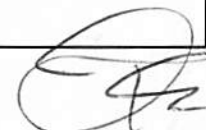


FAA Airworthiness Directive Compliance Record

Content Revision: 9/13/2013		File ID: N51732		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 Cessna Aircraft Company		Category Airframe		Model 182T		Part #: 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71-21-01 1/1/1971	Superseded by 72-07-09		Superseded by 72-07-09	Once		1.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:		
<div style="display: flex; justify-content: space-between; align-items: center; padding: 10px;"> <div>©ATP</div> <div>Printed 11/6/2013 1:33:40PM</div> <div>Page 1 of 14</div> </div>							

Pages 1 Through 14 reviewed by Rick S Eckert A&P 3686200 IA



FAA Airworthiness Directive Compliance Record

Content Revision: 9/13/2013		File ID: N51732		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 2. Cert. Type 3. Cert. Num. 4. Author. By	
Manufacturer Cessna Aircraft Company		Category Airframe		Model 182T		Part #: 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:		
<div style="display: flex; justify-content: space-between; align-items: center;"> ©ATP Printed 11/6/2013 1:33:40PM Page 2 of 14 </div>							

FAA Airworthiness Directive Compliance Record

Content Revision: 9/13/2013		File ID: N51732		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 2. Cert. Type 3. Cert. Num. 4. Author. By	
Manufacturer Cessna Aircraft Company		Category Airframe		Model 182T		Part #: 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:		
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:		
<div style="display: flex; justify-content: space-between; align-items: flex-end;"> ©ATP Printed 11/6/2013 1:33:40PM Page 3 of 14 </div>							

FAA Airworthiness Directive Compliance Record

Content Revision: 9/13/2013		File ID: N51732		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 2. Cert. Type 3. Cert. Num. 4. Author. By	
Manufacturer Cessna Aircraft Company		Category Airframe		Model 182T		Part #: Serial #: 81088	
2008-05-09 4/8/2008 ©ATP	To prevent failure of the seat base/back attach brackets, which could result in the seats collapsing,contd. ©ATP		Not applicable by serial number.	Once ©ATP		1. SKYVIEW AVIATION 2. A&P/ IA 3. 3686200 4. RICK S. ECKERT Signature:	
2008-10-02 5/12/2008 ©ATP	To prevent erroneous indications from the altimeter, airspeed, and vertical speed,contd. ©ATP		Not applicable by serial number.	Once ©ATP		1. SKYVIEW AVIATION 2. A&P/ IA 3. 3686200 4. RICK S. ECKERT Signature:	
2008-26-10 C 1/5/2009 ©ATP	To prevent erroneous indications from the altimeter, airspeed, and vertical speed,contd. ©ATP	1/29/2009 2124.6	Previously complied with.	Once ©ATP		1. SKYVIEW AVIATION 2. A&P/ IA 3. 3686200 4. RICK S. ECKERT Signature:	
2013-11-11 8/1/2013 ©ATP	To prevent failure of the engine oil pressure switch diaphragm, which results in loss of engine oil,contd. ©ATP		Not applicable by serial number.	Recur ©ATP		1. SKYVIEW AVIATION 2. A&P/ IA 3. 3686200 4. RICK S. ECKERT Signature:	
©ATP							



FAA Airworthiness Directive Compliance Record

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



FAA Airworthiness Directive Compliance Record

Content Revision: 9/13/2013		File ID: N51732		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 2. Cert. Type 3. Cert. Num. 4. Author. By	
Manufacturer Textron Lycoming		Category Engine		Model IO-540-A1A5		Part #: Serial #: RL-26695-48E	
79-04-05 9/26/1979 ©ATP	TO PREVENT AN IN-FLIGHT POWER LOSS DUE TO THE SEPARATION OF THE P/N 2529192 REGULATOR DIAPHRAGM STEM ASSEMBLY ©ATP		Not applicable by date of manufacture.	Once		1. SKYVIEW AVIATION 2. A&P/ IA 3. 3686200 4. RICK S. ECKERT Signature:	
81-03-05 2/11/1981 ©ATP	TO PREVENT FUEL LEAKAGE IN THE MIXTURE CONTROL SHAFT ASSEMBLY ©ATP		Not applicable by date of manufacture.	Once		1. SKYVIEW AVIATION 2. A&P/ IA 3. 3686200 4. RICK S. ECKERT Signature:	
81-18-04 R2 6/7/1982 ©ATP	Superseded by 96-09-10 ©ATP		Superseded by 96-09-10	Once		1. SKYVIEW AVIATION 2. A&P/ IA 3. 3686200 4. RICK S. ECKERT Signature:	
91-14-22 8/19/1991 ©ATP	Superseded by 2004-10-14 ©ATP		Superseded by 2004-10-14	Recur		1. SKYVIEW AVIATION 2. A&P/ IA 3. 3686200 4. RICK S. ECKERT Signature:	
92-12-05 7/10/1992 ©ATP	TO PREVENT PISTON PIN FAILURE, OR PISTON RELEASE, AND ENGINE FAILURE ©ATP		Not applicable by date of manufacture.	Once		1. SKYVIEW AVIATION 2. A&P/ IA 3. 3686200 4. RICK S. ECKERT Signature:	
93-02-05 6/14/1993 ©ATP	Superseded by 2002-26-01 ©ATP		Superseded by 2002-26-01	Recur		1. SKYVIEW AVIATION 2. A&P/ IA 3. 3686200 4. RICK S. ECKERT Signature:	
©ATP							



FAA Airworthiness Directive Compliance Record

Content Revision: 9/13/2013		File ID: N51732		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 2. Cert. Type 3. Cert. Num. 4. Author. By	
Manufacturer Textron Lycoming		Category Engine		Model IO-540-A1A5		Part #: Serial #: RL-26695-48E	
95-07-01 4/12/1995 ©ATP	TO PREVENT ENGINE FAILURE DUE TO CONNECTING ROD BOLT FAILURE, WHICH COULD RESULT IN DAMAGE TO OR LOSS, CONTD. ©ATP		Not applicable by date of manufacture.	Once		1. SKYVIEW AVIATION 2. A&P/ IA 3. 3686200 4. RICK S. ECKERT Signature:	
96-09-10 C 7/15/1996 ©ATP	TO PREVENT OIL PUMP FAILURE DUE TO IMPELLER FAILURE, WHICH COULD RESULT IN AN ENGINE FAILURE ©ATP		Not applicable by date of manufacture.	Once		1. SKYVIEW AVIATION 2. A&P/ IA 3. 3686200 4. RICK S. ECKERT Signature:	
96-23-03 12/17/1996 ©ATP	TO PREVENT AN INFLIGHT ENGINE FAILURE DUE TO FUEL STARVATION, WHICH COULD RESULT IN A FORCED LANDING ©ATP		Not applicable by date of manufacture.	Once		1. SKYVIEW AVIATION 2. A&P/ IA 3. 3686200 4. RICK S. ECKERT Signature:	
97-01-03 1/21/1997 ©ATP	Superseded by 97-15-11		Superseded by 97-15-11	Once		1. SKYVIEW AVIATION 2. A&P/ IA 3. 3686200 4. RICK S. ECKERT Signature:	
97-15-11 8/12/1997 ©ATP	TO PREVENT PISTON PIN FAILURE, WHICH COULD RESULT IN ENGINE FAILURE ©ATP		Not applicable by date of manufacture.	Once		1. SKYVIEW AVIATION 2. A&P/ IA 3. 3686200 4. RICK S. ECKERT Signature:	
98-17-11 C 10/19/1998 ©ATP	TO PREVENT CRANKSHAFT FAILURE DUE TO CRACKING, WHICH COULD RESULT IN AN INFLIGHT ENGINE FAILURE AND POSSIBLE, CONTD. ©ATP		Not applicable by date of manufacture.	Once		1. SKYVIEW AVIATION 2. A&P/ IA 3. 3686200 4. RICK S. ECKERT Signature:	
©ATP							



FAA Airworthiness Directive Compliance Record

186 Airway Blvd Livermore, CA 94551 925-606-7640				Report Produced By: Ahart Aviation Services Inc.			
Content Revision: 7/13/2012		File ID: N51732		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 2. Cert. Type 3. Cert. Num. 4. Author. By	
Manufacturer Cessna Aircraft Company		Category Airframe		Model 182T		Part #: C-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:		
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:		
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. IA 3. 3034133 4. Michael Arraiz	
©ATP	©ATP			©ATP	Signature:		
<div style="display: flex; justify-content: space-between;"> ©ATP Printed 7/17/2012 7:35:59AM Page 1 of 15 </div>							

FAA Airworthiness Directive Compliance Record

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

Report Produced By: Ahart Aviation
Services Inc.

Content Revision: 7/13/2012

File ID: N51732

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 2. Cert. Type 3. Cert. Num. 4. Author. By
Manufacturer Cessna Aircraft Company		Category Airframe		Model 182T		Part #: C-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	TO PROVIDE AN ALTERNATE SOURCE OF FUEL TANK VENTING IN CASE OF FUEL TANK VENT OBSTRUCTION BY FOREIGN MATERIAL, CONTD.		N/A PER S/N	Once		1. Ahart Aviation 2. IA 3. 3034133 4. Michael Arraiz
©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.		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:	

©ATP

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FAA Airworthiness Directive Compliance Record

186 Airway Blvd Livermore, CA 94551 925-606-7640				Report Produced By: Ahart Aviation Services Inc.			
Content Revision: 7/13/2012		File ID: N51732		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 Cessna Aircraft Company		Category Airframe		Model 182T		Part #: C-182T Serial #: 81088	
2003-24-13 1/20/2004 ©ATP	Superseded by 2004-15-18 ©ATP			Once ©ATP		1. 2. 3. 4. Signature:	
2003-24-13 C 1/20/2004 ©ATP	To prevent unintentionally engaging the KAP 140 autopilot computer system, which could case the pilot to take,contd. ©ATP	5/28/2003 277.8	COMPLETED PER SB KC140-M1 & CESSNA SB 02-22-02	Once ©ATP		1. SEE AVIONICS LOG ENT 2. 3. 4. Signature:	
2004-15-18 9/12/2004 ©ATP	To prevent unintentionally engaging the KAP 140 autopilot computer system, which could cause the pilot to take,contd. ©ATP	5/28/2003 277.8	COMPLETED PER SB KC140-M1 & CESSNA SB 02-22-02	Once ©ATP		1. SEE AVIONICS LOG ENT 2. 3. 4. Signature:	
2005-05-53 R1 C 3/21/2005 ©ATP	To prevent loss of airplane control due to incorrect or inadequate rigging of critical flight systems ©ATP		N/A PER S/N	Once ©ATP		1. Ahart Aviation 2. IA 3. 3034133 4. Michael Arraiz Signature:	
2005-13-10 8/9/2005 ©ATP	To replace any incorrect circuit breaker installed in the MC01-3A main electrical power junction box,contd. ©ATP		N/A PER S/N	Once ©ATP		1. Ahart Aviation 2. IA 3. 3034133 4. Michael Arraiz Signature:	
2006-17-04 9/1/2006 ©ATP	Superseded by 2007-08-03 ©ATP			Once ©ATP		1. 2. 3. 4. Signature:	
©ATP							

FAA Airworthiness Directive Compliance Record

186 Airway Blvd Livermore, CA 94551 925-606-7640				Report Produced By: Ahart Aviation Services Inc.			
Content Revision: 7/13/2012		File ID: N51732		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 Cessna Aircraft Company		Category Airframe		Model 182T		Part #: C-182T Serial #: 81088	
2007-05-10 4/11/2007 ©ATP	To prevent the crew seat cylinder lock assembly from bending, cracking, or failing. ©ATP		N/A BY A/C S/N	Once ©ATP		1. Ahart Aviation 2. IA 3. 3034133 4. Michael Arraiz Signature: _____	
2007-08-03 5/2/2007 ©ATP	To detect & correct potential loss of fuel flow, which may result in partial or complete loss of engine power, contd. ©ATP		N/A BY A/C S/N	Once ©ATP		1. Ahart Aviation 2. IA 3. 3034133 4. Michael Arraiz Signature: _____	
2008-02-18 2/28/2008 ©ATP	To prevent premature separation of the collar, which could result in the parachute failing to, contd. ©ATP		N/A PARACHUTE SYSTEM NOT INSTALLED	Once ©ATP		1. Ahart Aviation 2. IA 3. 3034133 4. Michael Arraiz Signature: _____	
2008-05-09 4/8/2008 ©ATP	To prevent failure of the seat base/back attach brackets, which could result in the seats collapsing, contd. ©ATP		N/A BY ACFT S/N	Once ©ATP		1. Ahart Aviation 2. IA 3. 3034133 4. Michael Arraiz Signature: _____	
2008-10-02 5/12/2008 ©ATP	To prevent erroneous indications from the altimeter, airspeed, and vertical speed, contd. ©ATP		N/A BY ACFT S/N	Once ©ATP		1. Ahart Aviation 2. IA 3. 3034133 4. Michael Arraiz Signature: _____	
2008-26-10 1/5/2009 ©ATP	To prevent erroneous indications from the altimeter, airspeed, and vertical speed, contd. ©ATP	1/29/2009 2124.6	C/W found port unblocked	Once ©ATP		1. SEE LOG ENTRY 2. 3. 4. Signature: _____	
©ATP							

FAA Airworthiness Directive Compliance Record

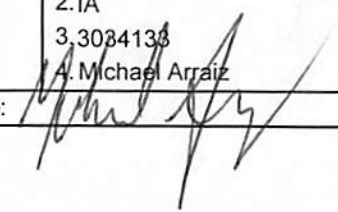
186 Airway Blvd Livermore, CA 94551
925-606-7640

Report Produced By: Ahart Aviation
Services Inc.

Content Revision: 7/13/2012

File ID: N51732

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 2. Cert. Type 3. Cert. Num. 4. Author. By
Manufacturer Cessna Aircraft Company	Category Airframe	Model 182T	Part #: C-182T Serial #: 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 Inc 2. IA 3. 3034138 4. Michael Arraiz
©ATP	©ATP			©ATP	Signature:	

FAA Airworthiness Directive Compliance Record

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

Report Produced By: Ahart Aviation
Services Inc.

Content Revision: 7/13/2012

File ID: N51732

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 2. Cert. Type 3. Cert. Num. 4. Author. By
Manufacturer Textron Lycoming	Category Engine	Model IO-540-AB1A5	Part #: IO-540-AB1A5 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 LIST 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 LIST 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 Arratz
©ATP	©ATP			©ATP	Signature:	
75-09-15 4/30/1975	TO PREVENT POSSIBLE FUEL STARVATION TO THE ENGINE	10/25/2001	NEW P/N GASKET INSTALLED	Once		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:	

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		186 Airway Blvd Livermore, CA 94551 925-606-7640			Report Produced By: Ahart Aviation Services Inc.		
Content Revision: 7/13/2012		File ID: N51732		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 Textron Lycoming		Category Engine		Model IO-540-AB1A5		Part #: IO-540-AB1A5 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:		
91-14-22 8/19/1991	Superseded by 2004-10-14			Recur		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
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		1. SEE LYCOMING A/D LIST 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
©ATP							

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186 Airway Blvd Livermore, CA 94551 925-606-7640				Report Produced By: Ahart Aviation Services Inc.			
Content Revision: 7/13/2012		File ID: N51732		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 Textron Lycoming		Category Engine		Model IO-540-AB1A5		Part #: IO-540-AB1A5 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 LIST 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
98-18-12 9/28/1998	Superseded by 2003-14-03			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 4. Michael Arraiz	
©ATP	©ATP			©ATP	Signature:		
2002-20-51 E 10/1/2002	Superseded by 2002-23-06			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		

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Content Revision: 7/13/2012		File ID: N51732		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 Textron Lycoming		Category Engine		Model IO-540-AB1A5		Part #: IO-540-AB1A5 Serial #: RL-26695-48E	
2002-23-06 11/19/2002	Superseded by 2004-05-24			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
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.		SUPERSEDED BY A/D 2008-14-07	Recur		1. 2. 3. 4.	
©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.		N/A TYPE PUMP NOT INSTALLED	Recur		1. Ahart Aviation 2. IA 3. 3034133 4. Michael Arraiz	
©ATP	©ATP			©ATP	Signature:		
2004-05-24 C 3/30/2004	To prevent the loss of all engine power and possible forced landing		N/A BY ENGINE S/N	Once		1. Ahart Aviation 2. IA 3. 3034133 4. Michael Arraiz	
©ATP	©ATP			©ATP	Signature:		
2004-10-14 C 6/25/2004	To prevent loosening or failure of the crankshaft gear retaining bolt, which may cause sudden engine failure		DUE AT PROP STRIKE	Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
2005-12-06 7/19/2005	To prevent failure of the magneto impulse coupling assembly and possible engine failure		N/A type mag not installed	Recur		1. Ahart Aviation 2. IA 3. 3034133 4. Michael Arraiz	
©ATP	©ATP			©ATP	Signature:		

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Report Produced By: Ahart Aviation
Services Inc.

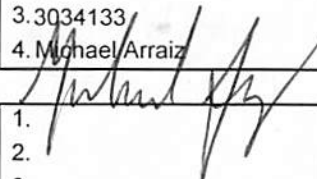
Content Revision: 7/13/2012

File ID: N51732

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 2. Cert. Type 3. Cert. Num. 4. Author. By
Manufacturer Textron Lycoming	Category Engine	Model IO-540-AB1A5	Part #: IO-540-AB1A5 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:	
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. 4.
©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		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			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:	

FAA Airworthiness Directive Compliance Record

186 Airway Blvd Livermore, CA 94551 925-606-7640				Report Produced By: Ahart Aviation Services Inc.			
Content Revision: 7/13/2012		File ID: N51732		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 Textron Lycoming		Category Engine		Model IO-540-AB1A5		Part #: IO-540-AB1A5 Serial #: RL-26695-48E	
2008-14-07 8/14/2008	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:		
2008-19-05 10/20/2008	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:		
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 list 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
2009-26-12 2/4/2010	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. Michael Arraiz	
©ATP	©ATP			©ATP	Signature: 		
2011-15-10 8/16/2011	Superseded by 2012-03-06			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
2011-26-04 1/25/2012	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:		

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Content Revision: 7/13/2012		File ID: N51732		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 2. Cert. Type 3. Cert. Num. 4. Author. By	
Manufacturer Textron Lycoming		Category Engine		Model IO-540-AB1A5		Part #: IO-540-AB1A5 Serial #: RL-26695-48E	
2012-03-06 C 2/24/2012 ©ATP	To prevent an in-flight engine shutdown due to a failed fuel servo diaphragm, and damage to the airplane ©ATP		N/A BY SERVO S/N	Once ©ATP	Signature:	1. Ahart Aviation Services Inc 2. IA 3. 3034133 4. Michael Arraiz	
Manufacturer McCauley		Category Propeller		Model B3D36C431		Part #: B3D36C431-C Serial #: 010938	
2005-14-11 8/17/2005 ©ATP	To prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane ©ATP		N/A PROP NOT SERVICED BY SOUTHERN CALIFORNIA PROPS	Once ©ATP	Signature:	1. Ahart Aviation 2. IA 3. 3034133 4. Michael Arraiz	
Manufacturer Bendix/King		Category Auto-pilot		Model KAP 140		Part #: KAP140 Serial #: M5612	
2000-05-24 4/12/2000 ©ATP	To detect and correct a loose fastener in an autopilot servo actuator, which could cause the autopilot servo, contd. ©ATP		N/A BY SERVO S/N	Once ©ATP	Signature:	1. Ahart Aviation 2. IA 3. 3034133 4. Michael Arraiz	
<div style="display: flex; justify-content: space-between;"> ©ATP Printed 7/17/2012 7:35:59AM Page 12 of 15 </div>							

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186 Airway Blvd Livermore, CA 94551 925-606-7640				Report Produced By: Ahart Aviation Services Inc.			
Content Revision: 7/13/2012		File ID: N51732		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 Precision Airmotive		Category Fuel Injected System		Model RSA-5AD1		Part #: 2576544-3 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:		
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			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 LIST 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		

FAA Airworthiness Directive Compliance Record

186 Airway Blvd Livermore, CA 94551 925-606-7640				Report Produced By: Ahart Aviation Services Inc.			
Content Revision: 7/13/2012		File ID: N51732		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 2. Cert. Type	3. Cert. Num. 4. Author. By
Manufacturer Precision Airmotive		Category Fuel Injected System		Model RSA-5AD1		Part #: 2576544-3 Serial #: 70DX5901	
2012-03-06 C 2/24/2012 ©ATP	To prevent an in-flight engine shutdown due to a failed fuel servo diaphragm, and damage to the airplane ©ATP		N/A BY SERVO S/N	Once ©ATP	Signature:	1. Ahart Aviation Services Inc 2. IA 3. 3034133 4. Michael Arraiz	
Manufacturer Avco Lycoming		Category Fuel Pumps		Model LW15473		Part #: 15473 Serial #: H4010	
92-20-07 L 10/5/1992 ©ATP	Superseded by 93-05-21 ©ATP			Once ©ATP	Signature:	1. 2. 3. 4.	
93-05-21 L 3/25/1993 ©ATP	Superseded by 93-11-11 ©ATP			Once ©ATP	Signature:	1. 2. 3. 4.	
93-11-11 6/21/1993 ©ATP	TO PREVENT DISRUPTION OF FUEL FLOW TO THE ENGINE, WHICH CAN RESULT IN A LOSS OF ENGINE POWER ©ATP		N/A BY PUMP S/N	Once ©ATP	Signature:	1. Ahart Aviation 2. IA 3. 3034133 4. Michael Arraiz	
Manufacturer ACS Products Company		Category Ignition Switches		Model IGNITION SWITCHES		Part #: A-510-9 Serial #:	
93-05-06 4/29/1993 ©ATP	TO PREVENT FAILURE OF IGNITION SWITCHES ©ATP	9/2/2008 2004.9	Replaced back plate with service kit A-3650-2. Next due @ tach 4004	Recur ©ATP	4004 Signature:	1. SEE LOG ENTRY 2. 3. 4.	

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186 Airway Blvd Livermore, CA 94551 925-606-7640				Report Produced By: Ahart Aviation Services Inc.			
Content Revision: 7/13/2012		File ID: N51732		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 2. Cert. Type	3. Cert. Num. 4. Author. By
Manufacturer Slick		Category Magnetos		Model 6351		Part #: 6351 Serial #: 10100659	
00-00-02 1/24/2001 ©ATP	Important Notice for Slick Aircraft Products listed in Textron Lycoming AD 99-04-04 ©ATP		N/A BY ENGINE MODEL #	Once ©ATP		1. Ahart Aviation 2. IA 3. 3034133 4. Michael Arraiz Signature:	
Manufacturer Slick		Category Magnetos		Model 6351		Part #: 6351 Serial #: 10100660	
00-00-02 1/24/2001 ©ATP	Important Notice for Slick Aircraft Products listed in Textron Lycoming AD 99-04-04 ©ATP		N/A BY ENGINE MODEL #	Once ©ATP		1. Ahart Aviation 2. IA 3. 3034133 4. Michael Arraiz Signature:	
Manufacturer Bendix/King		Category Transponder		Model KT 76A		Part #: 066-01156-0401 Serial #: 13667	
98-14-03 8/16/1998 ©ATP	TO PREVENT THE TRANSMISSION OF MISLEADING ENCODING ALTIMETER INFORMATION BETWEEN AFFECTED AIRCRAFT CAUSED BY THE, CONTD. ©ATP		N/A BY TRANSPONDER P/N	Once ©ATP		1. Ahart Aviation 2. IA 3. 3034133 4. Michael Arraiz Signature:	
Manufacturer Induction Air Filters		Category Air Filter		Model PAPER INDUCTION AIRFILTER		Part #: Serial #:	
84-26-02 1/29/1985 ©ATP	TO PREVENT POSSIBLE ENGINE POWER LOSS OR STOPPAGE CAUSED BY ENGINE INGESTION OF FRAGMENTS, CONTD. ©ATP	9/2/2010 2592	Replaced filter. Next due @ tach 3092	Recur ©ATP	3092	1. See Log Entry 2. 3. 4. Signature:	