

AIRCRAFT REGISTRATION NO.

AIRCRAFT SERIAL NO.

TYPE AIRCRAFT

adNote™

2008-2-6 N/M

AD NUMBER

Garmin A/P GSM 85 Servo

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER

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Amendment 39-15336; Docket No. FAA- 2007-28730; Directorate Identifier 2007-CE-063-AD.

Effective Date

(a) This AD becomes effective on February 26, 2008.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the GSM 85 servo gearbox units that are specified in paragraph (c)(1) of this AD and are installed on airplanes. These GSM 85 servo gearbox units are installed in, but not limited to, airplanes that are certificated in any category and presented in paragraph (c)(2) of this AD:

(1) GSM 85 servo gearbox units, part numbers (P/Ns): 011-00894-00, 011-00894-02, 011-00894-04, 011-00894-06, 011-00894-07, 011-00894-08, 011-00894-09, 011-00894-10, 011-00894-11, and 011-00894-14.

(2) Airplanes with the GSM 85 servo gearbox units installed (other aircraft could have installations through other methods such as field approval):

Type Certificate Holder	Models
(i) Cessna Aircraft Company	182T, T182T, 206H, and T206H
(ii) Hawker Beechcraft Corporation	G36 and G58
(iii) Diamond Aircraft Industries GmbH	DA40 and DA40F
(iv) Columbia Aircraft Manufacturing	350 and 400
(v) Mooney Airplane Company, Inc.	M20M and M20R

Unsafe Condition

(d) This AD results from reports of certain GARMIN GSM 85 servo gearbox units that have foreign object debris inside the assembly. We are issuing this AD to detect and correct defective GARMIN GSM 85 servo gearbox units, which could result in jamming of the servo gearbox. This jamming could lead to the pilot having to apply sufficient control force to override the servo gearbox slip clutch in order to control the airplane. In certain situations, this could compromise the safety of the airplane if the pilot was not able to focus on critical duties due to having to tend to the servo gearbox.

Compliance

(e) To address this problem, you must do the following, unless already done:

Actions	Compliance	Procedures
(1) Check the serial tag of the installed GSM 85 servo gearbox unit to determine the mod level. The mod level marked on the serial tag indicates if the GSM 85 servo gearbox unit is already in compliance with this AD. (i) If the serial tag on the installed GSM 85 servo gearbox unit for P/Ns 011-00894-00 or 011-00894-10 is marked at mod level 3, no further action is required. (ii) If the serial tag on the installed GSM 85 servo gearbox unit for P/Ns 011-00894-02, 011-00894-04, 011-00894-06, 011-00894-07, 011-00894-08, 011-00894-09, 011-00894-11, or 011-00894-14 is marked at mod level 1, no further action is required. (iii) If the serial tag on the above GSM servo gearbox unit is not at mod level 1 or 3 as specified in paragraphs (e)(1)(i) and (e)(1)(ii) of this AD, then go to paragraph (e)(2) of this AD.	Check within the next 100 hours time-in-service (TIS) after February 26, 2008 (the effective date of this AD) or within the next 3 months after February 26, 2008 (the effective date of this AD), whichever occurs first.	Check following GARMIN International, Inc. Service Bulletin No. 0713, Revision A, dated May 7, 2007; Service Bulletin No. 0713, Revision B, dated May 18, 2007; Service Bulletin No. 0713, Revision C, dated May 29, 2007; Service Bulletin No. 0713, Revision D, dated June 13, 2007; or Cessna Aircraft Company Single Engine Service Bulletin SB07-22-01, dated June 4, 2007, as applicable. If the Mod Level of the P/Ns specified in paragraph (e)(1)(i) and (e)(1)(ii) are at mod level 1 and mod level 3, as applicable, make an entry into the aircraft logbook showing compliance with this portion of the AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9). The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may do this action.
(2) If the serial tag on the GSM 85 servo gearbox for P/Ns specified in paragraph (e)(1) of this AD is not marked at mod level 1 or mod level 3 as specified in paragraphs (e)(1)(i) and (e)(1)(ii) of this AD, inspect the servo gearbox for foreign object debris.	Within the next 100 hours TIS after February 26, 2008 (the effective date of this AD) or within the next 3 calendar months after February 26, 2008 (the effective date of this AD), whichever occurs first.	Follow the Modification Instructions in GARMIN International, Inc. Service Bulletin No. 0713, Revision A, dated May 7, 2007; Service Bulletin No. 0713, Revision B, dated May 18, 2007; Service Bulletin No. 0713, Revision C, dated May 29, 2007; Service Bulletin No. 0713, Revision D, dated June 13, 2007; or Cessna Aircraft Company Single Engine Service Bulletin SB07-22-01, dated June 4, 2007, as applicable.
(3) If foreign object debris is found during the inspection required in paragraph (e)(2) of this AD, remove and return the GSM 85 servo gearbox to the manufacturer for replacement.	Before further flight after the inspection required in paragraph (e)(2) of this AD.	Follow the Modification Instructions in GARMIN International, Inc. Service Bulletin No. 0713, Revision A, dated May 7, 2007; Service Bulletin No. 0713, Revision B, dated May 18, 2007; Service Bulletin No. 0713, Revision C, dated May 29, 2007; Service Bulletin No. 0713, Revision D, dated June 13, 2007; or Cessna Aircraft Company Single Engine Service Bulletin SB07-22-01, dated June 4, 2007, as applicable.

(Over)→

ADS REQUIRING ADDITIONAL COMPLIANCE

FORMS (FAA FORM 337)

WEIGHT & BALANCE FORM

Continuation of Airworthiness Directive 2008-02-06

Alternative Methods of Compliance (AMOCs)

(f) The Manager, Wichita Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Roger A. Souter, Aerospace Engineer, FAA, Wichita ACO, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4134; fax: (316) 946-4107; e-mail address: roger.souter@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

Material Incorporated by Reference

(g) You must use GARMIN International, Inc. Service Bulletin No. 0713, Revision A, dated May 7, 2007; GARMIN International, Inc. Service Bulletin No. 0713, Revision B, dated May 18, 2007; GARMIN International, Inc. Service Bulletin No. 0713, Revision C, dated May 29, 2007; GARMIN International, Inc. Service Bulletin No. 0713, Revision D, dated June 13, 2007; and Cessna Aircraft Company

Single Engine Service Bulletin SB07-22-01, dated June 4, 2007, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact GARMIN International, Inc., 1200 East 151st Street, Olathe, KS 66062; telephone: (913) 397-8200; fax: (913) 397-8282.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to:

http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Kansas City, Missouri, on January 11, 2008.

John Colomy, Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

ADs PERMANENTLY
COMPLIED WITH

AIRCRAFT REGISTRATION NO.

AIRCRAFT SERIAL NO.

TYPE AIRCRAFT

adNote

2004-8-10 N/M

AD NUMBER

ECI Cylinders

If multi-engine: ☐ Left ☐ Right ☐ Front ☐ Rear

Engine Model/Serial No: _____

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER

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Amendment 39-13579. Docket No. 2004-NE-07-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective May 5, 2004.

Affected Ads

(b) None.

Applicability

(c) This AD applies to Teledyne Continental Motors (TCM) TSIO- 520-NB, -VB, and -WB engines that are modified by supplemental type certificate

(STC) SE4327SW, STC SE09104SC, or STC SE09261SC for operation at 325 HP or greater, (the so-called RAM TSIO-520-NB, -VB, or -WB Series III, IV, and VII reciprocating engines; and Teledyne Continental Motors (TCM) model 520 and 550 series reciprocating engines with certain ECI reciprocating engine cylinders, part number (P/N) AEC631397, installed. These engines are installed on, but not limited to the airplanes listed in the following Table 1:

Table 1.--List of Airplanes That Use the Affected Engines

Airplane manufacturer and model	Engine model	Airplane manufacturer and model	Engine model
AERFER/AERMECCHI AM, 3	GTSIO-520-C	U206B, C, D, E, F	IO-520-F
AERO COMMANDER:		TURBO SKYWAGON TU206 A	IO-520-C
200D	IO-520-A	TU206B, C, D, E, F	TSIO-520-C
500A COLEMILL CONVERSION	IO-520-E	STATIONAIR U206	IO-520-F
685	GTSIO-520-K	TU206	TSIO-520-C
AISA: F20, PEGASO	IO-520-K	U206FII-300	IO-520-F
AMBROSIN MF-151	IO-520-F	U206G-300	IO-520-F
AVIONES PIHAO	IO-520-D	U206GII-300	IO-520-L
BEAGLE (U.K.): B206S	GTSIO-520-C	TU206G-310	TSIO-520-M
BEECHCRAFT BARON:		SUPER SKYLANE P206A	IO-520-A
C55	IO-520-CB, -C	P206B, C, D, E	IO-520-A
D55	IO-520-CB, -C	TURBO P 206 A, B, C, D, E	TSIO-520-G
E55	IO-520-CB, -C	SKYWAGON 207	IO-520-F
58	IO-520-CB	TURBO 207	TSIO-520-G
58P	TSIO-520-LB	STATIONAIR 207A, 207AII	IO-520-F
58P	TSIO-520-L	STATIONAIR 8, 811	IO-520-F
58P	TSIO-520-WB	T-STATIONAIR 811	TSIO-520-M
58TC	TSIO-520-LB	210 CENTURION D, E, F, G, H	IO-520-A
58TC	TSIO-520-L	210 CENTURION J	IO-520-J
58TC	TSIO-520-WB	210 CENTURION K, L, M, N, R	IO-520-L
BEECHCRAFT BONANZA:		210 CENTURION TURBO	TSIO-520-C
A36	IO-550-B	210 CENTURION TURBO	TSIO-520-H
E33A	IO-520-BA	210 CENTURION TURBO K, L	TSIO-520-H
E33A	IO-520-BB	TURBO 210 J, K, L	TSIO-520-H
E33B	IO-520-B	TURBO 210 MII, NII	TSIO-520-R
F33	IO-520-BB	TURBO 210R	TSIO-520-R
F33A	IO-520-B	PRESSURIZED CENTURION P210N	TSIO-520-P
F33A	IO-520-BA	PRESSURIZED CENTURION P210NII	TSIO-520-AF
F33A	IO-520-BB	PRESSURIZED CENTURION P210R	TSIO-520-CE
F33A	IO-520-B	T303 CRUSADER	TSIO-520-AE
S35	TSIO-520-D	T303 CRUSADER	LTSIO-520-AE
ST35	IO-520-BB	310R	IO-520-MB
V35	IO-520-B	310R	IO-520-M
V35A	TSIO-520-D	TURBO 310 P, Q	TSIO-520-B
V35A-TC	IO-520-B	TURBO 310 R	TSIO-520-BB
V35B	IO-520-BA	TURBO 310 R	TSIO-520-B
V35B	IO-520-BB	EXECUTIVE SKYKNIGHT D, E, F	TSIO-520-B
V35B	IO-520-B	335	TSIO-520-EB
A36	IO-520-BA	340	TSIO-520-K
A36	IO-520-BB	340A	TSIO-520-NB, -N
A36	TSIO-520-UB	401 A, 401 B	TSIO-520-E
A36-TC	IO-520-B	402 A, 402 B	TSIO-520-E
BEECHCRAFT DEBONAIR: C33A	IO-520-A	402C	TSIO-520-EB
VIKING 300	IO-520-D	404 TITAN	TSIO-520-VB
	IO-520-K	411, 411A	GTSIO-520-M
	IO-520-D	414	GTSIO-520-C
BONNAIRE 185	IO-520-D	414, 414 A	TSIO-520-J
BONNAIRE 188 CONVERSION	IO-520-D	421A	TSIO-520-NB, -N
BURNS BA42	IO-520-D	421B	GTSIO-520-D
CESSNA:		421C	GTSIO-520-H
SUPER SKYLANE A, B, C, D, E	IO-520-A	421C	GTSIO-520-L
TURBO SUPER SKYLANE	TSIO-520-C		GTSIO-520-N
SKYWAGON A185 E, F	IO-520-D	JANOX JAVILON	IO-520-B
SKYWAGON A185FII	IO-520-D	NAVION:	
AG SPRAYER 188-300	IO-520-D	RANGEMASTER MODEL H	IO-520-B
A188-230	IO-520-D	RANGEMASTER MODEL H	IO-520-BA
AG TRUCK (A 188B) -300	IO-520-D	PIPER: MALIBU	TSIO-520-BE
AG HUSKEY (A 188C) -310	TSIO-520-T	PRINAIR:	
AG WAGON (A 188B)	IO-520-D	DE HAVILLAND HERON	IO-520-E
SUPER SKYWAGON U206, A	IO-520-A	WINDECKER EAGLE	IO-520-C

(Over)

Unsafe Condition

(d) This AD results from reports of 34 failures of ECi cylinder head. We are issuing this AD to prevent loss of engine power due to cracks in the cylinder head and possible engine failure caused by separation of a cylinder head.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

Identifying Suspect Cylinders

(f) Within 50 hours time-in-service (TIS) after the effective date of this AD, identify, and if necessary replace cylinders, ECi P/N AEC631397 as follows:

(1) Identify the cylinder serial number (SN) as follows:

(i) Determine the SN of the cylinder by looking in the engine records or by inspecting the cylinder for a SN on the intake port boss (see Figure 1) or on the flat area next to the head to barrel junction (see Figure 2). Disregard any dash numbers that might follow the four digit SN.

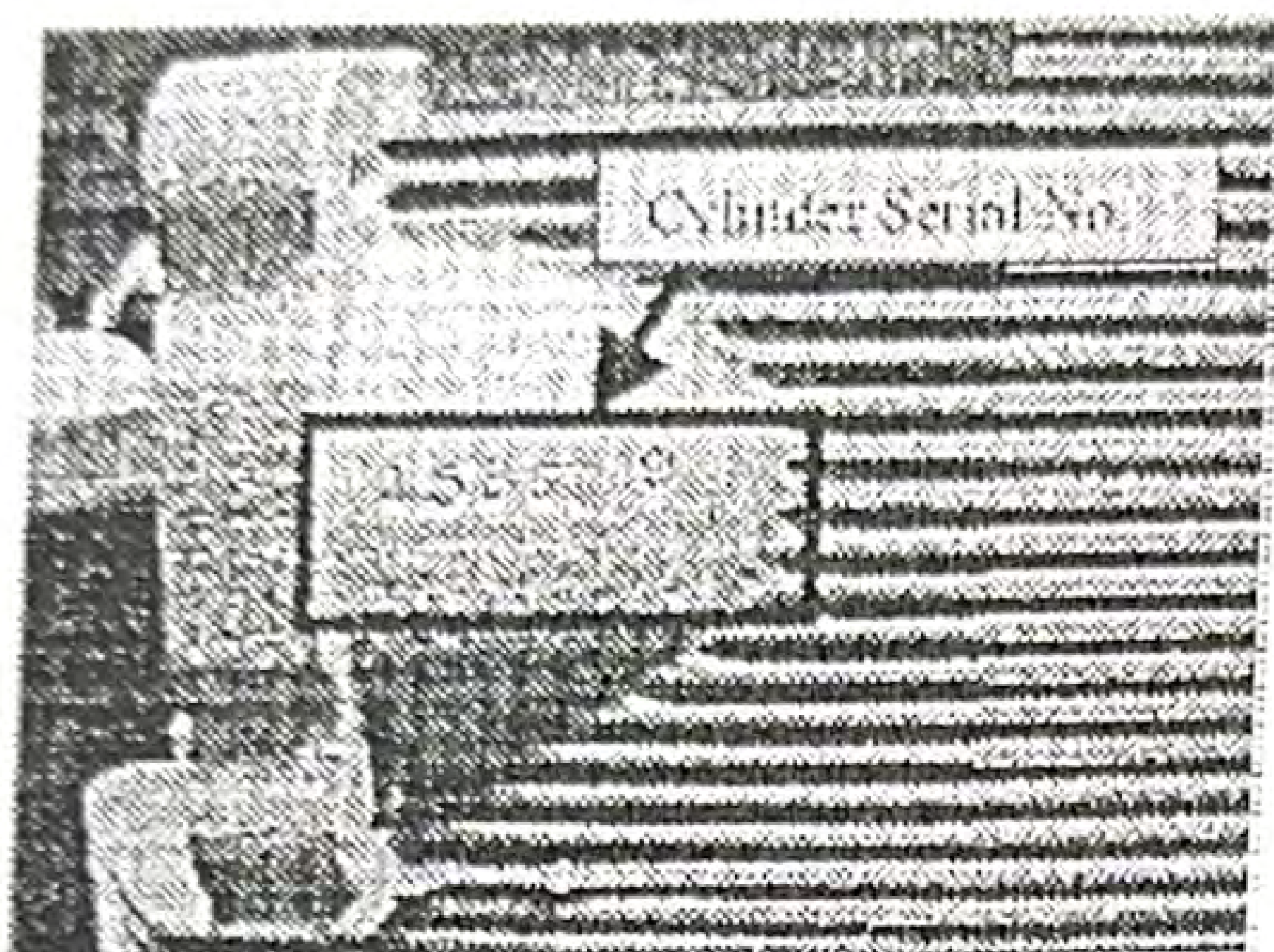


Figure 1. ↑

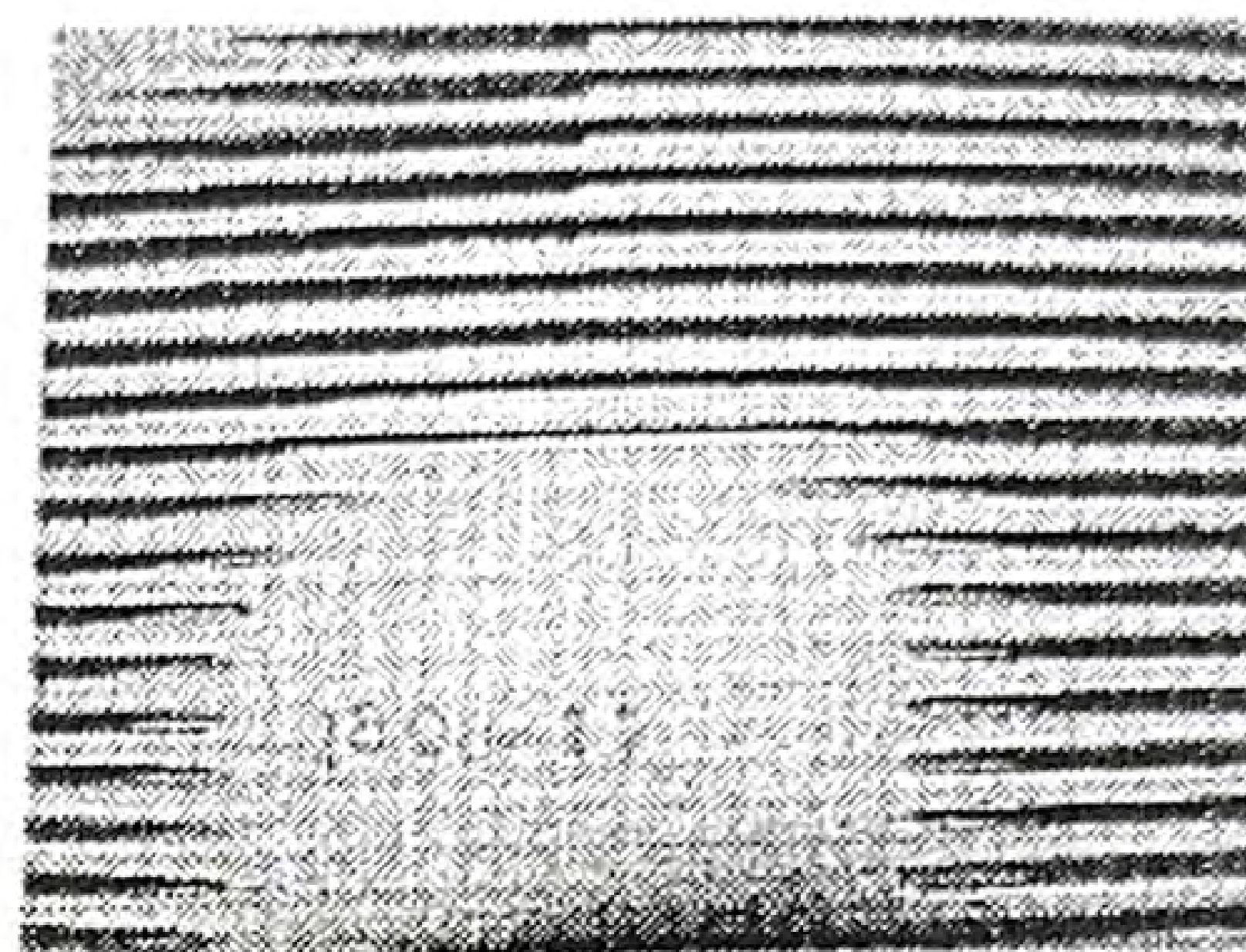


Figure 2. ↑

(ii) If the SN is 1043 or lower, or if it is 7709 or higher, no further action is required.

(2) If the cylinder SN is 1044 through 7708, do the following:

(i) Remove the rocker box cover from the cylinder.

(ii) Look at the left-front cylinder casting.

(iii) If the casting has AEC65385, and an "O" under the ECi logo, the cylinder is P/N AEC631397. See Figure 3.



Figure 3. ↑

(iv) If the cylinder is not ECi P/N AEC631397, no further action is required.

(3) If the cylinder is ECi P/N AEC631397, do the following:

(i) Look at the flange of the rocker box.

(ii) If there is a letter "A," "B," or "X" stamped on the flange of the rocker box, no further action is required. See Figure 4

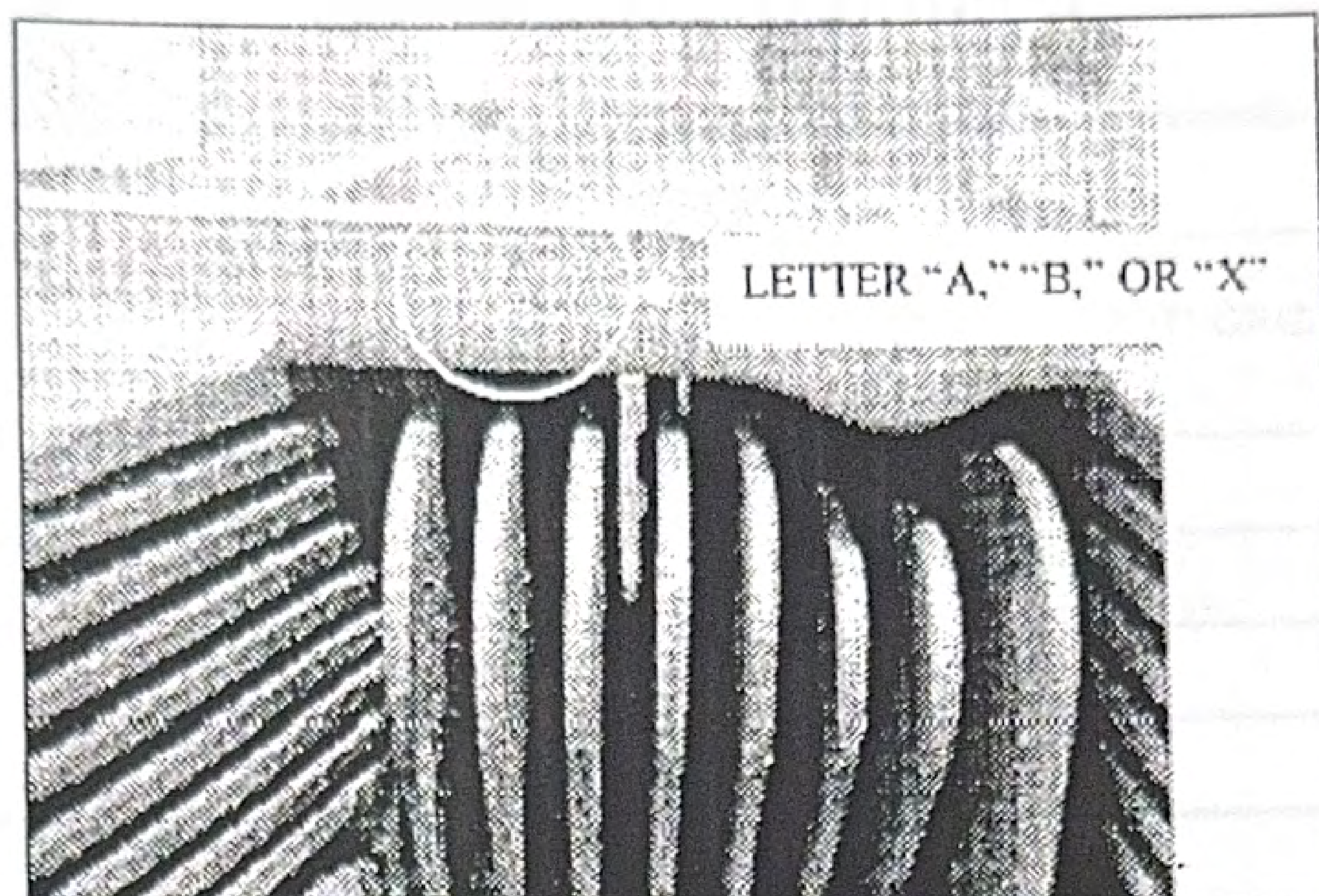


Figure 4. ↑

(iii) If there is no letter "A," "B," or "X" stamped on the flange of the rocker box, replace the cylinder before further flight.

Alternative Methods of Compliance

(g) The Manager, Special Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Material Incorporated by Reference

(h) None.

Related Information

(i) ECI Mandatory Service Bulletin S.I. No. 04-1, revision 1, dated March 11, 2004, also pertains to this subject of this AD.

Issued in Burlington, Massachusetts, on April 9, 2004. Francis A. Favara, Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

ADS REQUIRING ADDITIONAL COMPLIANCE

MAJOR REPAIR & MAINTENANCE FORMS (FAA FORM 337)

WEIGHT & BALANCE PAPERS

AIRCRAFT REGISTRATION NO.

AIRCRAFT SERIAL NO.

TYPE AIRCRAFT

adNote™

2005-1-19 N/M

AD NUMBER

Garmin Transponder

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER

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Amendment 39-13944; Docket No. FAA-2004-18743; Directorate Identifier 2004-CE-23-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on February 23, 2005.

What Other ADs Are Affected by This Action?

(b) This AD supersedes AD 2004-10-15, Amendment 39-13645.

What Airplanes Are Affected by This AD?

(c) This AD affects GARMIN International Inc. GTX 33, GTX 33D, GTX 330, and GTX 330D Mode S transponders that include software versions 3.00, 3.01, 3.02, 3.04, or 3.05 that are installed on, but not limited to, the following airplanes, certificated in any category:

Aerotech Note: The table of aircraft affected by this airworthiness directive that was in this position of the original FAA version has been moved to the reverse side of this adNote™ to facilitate compilation.

(d) This AD is the result of observations that the GTX 33/33D/330/330D may detect, from other airplanes, the S1 (suppression) interrogating pulse below the minimum trigger level (MTL) and, in some circumstances, not reply. The GTX 33/33D/330/330D should still reply even if it detects S1 interrogating pulses below the MTL. The actions specified in this AD are intended to prevent interrogating aircraft from possibly receiving inaccurate replies, due to suppression, from aircraft equipped with the GTX 33/33D/330/330D Mode S transponders when the pulses are below the minimum trigger level (MTL). Software Upgrade Versions 3.03 and 3.06 correct a TAS, TCAD, and TCAS I system "whisper-shout" problem that could potentially lead to the aircraft not being visible at certain ranges. TCAS II systems are not affected. The inaccurate replies could result in reduced vertical separation.

What Must I Do To Address This Problem?

(e) To address this problem, you must do the following:

What Is the Unsafe Condition Presented in This AD?

Actions	Compliance	Procedures
Install GTX 33/33D/330/330D Software Upgrade for transponders with software version 3.00, 3.01, 3.02, 3.04, 3.05 to at least version 3.06. If version 3.03 is already installed, no further action is required. This version is no longer available from Garmin. This AD does not apply to software versions past 3.05.	Install the software upgrade within 180 days after February 23, 2005 (the effective date of this AD), unless already accomplished.	Follow GARMIN Mandatory Software Service Bulletin No.: 0304, Rev B, dated June 12, 2003 accomplished. (Software Upgrade 3.03) or GARMIN Mandatory Software Service Bulletin No.: 0409, dated July 19, 2004 (Software Upgrade 3.06).

May I Request an Alternative Method of Compliance?

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Wichita Aircraft Certification Office (ACO), FAA. For information on any already approved alternative methods of compliance, contact Roger A. Souter, FAA, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: 316-946-4134; facsimile: 316-946-4107; email address: roger.souter@faa.gov.

Does This AD Incorporate Any Material by Reference?

(g) You must do the actions required by this AD following the instructions in GARMIN Mandatory Software Service Bulletin No.: 0304, Rev B, dated June 12, 2003 (Software Upgrade 3.03) or GARMIN Mandatory Software Service Bulletin No.: 0409, dated July 19, 2004 (Software Upgrade 3.06). The Director of the Federal

Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get a copy of this service information, contact GARMIN International Inc. 1200 East 151st Street, Olathe, KS 66062; telephone: 913-397-8200. To review copies of this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to: http://www.archives.gov/federal/register/code_of_federal_regulations/jbr_locations.html or call (202) 741-6030.

To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001 or on the Internet at <http://dms.dot.gov>. The docket number is FAA-2004-18743.

Issued in Kansas City, Missouri, on January 7, 2005.

James E. Jackson, Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

ADS REQUIRING ADDITIONAL COMPLIANCE

FORMS (FAA FORM 33/)

(Tables of aircraft from paragraph "C" of Airworthiness Directive 2005-01-19)

Manufacturer	Model
(1) Aermacchi S.p.A	S.205-18/F, S.205-18/R, S.205-22/R, S208, S.208A, F.260, F.260B, F.260C, F.260D, F.260E, F.260F, S.211A.
(2) Aeronautica Macchi S.p.A	AL 60, AL 60-B, AL 60-F5, AL 60-C5, AM-3.
(3) Aerostar Aircraft Corporation	PA-60-600 (Aerostar 600), PA-60-601 (Aerostar 601), PA-60-601P (Aerostar 601P), PA-60-602P (Aerostar 602P), PA-60-700P (Aerostar 700P), 360, 400.
(4) Alexandria Aircraft, LLC	14-19, 14-19-2, 14-19-3, 14-19-3A, 17-30, 17-31, 17-31TC, 17-30A, 17-31A, 17-31ATC.
(5) Alliance Aircraft Group LLC	15A, 20, H-250, H-295 (USAFU-10D), HT-295, H391 (USAFYL-24), H391B, H-395 (USAFU-28A or U-10B), H-395A, H-700, H-800, HST-550, HST-550A (USAF AU-24A), 500.
(6) American Champion Aircraft Corp	402, 7GCA, 7GCB, 7KC, 7GCB, 7GCA, 7GCB, 7KCAB, 8KCAB, 8GCB.
(7) Sky International Inc	A-1, A-1A, A-1B, S-1S, S-1T, S-2, S-2A, S-2S, S-2C.
(8) B-N Group Ltd	BN-2, BN-2A, BN-2A-2, BN-2A-3, BN-2A-6, BN-2A-8, BN-2A-8, BN-2A-20, BN-2A-21, BN-2A-26, BN-2A-27, BN-2B-20, BN-2B-21, BN-2A-26, BN-2A-27, BN-2B-20, BN-2B-21, BN-2B-26, BN-2B-27, BN-2T, BN-2T-4R, BN-2A MK.III, BN2A MK. III-2, BN2A MK. 111-3.
(9) Bellanca	14-13, 14-13-2, 14-13-3, 14-13-3W.
(10) Bombardier Inc	(Otter) DHC-3, DHC-6-1, DHC-6-100, DHC-6-200, DHC-6-300.
(11) Cessna Aircraft Company	170, 170A, 170B, 172, 172A, 172B, 172C, 172D, 172E, 172F (USAF T-41A), 172G, 172H (USAF T041A), 172I, 172K, 172L, 172M, 172N, 172P, 172Q, 172R, 172S, 172RG, P172D, R172E (USAF T-41 B) (USAF T-41 C AND D), R172F (USAF T-41 D), R175G, R172H (USAF T-41 D), R172J, R172K, 175, 175A, 175B, 175C, 177, 177A, 177B, 177RG, 180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 180J, 180K, 182, 182A, 182B, 182C, 182D, 182E, 182F, 182G, 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, 182R, 182S, 182T, R182, T182, TR182, T182T, 185, 185A, 185B, 185C, 185D, 185E, A185E, A185F, 190, (LC-126A, B, C) 195, 195A, 195B, 210, 210A, 210B, 210C, 210D, 210E, 210F, T210F, 210G, T210G, 210H, T210H, 210J, T210J, 210K, T210K, 210L, T210L, 210M, T210M, 210N, P210N, T210N, 210R, P210R, T210R, 210-5 (205), 210-5A (205A), 206, P206, P206A, P206B, P206C, P206D, P206E, TP206A, TP206B, TP206C, TU206D, TU206E, TU206F, TU206G, 206H, T206H, 207, 207A, T207, T207A, 208, 208A, 208B, 310, 310A (USAF U-3A), 310B, 310C, 310D, 310E (USAF U-3B), 310F, 310G, 310H, E310H, 310I, 310J, 310J-1, E310J, 310K, 310L, 310N, 310P, T310P, 310Q, T310Q, 310R, T310R, 320, 320A, 320B, 320C, 320D, 320E, 320F, 320I, 335, 340, 340A, 336, 337, 337A (USAF 02B), 337B, T337B, 337C, 337E, T337E, T337C, 337D, T337D, M337B (USAF 02A), 337F, T337F, T337G, 337G, 337H, P337H, T337H, T337H-SP, 401, 401A, 401B, 402, 402A, 402B, 402C, 411, 411A, 414, 414A, 421, 421A, 421B, 421C, 425, 404, 406, 441.
(12) Cirrus Design Corporation	SR20, SR22.
(13) Commander Aircraft Company	112, 112TC, 112B, 112TCA, 114, 114A, 114B, 114TC.
(14) de Havilland Inc	DHC-2 Mk. I, DHC-2 Mk. II, DHC-2 Mk. III.
(15) Dynac Aerospace Corporation	(Volaire) 10, (Volaire) 10A, (Aero Commander) 100, (Aero Commander) 100A, (Aero Commander) 100-180.
(16) Diamond Aircraft Industries	DA 20-A1, DA20-C1, DA 40.
(17) Empresa Brasileira de Aeronautica S.A. EMBRAER	EMB-110P1, EMB-110P2.
(18) Extra Flugzeugbau GmbH	EA300, EA300L, EA300S, EA300/200, EA-400.
(19) Fairchild Aircraft Corporation	SA26-T, SA26-AT, SA226-T, SA226-AT, SA226-T(B), SA227-AT, SA227-TT, SA226-TC, SA227-AC (C-26A), SA227-CC, SA227-DC (C-26B).
(20) Global Amphibians, LLC	Colonial C-1, Colonial C-2, Lake LA-4, Lake LA-4A, Lake LA-4P, Lake LA-4-200, Lake Model 250.
(21) Grob-Werke	G115, G115A, G115B, G115C, G115C2, G115D, G115D2, G115EG, G120A.
(22) Lancair Company	LC40-550FG.
(23) LanShe Aerospace, LLC	MAC-125C, MAC-145, MAC-145A, MAC-145B.
(24) Learjet Inc.	23.
(25) Lockheed Aircraft Corporation	18.
(26) Luscombe Aircraft Corporation	11A, 11E.
(27) Maule Aerospace Technology, Inc	Bee Dee M-4, M-4, M-4C, M-4S, M-4T, M-4180C, M-4-180S, M-4-180T, M-4-210, M-4-210C, M-4-210S, M-4-210T, M-4-220, M-4-220S, M-4-220T, M-5-180C, M-5-200, M-5-210C, M-5-210TC, M-5-220C, M-5-235C, M-6-180, M-6-235, M-7-235, MX-7-235, MX-7-180, MX-7-420, MXT-7-180, MT-7-235, M-8-235, MX-7-180, MXT-7-180, MX-7-180A, MXT-7-180A, M-7-180B, M-7-235B, M-7-235A, M-7-235C, MX-7-180C, M-7-260, MT-7-260, M-7-260C, M-7-420AC, MX-7-160C, MX-7-180AC, M-7-420A, MT-7-420.
(28) Mitsubishi Heavy Industries, Ltd	MU-2B-25, MU-2B-35, MU-2B-26, MU-2B-36, MU-2B-26A, MU-2B-36A, MU-2B-40, MU-2B-60, MU-2B, MU-2B-20, MU-2B-15.
(29) Mooney Airplane Company, Inc	M20, M20A, M20B, M20C, M20D, M20E, M20F, M20G, M20J, M20K, M20L, M20M, M20R, M20S, M22.

(30) Moravan a.s	Z-242L, Z-143L.
(31) Navion Aircraft Company, Ltd	NAVION, Navion (L-17A), Navion (L17B), Navion (L-17C), Navion B, Navion D, Navion E, Navion F, Navion G, Navion H.
(32) New Piper Aircraft, Inc	PA-12, PA-12S, PA-18, PA-18S, PA-18 "105"(Special), PA-18S "105"(Special), PA-18A, PA-18 "125"(Army L-21A), PA-18S "125", PA-18AS "125", PA-18 "135"(Army L-21B), PA-18A "135", PA-18S "135", PA-18 "150", PA-18A "150", PA-18S "150", PA-18AS "150", PA-19 (Army L-18B), PA-19S, PA-20, PA-20S, PA-20 "115", PA-20S "115", PA-20 "135", PA-20S "135", PA-22, PA-22-108, PA-22-135, PA-22S-135, PA-22-150, PA-22S-150, PA-22-160, PA-22S-160, PA-23, PA-23-160, PA-23-235, PA-23-250, PA-23-250, PA-24, PA-24-250, PA-24-260, PA-24-400, PA-28-140, PA-28-150, PA-28-151, PA-28-160, PA-28-161, PA-28-180, PA-28-235, PA-28S-160, PA-28R-180, PA-28S-180, PA-28-181, PA-28R-200, PA-28R-201, PA-28R-201T, PA-28RT-201, PA-28RT-201T, PA-28-201T, PA-28-236, PA-30, PA-39, PA-40, PA-31P, PA-31T, PA-31T1, PA-31T2, PA-31T3, PA-31P-350, PA-32-260, PA-32-300, PA-32S-300, PA-32R-300, PA-32RT-300, PA-32RT-300T, PA-32R-301 (SP), PA-32R-301 (HP), PA-32R-301T, PA-32-301, PA-32-301T, PA-34-200, PA-34-200T, PA-34-220T, PA-42, PA-42-720, PA-42-1000, PA-42-720R, PA-44-180, PA-44-180T, PA-46-310P, PA-46-350P, PA-46-500TP.
(33) Ostmecklenburgische Flugzeugbau GmbH	OMF-100-160.
(34) Piaggio Aero Industries S.p.A	P-180.
(35) Pilatus Aircraft Ltd	PILATUS PC-12, PILATUS PC-12/45, PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PA-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, PC-6/C1-H2, PC-7.
(36) Prop-Jets, Inc	200, 200A, 200B, 200C, 200D, 400.
(37) Panstwowe Zaklady Lotnicze (PZL)	PZL 104 WILGA 80, PZL-104M WILGA 2000, PZL-WARSZAWA, PZL-KOLIBER 150A, PZL-KOLIBER 160A.
(38) PZL WSK/Mielec Olsk	PZL M20 03, PZL M26 01.
(39) Raytheon	35-33, 35-A33, 35-B33, 35-C33, 35-C33A, E33, E33A, E33C, F33, F33A, F33C, G33, H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, 36, A36, A36TC, B36TC, 35, A35, B35, C35, D35, E35, F35, G35, 35R, F90, 76, 200, 200C, 200CT, 200T, A200, B200, B200C, B200CT, B200T, 300, 300LW, B300, B300C, 1900, 1900C, 1900D, A100-1 (U-21J), A200 (C-12A), A200 (C-12C), A200C (UC-12B), A200CT (C-12D), A200CT (FWC-12D), A200CT (RC-12D), A200CT (C-12F), A200CT (RC-12G), A200CT (RC-12H), A200CT (RC-12K), A200CT (RC-12P), A200CT (RC-12Q), B200C (C-12F), B200C (UC-12F), B200C (UC-12M), B200C (C-12R), 1900C (C-12J), 65, A65, A65-8200, 65-80, 65-A80, 65-A80-8800, 65-B80, 65-88, 65-A90, 70, B90, C90, C90A, E90, H90, 65-A90-1, 65-A90-2, 65-A90-3, 65-A90-4, 95, B95, B95A, D95A, E95, 95-55, 95-A55, 95-B55, 95-B55A, 95-B55B (T-42A), 95-C55, 95-C55A, D55, D55A, E55, E55A, 56TC, A56TC, 58, 58A, 58P, 58PA, 58TC, 58TCA, 99, 99A, 99A (FACH), A99, A99A, B99, C99, 100, A100 (U-21F), A100A, A100C, B100, 2000, 3000, 390, 19A, B19, M19A, 23, A23, A23A, A23-19, A23-24, B23, C23, A24, A24R, B24R, C24R, 60, A60, B60, 60, 60A, A18A, A18D, S18D, SA18A, SA18D, 3N, 3NM, 3TM, JRB-6, D18C, D18S, E18S, RC-45J (SNB-5P), E18S-9700, G18S, H18, C-45G, TC-45G, C-45H, TC-45H, TC-45J, UC-45J (SNB-5), 50 (L-23A), B50 (L-23B), C50, D50 (L-23E), D50A, D50B, D50C, D50E-5990, E50 (L-23D, RL-23D), F50, G50, H50, J50, 45 (YT-34), A45 (T-34A or B-45), D45 (T-34B).
(40) Rockwell International Corporation	BC-1A, AT-6 (SNJ-2), AT-6A (SNJ-3), AT-6B, AT-6C (SNJ-4), AT-6D (SNJ-5), AT-6F (SNF-6), SNJ-7, T-6G, NOMAD NA-260.
(41) Short Brothers & Harland Ltd	SC-7 Series 2, SC-7 Series 3.
(42) Slingsby Aviation Ltd	T67M260, T67M260-T3A.
(43) SOCATA-Group Aerospatiale	TB9, TB10, TB20, TB21, TB200, TBM 700, M.S. 760, M.S. 760 A, M.S. 760 B, Rallye 100S, Rallye 150ST, Rallye 150T, Rallye 235E, Rallye 235C, MS 880B, MS 885, MS 894A, MS 893A, MS 892A-150, MS 892E-150, MS 893E, MS 894E, GA-7.
(44) Tiger Aircraft LLC	AA-1, AA-1A, AA-1B, AA-1C, AA-5, AA-5A, AA-5B, AG-5B.
(45) Twin Commander Aircraft Corporation	500, 500-A, 500-B, 500-U, 500-S, 520, 560, 560-A, 560-E, 560F, 680, 680E, 680F, 680FL, 680FL(P), 680T, 680V, 680W, 681, 685, 690, 690A, 690B, 690C, 690D, 695, 695A, 695B, 720, 700.
(46) Univair Aircraft Corporation	108, 108-1, 108-2, 108-3, 108-5.
(47) Vulcanair S.p.A	P68, P68B, P68C, P68C-TC, P68 "Observer", P68 "Observer 2", P68TC "Observer", AP68TP300 "Spartacus", AP68TP 600 "Viator".
(48) Zenair Ltd.	CH2000.

ADS PERMANENTLY
COMPLIED WITH

AIRCRAFT REGISTRATION NO.

AIRCRAFT SERIAL NO.

TYPE AIRCRAFT

adNote™

2005-14-11 N/M

AD NUMBER

Southern California Propeller Service

If multi-engine: ☐ Left ☐ Right ☐ Front ☐ Rear

Propeller Model: _____ Serial No.: _____

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER

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Hartzell Propeller, Inc., McCauley Propeller Systems, and Sensenich Propeller Manufacturing Company, Inc. Propellers: Amendment 39-14188. Docket No. 2003-NE-53-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective August 17, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the Hartzell Propeller, Inc., McCauley Propeller Systems, and Sensenich Propeller Manufacturing Company, Inc. propeller models last returned to service by Southern California Propeller Service of Inglewood, CA., listed in the following Table 1:

Table 1.--Applicable Propeller Models

Hartzell Propeller, Inc.
HC-(2,3,4)Y(-).
HC-(2,3,4)(X,V,MV,W,Z,P,R) (F,G,L,K,R,20,30,31)-.
HA-()-.
HC-B(3,4)(M,P,R,T)(A,N,P)-.
HC-(D,E)(4,5)(A,B,N,P)-.
McCauley Propeller Systems
020030C000(-): All constant speed two-bladed propeller models.
030030C000(-): All constant speed three-bladed propeller models.
100000(-): All metal propeller models.
Sensenich Propeller Manufacturing Company, Inc.
All metal propeller models.

(d) These actions are against propeller models returned to service by Southern California Propeller Service. Southern California Propeller Service is not to be confused with propeller repair stations known as California Propeller or as Propeller Service of California. Southern California Propeller Service was issued Air Agency Certificate number of VXSR617L in 1992, which was revoked in June of 1998.

(e) For Hartzell and McCauley propeller models listed in Table 1 of this AD, any letter or number (or lack of a letter or number) could appear where open parentheses are shown in the model number. Model numbers could show any combination of letters or numbers where the model number shows parentheses with a series of numbers or letters.

(f) For propeller models listed in Table 1 of this AD, that have been overhauled since being returned to service by Southern California Propeller Service by an authorized repair station other than Southern California Propeller Service, no further action is required.

Unsafe Condition

(g) This AD results from the investigation of a failed propeller blade and subsequent inspections of various propeller models returned to service by Southern California Propeller Service, of Inglewood, CA. We

are issuing this AD to prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane.

Compliance

(h) You are responsible for having the actions required by this AD performed within 10 hours time-in-service after the effective date of this AD.

Required Actions

(i) Perform the actions specified in paragraph (j) of this AD on propeller models listed in Table 1 of this AD. You can find information on performing the actions in the applicable propeller manufacturer's service documentation.

(j) Perform the following actions:

- (1) Disassemble,
- (2) Clean,
- (3) Inspect for the following:
 - (i) Cracks,
 - (ii) Corrosion or pits,
 - (iii) Nicks,
 - (iv) Scratches,
 - (v) Blade minimum dimensions,
 - (vi) Unapproved localized heating of blade,
 - (vii) Unapproved use of helicoil inserts in actuating pin holes,
 - (viii) Improperly drilled actuating pin holes,
 - (ix) Chemical conversion coat or paint or both applied over corrosion,
 - (x) Lack of chemical conversion coating,
 - (xi) Lack of paint on internal surfaces,
 - (xii) Bolts incorrectly torqued,
 - (xiii) Incorrect parts,
 - (xiv) Incorrect installation of parts,
 - (xv) Reinstallation of parts intended for one-time use, and
 - (xvi) Lack of proper shot peening.
- (4) Repair and replace with serviceable parts, as necessary,
- (5) Reassemble and test.

Alternative Methods of Compliance

(k) The Manager, Chicago Aircraft Certification Office, has the authority to approve alternative methods of compliance (AMOCs) for this AD if requested using the procedures found in 14 CFR 39.19.

Special Flight Permits

(l) Under 14 CFR 39.23, we are limiting the special flight permits for this AD by not allowing any flights with apparent cracks in propellers.

Related Information

(m) Special Airworthiness Information Bulletin No. NE-01-19, dated March 20, 2001, pertains to the subject of this AD.

Issued in Burlington, Massachusetts, on July 5, 2005.

Francis A. Favara, Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

ADS REQUIRING ADDITIONAL
COMPLIANCE

MAJOR REPAIR & ALTERNATIVE
METHODS (FAA FORM 337)

WEIGHT & BALANCE PAPERS

AIRCRAFT REGISTRATION NO.

AIRCRAFT SERIAL NO.

TYPE AIRCRAFT

adNote™

2006-25-8 N/M

AD NUMBER

Thermawing (E-Vade) Deice System

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER

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Amendment 39-14948; Docket No. FAA-2006-26400;
Directorate Identifier 2006-CE-71-AD.

Effective Date

(a) This AD becomes effective on December 21, 2006.

Affected Ads

(b) None.

Applicability

(c) This AD applies to Models LC41-550FG and LC42-550FG airplanes, all serial numbers equipped with Kelly

Aerospace Thermal Systems Supplemental Type Certificate (STC) SA02260CH, that are certificated in any category.

Unsafe Condition

(d) This AD results from problems with the installation of the Kelly Aerospace Thermawing Deice System (also known as E-Vade) following STC SA02260CH. We are issuing this AD to prevent a short circuit condition at the deice heater connector, which could result in damage to the wings and horizontal stabilizer. This damage could lead to reduced structural integrity of the airplane.

Compliance

(e) To address this problem, you must do the following, unless already done:

Actions	Compliance	Procedures
(1) Deactivate the Kelly Aerospace Thermal Systems Thermawing Deice System installed following STC SA02260CH.	Before further flight after December 21, 2006 (the effective date of this AD).	Follow Kelly Aerospace Thermal Systems Service Letter Bulletin No. SL-06-001, Issue Date: November 15, 2006.
(2) Fabricate a placard that incorporates the following words (using at least 1/4-inch black letter on a white background) and install this placard in clear view of the pilot. "DEICE SYSTEM INOPERABLE."	Before further flight after December 21, 2006 (the effective date of this AD).	The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may fabricate and install the placard. Make an entry into the aircraft records showing compliance with these portions of the AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

Alternative Methods of Compliance (AMOCs)

(f) The Manager, Chicago Aircraft Certification Office, FAA, ATTN: Roy Boffo, Aerospace Engineer, 2300 E. Devon Avenue, Room 107, Des Plaines, IL 60018; telephone: (847) 294-7564; fax: (847) 294-7834, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Material Incorporated by Reference

(g) You must use Kelly Aerospace Thermal Systems Service Letter Bulletin No. SL-06-001, Issue Date: November 15, 2006, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Kelly Aerospace Thermal Systems, 1625 Lost Nation Road, Willoughby, Ohio 44094; telephone: (440) 951-4744; fax: (440) 951-4725.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal/register/code-of-federal-regulations/ibr-locations.html>

Issued in Kansas City, Missouri, on November 29, 2006.
John R. Colomy, Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

ADs REQUIRING ADDITIONAL COMPLIANCE

MAJOR REPAIRS AND MODIFICATIONS FORMS (FAA FORM 337)

WEIGHT & BALANCE

AIRCRAFT REGISTRATION NO.

AIRCRAFT SERIAL NO.

TYPE AIRCRAFT

adNote™

2007-7-6 R

AD NUMBER

Linear Bearing Contamination

DATE	TOTAL TIME AT COMPL.	TACH OR RECORDING METER TIME AT COMPL.	METHOD OF COMPLIANCE	NEXT COMPL	DUE AT	AUTHORIZED SIGNATURE & NUMBER
				TOTAL TIME	DATE, TACH, OR RECORDING METER TIME	

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Amendment 39-15011; Docket No. FAA-2007-27628; Directorate Identifier 2007-CE-025-AD.

Effective Date

(a) This AD becomes effective on April 9, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the following airplane models and serial numbers that are certificated in any category:

Model	Serial Numbers
LC40-550FG	40001 through 40079.
LC41-550FG	41001 and up.
LC42-550FG	42001 and up.

Unsafe Condition

(d) This AD is the result of reports of possible foreign object contamination of the linear bearings. We are issuing this AD to prevent jamming in the aileron and elevator control systems, which could result in failure. This failure could lead to loss of control.

Compliance

(e) To address this problem, you must do the following, unless already done:

Actions	Compliance	Procedures
(1) Insert Appendix A of Columbia Mandatory Service Bulletin SB-07-002, dated March 14, 2007, into the Limitations section of the Airplane Flight Manual (AFM).	Before further flight after April 9, 2007 (the effective date of this AD).	The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may do the AFM insertion requirement of this AD. Make an entry in the aircraft records showing compliance with this portion of the AD following section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).
(2) Access and inspect the aileron and elevator linear bearings on both wings for foreign object debris.	Initially inspect within the next 35 hours time-in-service (TIS) after April 9, 2007 (the effective date of this AD). Repetitively inspect thereafter at intervals not to exceed 12 calendar months.	Following Columbia Mandatory Service Bulletin SB-07-002, dated March 14, 2007, and the applicable maintenance manual.
(3) Remove any debris found during any inspection required in paragraph (e)(2) of this AD.	Remove any debris before further flight after the inspection in which the debris is found.	Following Columbia Mandatory Service Bulletin SB-07-002, dated March 14, 2007, and the applicable maintenance manual.
(4) Inspect the aileron and elevator control rods for scarring or damage near the linear bearings.	Initially inspect within the next 35 hours TIS after April 9, 2007 (the effective date of this AD). Repetitively inspect thereafter at intervals not to exceed 12 calendar months.	Following Columbia Mandatory Service Bulletin SB-07-002, dated March 14, 2007, and the applicable maintenance manual.
(5) Contact the manufacturer at the address specified in paragraph (g)(2) of this AD for a repair scheme if any scarring or damage is found during any inspection required in paragraph (e)(4) of this AD.	Make all repairs before further flight after the inspection in which scarring or damage is found.	Following Columbia Mandatory Service Bulletin SB-07-002, dated March 14, 2007, and the applicable maintenance manual.

Alternative Methods of Compliance (AMOCs)

(f) The Manager, Seattle Aircraft Certification Office (ACO), FAA, ATTN: Jeff Morfitt, Aerospace Engineer, 1601 Lind Avenue SW., Renton, WA 98057; telephone: (425) 917-6405; fax: (425) 917-6590, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

Material Incorporated by Reference

(g) You must use Columbia Mandatory Service Bulletin SB-07-002, dated March 14, 2007, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Columbia Aircraft Manufacturing Corp., 22550 Nelson Road, Bend, Oregon 97701; telephone: (888) 599-8660; e-mail: Product.Support@FlyColumbia.com.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to:

<http://www.archives.gov/federal-register/code-of-federal-regulations/ibr-location.html>

Issued in Kansas City, Missouri, on March 27, 2007.

Kim Smith, Manager, Small Airplane Directorate, Aircraft Certification Service

Ignition Switch

DATE	TOTAL TIME AT COMPL.	TACH OR RECORDING METER TIME AT COMPL.	METHOD OF COMPLIANCE	NEXT COMPL.		AUTHORIZED SIGNATURE & NUMBER
				TOTAL TIME	DUE AT DATE, TACH, OR RECORDING METER TIME	

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Amendment 39-8511. Docket 92-NM-165-AD.

Applicability: ACS and Gerdes ignition switches; as installed in, but not limited to, Piper Model PA-38-112 series airplanes, Schweizer Model G-164 series (including Model G-164A, G-164B, and G-164C) airplanes, Schweizer Model 2-37 and 2-37A series airplanes, and the following Cessna airplanes; certificated in any category:

Cessna Model	Serial Numbers
150	15074428
A150	A1500389
F150	F15001024
FRA150	FRA1500212
152	15279406
A152	A1520735
F152	F15201429
FA152	FA1520337
172	17261486
R172	R1722000
172RG	172RG0001
F172	F17201045
FR172	FR17200441
177	17701890
177RG	177RG0342
F177RG	F177RG0093
180	18052317
182	18261786
R182	R18200001
A182	A182-0137
F182	F18200001
FR182	FR18200001
185	18502154
U206	U20601980
207	20700222
210	21059893
P210	P21000001

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of ignition switches, accomplish the following:

(a) Within 100 flight hours after the effective date of this AD, or at the next annual inspection, whichever occurs first, perform an inspection of the ignition switch to detect wear and corrosion, and lubricate the switch, in accordance with ACS Service Bulletin SB92-01, dated August 15, 1992; or Cessna Service Bulletin SEB91-5, Revision 1, June 14, 1991. If wear or corrosion is detected, prior to further flight, replace the switch in accordance with the service bulletin. Repeat this inspection and lubricate the ignition switch in accordance with the service bulletin, thereafter, at intervals not to exceed 2,000 flight hours.

NOTE: ACS ignition switches that do not have a "start" position (models A-510-1 and A-510-5) or were manufactured on or after

February 20, 1989, and have not accumulated 2,000 flight hours; need not be lubricated. The manufacture date is stamped on the switch body. These switches are identifiable by red paint in the screw heads on the back of the switch. However, manufacturer lubricated switches that have a "start" position, but do not have a starter solenoid diode, must be inspected and modified.

(b) Within 100 flight hours after the effective date of this AD, or at the next annual inspection, whichever occurs first, inspect the ignition switch installation to determine if a diode or other surge suppresser is installed on the starter solenoid. If one is not installed, prior to further flight, install a starter solenoid diode in accordance with ACS Service Bulletin SB92-01, dated August 15, 1992; or Cessna Service Bulletin SEB91-5, Revision 1, dated June 14, 1991.

NOTE: For operators using the Cessna service bulletin to install the diode in the starter solenoid: The procedures for installation are contained in Attachment to Service Bulletin SEB91-5R1, Revision 1, dated June 14, 1991.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

NOTE: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(d) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) The inspection, lubrication, replacement, and modification shall be done in accordance with ACS Service Bulletin SB92-01, dated August 15, 1992; or Cessna Service Bulletin SEB91-5, Revision 1, dated June 14, 1991, which includes Attachment to Service Bulletin SEB91-5R1, Revision 1, dated June 14, 1991. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR Part 51. Copies may be obtained from ACS Products Company, P.O. Box 152, 1585 Copper Drive, Lake Havasu City, Arizona 86403-0008; or Cessna Aircraft Company, Customer Services, P.O. Box 7704, Wichita, Kansas 67277. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Los Angeles Aircraft Certification Office, 3229 East Spring Street, Long Beach, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on April 29, 1993

Willmar AIR SERVICE, INC.

6600 Highway 40 W, WILLMAR, MINNESOTA 56201 (320) 235-4844

MINOR ALTERATION, WEIGHT AND BALANCE AND EQUIPMENT LIST REVISION DATA

Date: 1/18/2008

A/C Make: Columbia Model: LC41-550FG SN 41587 Reg. No: N1266Y

Item	Weight	Arm	Moment
Remove Gill Batteries	-39	204.5	-7975.5
Installed Concord batteries	41	204.5	8384.5

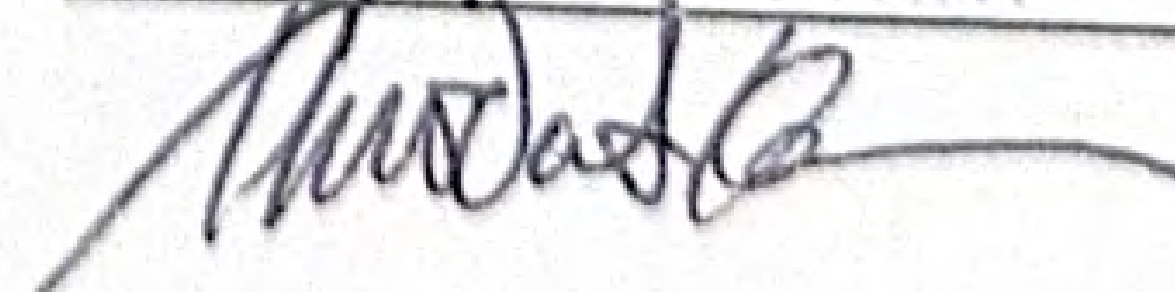
New Empty Weight: 2539.66

New Empty Weight Center of Gravity is 104.842 inches aft of datum.

New Useful Load: Normal Category: 1060.34

It is the pilot's responsibility to see that this aircraft is loaded in accordance with the limitations set forth in the aircraft specifications issued to this aircraft.

Theodore Klamm

 AP471063829

The AD Resource System®

Triton Aviation Data Corp

DataBases updated May 14th, 2025 as of Biweekly 2025-10

Manufacturer: Textron Aviation-Cessna Model: LC41-550FG Cert. Date: April 8, 2004
Formerly: Cessna Aircraft Co.

Small Aircraft > Airframe ADs

Matching ADs: 15

AD Number	Rec	Subject	Issued	Effective
2005-12-20	Yes	Cracks - elevator torque tube assembly	6/20/2005	6/21/2005
2006-25-08	No	Deactivate the deice system & install a placard	12/11/2006	12/21/2006
2007-07-06	Yes	Revised by 2007-07-06 R1 Superseded by: 2007-07-06 R1	4/3/2007	4/9/2007
2007-07-06 R1	Yes	Aileron and elevator linear bearings and control rods Supersedes: 2007-07-06	10/31/2008	12/5/2008
2008-02-06	No	[Non-TC Holder] Garmin International GSM 85 Servo Gearbox Units	1/22/2008	2/26/2008
2009-05-05	No	[Non-TC Holder] Avidyne Primary Flight Displays: operational limitations; performance verification Supersedes: 2008-06-28 R1	2/27/2009	4/3/2009
2009-09-09	Yes	Superseded by: 2011-03-04	4/30/2009	5/11/2009
2010-26-53 E	No	Superseded by: 2010-26-54 E	12/10/2010	12/10/2010
2010-26-54 E	No	Replaced by 2010-26-54 Superseded by: 2010-26-54 Supersedes: 2010-26-53 E	12/17/2010	12/17/2010
2010-26-54	No	Wing skin disbonded - upper forward wing spar Supersedes: 2010-26-54 E	1/10/2011	1/10/2011
2011-03-04	Yes	Cracks - rudder hinges and rudder hinge brackets Supersedes: 2009-09-09	2/7/2011	3/14/2011
2013-11-10	No	AMM & POH change - brakes - severe oscillatory yawing motion	6/21/2013	7/26/2013
2019-01-02	No	[Non-TC Holder] Disable Automatic Dependent Surveillance-Broadcast due to repeat resetting; AFM change	1/23/2019	2/7/2019
2022-03-15	No	[Non-TC Holder] Garmin G3X Touch Electronic Flight Instrument System	2/14/2022	3/21/2022

2023-09-09	Yes	Life limits for spot-welded, multi-segment exhaust tailpipe v-band coupling	6/12/2023	7/17/2023
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Appliance ADs

Matching ADs: 4

The Following ADs apply to Accessories that **could be** installed on the **LC41-550FG**. See [Explanation](#)

AD Number	Rec	Subject	Issued	Effective
2008-02-06	No	GARMIN GSM 85 Servo Gearbox Units - foreign object debris Service Bulletin: Garmin SB 0713 and Cessna SB07-22-01)	1/22/2008	2/26/2008
2009-05-05	No	Primary Flight Displays, P/Ns 700-00006-000, -001, -002, -003 and -100 Service Bulletin: Service Alert No. SA-08-001)	2/27/2009	4/3/2009
2019-01-02	No	Aspen Avionics Evolution Flight Display Units Service Bulletin: Aspen Avionics Mandatory Service Bulletin No. SB2018-01)	1/23/2019	2/7/2019
2022-03-15	No	Garmin G3X Touch Electronic Flight Instrument System installed per STC No. SA01899WI or Garmin GI 275 Multi-Function Display (MFD) installed per STC No. SA02658SE	2/14/2022	3/21/2022

There may be additional ADs that address non-Type Certificate holders (Garmin, Bendix, etc.) and do NOT appear on this search page. These ADs must be researched on the [Appliance/Accessory Index](#).

2008-02-06	No	Superseded by: 2023-09-09		
2009-05-05	No	Rapid wear - hydraulic pump P/Ns 657913, 657915 and 657916 Superseded by: 2023-09-09		
2019-01-02	No	(Non-TC Holder) E-3 Cylinder Assembly, P/N AEC 631397, replacement part installed on Continental Motors Model -520 and -530 Reciprocating Engines		
2022-03-15	No	Oil cooler cross fitting assembly		
2022-03-15	No	Cross flow valve assembly		
2022-03-15	No	Superior Air Parts, Inc. cylinder assembly or intake valve assembly		
2022-03-15	No	Superseded by 2023-09-09 Superseded by: 2023-09-09		
2022-03-15	No	Crankshaft assembly - counterweight retaining caps on the counterweight grooves Superseded by: 2023-09-09		
2022-03-15	No	Life Master Air Corp. 40-200-0011 replacement 40-200-0011-001		

Appliance ADs

Matching ADs: 3

The AD Resource System®

Triton Aviation Data Corp

Databases updated May 14th, 2025 as of Biweekly 2025-10

Manufacturer: Teledyne Continental

Formerly: Teledyne Continental Motors (TCM), Continental Aerospace Tech. (TCM), Continental Motors (TCM)

Model: TSIO-550-C TC No.: E550

Small Aircraft > Engine ADs

Matching ADs: 16

AD Number	Rec	Subject	Issued	Effective
93-10-02	No	Valve retainer key	7/28/1993	8/12/1993
96-12-22	Yes	[Non-TC Holder] Engine oil filter adapters	6/17/1996	7/31/1996
99-09-17 L	No	Superseded by: 99-19-01	4/22/1999	4/22/1999
99-19-01	No	Crankshaft failure Supersedes: 99-09-17 L	9/15/1999	9/30/1999
2000-08-51 E	No	Superseded by: 2000-23-21	4/28/2000	4/28/2000
2000-23-21	No	Crankshaft propeller mount flange core sample Supersedes: 2000-08-51 E	11/27/2000	12/12/2000
2004-08-10	No	[Non-TC Holder] ECi Cylinder Failure	4/20/2004	5/5/2004
2009-24-52 E	No	Superseded by: 2010-11-04 Supersedes: 2009-24-51 E	11/18/2009	11/18/2009
2010-11-04	No	Rapid wear - hydraulic lifters P/Ns 657913, 657915 and 657916 Supersedes: 2009-24-52 E	6/1/2010	6/16/2010
2016-16-12	No	[Non-TC Holder] ECi Cylinder Assembly, P/N AEC 631397, replacement part installed on Continental Motors Model -520 and -550 Reciprocating Engines	8/11/2016	9/15/2016
2016-21-04	No	Oil cooler cross fitting assembly	10/14/2016	11/18/2016
2020-16-11	No	Cross-flow cylinder assembly	8/17/2020	9/21/2020
2023-02-12	No	Superior Air Parts, Inc. cylinder assembly or intake valve installed	2/2/2023	3/9/2023
2023-04-08	No	Superseded by 2023-05-16 Superseded by: 2023-05-16	2/23/2023	2/23/2023
2023-05-16	No	Crankshaft assembly - counterweight retaining rings in the counterweight groove Supersedes: 2023-04-08	3/15/2023	3/15/2023
2023-09-09	Yes	Life limits for spot-welded, multi-segment exhaust tailpipe v-band coupling	6/12/2023	7/17/2023

Appliance ADs

Matching ADs: 3

The AD Resource System®

Triton Aviation Data Corp

DataBases updated May 14th, 2025 as of Biweekly 2025-10

Manufacturer: Hartzell Propeller **Model:** HC-H3YF-1 **TC No.:** P35EA

Small Aircraft > Propeller ADs

Matching ADs: 12

AD Number	Rec	Subject	Issued	Effective
70-02-01	No	Superseded by 73-10-03 Superseded by: 73-10-03	1970	1/1/1970
70-16-03 R1	No	Superseded by 77-12-06 (77-12-06 R2)	1970	1/1/1970
73-10-03	No	Superseded by 77-12-06 (77-12-06 R2) Supersedes: 70-02-01	1973	1/1/1973
74-15-02	No	Superseded by 77-12-06 (77-12-06 R2)	1974	1/1/1974
75-07-05	No	Superseded by 77-12-06 (77-12-06 R2)	1975	5/1/1977
77-12-06	Yes	Superseded by 2002-09-08 Supersedes: 70-16-03	1977	12/21/1977
2001-07-03	No	Corrected by 2001-07-03 C1 Superseded by: 2001-07-03 C1	4/4/2001	6/4/2001
2001-07-03 C1	No	Y-shank propellers serviced by BASCO Supersedes: 2001-07-03	5/24/2001	6/4/2001
2002-09-08	No	Superseded by: 2007-26-09	5/9/2002	6/13/2002
2003-13-17	No	Props serviced by T & W Propellers	7/3/2003	7/18/2003
2005-14-11	No	Blades serviced by Southern Calif. Prop. Service	7/13/2005	8/17/2005
2007-26-09	No	Cracks - aluminum blade shank radius Supersedes: 2002-09-08	12/26/2008	1/20/2008

Matching ADs: 0

Appliance ADs

As of 05/15/2025, there have been no Appliance ADs issued for this Model. There could be ADs on the Engine, Prop or Appliances.

There may be additional ADs that address non-Type Certificate holders (Garmin, Bendix, etc.) and do NOT appear on this search page. These ADs must be researched on the [Appliance/Accessory Index](#).

Model: LC41-550FG, S/N: 41587, Tail No: N1266Y

[illegible]

*Type of AD (*adlog* subscribers—this designation appears in the upper right corner of each *adNote* page):
 N—Non-Repetitive. R—Repetitive. NM—Non-Repetitive, but has more than one compliance requirement.
 NR—Can be either Repetitive or Non-Repetitive, depending on the method of compliance.

**Not applicable.



Oregon Aero, Inc.
34020 Skyway Drive
Scappoose, OR 97056

TEL: 503-543-7399
FAX: 503-543-7199

Engineering Manual

Instruction for Continued Airworthiness

EM-01-01

Document No.: EM-01-01

Rev. A

	Name	Signature	Date
Written	Christi Loya	<i>Christi Loya</i>	12-02-05
Approved	Steve J. Hooper	<i>Steve J. Hooper</i>	1-26-05

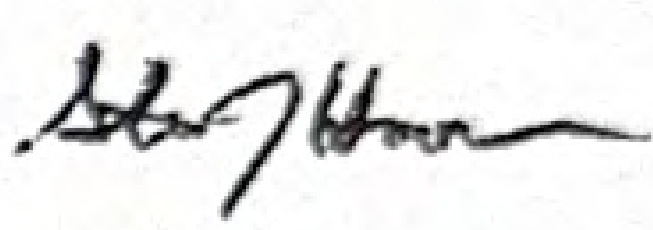
Proprietary Notice

This document and the information contained within this document are confidential and proprietary to Oregon Aero, Inc. This information shall not be used, released, or disclosed in whole or in part without written permission from Oregon Aero, Inc.



Instructions for Continued Airworthiness
EM-01-01
Rev. A

LIST OF REVISIONS

Rev.	Description	Author	Date	Approved
IR	Initial Release	Christi Loya	9-1-05	DES
A	Updated "No Smoking Escape Hatchet" Placards	Christi Loya	12-2-05	



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Foreword

The information in this Instructions for Continued Airworthiness is FAA approved material and complies with 14 CFR 23.1529, Instructions for Continued Airworthiness. It supersedes or adds to information provided in the aircraft maintenance manuals, only where covered in the items contained herein. For limitations and procedures not contained in this manual, consult the Aircraft Maintenance Manual, or other approved airplane data.

1. Definition of Abbreviations

Abbreviations	Definitions
Detailed Inspection (DET)	An intensive examination of a specific item, installation or assembly to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses, etc. may be necessary. Surface cleaning and elaborate access procedures may be required.
FAA	Federal Aviation Administration
FAA MIDO	FAA Manufacturing Inspection District Office
General Visual Inspection (GVI)	A visual examination of an interior or exterior area, installation or assembly to detect obvious damage, failure or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hanger lighting, flashlight or droplight and may require removal or opening of access panels or doors. Stands, ladders or platforms may be required to gain proximity to the area being checked.
ICA	Instructions for Continued Airworthiness
Special Detailed Inspection (SDI)	An intensive examination of a specific item, installation, or assembly to detect damage, failure or irregularity. The examination is likely to make extensive use of specialized Inspection Techniques and/or equipment. Intricate cleaning and substantial access or disassembly procedure may be required.



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2. Introduction

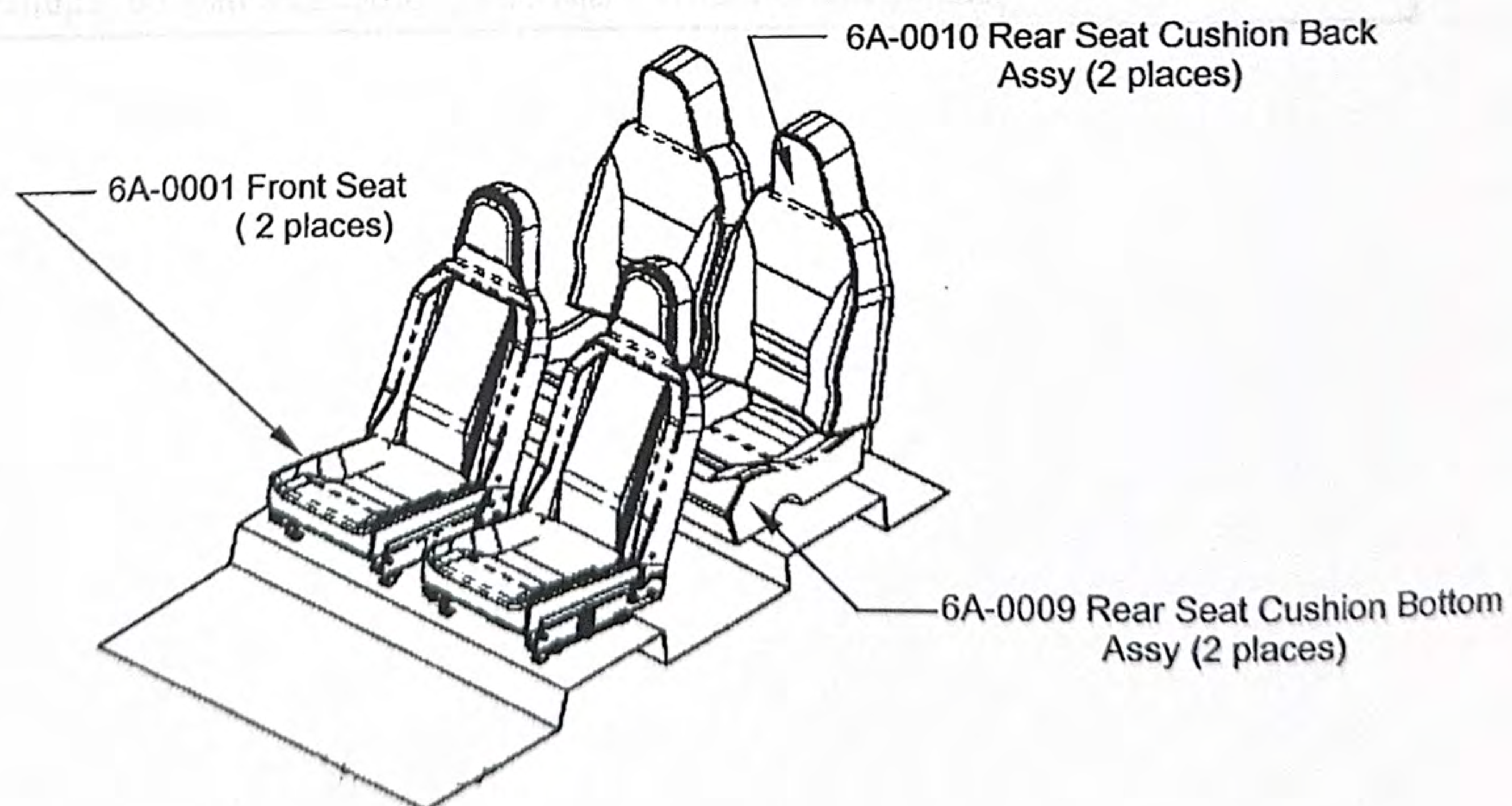
The information in the Supplemental Instructions for Continued Airworthiness is FAA approved material and complies with 14 CFR 23.1529, Instructions for Continued Airworthiness. It supersedes or adds to that provided in the Lancair Aircraft Maintenance Manual for the Model LC40-550FG, LC41-550FG, LC42-550FG Aircraft (Columbia 300, 400, 350 aircraft), only where covered in the items contained herein. For limitations, procedures not contained in this Manual, consult the Aircraft Maintenance Manual, or other approved airplane data.

This manual addresses the requirements specified in Federal Aviation Regulation 14 CFR 23.1529, Instructions for Continued Airworthiness. Modifications of an aircraft obligate the operator to include the maintenance information provided by this document. This supplement describes the maintenance procedures for Oregon Aero 6A-0001 Front Seats and 6A-0009 and 6A-0010 Rear Seat Cushion assemblies that are installed in Model LC40-550FG, LC41-550FG, LC42-550FG aircraft.

Changes to this document will be reflected as a new revision. New revisions will be transmitted to the Chief Engineer of Lancair Certified Airplane Company by the Oregon Aero Chief Engineer.

The Oregon Aero seat installation for the Columbia 300, 400, 350 aircraft is shown in the figure below. Each of the Front Seats is installed in the aircraft with two AN4-6A bolts and two MS 27039-4-17 screws, or equivalent. Three bottom cushions, with different thicknesses, are approved for installation in the Front Seats. These are attached to the diaphragm with Velcro®-type hook-and-loop fasteners.

The Rear Seat Bottom Cushions are attached to the airframe with a Velcro®-type hook-and-loop fastener system and the back cushion assemblies are mechanically fastened to the airframe with the same ball-lok pins used in the original Lancair installation.





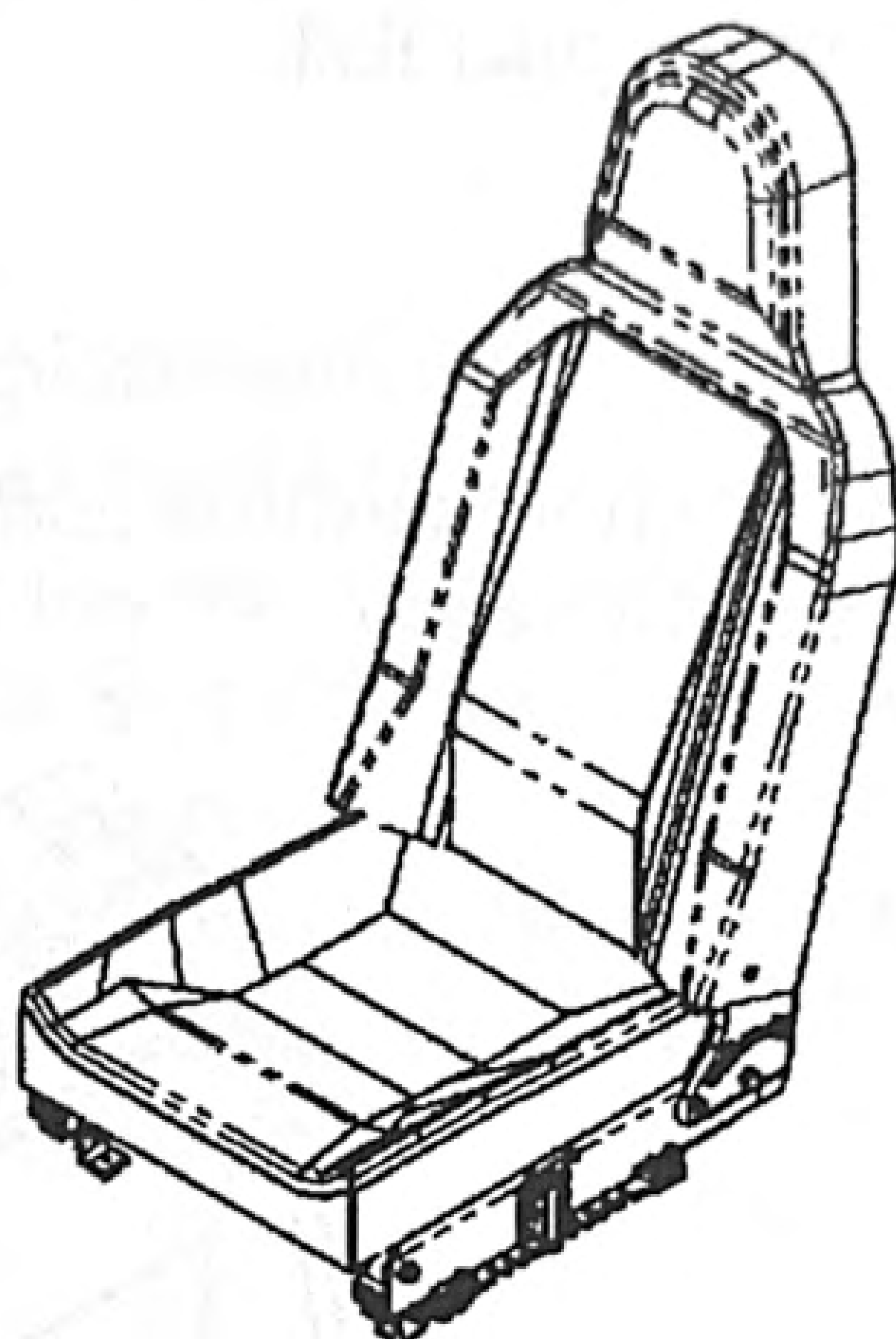
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3. Inspection Requirements and Schedule

It is recommended that a General Visual Inspection of the Oregon Aero Seat Cushions be conducted every year or at an interval that is acceptable to the operator's regulatory authorities and which fits into the operator's scheduled maintenance program. These inspections should be performed per the following instructions.

3.1. Front Seat Inspections

The Front Seats, p/n 6A-0001, shall be inspected for poor condition and apparent defects as described below.



6A-0001 Front Seat
Assy

- **Front Seat Frame:**

Perform a detailed inspection of the seat frame (excluding the metal frame that is imbedded in the back cushion). This assembly is an on-condition maintenance item. Therefore, inspect the metal parts of the seat, paying special attention to the fore/aft and seat recline adjustment and latch mechanisms. Contact Oregon Aero for disposition and instructions in the event any noticeable wear is detected or if any latch fails to engage properly.

- **Front Diaphragm:**

Remove the bottom cushion from the front seats and perform detailed inspection of the diaphragms for apparent or obvious defects, damage or unusual wear. Unusual wear could be detected as a hole, cut, abrasion or frayed fabric. The diaphragm is to be replaced if any such damage is detected. (Provide disassembly and reassembly instructions if a mechanic is authorized to replace the diaphragm; or return the entire seat to factory).

- **Front Bottom Cushions:**

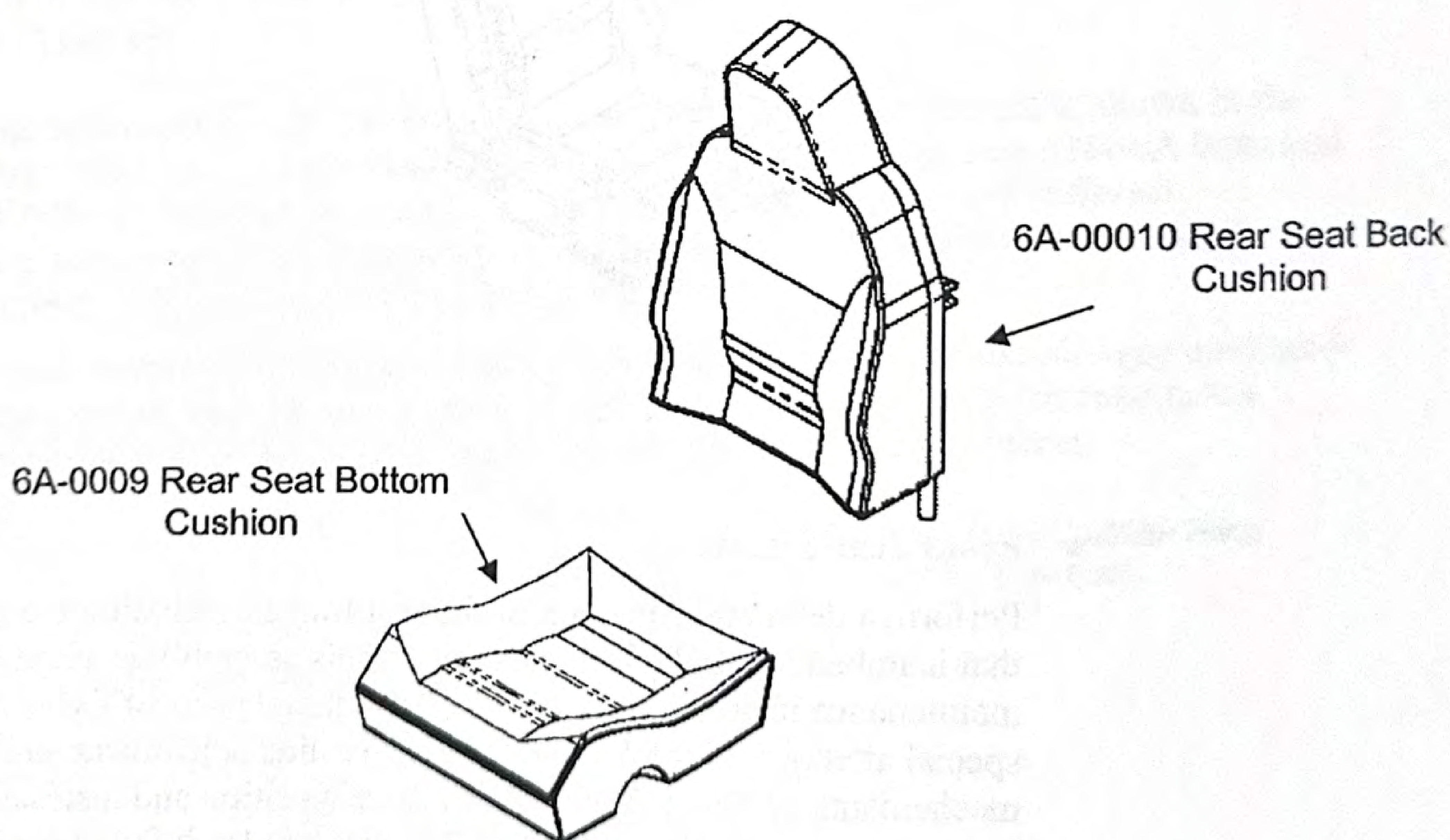
Perform a detailed inspection of each bottom cushion to detect apparent or obvious defects, deterioration in the form of wear or irregularities that cause the seat to become worn or distorted. Replace the cushion if this cover does not fit properly or the cushion develops a "lumpy" or irregular feel.

- **Front Lumbar Cushion:**

The lumbar cushion assembly is an on-condition maintenance item. Perform a detailed inspection of the cushion to detect apparent or obvious defects, deterioration in the form of wear or irregularities that cause the seat to become worn or distorted. Replace the cushion if this wear or distortion reaches the point where the dress cover does not fit properly or the cushion develops a "lumpy" or irregular feel.

3.2. Rear Seats

The rear seating consists of a bottom cushion and seat back, which are attached to the airframe. These are shown below.



- **Rear Bottom Cushions:**

Perform a detailed inspection of each bottom cushion to detect apparent or obvious defects, deterioration in the form of wear or irregularities that cause the seat to become worn or distorted. Replace the cushion if this wear or distortion reaches the point where the dress cover does not fit properly or the cushion develops a "lumpy" or irregular feel.



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- **Rear Seat Back Cushions:**

The Rear Seat Back Cushion is an on-condition maintenance item. Perform a general visual inspection of the Rear Seat Back Cushion and replace it if it becomes worn or distorted to the point where the dress cover does not fit properly or the cushion develops a "lumpy" or irregular feel. Contact Oregon Aero for disposition and instructions if any damage or wear is detected.

4. Overhaul Requirements:

No overhaul requirements apply to the Oregon Aero seat and cushion installations.

5. Dimensions and Access

The Oregon Aero Foam replacement cushions do not significantly change the dimensions of the aircraft or access to any aircraft system. The Oregon Aero Foam Front Seats are installed in the same way as the original Lancair Front Seats that they replace. Similarly, the Rear Seat Cushions are installed and removed in exactly the same way as the cushions they replace. Therefore, there is no change to the access of the new seat or other aircraft systems. Access to the front seat structure is provided by removing the Front Seat Bottom Cushions.

6. Lifting and Shoring

No Change.

7. Leveling and Weighing

No Change.

8. Towing and Taxiing

No Change.

9. Parking and Mooring

No Change.



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10. Placards and Markings

10.1. Forward Seats

The Oregon Aero Forward Seats are identified by the serial number plates shown below.

Part No.: 6A-0001-1 Part Name: Seat Assembly LA-C Serial No: 6A-0001-1-XXXXX Date of Mfg: ____/____/20____ App'd A/C Model: LC40-550FG, LC42-550FG, LC41-550FG (COLUMBIA 300, 350, 400).	34020 Skyway Drive Scappoose, OR 97056
FAA - PMA US PATENT NO'S: 6,789,844 B1 6,827,403 B2	

Part No.: 6A-0001-2 Part Name: Seat Assembly LA-C Serial No: 6A-0001-2-XXXXX Date of Mfg: ____/____/20____ App'd A/C Model: LC40-550FG, LC42-550FG, LC41-550FG (COLUMBIA 300, 350, 400).	34020 Skyway Drive Scappoose, OR 97056
FAA - PMA US PATENT NO'S: 6,789,844 B1 6,827,403 B2	



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The placard shown below is attached to the upper surface of the diaphragm.



34020 Skyway Drive
Scappoose, OR 97056

Part No: 6B-0012

Part Name: Seat Bottom - Diaphragm 2

Lot No: _____

Date of Mfg: ____/____/20____

DO NOT MODIFY IN ANY WAY

US PATENT NO'S: 6,789,844 B1



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The Front Seat Bottom Cushions are identified by the following tags.



34020 Skyway Drive
Scappoose, OR 97056

Cushion Assembly No: 6A-0006
Cushion Assy Name: Seat Cushion Bottom Assy - Thin
Consisting of:

Cover Assy No: 6U-0001

Foam Assy No: 6B-0002

Serial No: 6A-0006-_____

Date of Mfg: ____/____/20____

Approved for Installation in Oregon Aero Seat 6A-0001
which is installed in App'd A/C Model: LC40-550FG,
LC42-550FG, LC41-550FG Aircraft (Columbia 300, 350,
400).

This cushion complies with 14 CFR 23.853. Refer to
Instructions for Continued Airworthiness, document
EM-01-01 for cleaning instructions and service life
limitations.

This cushion is certified to the requirements of 14 CFR
23.562.

WARNING: NOT A FLOTATION DEVICE

**DO NOT MODIFY IN ANY WAY OR INSTALL
in combination with any other cushions or
cushion materials. Only install in the
approved seat, identified above.**

FAA - PMA



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34020 Skyway Drive
Scappoose, OR 97056

Cushion Assembly No: 6A-0007

Cushion Assy Name: Seat Cushion Bottom Assy - Med
Consisting of:

Cover Assy No: 6U-0002

Foam Assy No: 6B-0003

Serial No: 6A-0007-

Date of Mfg: ____/____/20____

Approved for Installation in Oregon Aero Seat 6A-0001
which is installed in App'd A/C Model: LC40-550FG,
LC42-550FG, LC41-550FG Aircraft (Columbia 300, 350,
400).

This cushion complies with 14 CFR 23.853. Refer to
Instructions for Continued Airworthiness, document
EM-01-01 for cleaning instructions and service life
limitations.

This cushion is certified to the requirements of 14 CFR
23.562.

WARNING: NOT A FLOTATION DEVICE

**DO NOT MODIFY IN ANY WAY OR INSTALL
in combination with any other cushions or
cushion materials. Only install in the
approved seat, identified above.**

FAA - PMA



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34020 Skyway Drive
Scappoose, OR 97056

Cushion Assembly No: 6A-0008

Cushion Assy Name: Seat Cushion Bottom Assy - Thick

Consisting of:

Cover Assy No: 6U-0003

Foam Assy No: 6B-0004

Serial No: 6A-0008-

Date of Mfg: ___/___/20___

Approved for Installation in Oregon Aero Seat 6A-0001
which is installed in App'd A/C Model: LC40-550FG,
LC42-550FG, LC41-550FG Aircraft (Columbia 300, 350,
400).

This cushion complies with 14 CFR 23.853. Refer to
Instructions for Continued Airworthiness, document
EM-01-01 for cleaning instructions and service life
limitations.

This cushion is certified to the requirements of 14 CFR
23.562.

WARNING: NOT A FLOTATION DEVICE

**DO NOT MODIFY IN ANY WAY OR INSTALL
in combination with any other cushions or
cushion materials. Only install in the
approved seat, identified above.**

FAA - PMA



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The Lumbar Cushions are identified by the tag shown below.



34020 Skyway Drive
Scappoose, OR 97056

Cushion Assembly No: 6A-0012

Cushion Assy Name: Lumbar Assembly

Consisting of:

Cover Assy No: 6U-0007

Foam Assy No: 6B-0007

Lot No: _____

Date of Mfg: ____/____/20____

If there is a "No Smoking" placard (as shown in Figure 1), then install the placards shown below in Figure 2 and Figure 3.

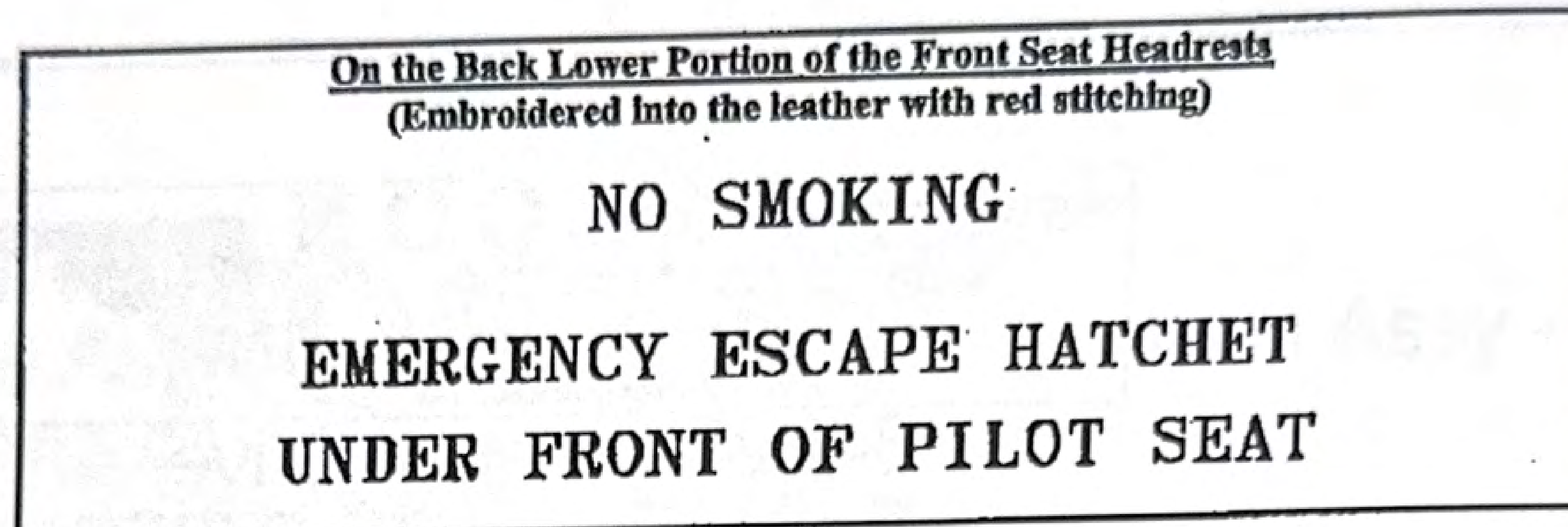


Figure 1

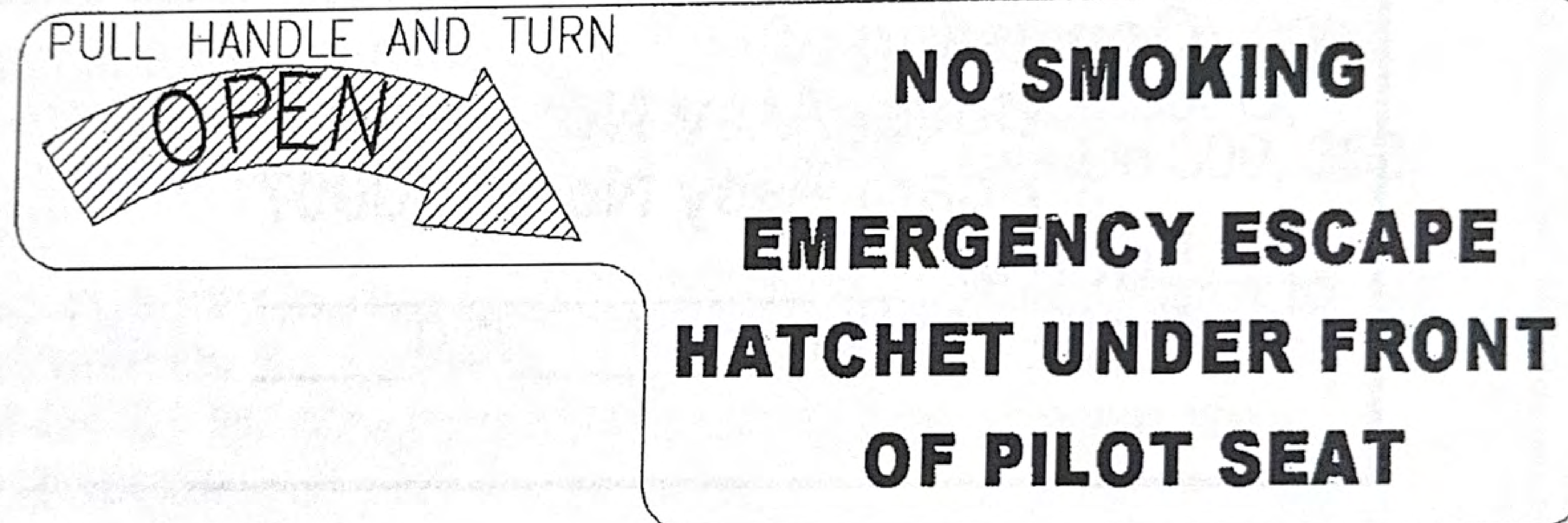


Figure 2 (Right-Side Handle)

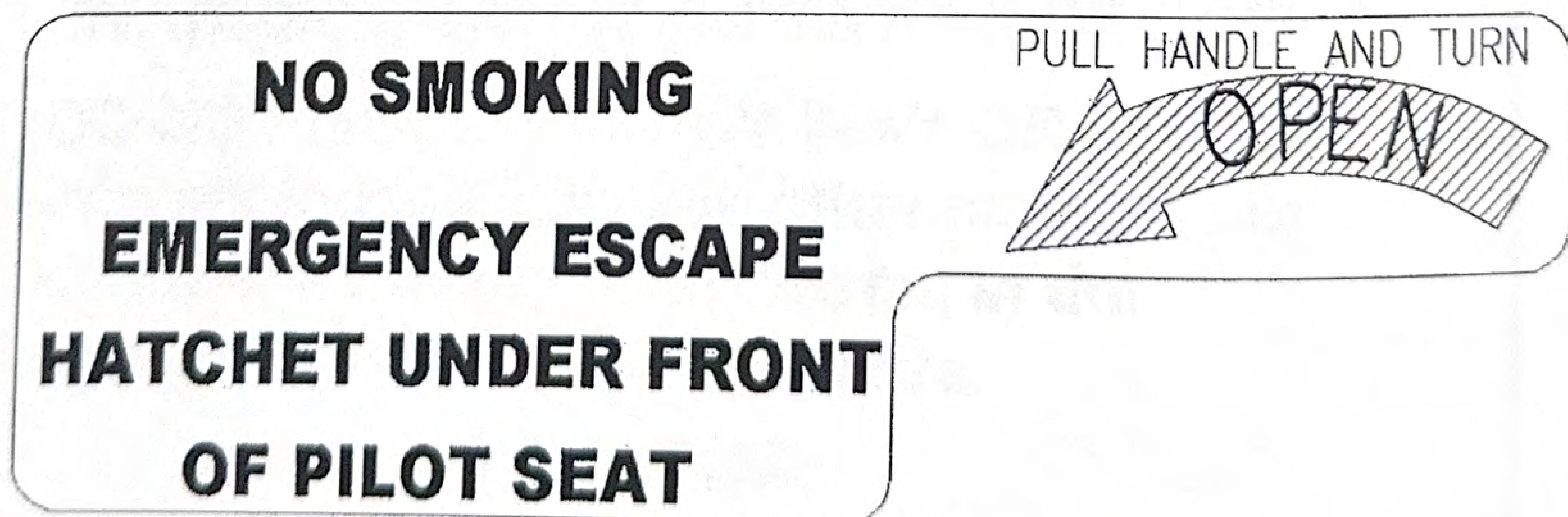


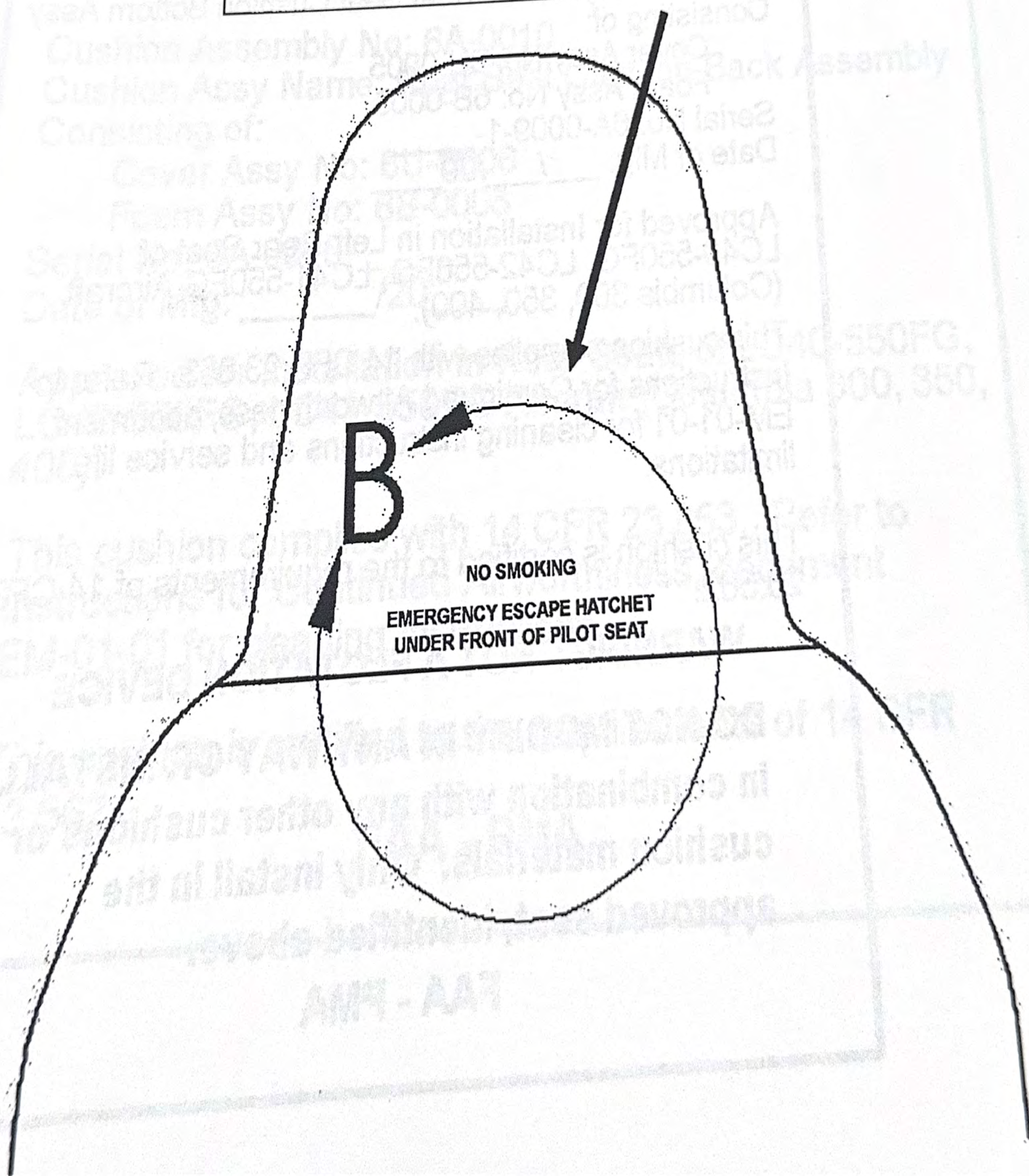
Figure 3 (Left-Side Handle)

If a front seat is removed with the text shown below in Figure 4 (located on the Backrest Cover), then install the placards shown in Figure 2 and Figure 3 on the previous page:

Figure 4

Embroidered text:

**"NO SMOKING EMERGENCY ESCAPE HATCHET
UNDER FRONT OF PILOT SEAT"**





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EM-01-01
Rev. A

The Rear Seat Bottom Cushions are identified by the tag shown below.



34020 Skyway Drive
Scappoose, OR 97056

Cushion Assembly No: 6A-0009-1
Cushion Assy Name: Rear Seat Cushion Bottom Assy
Consisting of:

Cover Assy No: 6U-0005

Foam Assy No: 6B-0005

Serial No: 6A-0009-1-_____

Date of Mfg: ____/____/20____

Approved for Installation in Left-Rear Seat of
LC40-550FG, LC42-550FG, LC41-550FG Aircraft
(Columbia 300, 350, 400).

This cushion complies with 14 CFR 23.853. Refer to
Instructions for Continued Airworthiness, document
EM-01-01 for cleaning instructions and service life
limitations.

This cushion is certified to the requirements of 14 CFR
23.562.

WARNING: NOT A FLOTATION DEVICE

**DO NOT MODIFY IN ANY WAY OR INSTALL
in combination with any other cushions or
cushion materials. Only install in the
approved seat, identified above.**

FAA - PMA



Instructions for Continued Airworthiness
EM-01-01
Rev. A

The Rear Seat Back Cushions are identified by the tag shown below.



34020 Skyway Drive
Scappoose, OR 97056

Cushion Assembly No: 6A-0010

Cushion Assy Name: Rear Seat Cushion Back Assembly

Consisting of:

Cover Assy No: 6U-0006

Foam Assy No: 6B-0008

Serial No: 6A-0010-_____

Date of Mfg: ____/____/20____

Approved for Installation in Rear Seats of LC40-550FG,
LC42-550FG, LC41-550FG Aircraft (Columbia 300, 350,
400).

This cushion complies with 14 CFR 23.853. Refer to
Instructions for Continued Airworthiness, document
EM-01-01 for cleaning instructions.

This cushion is certified to the requirements of 14 CFR
23.562.

FAA - PMA



11. Servicing

11.1. Leather Upholstery:

- Weekly Care: Dust or vacuum the surface to remove light topical soil. Never use saddle soap, solvents, abrasives or caustic household cleaners such as laundry detergent or dish detergent.
- Stains: Use a cloth soaked in a mild hand soap/water solution. Apply the cloth to the surface of the leather in a light circular motion, turning the cloth regularly. Avoid aggressive rubbing action. Repeat with a damp cloth rinsed in clean warm water. Allow to dry and then lightly polish using a clean, dry soft cloth.

If the stain remains, consult a professional leather care expert.

12. Airworthiness Limitations Section

Replace bottom cushions every five years or 2500 hours, whichever comes first.