200 4. RICK S. ECKERT	
©ATP	©ATP			©ATP	Signature:		
96-12-22 7/31/1996	TO PREVENT LOSS OF ENGINE OIL CAUSED BY LOOSE OR SEPARATED OIL FILTER ADAPTERS, WHICH COULD RESULT IN ENGINE, CONTD.		Not applicable by date of manufacture.	Recur		1.SKYVIEW AVIATION 2.A&P/ IA 3.3686200 4. RICK S. ECKERT	
©ATP	©ATP			©ATP	Signature:		
2003-24-13 1/20/2004	Superseded by 2004-15-18		Superseded by 2004-15-18	Once		1.SKYVIEW AVIATION 2.A&P/ IA 3.3686200 4. RICK S. ECKERT	
©ATP	©ATP			©ATP	Signature:		
2004-15-18 9/12/2004	To prevent unintentionally engaging the KAP 140 autopilot computer system, which could cause the pilot to take,contd.	5/28/2003 277.8	Previously complied with by compliance with SB KC140-M1 and Cessna SB 02-22-02.	Once		1.SKYVIEW AVIATION 2.A&P/ IA 3.3686200 4. RICK S. ECKERT	
©ATP	©ATP			©ATP	Signature:		

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Content Revision: 9/13/2	2013 File ID: N51	732	Air	Aircraft Registration: N51732			
FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num 2. Cert. Type 4. Author. By	
Manufacturer	Category	Model			Part	#:	
Cessna Aircraft Compan	y Airframe	182T			Serial	#: 81088	
2005-05-53 R1 C 3/21/2005	To prevent loss of airplane control due to incorrect or inadequate rigging of critical flight systems		Not applicable by serial number.	Once		1.SKYVIEW AVIATION 2.A&P/ IA 3.3686200 4. RICK S. ECKERT	
©ATP	©ATP			©ATP	Signature:		
2005-13-10 8/9/2005	To replace any incorrect circuit breaker installed in the MC01-3A main electrical power junction box,contd.		Not applicable by serial number.	Once		1.SKYVIEW AVIATION 2.A&P/ IA 3.3686200 4. RICK S. ECKERT	
©ATP	©ATP			©ATP	Signature:		
2006-17-04 9/1/2006	Superseded by 2007-08-03		Superseded by 2007-08-03	Once		1.SKYVIEW AVIATION 2.A&P/ IA 3.3686200 4. RICK S. ECKERT	
©ATP	©ATP			©ATP	Signature:	a last de la contraction	
2007-05-10 4/11/2007	To prevent the crew seat cylinder lock assembly from bending, cracking, or failing.		Not applicable by serial number.	Once		1.SKYVIEW AVIATION 2.A&P/ IA 3.3686200 4. RICK S. ECKERT	
©ATP	©ATP			©ATP	Signature:		
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.		Not applicable by serial number.	Once		1.SKYVIEW AVIATION 2.A&P/ IA 3.3686200 4. RICK S. ECKERT	
©ATP	©ATP			©ATP	Signature:		
2008-02-18 2/28/2008	To prevent premature separation of the collar, which could result in the parachute failing to,contd.		Not applicable by parachute not installed.	Once		1.SKYVIEW AVIATION 2.A&P/ IA 3.3686200 4. RICK S. ECKERT	
©ATP	©ATP			©ATP	Signature:		

14

Content Revision: 9/13/	2013 File ID: N5	1732	Ai	rcraft Regis	stration: N517	32
FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. By
Manufacturer	Category	Model			Part	#:
Cessna Aircraft Compar	ny Airframe	182T			Serial	#: 81088
2008-05-09 4/8/2008	To prevent failure of the seat base/back attach brackets, which could result in the seats collapsing,contd.		Not applicable by serial number.	Once		1.SKYVIEW AVIATION 2.A&P/ IA 3.3686200 4.RICK S. ECKERT
©ATP	©ATP			©ATP	Signature:	
2008-10-02 5/12/2008	To prevent erroneous indications from the altimeter, airspeed, and vertical speed, contd.		Not applicable by serial number.	Once		1. SKYVIEW AVIATION 2. A&P/ IA 3. 3686200 4. RICK S. ECKERT
©ATP	©ATP			©ATP	Signature:	
2008-26-10 C 1/5/2009	To prevent erroneous indications from the altimeter, airspeed, and vertical speed, contd.	1/29/2009 2124.6	Previously complied with.	Once		1.SKYVIEW AVIATION 2.A&P/ IA 3.3686200 4. RICK S. ECKERT
©ATP	©ATP			©ATP	Signature:	
2013-11-11 8/1/2013	To prevent failure of the engine oil pressure switch diaphragm, which results in loss of engine oil,contd.		Not applicable by serial number.	Recur		1. SKYVIEW AVIATION 2. A&P/ IA 3. 3686200 4. RICK S. ECKERT
©ATP	©ATP			©ATP	Signature:	

Content Revision: 9/13/	2013 File ID: N5	1732	Ai	Aircraft Registration: N51732			
FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num 2. Cert. Type 4. Author. By	
Manufacturer	Category	Model			Part #:		
Textron Lycoming	Engine	IO-540-A1A5			Serial	#: RL-26695-48E	
63-14-03 7/6/1963	OIL PUMP DRIVE SHAFT		Not applicable by date of manufacture.	Recur		1.SKYVIEW AVIATION 2.A&P/ IA 3.3686200 4. RICK S. ECKERT	
©ATP	©ATP			©ATP	Signature:		
66-20-04 8/27/1966	TO PREVENT FURTHER FAILURES OF OIL FILTER ADAPTER GASKET, P/N 74904		Not applicable by date of manufacture.	Once		1.SKYVIEW AVIATION 2.A&P/ IA 3.3686200 4. RICK S. ECKERT	
©ATP	©ATP			©ATP	Signature:		
73-23-01 R(4) 1/13/1977	TO PREVENT PISTON PIN FAILURES RESULTING FROM GRINDING CRACKS WHICH OCCURRED DURING MANUFACTURE		Not applicable by date of manufacture.	Once		1.SKYVIEW AVIATION 2.A&P/ IA 3.3686200 4. RICK S. ECKERT	
©ATP	©ATP			©ATP	Signature:		
75-08-09 R(3) 8/18/1977	TO PREVENT OIL PUMP FAILURES, INSPECT, REPLACE AND ASSEMBLE THE OIL PUMP DRIVE SHAFT AND DRIVE IMPELLER		Not applicable by date of manufacture.	Once		1.SKYVIEW AVIATION 2.A&P/ IA 3.3686200 4. RICK S. ECKERT	
©ATP	©ATP			©ATP	Signature:		
75-09-15 4/30/1975	TO PREVENT POSSIBLE FUEL STARVATION TO THE ENGINE		Not applicable by date of manufacture.	Once		1.SKYVIEW AVIATION 2.A&P/ IA 3.3686200 4. RICK S. ECKERT	
©ATP	©ATP			©ATP	Signature:		
78-23-10 11/7/1978	TO PREVENT AN IN-FLIGHT POWER LOSS DUE TO AN OVER RICH CONDITION, CONTD.		Not applicable by date of manufacture.	Once		1. SKYVIEW AVIATION 2. A&P/ IA 3. 3686200 4. RICK S. ECKERT	
©ATP	©ATP			©ATP	Signature:		

Page 5 of 14

Content Revision: 9/13/2	2013 File ID: N5	1732	Ai	Aircraft Registration: N51732			
FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num 2. Cert. Type 4. Author. By	
Manufacturer	Category	Model		Part #:			
Textron Lycoming	Engine	IO-540-A1A5			Serial	#: RL-26695-48E	
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		Not applicable by date of manufacture.	Once		1.SKYVIEW AVIATION 2.A&P/ IA 3.3686200 4. RICK S. ECKERT	
©ATP	©ATP			©ATP	Signature:		
81-03-05 2/11/1981	TO PREVENT FUEL LEAKAGE IN THE MIXTURE CONTROL SHAFT ASSEMBLY		Not applicable by date of manufacture.	Once		1.SKYVIEW AVIATION 2.A&P/ IA 3.3686200 4. RICK S. ECKERT	
©ATP	©ATP			©ATP	Signature:		
81-18-04 R2 6/7/1982	Superseded by 96-09-10		Superseded by 96-09-10	Once		1. SKYVIEW AVIATION 2. A&P/ IA 3. 3686200 4. RICK S. ECKERT	
©ATP	©ATP			©ATP	Signature:		
91-14-22 8/19/1991	Superseded by 2004-10-14		Superseded by 2004-10-14	Recur		1. SKYVIEW AVIATION 2. A&P/ IA 3. 3686200 4. RICK S. ECKERT	
©ATP	©ATP			©ATP	Signature:		
92-12-05 7/10/1992	TO PREVENT PISTON PIN FAILURE, OR PISTON RELEASE, AND ENGINE FAILURE		Not applicable by date of manufacture.	Once		1.SKYVIEW AVIATION 2.A&P/ IA 3.3686200 4. RICK S. ECKERT	
©ATP	©ATP			©ATP	Signature:		
93-02-05 6/14/1993	Superseded by 2002-26-01		Superseded by 2002-26-01	Recur		1. SKYVIEW AVIATION 2. A&P/ IA 3. 3686200 4. RICK S. ECKERT	
©ATP	©ATP			©ATP	Signature:		

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400

Content Revision: 9/13/	2013 File ID: N51	732	Ai	Aircraft Registration: N51732			
FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num 2. Cert. Type 4. Author. By	
Manufacturer	Category	Model	THE RESERVE OF THE PARTY.	Part #:			
Textron Lycoming	Engine	IO-540-A1A5			Serial	#: RL-26695-48E	
95-07-01 4/12/1995	TO PREVENT ENGINE FAILURE DUE TO CONNECTING ROD BOLT FAILURE, WHICH COULD RESULT IN DAMAGE TO OR LOSS,CONTD.		Not applicable by date of manufacture.	Once		1.SKYVIEW AVIATION 2.A&P/ IA 3.3686200 4. RICK S. ECKERT	
©ATP	©ATP			©ATP	Signature:		
96-09-10 C 7/15/1996	TO PREVENT OIL PUMP FAILURE DUE TO IMPELLER FAILURE, WHICH COULD RESULT IN AN ENGINE FAILURE		Not applicable by date of manufacture.	Once		1.SKYVIEW AVIATION 2.A&P/ IA 3.3686200 4. RICK S. ECKERT	
©ATP	©ATP			©ATP	Signature:		
96-23-03 12/17/1996	TO PREVENT AN INFLIGHT ENGINE FAILURE DUE TO FUEL STARVATION, WHICH COULD RESULT IN A FORCED LANDING		Not applicable by date of manufacture.	Once		1.SKYVIEW AVIATION 2.A&P/ IA 3.3686200 4. RICK S. ECKERT	
©ATP	©ATP			©ATP	Signature:		
97-01-03 1/21/1997	Superseded by 97-15-11		Superseded by 97-15-11	Once		1.SKYVIEW AVIATION 2.A&P/ IA 3.3686200 4. RICK S. ECKERT	
©ATP	©ATP			©ATP	Signature:		
97-15-11 8/12/1997	TO PREVENT PISTON PIN FAILURE, WHICH COULD RESULT IN ENGINE FAILURE		Not applicable by date of manufacture.	Once		1.SKYVIEW AVIATION 2.A&P/ IA 3.3686200 4. RICK S. ECKERT	
©ATP	©ATP			©ATP	Signature:		
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.		Not applicable by date of manufacture.	Once		1. SKYVIEW AVIATION 2. A&P/ IA 3. 3686200 4. RICK S. ECKERT	
©ATP	©ATP			©ATP	Signature:		

186 Airway Blvd Livermore, CA 94551 925-606-7640

Content Revision: 7/13/20	012 File ID: N51	Complied	Amendment Number	Once	Next Due	1. Facility 3. Cert. Num
FAA AD Number Effective Date	Description	Date Time	Method of Compliance/Applicability	or Recur	Date Time	2. Cert. Type 4. Author. B
Manufacturer	Category	Model				#: C-182T
Cessna Aircraft Company		182T			Serial	#: 81088
71-21-01 1/1/1971	Superseded by 72-07-09			Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	\
71-22-02 R(1) 11/9/1971	TO DECREASE THE POSSIBILITY OF FAILURE OF THE NOSE GEAR STRUCTURE		N/A TYPE FORK NOT INSTALLED	Recur		1.Ahart Aviation 2.IA 3.3034133 4. Michael Arraiz
©ATP	©ATP			©ATP	Signature:	
72-07-09 10/17/1974	TO DETECT CRACKS AND BOLT LOOSENESS WHICH COULD LEAD TO INFLIGHT SEPARATION OF THE FIN AND THE RUDDER		N/A PER S/N	Recur		1.Ahart Aviation 2.IA 3.3034133 4. Michael Arraiz
©ATP	©ATP			©ATP	Signature:	NP
73-17-01 8/16/1973	TO ADVISE THE PILOT CONCERNING PROPER FUEL TRANSFER PUMP OPERATION		N/A AUX TANK NOT INSTALLED	Once		1.Ahart Aviation 2.IA 3.3034133 4. Michael Arraiz
©ATP	©ATP			©ATP	.Signature:	
75-16-01 7/30/1975	TO PRECLUDE INADVERTENT FUEL EXHAUSTION DUE TO INCORRECT FUEL PLACARDED CAPACITIES		N/A WING FUEL TANKS NOT INSTALLED	Once		1. Ahart Aviation 2. IA 3.3034133 4. Michael Arraiz
©ATP	©ATP			©ATP	Signature:	73
77-04-05 3/1/1977	TO PREVENT INGESTION OF THE INDUCTION AIR BOX SEAL INTO THE CARBURETOR		N/A PER S/N	Once		1. Ahart Aviation 2. JA 3.3034133 4. Michael Arraiz
©ATP	©ATP			©ATP	Signature:	

186 Airway Blvd Livermore, CA 94551 925-606-7640

Content Revision: 7/13/2	2012 File ID: N51	732	Ai	rcraft Regis	tration:	
FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Nun 2. Cert. Type 4. Author. B
Manufacturer	Category	Model			Part	
Cessna Aircraft Compan	y Airframe	182T			Serial	#: 81088
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.		N/A PER S/N	Once		1.Ahart Aviation 2.IA 3.3034133 4. Michael Arraiz
©ATP	©ATP			©ATP	Signature:	_ *
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.		N/A PER S/N	Once		1. Ahart Aviation 2. IA 3. 3034133 4. Michael Arraiz
©ATP	©ATP			©ATP	Signature:	
78-26-09 1/1/1978	Superseded by 79-10-14			Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
79-10-14 R1 5/30/1988 ©ATP	TO PROVIDE AN ALTERNATE SOURCE OF FUEL TANK VENTING IN CASE OF FUEL TANK VENTING IN CASE OF FUEL TANK VENTION BY FOREIGN MATERIAL, CONTD. ©ATP		N/A PER S/N	Once	Signature:	1. Ahart Aviation 2. IA 3. 3034133 4. Michael Arraiz
79-25-07 12/13/1979	TO PRECLUDE THE POSSIBILITY OF ELECTRICAL OR ELECTRONIC COMPONENT DAMAGE OR AN IN-FLIGHT FIRE, CONTD.		N/A PER S/N	Once		1.Ahart Aviation 2.IA 3.3034133 4. Michael Arraiz
©ATP	©ATP			©ATP	Signature:	
96-12-22 7/31/1996	TO PREVENT LOSS OF ENGINE OIL CAUSED BY LOOSE OR SEPARATED OIL FILTER ADAPTERS, WHICH COULD RESULT IN ENGINE, CONTD.		N/A TCM ENGINE NOT INSTALLED	Recur		1. Ahart Aviation 2. IA 3. 3034133 4. Michael Arraiz
©ATP	©ATP			©ATP	Signature:	7

186 Airway Blvd Livermore, CA 94551 925-606-7640

Content Revision: 7/13/2	2012 File ID: N51	732	Aircraft Registration:				
FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num 2. Cert. Type 4. Author. By	
Manufacturer	Category	Model			Part	:#: C-182T	
Cessna Aircraft Compan	y Airframe	182T			Serial	I#: 81088	
2003-24-13 1/20/2004	Superseded by 2004-15-18			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
2003-24-13 C 1/20/2004	To prevent unintentionally engaging the KAP 140 autopilot computer system, which could case the pilot to take,contd.	5/28/2003 277.8	COMPLETED PER SB KC140-M1 & CESSNA SB 02-22-02	Once		1. SEE AVIONICS LOG ENT 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
2004-15-18 9/12/2004	To prevent unintentionally engaging the KAP 140 autopilot computer system, which could cause the pilot to take,contd.	5/28/2003 277.8	COMPLETED PER SB KC140-M1 & CESSNA SB 02-22-02	Once		1. SEE AVIONICS LOG ENT 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
2005-05-53 R1 C 3/21/2005	To prevent loss of airplane control due to incorrect or inadequate rigging of critical flight systems		N/A PER S/N	Once		1. Ahart Aviation 2. IA 3. 3034133 4. Michael Arraiz	
©ATP	©ATP			©ATP	Signature:	7	
2005-13-10 8/9/2005	To replace any incorrect circuit breaker installed in the MC01-3A main electrical power junction box,contd.		N/A PER S/N	Once		1. Ahart Aviation 2. IA 3. 3034133 4. Michael Arraiz	
©ATP	©ATP			©ATP	Signature:		
2006-17-04 9/1/2006	Superseded by 2007-08-03			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
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186 Airway Blvd Livermore, CA 94551 925-606-7640

Content Revision: 7/13/2	2012 File ID: N51	732	Ai	rcraft Regis	stration:	
FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Nun 2. Cert. Type 4. Author. B
Manufacturer	Category	Model			Part	#: C-182T
Cessna Aircraft Compan	y Airframe	182T			Serial	#: 81088
2007-05-10 4/11/2007	To prevent the crew seat cylinder lock assembly from bending, cracking, or failing.		N/A BY A/C S/N	Once		1. Ahart Aviation 2. IA 3. 3034133 4. Michael Arraiz
©ATP	©ATP			©ATP	Signature:	
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.		N/A BY A/C S/N	Once		1.Ahart Aviation 2.IA 3.3034133 4. Michael Arraiz
©ATP	©ATP			©ATP	Signature:	6
2008-02-18 2/28/2008	To prevent premature separation of the collar, which could result in the parachute failing to,contd.		N/A PARACHUTE SYSTEM NOT INSTALLED	Once		1. Ahart Aviation 2. IA 3. 3034133 4. Michael Arraiz
©ATP	©ATP			©ATP	Signature:	
2008-05-09 4/8/2008	To prevent failure of the seat base/back attach brackets, which could result in the seats collapsing,contd.		N/A BY ACFT S/N	Once		1. Ahart Aviation 2. IA 3. 3034133 4. Michael Arraiz
©ATP	©ATP			©ATP	Signature:	- 5
2008-10-02 5/12/2008	To prevent erroneous indications from the altimeter, airspeed, and vertical speed, contd.		N/A BY ACFT S/N	Once		1. Ahart Aviation 2. IA 3. 3034133 4. Michael Arraiz
©ATP	©ATP			©ATP	Signature:	
2008-26-10 1/5/2009	To prevent erroneous indications from the altimeter, airspeed, and vertical speed, contd.	1/29/2009 2124.6	C/W found port unblocked	Once		1. SEE LOG ENTRY 2. 3. 4.
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	©ATP		nted 7/17/2012 7:35:59AM		Page	

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	Airway Blvd Livermore, CA 94551 606-7640				Report Produ	ced By: Ahart Aviation Services Inc.
Content Revision: 7/13/	2012 File ID: N	51732	Ai	rcraft Regis	stration:	
FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num 2. Cert. Type 4. Author. By
Manufacturer Cessna Aircraft Compar	Category ny Airframe	Model 182T		i I		:#: C-182T I#: 81088
2008-26-10 C 1/5/2009	To prevent erroneous indications from the altimeter, airspeed, and vertical speed, contd.		P/C/W per A/D 2008-26-10	Once		1. Ahart Aviation Services In 2. IA 3,3084138 A. Michael Arraiz
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Page 5 of 15

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Content Revision: 7/13/2	2012 File ID: N5	1732	Ai	rcraft Regis	stration:	
FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num 2. Cert. Type 4. Author. By
Manufacturer	Category	Model			Part	#: IO-540-AB1A5
Textron Lycoming	Engine	10-540-AB1A	A5		Serial	#: RL-26695-48E
63-14-03 7/6/1963	OIL PUMP DRIVE SHAFT	10/25/2001	NEW CONF. PART INSTALLED	Recur		1.SEE LYCOMING A/D LIS 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
66-20-04 8/27/1966	TO PREVENT FURTHER FAILURES OF OIL FILTER ADAPTER GASKET, P/N 74904	10/25/2001	NEW CONF. GASKET INSTALLED	Once		1.SEE LYCOMING A/D LIS 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
75-08-09 R(3) 8/18/1977	TO PREVENT OIL PUMP FAILURES, INSPECT, REPLACE AND ASSEMBLE THE OIL PUMP DRIVE SHAFT AND DRIVE IMPELLER		N/A BY ENGINE S/N	Once		1. Ahart Aviation 2. IA 3. 3034133, 4. Michael Arralz
©ATP	©ATP			©ATP	Signature:	/hum HV
75-09-15 4/30/1975	TO PREVENT POSSIBLE FUEL STARVATION TO THE ENGINE	10/25/2001	NEW P/N GASKET INSTALLED	Once	492	1. SEE LYCOMING A/D LIST 2/ 3. 4.
©ATP	©ATP			©ATP	Signature:	
78-23-10 11/7/1978	TO PREVENT AN IN-FLIGHT POWER LOSS DUE TO AN OVER RICH CONDITION, CONTD.	10/25/2001	NEW P/N INSTALLED	Once		1. SEE LYCOMING A/D LIST 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
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	10/25/2001	NEW P/N INSTALLED	Once		1. SEE LYCOMING A/D LIST 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	

186 Airway Blvd Livermore, CA 94551 925-606-7640

Content Revision: 7/13/2	2012 File ID: N5	1732	Ai	rcraft Regi	stration:	
FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num 2. Cert. Type 4. Author. By
Manufacturer	Category	Model			Part	#: IO-540-AB1A5
Textron Lycoming	Engine	IO-540-AB1A	A5		Serial	#: RL-26695-48E
81-18-04 R2 6/7/1982	Superseded by 96-09-10			Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	4.
91-14-22	Superseded by 2004-10-14			Recur	orginature.	1.
8/19/1991				ricour		2. 3. 4.
©ATP	©ATP			©ATP	Signature:	300
92-12-05 7/10/1992	TO PREVENT PISTON PIN FAILURE, OR PISTON RELEASE, AND ENGINE FAILURE	10/25/2001	NEW PARTS INSTALLED	Once		1. SEE LYCOMING A/D LIST 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
93-02-05 6/14/1993	Superseded by 2002-26-01			Recur		1. 2. 3.
						4.
©ATP	©ATP			©ATP	Signature:	
96-09-10 C 7/15/1996	TO PREVENT OIL PUMP FAILURE DUE TO IMPELLER FAILURE, WHICH COULD RESULT IN AN ENGINE FAILURE	10/25/2001	STEEL IMPELLERS INSTALLED	Once		1.SEE LYCOMING A/D LIST 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
96-23-03 12/17/1996	TO PREVENT AN INFLIGHT ENGINE FAILURE DUE TO FUEL STARVATION, WHICH COULD RESULT IN A FORCED LANDING	10/25/2001	NEWLY MANUFACTURED PUMPS INST.	Once	3.3.3.3.3	1. SEE LYCOMING A/D LIST 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
			NAME OF TAXABLE PARTY.		- 3	

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Content Revision: 7/13/2	2012 File ID: N51			ircraft Regi			
FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num 2. Cert. Type 4. Author. By	
Manufacturer	Category	Model			Part	#: IO-540-AB1A5	
Textron Lycoming	Engine	IO-540-AB1A	A5		Serial #: RL-26695-48E		
97-01-03 1/21/1997	Superseded by 97-15-11			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
97-15-11 8/12/1997	TO PREVENT PISTON PIN FAILURE, WHICH COULD RESULT IN ENGINE FAILURE	10/25/2001	NEW CONFIGURATION P/N INST.	Once		1. SEE LYCOMING A/D LIST 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
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.		MAG/PARTICLE INSP OF C/SHAFT	Once		1. SEE LYCOMING A/D LIS 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
98-18-12 9/28/1998	Superseded by 2003-14-03		er to	Recur		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
2002-19-03 9/20/2002	To prevent crankshaft failure, which could result in total engine power loss, in-flight engine failure and,contd.		N/A NOT MODIFIED BY TURBO STC	Once		1. Ahart Aviation 2. IA 3. 3034183 Michael Amaiz	
©ATP	©ATP			©ATP	Signature:	/ while the	
2002-20-51 E 10/1/2002	Superseded by 2002-23-06			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
	©ATP	Pri	inted 7/17/2012 7:35:59AM		Page	e 8 of 15	

186 Airway Blvd Livermore, CA 94551 925-606-7640

Effective Date Description Date Time Method of Compliance/Applicability Grown Category Model Part #: 10-540-AB1 Serial #: RL-26695-44 RL-26695-4	FAA AD Number	THE STREET WAS ASSESSED.	Complied	Amendment Number	Once	stration:	1. Facility 3. Cert. Nun
Textron Lycoming Engine IO-540-AB1A5 Serial #: RL-26695-4! 2002-23-06 Superseded by 2004-05-24 Once I1. 2002-26-01 To prevent failure of the fuel injector fuel lines allowing fuel to spray into the engine compartment, resulting, contd. Superseded by 2004-05-24 Superseded by 2004-05-24 Once I1. Superseded by 2004-05-24 Superseded by 2004-05-24 Once I1. Superseded by 2004-05-24 Superseded by 2004-05-24 Once I1. N/A TYPE PUMP NOT INSTALLED Once I1. Signature: Once I1. Anart Aviation 2. IA 3.3034133 And Conce I1. Anart Aviation 2. IA 3.3034133 And Conce I1. Signature: Once I1. Anart Aviation 2. IA 3.3034133 And Conce I1. Signature: Once I1. Once I1. Anart Aviation 2. IA 3.3034133 And Conce I1. Signature: Once I1. Anart Aviation 2. IA 3.3034133 And Conce I1. Anart Aviation 2. IA 3.3034133 And Conce I1. Anart Aviation 2. IA Anart		Description	Date		or	Date	2. Cert. Type 4. Author. B
2002-23-66 11/19/2002 Superseded by 2004-05-24 2002-26-01 1/31/2003 To prevent failure of the fuel injector fuel lines allowing fuel to spray into the engine compartment, resulting.contd. ©ATP ©A	Manufacturer	Category	Model			Part	#: IO-540-AB1A5
### Signature: ### Signature:	Textron Lycoming	Engine	IO-540-AB1A	.5		Seria	I#: RL-26695-48E
©ATP 2002-26-01 To prevent failure of the fuel injector fuel lines allowing fuel to spray into the engine compartment, resulting.contd. ©ATP 2003-14-03 8/14/2003 8/14/2003 8/14/2003 ATP ©ATP Once 1. Ahart Aviation 1. Ahart Aviation 1. Ahart Aviation 2. I. Ahart Aviation 2. I. Ahart Aviation 2. I. Ahart Aviation 2. I. Ahart Aviation 3. Signature: 0nce 1. Ahart Aviation 1. Ahart Aviation 2. I. Ahart Aviation 3. Signature: 0nce 1. Ahart Aviation 2. I. Ahart Aviation 3. Ahart Aviation 3. Ahart Aviation 4. Signature: 0nce 1. Ahart Aviation 3. Ahart Aviation 4. Signature: 0nce 1. Ahart Aviation 3. Ahart Aviation 4. Signature: 0nce 1. Ahart Aviation 3. Ahart Aviation 4. Signature: 0nce 1. Ahart Aviation 3. Ahart Aviation 4. Signature: 1. Ahart Aviation 4. Signature: 1. Ahart Aviation 3. Ahart Aviation 4. Signature: 1. Ahart Aviation 3. Ahart Aviation 4. Signature: 1. Ahart Aviation 3. Ahart Aviation 4. Signature: 1. Ahart Aviation 4. Signature: 1. Ahart Aviation 3. Ahart Aviation 4. Signature: 1. Ahart Aviation		Superseded by 2004-05-24			Once		2. 3.
2002-26-01 To prevent failure of the fuel injector fuel lines allowing fuel to spray into the engine compartment, resulting.contd. ©ATP CATP	©ATP	©ATP			©ATP	Signature:	
2003-14-03 8/14/2003 To prevent rotary fuel pump leaks, which could result in an engine failure, engine fire, and damage to or, contd. @ATP To prevent loosening or failure of the crankshaft gear retaining bolt, which may cause sudden engine failure @ATP To prevent failure of the magneto impulse coupling assembly and possible engine failure ### Application ### Applica		fuel lines allowing fuel to spray into the engine compartment,		SUPERSEDED BY A/D 2008-14-07	Recur		2. 3.
which could result in an engine failure, engine fire, and damage to or, contd. Which could result in an engine failure, engine fire, and damage to or, contd. WATP WA	©ATP				©ATP	Signature:	
©ATP 2004-05-24 C 3/30/2004 To prevent the loss of all engine power and possible forced landing ©ATP ©ATP ©ATP ©ATP ©ATP ©ATP Conce And the crankshaft gear retaining bolt, which may cause sudden engine failure ©ATP ©ATP ©ATP To prevent loosening or failure of the crankshaft gear retaining bolt, which may cause sudden engine failure ©ATP ©ATP To prevent failure of the magneto impulse coupling assembly and possible engine failure N/A type mag not installed N/A type mag not installed N/A type mag not installed		which could result in an engine failure, engine fire, and damage to		N/A TYPE PUMP NOT INSTALLED	Recur		
3/30/2004 power and possible forced landing ©ATP ©ATP ©ATP To prevent loosening or failure of the crankshaft gear retaining bolt, which may cause sudden engine failure ©ATP ©ATP ©ATP ©ATP ©ATP ©ATP ©ATP Signature: DUE AT PROP STRIKE Once 1. 2. 3. 4. ©ATP Signature: PATP Signature: Signature: 1. Ahart Aviation 2. IA Signature: 1. Ahart Aviation 2. IA Autorial Aviation 2. IA Autorial Aviation 2. IA Autorial Aviation 2. IA I Due AT PROP STRIKE Once I Due AT PROP STRIKE	©ATP	STEELER			©ATP	Signature:	2
©ATP 2004-10-14 C 6/25/2004 ©ATP To prevent loosening or failure of the crankshaft gear retaining bolt, which may cause sudden engine failure ©ATP ©ATP ©ATP ©ATP Signature: Once 1. 2. 3. 4. ©ATP Signature: To prevent failure of the magneto impulse coupling assembly and possible engine failure N/A type mag not installed N/A type mag not installed				N/A BY ENGINE S/N	Once	e	
the crankshaft gear retaining bolt, which may cause sudden engine failure ©ATP ©ATP ©ATP To prevent failure of the magneto impulse coupling assembly and possible engine failure N/A type mag not installed DUE AT PROP STRIKE 2. 3. 4. Signature: Recur 1. Ahart Aviation 2. IA	©ATP				©ATP	Signature:	2
©ATP 2005-12-06 To prevent failure of the magneto impulse coupling assembly and possible engine failure N/A type mag not installed N/A type mag not installed Signature: Recur 1. Ahart Aviation 2. IA		the crankshaft gear retaining bolt, which may cause sudden engine		DUE AT PROP STRIKE	Once		2. 3.
2005-12-06 To prevent failure of the magneto impulse coupling assembly and possible engine failure To prevent failure of the magneto impulse coupling assembly and possible engine failure N/A type mag not installed 1. Ahart Aviation 2. IA	©ATP		11		©ATP	Signature:	
		impulse coupling assembly and		N/A type mag not installed	C-940 XX 9-00		1. Ahart Aviation 2. IA 3. 3034133 4. Viichael Arraiz
©ATP ©ATP Signature: / //////	©ATP	©ATP			©ATP	Signature:	/ Whut Aly

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Content Revision: 7/13/	2012 File ID: N51	732	Air	ircraft Registration:			
FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Nun 2. Cert. Type 4. Author. B	
Manufacturer	Category	Model			Part	#: IO-540-AB1A5	
Textron Lycoming	Engine	IO-540-AB1A	A5		Serial	#: RL-26695-48E	
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.		N/A BY ENGINE S/N	Once		1.Ahart Aviation 2.IA 3.3034133 4. Michael Arraiz	
©ATP	©ATP			©ATP	Signature:	/ hrm sty	
2006-12-07 7/11/2006	To prevent loss of engine power due to cracks in the cylinder assemblies & possible engine failure caused,contd.		N/A BY ENGINE S/N	Once		1. / 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
2006-20-09 11/3/2006	To prevent failure of the crankshaft, which will result in total engine power loss, in-flight engine,contd.	1/13/2011	Replace crankshaft	Once		1. see lycoming A/D list 2. 3.	
©ATP	©ATP			©ATP	Signature:		
2007-04-19 R1 5/7/2007	To prevent cylinder separation that can lead to engine failure, possible engine compartment fire, and,contd.		N/A LYCOMING CYLINDERS INSTALLED	Once	201	1. Ahart Aviation 2. IA 3. 3034133 4. Wighael Arraiz	
©ATP	©ATP			©ATP	Signature:	/ hold th	
2008-06-51 E 3/12/2008	Superseded by 2008-08-14			Recur		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
2008-08-14 4/29/2008	To prevent a lean running engine, which could result in a substantial loss of engine power and substantial,contd.		Superseded by 2009-02-03	Recur		1. 2. 3. 4.	
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©ATP	©ATP	Pri	nted 7/17/2012 7:35:59AM	©ATP	Signature:	10 of 15	

186 Airway Blvd Livermore, CA 94551 925-606-7640

	Description Category	Complied Date	Amendment Number	Once	Next Due	1. Facility 3. Cert. Nun
Textron Lycoming 2008-14-07 8/14/2008	Category	Time	Method of Compliance/Applicability	or Recur	Date Time	2. Cert. Type 4. Author. B
2008-14-07 8/14/2008	Category	Model			Part	#: IO-540-AB1A5
8/14/2008	Engine	IO-540-AB1A	5		Serial	#: RL-26695-48E
	To prevent failure of the fuel injector fuel lines that would allow fuel to spray into the engine compartment, contd.		Superseded by 2011-26-04	Recur		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
	To prevent loss of engine power due to cracks at the head-to-barrel interface in the cylinder assemblies,contd.		Superseded by 2009-26-12	Recur		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
2/5/2005	To prevent a lean running engine, which could result in a substantial loss of engine power and subsequent, contd.	1/13/2011	New improved gasket P/N 2577258 installed	Recur		1. see lycoming A/D list 2. 3.
©ATP	©ATP			©ATP	Signature:	
21412010	To prevent loss of engine power due to cracks at the head-to-barrel interface and possible engine failure,contd.		N/A ECI CYLINDERS NOT INSTALLED	Recur		1. Ahart Aviation 2. IA 3. 3034133 4. Monael Arraiz
©ATP	©ATP			©ATP	Signature:	Ilward 8th/
2011-15-10 8/16/2011	Superseded by 2012-03-06			Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
172372012	To prevent failure of the fuel injector fuel lines that would allow fuel to spray into the engine compartment,contd.		DUE EVERY 100 HRS	Recur		1.SEE LOG ENTRY 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	

Effective Date Description Manufacturer Textron Lycoming Engine Once 2/24/2012 To prevent an in-flight engine shutdown due to a failed fuel servo diaphragm, and damage to the airplane Model @ATP Model @ATP Model @ATP Model @ATP Model Badder Bad		86 Airway Blvd Livermore, CA 94551 25-606-7640				Report Produ	ced By: Ahart Aviation Services Inc.
Effective Date Description Date Time Method of Compliance/Applicability Method of Compliance/Applicability Method of Compliance/Applicability Meditor Time Part #: IO-540-AB1A Serial #: RL-26695-48 RL-2669	Content Revision: 71	13/2012 File ID: N5	1732	Airc	raft Regi	stration:	
Textron Lycoming Engine IO-540-AB1A5 Serial #: RL-26695-48 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			Date	TO THE REPORT OF A PARTY OF THE	or	Date	1. Facility 3. Cert. Nur 2. Cert. Type 4. Author. E
Shutdown due to a failed fuel servo diaphragm, and damage to the airplane Signature: Manufacturer McCauley Propeller Signature: Manufacturer McCauley Propeller B3D36C431 To prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane SATP Model N/A PROP NOT SERVICED BY SOUTHERN CALIFORNIA PROPS Model Serial #: O10938 1. Ahart Aviation CALIFORNIA PROPS Model CALIFORNIA PROPS Model Serial #: KAP140 Serial #: KAP140 Serial #: KAP140 Serial #: KAP140 Serial #: M5612				5			
SATP Sate of Manufacturer Category Model B3D36C431 Part #: B3D36C431 McCauley Propeller B3D36C431 Serial #: 010938 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 N/A PROP NOT SERVICED BY SOUTHERN CALIFORNIA PROPS Once Once Once Once Once Once Once Once		shutdown due to a failed fuel servo diaphragm, and damage to the		N/A BY SERVO S/N	Once		3.3034133
McCauley Propeller B3D36C431 2005-14-11 To prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane ©ATP ©ATP Model Bada Auto-pilot KAP 140 Serial #: 010938 N/A PROP NOT SERVICED BY SOUTHERN CALIFORNIA PROPS N/A PROP NOT SERVICED BY SOUTHERN CALIFORNIA PROPS Once 1. Ahart Aviation 2. IA 3. 3034133 4. Michael Arraiz Signature: Part #: KAP140 Serial #: M5612	©ATP	©ATP			©ATP	Signature:	
2005-14-11 To prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane							#: B3D36C431-C
8/17/2005 result in separation of a propeller blade and loss of control of the airplane ©ATP ©ATP Sample Sendix/King Auto-pilot KAP 140 N/A PROP NOT SERVICED BY SOUTHERN CALIFORNIA PROPS N/A PROP NOT SERVICED BY SOUTHERN CALIFORNIA PROPS Signature: Part #: KAP140 Serial #: M5612	McCauley		B3D36C431			Serial	I#: 010938
Manufacturer Category Model Part #: KAP140 — Bendix/King Auto-pilot KAP 140 Serial #: M5612	8/17/2005	result in separation of a propeller blade and loss of control of the airplane					- 1
Bendix/King Auto-pilot KAP 140 Serial #: M5612	CETAL SET I	TOTAL PROPERTY.	Mandal		©ATP		*
The state of the s		N=20 N=20					
fastener in an autopilot servo actuator, which could cause the autopilot servo,contd. N/A BY SERVO S/N N/A BY SERVO S/N 3.3034133	2000-05-24 4/12/2000	To detect and correct a loose fastener in an autopilot servo actuator, which could cause the		N/A BY SERVO S/N	Once	Gena	1. Ahart Aviation 2. IA 3. 3034133
ADMINISTRATION OF THE PROPERTY AND ADMINISTRATION O			2(1	9		<u> </u>	4. Michael Arraiz
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186 Airway Blvd Livermore, CA 94551 925-606-7640

		Complied	Amendment Number	Once	Next Due	1. Facility 3. Cert. Num.
FAA AD Number Effective Date	Description	Date Time	Method of Compliance/Applicability	or Recur	Date Time	2. Cert. Type 4. Author. By
Manufacturer	Category Model Part #: 2576544-3					
Precision Airmotive	Fuel Injected System	RSA-5AD1			Serial	#: 70DX5901 \
73-10-02 5/16/1973	TO DETECT DEFECTIVE DIAPHRAGM ASSEMBLIES		N/A BY FUEL INJECTOR P/N	Recur		1. Ahart Aviation 2. IA 3. 3034133 4. Michael Arraiz
©ATP	©ATP			©ATP	Signature:	
79-21-08 10/24/1979	TO PREVENT A FUEL FLOW CUTOFF TO THE ENGINE AND SUBSEQUENT LOSS OF POWER		N/A BY FUEL INJECTOR P/N	Once		1. Ahart Aviation 2. IA 3. 3034133 4. Michael Arraiz
©ATP	©ATP			©ATP	Signature:	13
79-26-03 12/26/1979	REGULATOR STEM AND LOCK		N/A BY FUEL INJECTOR P/N	Once		1. Ahart Aviation 2. IA 3. 3034133 4. Michael Arraiz
©ATP	©ATP			©ATP	Signature:	
2008-06-51 E 3/12/2008	Superseded by 2008-08-14	ALV		Recur		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
2008-08-14 4/29/2008	To prevent a lean running engine, which could result in a substantial loss of engine power and substantial,contd.		Superseded by 2009-02-03	Recur		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
2009-02-03 2/9/2009	To prevent a lean running engine, which could result in a substantial loss of engine power and subsequent, contd.	1/13/2011	New improved gasket P/N 2577258 installed	Recur		1.SEE LYCOMING A/D LIS 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	

Report Produced By: Ahart Aviation 186 Airway Blvd Livermore, CA 94551 Services Inc. 925-606-7640 Aircraft Registration: File ID: N51732 Content Revision: 7/13/2012 Once **Next Due** 1. Facility 3. Cert. Num. Complied **Amendment Number FAA AD Number** Date Date or 2. Cert. Type 4. Author. By Description Method of Compliance/Applicability **Effective Date** Recur Time Time Part #: 2576544-3 Model Manufacturer Category Serial #: 70DX5901 Fuel Injected System RSA-5AD1 Precision Airmotive To prevent an in-flight engine Once 1. Ahart Aviation Services Inc. 2012-03-06 C shutdown due to a failed fuel servo N/A BY SERVO S/N 2. IA 2/24/2012 diaphragm, and damage to the 3.3034/133 airplane 4 Michael Arrai Signature: **©ATP** ©ATP **©ATP** 15473 Part #: / Manufacturer Category Model H4010 LW15473 Serial #: Fuel Pumps Avco Lycoming Once 1. Superseded by 93-05-21 92-20-07 L 2. 10/5/1992 3. 4. Signature: ©ATP ©ATP **©ATP** 1. Superseded by 93-11-11 Once 93-05-21 L 2. 3/25/1993 3. 4. Signature: **©ATP ©ATP** ©ATP 1. Ahart Aviation TO PREVENT DISRUPTION OF Once 93-11-11 FUEL FLOW TO THE ENGINE, N/A BY PUMP S/N 2.1A 6/21/1993 WHICH CAN RESULT IN A LOSS 3.3034133 OF ENGINE POWER 4/ Michael Arraiz Signature: **©ATP** ©ATP ©ATP Part #: / A-510-9 Model Manufacturer Category Serial #: **IGNITION SWITCHES Ignition Switches** ACS Products Company TO PREVENT FAILURE OF 9/2/2008 Recur 4004 1. SEE LOG ENTRY 93-05-06 **IGNITION SWITCHES** Replaced back plate with service kit 2. 2004.9 4/29/1993 A-3650-2. Next due @ tach 4004 3. 4. **©ATP** Signature: **©ATP** ©ATP

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Page 14 of 15

	186 Airway Blvd Livermore, CA 94551 925-606-7640				Report Produ	ced By: Ahart Aviation Services Inc.	
Content Revision:	7/13/2012 File ID: N5	1732	Ai	rcraft Regis	stration:	ASS. AND LODGE.	
FAA AD Numb Effective Date		Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. By	
Manufacturer Slick	Category Magnetos	Model 6351			Part Serial		
00-00-02 1/24/2001	Important Notice for Slick Aircraft Products listed in Textron Lycoming AD 99-04-04		N/A BY ENGINE MODEL #	Once		1. Ahart Aviation 2. IA 3. 3034133 4. Michael Arraiz	
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Manufacturer Slick	Category Magnetos	Model 6351			Part #: 6351 Serial #: 10100660		
00-00-02 1/24/2001	Important Notice for Slick Aircraft Products listed in Textron Lycoming AD 99-04-04		N/A BY ENGINE MODEL #	Once		1. Ahart Aviation 2. IA 3. 3034133 4. Michael Arraiz	
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Manufacturer Bendix/King	Category Transponder	Model KT 76A			Part Serial	#: 066-01156-0101 #: 13667	
98-14-03 8/16/1998 ©ATP	TO PREVENT THE TRANSMISSION OF MISLEADING ENCODING ALTIMETER INFORMATION BETWEEN AFFECTED AIRCRAFT CAUSED BY THE,CONT®ATP		N/A BY TRANSPONDER P/N	Once	Signature:	1. Ahart Aviation 2. IA 3. 3034133 4. Michael Arraiz	
Manufacturer	Category	Model			Part	#:	
Induction Air Filters		PAPER INDU	JCTION AIRFILTER		Serial	#:	
84-26-02 1/29/1985	TO PREVENT POSSIBLE ENGINE POWER LOSS OR STOPPAGE CAUSED BY ENGINE INGESTION OF FRAGMENTS, CONTD.	9/2/2010 2592	Replaced filter. Next due @ tach 3092	Recur	3092	1. See Log Entry 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		