

# AIRCRAFT TECHNICAL RECORD

## Section 2. INSTALLATIONS & MODIFICATIONS LOG

## AIRFRAME LOG

1. Nationality and Registration: N421BL
2. Manufacturer's Designation: DA 42 NG
3. Record of :
  - a. Engine Installations
  - b. Propeller Installations
  - c. Airworthiness Directives (A/D)
  - d. Service Bulletins (S/B)
  - e. Special Inspections (S/I)
  - f. Modifications (MODS)



**Section 2B: Record of Airframe Airworthiness Directives (A/D), Service Bulletins (S/B), Special Inspections (S/I), and Modifications (Mods)**

DATE / /	A/D, S/B, S/I, MODS	DESCRIPTION OF WORK PERFORMED: (INSPECTION, REPAIRS, REPLACEMENT)
-------------	---------------------	--



DIAMOND AIRCRAFT IND.  
D.C.T. APPROVED MAINTENANCE  
ORGANIZATION 161-93

Registration: N421BL  
Airframe Total Time: 31.4  
Engine LH SN: E4 C-00708  
Engine LH TT: 31.4  
Prop LH SN: 191176  
Prop LH TT: 31.4

AC Serial Number: 42 N388  
Work Order: SO 07537  
Engine RH SN: E4-C-00711  
Engine RH TT: 31.4  
Prop RH SN: 191177  
Prop RH TT: 31.4

**Import Summary:**

- Aircraft Imported with Export Certificate of Airworthiness, No. 3021/20, dated January 23, 2020.
- USA Registration Letters "N421BL" installed on fuselage side surface I.A.W. FAR 45.25 (b) (2).
- ELT and transponder reprogrammed with Hex ID: A4FF7A verified for Reg. No. "N421BL".
- ELT function checked I.A.W. CAR 571 appendix G and FAR 91.207 par D.
- All applicable Airworthiness Directives, Service Bulletins complied with. See attached report.
- AWD Bi weekly checked thru 2020-04.

I HEREBY CERTIFY THAT THIS AIRCRAFT CONFORMS TO TYPE  
CERTIFICATE: A57CE Revision No. 28 AND IS IN A FIT AND SAFE  
STATE FOR FLIGHT

The Maintenance Described has been performed IAW the Applicable Standard of Airworthiness



Date: FEB 24 2020  
END.

## AIRCRAFT RECORDS - DO NOT DESTROY

engine

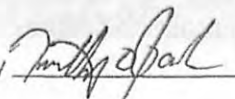
Company Southtec Aviation LLC  
 Make/Model Austro -- E4  
 Tail #  
 Serial # E4-C-00708  
 Location LEFT

Biweekly Number 2025-12  
 TSMOH N/A  
 Total Time 914.8  
 Total Cycles

AD # Effective	Subject	Method of Compliance	SS	R	Date & Hours @ Comp	Next Comp @ Hrs/Date	Auth Sig & Cert No
* 20-14-07 08/25/2020	TIMING CHAIN EXCESSIVE WEAR AND FUEL INJECTOR FAILURES/	P/C/W SEE LOG PAGE DATED 1/24/24.		X	1/24/24 @ TACH: 873.50	DUE IN 900 HOURS OR TAC 1773.5 FOR INJECTORS	TIMOTHY D JORDAN A&P/IA 3264477
20-15-05 08/31/2020	AFM, ENGINE TIMING CHAIN EXCESSIVE WEAR/	P/C/W NO LOG ENTRY.					TIMOTHY D JORDAN A&P/IA 3264477
* 20-22-14 12/10/2020	TURBOCHARGER WASTEGATE CONTROL ROD INTEGRITY/	P/C/W AT MANUFACTURE .		X		TERMINATING ACTION COMPLIED WITH.	TIMOTHY D JORDAN A&P/IA 3264477
21-09-04 05/10/2021 SS by 2021-24-10	ENGINE LUBRICATION SYSTEM FAILURE/	SUPERSEDED BY AD 2021-24-10	X				TIMOTHY D JORDAN A&P/IA 3264477
21-17-01 08/23/2021	OIL PUMP PRESSURE LOSS/	N/A by S/N					TIMOTHY D JORDAN A&P/IA 3264477
21-22-20 11/16/2021 SS by 2022-03-03	HIGH PRESSURE PUMP DRIVING GEAR MANUFACTURING DAMAGE/	SUPERSEDED BY AD 2022-03-03	X				TIMOTHY D JORDAN A&P/IA 3264477

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

Prepared by



Date

5/25/25

# Airworthiness Directive Compliance Record

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AIRCRAFT RECORDS - DO NOT DESTROY

engine

Company Southtec Aviation LLC  
 Make/Model Austro – E4  
 Tail #  
 Serial # E4-C-00708  
 Location LEFT

Biweekly Number 2025-12  
 TSMOH N/A  
 Total Time 914.8  
 Total Cycles

AD # Effective	Subject	Method of Compliance	SS	R	Date & Hours @ Comp	Next Comp @ Hrs/Date	Auth Sig & Cert No
21-24-10 12/27/2021	SAND CASTED OIL PUMP HOUSING IMPROPER CLEANING PROCESS/	N/A by S/N					TIMOTHY D JORDAN A&P/IA 3264477
22-03-03 02/14/2022	HIGH PRESSURE PUMP DRIVING GEAR MANUFACTURE OR ASSEMBLY DAMAGE/	P/C/W SEE LOG PAGE DATED 11/19/21.			11/19/21 @ TACH: 1118.7		TIMOTHY D JORDAN A&P/IA 3264477
* 23-20-03 12/11/2023 SS by 2025-02-12	ENGINE OIL ANALYSIS REQUIRED DUE TO PISTON DIMENSIONAL DEVIATION/	SUPERSEDED BY AD 2025-02-12	X	X		SUPERSEDED	TIMOTHY D JORDAN A&P/IA 3264477
24-05-01 03/11/2024	INNER MAIN BEARING CAP SCREWS STRENGTH TOLERANCE/	N/A by S/N					TIMOTHY D JORDAN A&P/IA 3264477
* 24-19-10 10/09/2024	PISTON CRACKS LEADING TO ENGINE FAILURE/	N/A by S/N		X		N/A	TIMOTHY D JORDAN A&P/IA 3264477
* 25-02-12 04/01/2025	ENGINE OIL ANALYSIS REQUIRED DUE TO PISTON DIMENSIONAL DEVIATION/	N/A by S/N		X		N/A	TIMOTHY D JORDAN A&P/IA 3264477

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

Prepared by \_\_\_\_\_ Date \_\_\_\_\_

AIRCRAFT RECORDS - DO NOT DESTROY

engine

Company Southtec Aviation LLC  
 Make/Model Austro - E4  
 Tail #  
 Serial # E4-C-00711  
 Location RIGHT

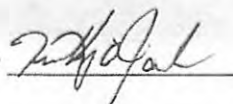
Biweekly Number 2025-12  
 TSMOH N/A

Total Time 914.8  
 Total Cycles

AD # Effective	Subject	Method of Compliance	SS	R	Date & Hours @ Comp	Next Comp @ Hrs/Date	Auth Sig & Cert No
* 20-14-07 08/25/2020	TIMING CHAIN EXCESSIVE WEAR AND FUEL INJECTOR FAILURES/	P/C/W SEE LOG PAGE DATED 1/24/24.		X	1/24/24 @ TACH: 873.50	DUE IN 900 HOURS OR TAC 1773.5 FOR INJECTORS	TIMOTHY D JORDAN A&P/IA 3264477
20-15-05 08/31/2020	AFM, ENGINE TIMING CHAIN EXCESSIVE WEAR/	P/C/W NO LOG ENTRY.					TIMOTHY D JORDAN A&P/IA 3264477
* 20-22-14 12/10/2020	TURBOCHARGER WASTEGATE CONTROL ROD INTEGRITY/	P/C/W AT MANUFACTURE .		X		TERMINATING ACTION COMPLIED WITH.	TIMOTHY D JORDAN A&P/IA 3264477
21-09-04 05/10/2021 SS by 2021-24-10	ENGINE LUBRICATION SYSTEM FAILURE/	SUPERSEDED BY AD 2021-24-10	X				TIMOTHY D JORDAN A&P/IA 3264477
21-17-01 08/23/2021	OIL PUMP PRESSURE LOSS/	N/A by S/N					TIMOTHY D JORDAN A&P/IA 3264477
21-22-20 11/16/2021 SS by 2022-03-03	HIGH PRESSURE PUMP DRIVING GEAR MANUFACTURING DAMAGE/	SUPERSEDED BY AD 2022-03-03	X				TIMOTHY D JORDAN A&P/IA 3264477

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

Prepared by



Date 6/25/25

# Airworthiness Directive Compliance Record

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AIRCRAFT RECORDS - DO NOT DESTROY

engine

Company Southtec Aviation LLC  
 Make/Model Austro - E4  
 Tail #  
 Serial # E4-C-00711  
 Location RIGHT

Biweekly Number 2025-12  
 TSMOH N/A  
 Total Time 914.8  
 Total Cycles

AD # Effective	Subject	Method of Compliance	SS	R	Date & Hours @ Comp	Next Comp @ Hrs/Date	Auth Sig & Cert No
21-24-10 12/27/2021	SAND CASTED OIL PUMP HOUSING IMPROPER CLEANING PROCESS/	N/A by S/N					TIMOTHY D JORDAN A&P/IA 3264477
22-03-03 02/14/2022	HIGH PRESSURE PUMP DRIVING GEAR MANUFACTURE OR ASSEMBLY DAMAGE/	P/C/W SEE LOG PAGE DATED 11/19/21.			11/19/21 @ TACH: 1118.7		TIMOTHY D JORDAN A&P/IA 3264477
* 23-20-03 12/11/2023 SS by 2025-02-12	ENGINE OIL ANALYSIS REQUIRED DUE TO PISTON DIMENSIONAL DEVIATION/	SUPERSEDED BY AD 2025-02-12	X	X		SUPERSEDED	TIMOTHY D JORDAN A&P/IA 3264477
24-05-01 03/11/2024	INNER MAIN BEARING CAP SCREWS STRENGTH TOLERANCE/	N/A by S/N					TIMOTHY D JORDAN A&P/IA 3264477
* 24-19-10 10/09/2024	PISTON CRACKS LEADING TO ENGINE FAILURE/	N/A by S/N		X		N/A	TIMOTHY D JORDAN A&P/IA 3264477
* 25-02-12 04/01/2025	ENGINE OIL ANALYSIS REQUIRED DUE TO PISTON DIMENSIONAL DEVIATION/	N/A by S/N		X		N/A	TIMOTHY D JORDAN A&P/IA 3264477

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

Prepared by \_\_\_\_\_ Date \_\_\_\_\_

## Aircraft Registration Profile For N421BL

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Profile Created: 3/6/2025 | Last Updated: 5/8/2025

Registration: <b>N421BL</b>	Company: --	Phone: --	Address:
CofA Issued: <b>1/14/2020</b>	Contact: Owner	Alt. Phone: --	
Profile ID: <b>N421BL</b>	--	Fax: --	Comments: --

### Airframe | Diamond Aircraft Ind. | DA 42 NG | Part No. -- | Serial No. 42.N388 | Position: n/a

Install:	Aircraft Hours: --	Date: --	TSN: --	CSN: --
Removal:	Aircraft Hours: --	Date: --	TSN: --	CSN: --
Current:	Aircraft Hours: --	Date: --	TSN: --	CSN: --
Notes:	--			

### Engine | Austro Engine GmbH | E4 | Part No. E4 CONFIG C | Serial No. E4-C-00708 | Position: n/a

Install:	Aircraft Hours: --	Date: --	TSN: --	CSN: --
Removal:	Aircraft Hours: --	Date: --	TSN: --	CSN: --
Current:	Aircraft Hours: --	Date: --	TSN: --	CSN: --
Notes:	--			

### Engine | Austro Engine GmbH | E4 | Part No. E4 CONFIG C | Serial No. E4-C-00711 | Position: n/a

Install:	Aircraft Hours: --	Date: --	TSN: --	CSN: --
Removal:	Aircraft Hours: --	Date: --	TSN: --	CSN: --
Current:	Aircraft Hours: --	Date: --	TSN: --	CSN: --
Notes:	--			

### Propeller | MT-Propeller | MTV-6-R-( )-( ) | Part No. -- | Serial No. 191176 | Position: L/H

Install:	Aircraft Hours: --	Date: --	TSN: --	CSN: --
Removal:	Aircraft Hours: --	Date: --	TSN: --	CSN: --
Current:	Aircraft Hours: --	Date: --	TSN: --	CSN: --
Notes:	--			

**Propeller | MT-Propeller | MTV-6-R-( )-( ) | Part No. -- | Serial No. 191177 | Position: R/H**

Install:	Aircraft Hours: --	Date: --	TSN: --	CSN: --
Removal:	Aircraft Hours: --	Date: --	TSN: --	CSN: --
Current:	Aircraft Hours: --	Date: --	TSN: --	CSN: --
Notes:	--			

**Appliance | Garmin International | G1000 NXi | Part No. -- | Serial No. -- | Position: n/a**

Install:	Aircraft Hours: --	Date: --	TSN: --	CSN: --
Removal:	Aircraft Hours: --	Date: --	TSN: --	CSN: --
Current:	Aircraft Hours: --	Date: --	TSN: --	CSN: --
Notes:	--			

# Extended Compliance Report For Aircraft Registration N421BL

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Airframe | Diamond Aircraft Ind. | DA 42 NG | Part No. -- | Serial No. 42.N388 | Position: n/a | TSN: -- | CSN: --

As of --

Issue No. SB No. CAA No. Effective Date	Description	C/W	Amendment No. Method of Compliance/Applicability	Recurring	Next Due	1. Facility 2. Cert. Type 3. Cert. No. 4. Authorized By
				Interval	Remaining	
Issue# 2024-06-13 SB# MSB42NG-086/1 CAA# -- 5/28/2024	[Recurring] To Detect and Correct Vertical Movement of the T-Yoke Bolt (Axle). The Unsafe Condition, if Not Addressed, Could Lead to Blockage or Loss of Rudder Control and Result in Reduced Control of the Airplane	5/1/2025 Hrs: 912.7 C: --	--  COMPLIED WITH FAA AD 2024-06-13 - INSPECTED T YOKE BOLT HOLE AND NUT POSITION. NO DEFECTS NOTED. INSTALLED NEW NUT P/N DIN985-M6-A2. WOTK PERFORMED IN ACCORDANCE WITH DIAMOND MSB42NG-086/1. NEXT INSPECTION DUE 1112.8 TIN, 200 HOUR INTERVAL.	Yes	-- Hrs: 1112.70 C: --	1. -- 2. A+P 3. 2612026 4. Nick Riccio  Signed: _____
				D: -- Hrs: 200 C: --	D: -- Hrs: -- C: --	
Issue# 2022-21-15 SB# -- CAA# -- 12/14/2022	Superseded by 2024-06-13	3/11/2025 Hrs: 912.7 C: --	--  S/S by 2024-06-13	No	-- Hrs: -- C: --	1. -- 2. A+P 3. 2612026 4. NICK RICCIO  Signed: _____
				D: -- Hrs: -- C: --	D: -- Hrs: -- C: --	
Issue# 2022-06-08 SB# -- CAA# -- 5/9/2022	[Recurring] To Prevent Failure of the Flap Bell Crank. The Unsafe Condition, if Not Addressed, Could Result in Reduced Control of the Airplane	3/11/2025 Hrs: 912.7 C: --	--  COMPLIED WITH FAA AD 2022-06-08 - INSPECTED FLAP BELL CRANK P/N D60-2757-11-00-01 INSTALLED. NO FURTHER ACTION REQUIRED. WORK PERFORMED WITH REFERENCE TO GMBH MSB42NG-066/1.	No	-- Hrs: -- C: --	1. -- 2. A+P 3. 2612026 4. NICK RICCIO  Signed: _____
				D: -- Hrs: -- C: --	D: -- Hrs: -- C: --	

Default

Content Revision: 5/8/2025

Report contents limited by: FAA ADs

Report created on 5/8/2025 by nriccio@readingnorthern.com

Issue No. SB No. CAA No. Effective Date	Description	C/W	Amendment No. Method of Compliance/Applicability	Recurring	Next Due	1. Facility 2. Cert. Type 3. Cert. No. 4. Authorized By
				Interval	Remaining	
Issue# 2022-03-01 SB# -- CAA# --  3/17/2022	To Prevent Restricted Fuel Flow, Which Could Result in Fuel Starvation. The Unsafe Condition, if Not Addressed, Could Result in Fuel Starvation and Reduced Control of the Airplane	3/11/2025 Hrs: 912.7 C: --	--  N/A by A/C S/N	No  D: -- Hrs: -- C: --	-- Hrs: -- C: --  D: -- Hrs: -- C: --	1. -- 2. A+P 3. 2612026 4. NICK RICCIO  Signed: _____
Issue# 2021-22-03 SB# -- CAA# --  12/21/2021	[Recurring] To Detect and Correct Cracks in the NLG Actuator Attachment Lever, Which Could Result in Restricted Rudder Travel with the NLG Retracted and Reduced Airplane Control	3/11/2025 Hrs: 912.7 C: --	--  COMPLIED WITH FAA AD 2021-22-03, ORIGINAL LEG ASSY HAS 912.7 HOURS TIS. INSPECTION REQUIREMENTS START AT 1800 HOURS TIS AS PER PAR.(G). PERFORMED VISUAL INSPECTION OF AREA NOTED REGARDLESS IN ACCORDANCE WITH PAR.2 OF DAI MSB42NG-078 REV 1 DATED JANUARY 24, 2019.	Yes  D: -- Hrs: -- C: --	-- Hrs: -- C: --  D: -- Hrs: -- C: --	1. -- 2. A+P 3. 2612026 4. NICK RICCIO  Signed: _____
Issue# 2019-14-11 SB# -- CAA# --  9/9/2019	To prevent restricted rudder travel, which could result in reduced control of the airplane	1/21/2020 Hrs: -- C: --	--  N/A by A/C S/N	No  D: -- Hrs: -- C: --	-- Hrs: -- C: --  D: -- Hrs: -- C: --	1. -- 2. -- 3. -- 4. Diamond Aircraft (Factory)  Signed: _____
Issue# 2017-18-10 SB# -- CAA# --  10/11/2017	[Recurring] Superseded by 2022-06-08	3/11/2025 Hrs: 912.7 C: --	--  S/S by 2022-06-08	No  D: -- Hrs: -- C: --	-- Hrs: -- C: --  D: -- Hrs: -- C: --	1. -- 2. A+P 3. 2612026 4. NICK RICCIO  Signed: _____

Issue No. SB No. CAA No. Effective Date	Description	C/W	Amendment No. Method of Compliance/Applicability	Recurring	Next Due	1. Facility 2. Cert. Type 3. Cert. No. 4. Authorized By
				Interval	Remaining	
Issue# 2016-22-06 SB# -- CAA# --  11/16/2016	[Recurring] To detect and correct cracked autopilot bridle cable clamps, which could cause detachment of the clamps from the,contd.	1/21/2020 Hrs: -- C: --	--  N/A by A/C S/N	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. Diamond Aircraft (Factory)
				D: -- Hrs: -- C: --	D: -- Hrs: -- C: --	Signed: _____
Issue# 2014-04-04 SB# -- CAA# --  4/7/2014	To prevent failure of the alternator indication system to indicate warning when one alternator is inoperative	1/21/2020 Hrs: -- C: --	--  Performed	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. Diamond Aircraft (Factory)
				D: -- Hrs: -- C: --	D: -- Hrs: -- C: --	Signed: _____
Issue# 2013-19-11 SB# -- CAA# --  10/31/2013	To detect and correct insufficient clearance between the rod end safety washer and the NLG attachment,contd.	1/21/2020 Hrs: -- C: --	--  N/A by actuator P/N	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. Diamond Aircraft (Factory)
				D: -- Hrs: -- C: --	D: -- Hrs: -- C: --	Signed: _____
Issue# 2013-07-01 SB# -- CAA# --  5/20/2013	To prevent the MLG jamming in the gear bay, which could result in damage to the aircraft or occupant injury	1/21/2020 Hrs: -- C: --	--  performed	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. Diamond Aircraft (Factory)
				D: -- Hrs: -- C: --	D: -- Hrs: -- C: --	Signed: _____

Issue No. SB No. CAA No. Effective Date	Description	C/W	Amendment No. Method of Compliance/Applicability	Recurring	Next Due	1. Facility 2. Cert. Type 3. Cert. No. 4. Authorized By
				Interval	Remaining	
Issue# 2013-06-02 SB# -- CAA# --  4/8/2013	To address the issue of icing in the engine air inlet filter	1/21/2020 Hrs: -- C: --	--  performed	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. Diamond Aircraft (Factory)
				D: --	D: --	Signed: _____
				Hrs: --	Hrs: --	
				C: --	C: --	
Issue# 2012-17-07 SB# -- CAA# --  10/11/2012	To prevent wing failure, which could result in loss of control of the airplane	1/21/2020 Hrs: -- C: --	--  N/A by A/C S/N	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. Diamond Aircraft (Factory)
				D: --	D: --	Signed: _____
				Hrs: --	Hrs: --	
				C: --	C: --	
Issue# 2011-10-13 SB# -- CAA# --  6/17/2011	To check and replace the rear passenger door retaining retaining bracket with an improved design	1/21/2020 Hrs: -- C: --	--  considered, performed by MAM	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. Diamond Aircraft (Factory)
				D: --	D: --	Signed: _____
				Hrs: --	Hrs: --	
				C: --	C: --	

Issue No. SB No. CAA No. Effective Date	Description	C/W	Amendment No. Method of Compliance/Applicability	Recurring	Next Due	1. Facility 2. Cert. Type 3. Cert. No. 4. Authorized By
				Interval	Remaining	
Issue# 2025-02-12 SB# -- CAA# -- 4/1/2025	The FAA is Issuing this AD to Prevent Piston Failure. the Unsafe Condition, if Not Addressed, Could Result in Loss of Oil, Loss of Engine Power, and Reduced Control of the Airplane.	3/11/2025 Hrs: 912.7 C: --	--  N/A by Engine S/N's. S/N's not listed in any tables of MSB-E4-039/3	No  D: -- Hrs: -- C: --	-- Hrs: -- C: -- D: -- Hrs: -- C: --	1. -- 2. A+P 3. 2612026 4. NICK RICCIO  Signed: _____
Issue# 2024-19-10 SB# -- CAA# -- 10/9/2024	[Recurring] To Detect and Address Cracks on the Pistons. The Unsafe Condition, if Not Addressed, Could Result in Engine Failure with Consequent Reduced Control of the Airplane and, for Single-Engine Airplanes, Damage to the Airplane and Injury to,contd.	3/11/2025 Hrs: 912.7 C: --	--  Engines produced prior to 01/2023, affected piston P/N E4A-72-400-000 not installed	No  D: -- Hrs: -- C: --	-- Hrs: -- C: -- D: -- Hrs: -- C: --	1. -- 2. A+P 3. 2612026 4. NICK RICCIO  Signed: _____
Issue# 2024-05-01 SB# -- CAA# -- 3/11/2024	To Prevent Piston Failure. The unsafe Condition, if Not Addressed, Could Result in Engine Failure, Reduced Control of the Airplane, and for Single Engine Airplanes, an Emergency Landing, Possibly Resulting in Damage to the Airplane and Injury to,contd.	3/12/2025 Hrs: 912.7 C: --	--  N/A by engine S/N, S/N not listed in table 1 or 2 of MSB-E4-042/1	No  D: -- Hrs: -- C: --	-- Hrs: -- C: -- D: -- Hrs: -- C: --	1. -- 2. A+P 3. 2612026 4. Nick Riccio  Signed: _____
Issue# 2023-20-03 SB# -- CAA# -- 12/11/2023	[Recurring] Superseded by 2025-02-12	3/11/2025 Hrs: 912.7 C: --	--  S/S by 2025-02-12	No  D: -- Hrs: -- C: --	-- Hrs: -- C: -- D: -- Hrs: -- C: --	1. -- 2. A+P 3. 2612026 4. Nick Riccio  Signed: _____

Issue No. SB No. CAA No. Effective Date	Description	C/W	Amendment No. Method of Compliance/Applicability	Recurring	Next Due	1. Facility 2. Cert. Type 3. Cert. No. 4. Authorized By
				Interval	Remaining	
Issue# 2022-03-03 SB# -- CAA# --  2/14/2022	To Prevent the Failure of the HPP Driving Gear. The Unsafe Condition, if Not Addressed, Could Result in In-Flight Engine Shut-Down, Forced Landing, and Damage to the Airplane	11/19/2021 Hrs: 792.1 C: --	--  C/W log entry dated 11/19/2021 by replacing gear	No  D: -- Hrs: -- C: --	-- Hrs: -- C: --  D: -- Hrs: -- C: --	1. -- 2. A+P 3. 3889290 4. Rachel Weiantd  Signed: _____
Issue# 2021-24-10 SB# -- CAA# --  12/27/2021	To Prevent Failure of the Engine Lubrication System. The Unsafe Condition, if Not Addressed, Could Result in Failure of the Engine, In-Flight Shutdown, and Loss of the Airplane	1/24/2024 Hrs: -- C: --	--  N/A by S/N	No  D: -- Hrs: -- C: --	-- Hrs: -- C: --  D: -- Hrs: -- C: --	1. -- 2. A+P 3. 3889290 4. Rachel Weiantd  Signed: _____
Issue# 2021-22-20 SB# -- CAA# --  11/16/2021	Superseded by 2022-03-03	3/11/2025 Hrs: 912.7 C: --	--  S/S by 2022-03-03	No  D: -- Hrs: -- C: --	-- Hrs: -- C: --  D: -- Hrs: -- C: --	1. -- 2. A+P 3. 2612026 4. NICK RICCIO  Signed: _____
Issue# 2021-17-01 SB# -- CAA# --  8/23/2021	To Prevent Failure of the Engine Due to Oil Pressure Loss. The Unsafe Condition, if Not Addressed, Could Result in Failure of the Engine, In-Flight Shutdown, and Loss of the Airplane	1/24/2024 Hrs: -- C: --	--  N/A by S/N	No  D: -- Hrs: -- C: --	-- Hrs: -- C: --  D: -- Hrs: -- C: --	1. -- 2. A+P 3. 3889290 4. Rachel Weiantd  Signed: _____

Issue No. SB No. CAA No. Effective Date	Description	C/W	Amendment No. Method of Compliance/Applicability	Recurring	Next Due	1. Facility 2. Cert. Type 3. Cert. No. 4. Authorized By
				Interval	Remaining	
Issue# 2021-09-04 SB# -- CAA# --  5/10/2021	Superseded by 2021-24-10	3/11/2025 Hrs: 912.7 C: --	--  S/S by 2021-24-10	No	-- Hrs: -- C: --	1. -- 2. A+P 3. 2612026 4. NICK RICCIO
				D: --	D: --	Signed: _____
				Hrs: --	Hrs: --	
				C: --	C: --	
Issue# 2020-22-14 SB# -- CAA# --  12/10/2020	[Recurring] To Prevent Failure of the Turbocharger Waste Gate Control Rod. The Unsafe Condition, if Not Addressed, Could Result in Loss of Engine Thrust Control and Reduced Control of the Airplane	10/29/2019 Hrs: -- C: --	--  Austro Engine MSB No. MSB-E4-022/5, Rev. No. 5 performed, no open action - terminating action of AD para (h).	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. Austro Engine GmbH
				D: --	D: --	Signed: _____
				Hrs: --	Hrs: --	
				C: --	C: --	
Issue# 2020-15-05 SB# -- CAA# --  8/31/2020	To Prevent Failure of the Engine Timing Chain. The Unsafe Condition, if Not Addressed, Could Result in Failure of the Engine Timing Chain, Loss of Engine Thrust Control, and Reduced Control of the Airplane	1/24/2024 Hrs: -- C: --	--  C/W by manufacturer, AFM updated for windmill starts as an emergency procedure only	No	-- Hrs: -- C: --	1. -- 2. A+P 3. 3889290 4. Rachel Weiandt
				D: --	D: --	Signed: _____
				Hrs: --	Hrs: --	
				C: --	C: --	
Issue# 2020-14-07 SB# -- CAA# --  8/25/2020	[Recurring] To Prevent Failure of the Timing Chain and Fuel Injectors. if Not Addressed, Could Result in Loss of Engine Thrust Control and Reduced Control of the Airplane	1/24/2024 Hrs: 873.5 C: --	--  no windmill starts reported. Fuel injectors replaced log entry dated 01.24.2024 - next due at 1773.5 TT	Yes	-- Hrs: 1773.50 C: --	1. -- 2. A+P 3. 3889290 4. Rachel Weiandt
				D: --	D: --	Signed: _____
				Hrs: 900	Hrs: --	
				C: --	C: --	

Issue No. SB No. CAA No. Effective Date	Description	C/W	Amendment No. Method of Compliance/Applicability	Recurring	Next Due	1. Facility 2. Cert. Type 3. Cert. No. 4. Authorized By
				Interval	Remaining	
Issue# 2018-18-02 SB# -- CAA# --  11/29/2018	Superseded by 2020-15-05	3/11/2025 Hrs: 912.7 C: --	-- S/S by 2020-15-05	No	-- Hrs: -- C: --	1. -- 2. A+P 3. 2612026 4. NICK RICCIO
				D: -- Hrs: -- C: --	D: -- Hrs: -- C: --	Signed: _____
Issue# 2018-07-16 SB# -- CAA# --  4/27/2018	[Recurring] Superseded by 2020-22-14	3/11/2025 Hrs: 912.7 C: --	-- S/S by 2020-22-14	No	-- Hrs: -- C: --	1. -- 2. A+P 3. 2612026 4. NICK RICCIO
				D: -- Hrs: -- C: --	D: -- Hrs: -- C: --	Signed: _____
Issue# 2014-08-10 SB# -- CAA# --  6/3/2014	To prevent failure of the waste gate controller lever, which could lead to damage to one or more engines,contd.	3/11/2025 Hrs: -- C: --	-- N/A by P/N	No	-- Hrs: -- C: --	1. -- 2. A+P 3. 2612026 4. NICK RICCIO
				D: -- Hrs: -- C: --	D: -- Hrs: -- C: --	Signed: _____
Issue# 2013-14-08 SB# -- CAA# --  8/21/2013	Superseded by 2014-08-10	3/11/2025 Hrs: 912.7 C: --	-- S/S by 2014-8-10	No	-- Hrs: -- C: --	1. -- 2. A+P 3. 2612026 4. NICK RICCIO
				D: -- Hrs: -- C: --	D: -- Hrs: -- C: --	Signed: _____

Issue No. SB No. CAA No. Effective Date	Description	C/W	Amendment No. Method of Compliance/Applicability	Recurring	Next Due	1. Facility 2. Cert. Type 3. Cert. No. 4. Authorized By
				Interval	Remaining	
Issue# 2011-18-19 SB# -- CAA# --  10/6/2011	[Recurring] To prevent engine power loss or in-flight shutdown, which could result in loss of control of the airplane	3/11/2025 Hrs: 912.7 C: --	--  C/W by the manufacturer	Yes	-- Hrs: -- C: --	1. -- 2. A+P 3. 2612026 4. NICK RICCIO
				D: -- Hrs: -- C: --	D: -- Hrs: -- C: --	Signed: _____
Issue# 2010-23-09 SB# -- CAA# --  11/22/2010	[Recurring] Superseded by 2011-18-19	-- Hrs: -- C: --	--  S/S by 2011-18-19	No	-- Hrs: -- C: --	1. -- 2. A+P 3. 2612026 4. --
				D: -- Hrs: -- C: --	D: -- Hrs: -- C: --	Signed: _____

Issue No. SB No. CAA No. Effective Date	Description	C/W	Amendment No. Method of Compliance/Applicability	Recurring	Next Due	1. Facility 2. Cert. Type 3. Cert. No. 4. Authorized By
				Interval	Remaining	
Issue# 2025-02-12 SB# -- CAA# -- 4/1/2025	The FAA is Issuing this AD to Prevent Piston Failure. the Unsafe Condition, if Not Addressed, Could Result in Loss of Oil, Loss of Engine Power, and Reduced Control of the Airplane.	3/11/2025 Hrs: 912.7 C: --	--  N/A by Engine S/N's, S/N's not listed in any tables of MSB-E4-039/3	No  D: -- Hrs: -- C: --	-- Hrs: -- C: -- D: -- Hrs: -- C: --	1. -- 2. A+P 3. 2612026 4. NICK RICCIO  Signed: _____
Issue# 2024-19-10 SB# -- CAA# -- 10/9/2024	[Recurring] To Detect and Address Cracks on the Pistons. The Unsafe Condition, if Not Addressed, Could Result in Engine Failure with Consequent Reduced Control of the Airplane and, for Single-Engine Airplanes, Damage to the Airplane and Injury to,contd.	3/11/2025 Hrs: 912.7 C: --	--  Engines produced prior to 01/2023, affected piston P/N E4A-72-400-000 not installed	No  D: -- Hrs: -- C: --	-- Hrs: -- C: -- D: -- Hrs: -- C: --	1. -- 2. A+P 3. 2612026 4. NICK RICCIO  Signed: _____
Issue# 2024-05-01 SB# -- CAA# -- 3/11/2024	To Prevent Piston Failure. The unsafe Condition, if Not Addressed, Could Result in Engine Failure, Reduced Control of the Airplane, and for Single Engine Airplanes, an Emergency Landing, Possibly Resulting in Damage to the Airplane and Injury to,contd.	3/11/2025 Hrs: 912.7 C: --	--  N/A by engine S/N, S/N not listed in table 1 or 2 of MSB-E4-042/1	No  D: -- Hrs: -- C: --	-- Hrs: -- C: -- D: -- Hrs: -- C: --	1. -- 2. A+P 3. 2612026 4. Nick Riccio  Signed: _____
Issue# 2023-20-03 SB# -- CAA# -- 12/11/2023	[Recurring] Superseded by 2025-02-12	3/11/2025 Hrs: 912.7 C: --	--  S/S by 2025-02-12	No  D: -- Hrs: -- C: --	-- Hrs: -- C: -- D: -- Hrs: -- C: --	1. -- 2. A+P 3. 2612026 4. Nick Riccio  Signed: _____

Issue No. SB No. CAA No. Effective Date	Description	C/W	Amendment No. Method of Compliance/Applicability	Recurring	Next Due	1. Facility 2. Cert. Type 3. Cert. No. 4. Authorized By
				Interval	Remaining	
Issue# 2022-03-03 SB# -- CAA# -- 2/14/2022	To Prevent the Failure of the HPP Driving Gear. The Unsafe Condition, if Not Addressed, Could Result in In-Flight Engine Shut-Down, Forced Landing, and Damage to the Airplane	11/19/2021 Hrs: 792.1 C: --	-- C/W log entry dated 11/19/2021 by replacing gear	No  D: -- Hrs: -- C: --	-- Hrs: -- C: -- D: -- Hrs: -- C: --	1. -- 2. A+P 3. 3889290 4. Rachel Weiandt  Signed: _____
Issue# 2021-24-10 SB# -- CAA# -- 12/27/2021	To Prevent Failure of the Engine Lubrication System. The Unsafe Condition, if Not Addressed, Could Result in Failure of the Engine, In-Flight Shutdown, and Loss of the Airplane	1/24/2024 Hrs: 873.5 C: --	-- N/A by S/N	No  D: -- Hrs: -- C: --	-- Hrs: -- C: -- D: -- Hrs: -- C: --	1. -- 2. A+P 3. 3889290 4. Rachel Weiandt  Signed: _____
Issue# 2021-22-20 SB# -- CAA# -- 11/16/2021	Superseded by 2022-03-03	3/11/2025 Hrs: 912.7 C: --	-- S/S by 2022-03-03	No  D: -- Hrs: -- C: --	-- Hrs: -- C: -- D: -- Hrs: -- C: --	1. -- 2. A+P 3. 2612026 4. NICK RICCIO  Signed: _____
Issue# 2021-17-01 SB# -- CAA# -- 8/23/2021	To Prevent Failure of the Engine Due to Oil Pressure Loss. The Unsafe Condition, if Not Addressed, Could Result in Failure of the Engine, In-Flight Shutdown, and Loss of the Airplane	1/24/2024 Hrs: -- C: --	-- N/A by S/N	No  D: -- Hrs: -- C: --	-- Hrs: -- C: -- D: -- Hrs: -- C: --	1. -- 2. A+P 3. 3889290 4. Rachel Weiandt  Signed: _____

Issue No. SB No. CAA No. Effective Date	Description	C/W	Amendment No. Method of Compliance/Applicability	Recurring	Next Due	1. Facility 2. Cert. Type 3. Cert. No. 4. Authorized By
				Interval	Remaining	
Issue# 2021-09-04 SB# -- CAA# --  5/10/2021	Superseded by 2021-24-10	-- Hrs: -- C: --	-- S/S by 2021-24-10	No	-- Hrs: -- C: --	1. -- 2. A+P 3. 2612026 4. NICK RICCIO  Signed: _____
				D: -- Hrs: -- C: --	D: -- Hrs: -- C: --	
Issue# 2020-22-14 SB# -- CAA# --  12/10/2020	[Recurring] To Prevent Failure of the Turbocharger Waste Gate Control Rod. The Unsafe Condition, if Not Addressed, Could Result in Loss of Engine Thrust Control and Reduced Control of the Airplane	11/12/2019 Hrs: -- C: --	-- Austro Engine MSB No. MSB-E4-022/5, Rev. No. 5 performed, no open action - terminating action of AD para (h).	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. Austro EngineGmbH  Signed: _____
				D: -- Hrs: -- C: --	D: -- Hrs: -- C: --	
Issue# 2020-15-05 SB# -- CAA# --  8/31/2020	To Prevent Failure of the Engine Timing Chain. The Unsafe Condition, if Not Addressed, Could Result in Failure of the Engine Timing Chain, Loss of Engine Thrust Control, and Reduced Control of the Airplane	1/24/2024 Hrs: -- C: --	-- C/W by manufacturer, AFM updated for windmill starts as an emergency procedure only	No	-- Hrs: -- C: --	1. -- 2. A+P 3. 3889290 4. Rachel Weiandt  Signed: _____
				D: -- Hrs: -- C: --	D: -- Hrs: -- C: --	
Issue# 2020-14-07 SB# -- CAA# --  8/25/2020	[Recurring] To Prevent Failure of the Timing Chain and Fuel Injectors. if Not Addressed, Could Result in Loss of Engine Thrust Control and Reduced Control of the Airplane	1/24/2024 Hrs: 873.5 C: --	-- no windmill starts reported. Fuel injectors replaced log entry dated 01.24.2024 - next due at 1773.5 TT	Yes	-- Hrs: 1773.50 C: --	1. -- 2. A+P 3. 3889290 4. Rachel Weiandt  Signed: _____
				D: -- Hrs: 900 C: --	D: -- Hrs: -- C: --	

Issue No. SB No. CAA No. Effective Date	Description	C/W	Amendment No. Method of Compliance/Applicability	Recurring	Next Due	1. Facility 2. Cert. Type 3. Cert. No. 4. Authorized By
				Interval	Remaining	
Issue# 2018-18-02 SB# -- CAA# --  11/29/2018	Superseded by 2020-15-05	3/11/2025 Hrs: 912.7 C: --	-- S/S by 2020-15-05	No	-- Hrs: -- C: --	1. -- 2. A+P 3. 2612026 4. NICK RICCIO
				D: -- Hrs: -- C: --	D: -- Hrs: -- C: --	Signed: _____
Issue# 2018-07-16 SB# -- CAA# --  4/27/2018	[Recurring] Superseded by 2020-22-14	3/11/2025 Hrs: 912.7 C: --	-- S/S by 2020-22-14	No	-- Hrs: -- C: --	1. -- 2. A+P 3. 2612026 4. NICK RICCIO
				D: -- Hrs: -- C: --	D: -- Hrs: -- C: --	Signed: _____
Issue# 2014-08-10 SB# -- CAA# --  6/3/2014	To prevent failure of the waste gate controller lever, which could lead to damage to one or more engines,contd.	3/11/2025 Hrs: 912.7 C: --	-- N/A by P/N	No	-- Hrs: -- C: --	1. -- 2. A+P 3. 2612026 4. NICK RICCIO
				D: -- Hrs: -- C: --	D: -- Hrs: -- C: --	Signed: _____
Issue# 2013-14-08 SB# -- CAA# --  8/21/2013	Superseded by 2014-08-10	3/11/2025 Hrs: 912.7 C: --	-- S/S by 2014-08-10	No	-- Hrs: -- C: --	1. -- 2. A+P 3. 2612026 4. NICK RICCIO
				D: -- Hrs: -- C: --	D: -- Hrs: -- C: --	Signed: _____

Issue No. SB No. CAA No. Effective Date	Description	C/W	Amendment No. Method of Compliance/Applicability	Recurring	Next Due	1. Facility 2. Cert. Type 3. Cert. No. 4. Authorized By
				Interval	Remaining	
Issue# 2011-18-19 SB# -- CAA# --  10/6/2011	[Recurring] To prevent engine power loss or in-flight shutdown, which could result in loss of control of the airplane	1/24/2024 Hrs: -- C: --	--  N/A by P/N	No	-- Hrs: -- C: --	1. -- 2. A+P 3. 3889290 4. Rachel Weindt  Signed: _____
				D: --	D: --	
				Hrs: --	Hrs: --	
				C: --	C: --	
Issue# 2010-23-09 SB# -- CAA# --  11/22/2010	[Recurring] Superseded by 2011-18-19	3/11/2025 Hrs: 912.7 C: --	--  S/S by 2011-18-19	No	-- Hrs: -- C: --	1. -- 2. A+P 3. 2612026 4. NICK RICCIO  Signed: _____
				D: --	D: --	
				Hrs: --	Hrs: --	
				C: --	C: --	

Issue No. SB No. CAA No. Effective Date	Description	C/W	Amendment No. Method of Compliance/Applicability	Recurring	Next Due	1. Facility 2. Cert. Type 3. Cert. No. 4. Authorized By
				Interval	Remaining	
Issue# 2007-26-13 SB# -- CAA# --  1/31/2008	[Recurring] To prevent erosion sheath separation leading to damage of the airplane	3/11/2025 Hrs: 912.7 C: --	--  N/A by date of manufacture	No	-- Hrs: -- C: --	1. -- 2. A+P 3. 2612026 4. NICK RICCIO  Signed: _____
				D: --	D: --	
				Hrs: --	Hrs: --	
				C: --	C: --	
Issue# 2006-05-05 SB# -- CAA# --  4/10/2006	[Recurring] Superseded by 2007-26-13	3/11/2025 Hrs: 912.7 C: --	--  S/S by 2007-26-13	No	-- Hrs: -- C: --	1. -- 2. A+P 3. 2612026 4. NICK RICCIO  Signed: _____
				D: --	D: --	
				Hrs: --	Hrs: --	
				C: --	C: --	

Issue No. SB No. CAA No. Effective Date	Description	C/W	Amendment No. Method of Compliance/Applicability	Recurring	Next Due	1. Facility 2. Cert. Type 3. Cert. No. 4. Authorized By
				Interval	Remaining	
Issue# 2007-26-13 SB# -- CAA# --  1/31/2008	[Recurring] To prevent erosion sheath separation leading to damage of the airplane	3/11/2025 Hrs: 912.7 C: --	--  N/A by date of manufacture	No	-- Hrs: -- C: --	1. -- 2. A+P 3. 2612026 4. NICK RICCIO  Signed: _____
				D: -- Hrs: -- C: --	D: -- Hrs: -- C: --	
Issue# 2006-05-05 SB# -- CAA# --  4/10/2006	[Recurring] Superseded by 2007-26-13	3/11/2025 Hrs: 912.7 C: --	--  S/S by 2007-26-13	No	-- Hrs: -- C: --	1. -- 2. A+P 3. 2612026 4. NICK RICCIO  Signed: _____
				D: -- Hrs: -- C: --	D: -- Hrs: -- C: --	

Issue No. SB No. CAA No. Effective Date	Description	C/W	Amendment No. Method of Compliance/Applicability	Recurring	Next Due	1. Facility 2. Cert. Type 3. Cert. No. 4. Authorized By
				Interval	Remaining	
--	--	--	--	--	--	1. --
Issue# --		Hrs: --	--		Hrs: --	2. --
SB# --		C: --			C: --	3. --
CAA# --						4. --
--				D: --	D: --	Signed: _____
				Hrs: --	Hrs: --	
				C: --	C: --	