

**Airworthiness Directive Compliance Record
Chronological Listing - FAA Style**

N102UV 40.549

AD# Effective	Subject	Date & Hours @ Compliance	Method Of Compliance	O	R	Next Comp @ Hrs/Date	Authorized Signature & Number
*04-10-14 C1 06/25/04	CRANKSHAFT GEAR AND GEAR RETAINING BOLT/		MSB533B		X	Prop Strike	
10-25-01 01/11/11	AFM - REAR PASSENGER DOOR RETAINING BRACKET/	04/14/11	MSB40-070	X		N/A	David Seastead AP3492477 IA
14-13-08 08/27/14	CENTER WING AFT MAIN SPAR STRUCTURAL INTEGRITY/		MSB40-074	X		02/27/2024	
*15-19-07 11/03/15	EXTERNAL FUEL INJECTOR LINES/	2/17/23	MSB342G		X	1519.0	David Seastead AP3492477 IA

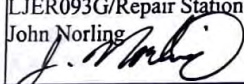
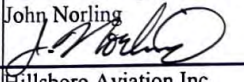
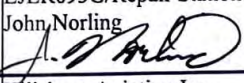
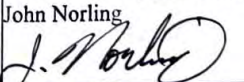
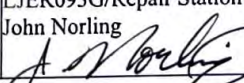
 2023.04

FAA Airworthiness Directives Compliance Record

Company: Rick Coulson
Category: Airframe
Manufacturer: Diamond Aircraft
Model: DA 40

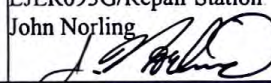
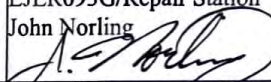
Position:
P/N: DA-40
S/N: 40.549

Aircraft Registration No: N102UV
ATP Revision: 05/25/2018

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2014-13-08 08/27/2014	To correct an incorrect compliance time and to modify the aft main spar in the cabin area to ensure the,contd.	-- Hrs: -- C: --	Due at 2,000 hrs. TT or Feb. 2024	No	D: -- Hrs: -- C: --	Hillsboro Aviation, Inc. LJER093G/Repair Station John Norling 
2013-24-14 01/07/2014 39-17689	To modify the aft main spar in the cabin area to ensure the structural integrity of the airplane	04/07/2015 Hrs: -- C: --	Superseded by 2014-13-08	No	D: -- Hrs: -- C: --	Hillsboro Aviation Inc. LJER093G/Repair Station John Norling —
2011-21-10 11/16/2011 39-16833	To remove the VCS compressor and mount, as a result of excessive wear, which could result in the air,contd.	-- Hrs: -- C: --	N/A not installed	No	D: -- Hrs: -- C: --	Hillsboro Aviation Inc. LJER093G/Repair Station John Norling 
2010-25-01 01/11/2011 39-16534	To change emergency open doors procedure and retrofit the rear passenger door retaining bracket, which if not,contd.	-- Hrs: -- C: --	P/C/W on 4/14/2011 ref log page	No	D: -- Hrs: -- C: --	Hillsboro Aviation Inc. LJER093G/Repair Station John Norling 
2009-10-04 06/17/2009 39-15899	To require repetitive inspections of the NLG leg and, in case cracks are found, replacement of the NLG,contd.	-- Hrs: -- C: --	No longer applies due to new strut p/n D41-3223-10-00-2 installed May 29th, 2018. See log entry.	Yes	D: -- Hrs: -- C: --	Hillsboro Aviation Inc. LJER093G/Repair Station John Norling 
2009-07-14 05/11/2009 39-15873	To require the inspection of the adhesive joint between the wing main spar caps and the upper wing skin for,contd.	-- Hrs: -- C: --	N/A by S/N			Hillsboro Aviation Inc. LJER093G/Repair Station John Norling 

2019 Annual
no New AD's

05/25/2018 3:21 PM

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2007-17-06 09/25/2007	Superseded by 2009-10-04	-- Hrs: -- C: --	Superseded by AD 2009-10-04	No	D: -- Hrs: -- C: --	Hillsboro Aviation Inc. LJER093G/Repair Station John Norling
2007-11-21 07/09/2007 39-15078	To prevent joint failure and subsequent disconnection between selector and the fuel valve, which results in,contd.	-- Hrs: -- C: --	N/A by S/N	No	D: -- Hrs: -- C: --	Hillsboro Aviation Inc. LJER093G/Repair Station John Norling 
2006-23-04 11/28/2006 39-14816	During installation of the Garmin G1000 STC the fuel indicating system was contaminated leading to,contd.	-- Hrs: -- C: --	N/A by ACTT:	No	D: -- Hrs: -- C: --	Hillsboro Aviation Inc. LJER093G/Repair Station John Norling 

ATP Revision: 03/25/2018

Category: Engine

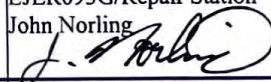
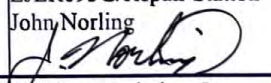
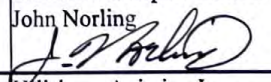
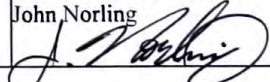
Position:


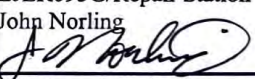
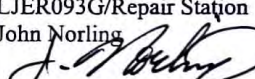
Manufacturer: Lycoming Engines

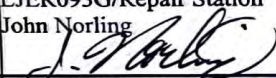
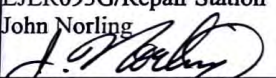
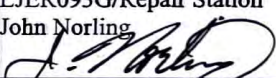
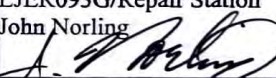
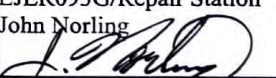
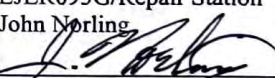
P/N:

Model: IO-360-M1A

S/N:

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2017-16-11 08/15/2017	To prevent connecting rod failure which could result in uncontained engine failure, total engine power loss,contd.	-- Hrs: -- C: --	NA by s/n L-32131-51A installed.	No	D: -- Hrs: -- C: --	Hillsboro Aviation, Inc. LJER093G/Repair Station John Norling 
2015-19-07 11/03/2015	To prevent failure of the fuel injector fuel lines, which could lead to uncontrolled engine fire, engine,contd.	05/29/2018 Hrs: 1180.5 C: --	Inspected per Lyc. SB 342, no defects noted	Yes	D: -- Hrs: 1290.5 or after fuel line Mx. C: --	Hillsboro Aviation, Inc. LJER093G/Repair Station John Norling 
2015-02-07 03/11/2015	To prevent the propeller governor shaft set screw from coming loose, causing damage to the engine and,contd.	-- Hrs: -- C: --	NA, aerobatic engine not installed.	No	D: -- Hrs: -- C: --	Hillsboro Aviation, Inc. LJER093G/Repair Station John Norling 
2012-19-01 10/24/2012 39-17196	To prevent failure of the crankshaft, which will result in total engine power loss, in-flight engine,contd.	-- Hrs: -- C: --	N/A by Model Number	No	D: -- Hrs: -- C: --	Hillsboro Aviation Inc. LJER093G/Repair Station John Norling 

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2012-03-06 C 02/24/2012 39-16947	To prevent an in-flight engine shutdown due to a failed fuel servo diaphragm, and damage to the airplane	-- Hrs: -- C: --	N/A no evidence of diaphragm being replaced after may 2010	No	D: -- Hrs: -- C: --	Hillsboro Aviation Inc. LJER093G/Repair Station John Norling 
2011-26-04 01/25/2012 39-16894	To prevent failure of the fuel injector fuel lines that would allow fuel to spray into the engine compartment,contd.	05/03/2016 Hrs: -- C: --	Superseded by 2015-19-07	No	D: -- Hrs: -- C: --	Hillsboro Aviation Inc. LJER093G/Repair Station John Norling —
2011-15-10 08/16/2011	Superseded by 2012-03-06	-- Hrs: -- C: --	Superseded by AD 2012-03-06	No	D: -- Hrs: -- C: --	Hillsboro Aviation Inc. LJER093G/Repair Station John Norling —
2009-26-12 02/04/2010 39-16151	To prevent loss of engine power due to cracks at the head-to-barrel interface and possible engine failure,contd.	-- Hrs: -- C: --	N/A OEM cylinders installed	No	D: -- Hrs: -- C: --	Hillsboro Aviation Inc. LJER093G/Repair Station John Norling 
2009-02-03 02/09/2009 39-15793	To prevent a lean running engine, which could result in a substantial loss of engine power and subsequent,contd.	-- Hrs: -- C: --	N/A no record or servo coming off after 2005	No	D: -- Hrs: -- C: --	Hillsboro Aviation Inc. LJER093G/Repair Station John Norling 
2008-19-05 10/20/2008	Superseded by 2009-26-12	-- Hrs: -- C: --	Superseded by AD 2009-26-12	No	D: -- Hrs: -- C: --	Hillsboro Aviation Inc. LJER093G/Repair Station John Norling —
2008-14-07 08/14/2008	Superseded by 2011-26-04	-- Hrs: -- C: --	Superseded by AD 2011-26-04	No	D: -- Hrs: -- C: --	Hillsboro Aviation Inc. LJER093G/Repair Station John Norling —
2008-08-14 04/29/2008	Superseded by 2009-02-03	-- Hrs: -- C: --	Superseded by AD 2009-02-03	No	D: -- Hrs: -- C: --	Hillsboro Aviation Inc. LJER093G/Repair Station John Norling —
2008-06-51 E 03/12/2008	Superseded by 2008-08-14	-- Hrs: -- C: --	Superseded by AD 2008-08-14	No	D: -- Hrs: -- C: --	Hillsboro Aviation Inc. LJER093G/Repair Station John Norling —

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2007-04-19 R1 05/07/2007 39-15005	To prevent cylinder separation that can lead to engine failure, possible engine compartment fire, and,contd.	-- Hrs: -- C: --	N/A OEM cylinders installed	No	D: -- Hrs: -- C: --	Hillsboro Aviation Inc. LJER093G/Repair Station John Norling 
2006-20-09 11/03/2006	Superseded by 2012-19-01	-- Hrs: -- C: --	Superseded by AD 2012-19-01	No	D: -- Hrs: -- C: --	Hillsboro Aviation Inc. LJER093G/Repair Station John Norling
2006-12-07 07/11/2006 39-14632	To prevent loss of engine power due to cracks in the cylinder assemblies & possible engine failure caused,contd.	-- Hrs: -- C: --	N/A OEM Cylinders installed	No	D: -- Hrs: -- C: --	Hillsboro Aviation Inc. LJER093G/Repair Station John Norling 
2006-06-16 04/27/2006 39-14525	To prevent failure of the crankshaft, which could result in total engine power loss, in-flight engine,contd.	-- Hrs: -- C: --	N/A by Model number	No	D: -- Hrs: -- C: --	Hillsboro Aviation Inc. LJER093G/Repair Station John Norling 
2005-19-11 10/21/2005 39-14276	To prevent failure of the crankshaft, which could result in total engine power loss, in-flight failure, and,contd.	-- Hrs: -- C: --	N/A by Model number	No	D: -- Hrs: -- C: --	Hillsboro Aviation Inc. LJER093G/Repair Station John Norling 
2004-10-14 C 06/25/2004 39-13644	To prevent loosening or failure of the crankshaft gear retaining bolt, which may cause sudden engine failure	-- Hrs: -- C: --	N/A no Sudden stopage	No	D: -- Hrs: -- C: --	Hillsboro Aviation Inc. LJER093G/Repair Station John Norling 
90-04-06 R1 05/28/1991 39-6915	TO PREVENT OIL LINE FRACTURE AND LOSS OF ENGINE OIL	-- Hrs: -- C: --	N/A not equiped with rear mount gov.	No	D: -- Hrs: -- C: --	Hillsboro Aviation Inc. LJER093G/Repair Station John Norling 

Category: Propeller

Position:

ATP Revision: 05/25/2018

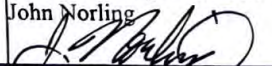
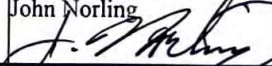
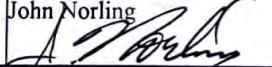
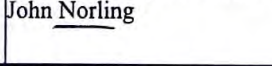
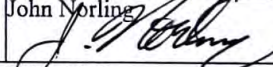
Manufacturer: Hartzell Propeller

P/N: HC-C2YR-1

Model: HC-C2YR-1

S/N: CH39027B

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
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Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2009-22-03 11/12/2009 39-16054	To prevent failure of the propeller hub causing blade separation and subsequent loss of airplane control	-- Hrs: -- C: --	N/A by Model number	No	D: -- Hrs: -- C: --	Hillsboro Aviation Inc. LJER093G/Repair Station John Norling 
2007-26-09 01/30/2008 39-15311	To prevent failure of the propeller blade from fatigue cracks in the aluminum blade shank radius, which can,contd.	-- Hrs: -- C: --	N/A by serial number	No	D: -- Hrs: -- C: --	Hillsboro Aviation Inc. LJER093G/Repair Station John Norling 
2006-24-07 01/03/2007 39-14836	To detect potentially unsafe conditions that could result in a propeller blade separating from the hub,contd.	-- Hrs: -- C: --	N/A not serviced by Oxford Aviation Limited	No	D: -- Hrs: -- C: --	Hillsboro Aviation Inc. LJER093G/Repair Station John Norling 
2006-18-15 09/25/2006	Superseded by 2009-22-03	-- Hrs: -- C: --	Superseded by 2009-22-03	No	D: -- Hrs: -- C: --	Hillsboro Aviation Inc. LJER093G/Repair Station John Norling 
2005-14-11 08/17/2005 39-14188	To prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane	-- Hrs: -- C: --	N/A not service by Southern California Propeller Service of Inglewood, CA	No	D: -- Hrs: -- C: --	Hillsboro Aviation Inc. LJER093G/Repair Station John Norling 

Category: Appliance

Position:

ATP Revision: 06/25/2018

Manufacturer: Garmin International

P/N:

Model: G1000

S/N:

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

Category: Fuel Injected System

Position:

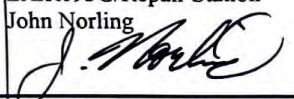
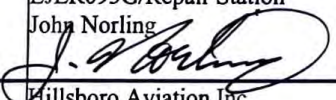
ATP Revision: 05/25/2018

Manufacturer: Precision Airmotive

P/N: RSA-5AD1

Model: RSA-5AD1

S/N:

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2012-03-06 C 02/24/2012 39-16947	To prevent an in-flight engine shutdown due to a failed fuel servo diaphragm, and damage to the airplane	-- Hrs: -- C: --	N/A no record of the servo coming off after 2005 or installation of AVStar diaphragm.	No	D: -- Hrs: -- C: --	Hillsboro Aviation Inc. LJER093G/Repair Station John Norling 
2009-02-03 02/09/2009 39-15793	To prevent a lean running engine, which could result in a substantial loss of engine power and subsequent, contd.	-- Hrs: -- C: --	N/A no record of the servo coming off after 2005	No	D: -- Hrs: -- C: --	Hillsboro Aviation Inc. LJER093G/Repair Station John Norling 
2008-08-14 04/29/2008	Superseded by 2009-02-03	-- Hrs: -- C: --	Superseded by AD 2009-02-03	No	D: -- Hrs: -- C: --	Hillsboro Aviation Inc. LJER093G/Repair Station John Norling
2008-06-51 E 03/12/2008	Superseded by 2008-08-14	-- Hrs: -- C: --	Superseded by AD 2008-08-14	No	D: -- Hrs: -- C: --	Hillsboro Aviation Inc. LJER093G/Repair Station <u>John Norling</u>

Category: Magnetos

Position:

ATP Revision: 05/25/2018

Manufacturer: Slick

P/N:

Model: 4370

S/N:

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

Category: Appliance

Position:

ATP Revision: 05/25/2018

Manufacturer: Bendix/King

P/N:

Model: KAP 140

S/N:

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

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

FAA Airworthiness Directives Compliance Record

Company:
Category: Airframe
Manufacturer: Diamond Aircraft
Model: DA 40

Position:
P/N:
S/N: 40.549

Aircraft Registration No: 102UV
ATP Revision: 06/30/2021

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2020-14-06 08/04/2020	To Detect and Prevent Fuel Starvation and Reduced Control of the Airplane, Which if Not Addressed Could Result in Contamination of the Fuel System and Restriction of Fuel Flow	07/06/2021 Hrs: 1340.9 C: --	NA to style of hose installed at this time.	No	D: -- Hrs: -- C: --	Northwest Aircraft Maintenance, Inc. 2771007/IA Rian Keller
2014-13-08 08/27/2014	To correct an incorrect compliance time and to modify the aft main spar in the cabin area to ensure the,contd.	-- Hrs: -- C: --	Compliance due at or before 2000 hrs Total time or Feb 2024 whichever comes first.	No	D: -- Hrs: -- C: --	Northwest Aircraft Maintenance, Inc. 2771007/IA Rian Keller
2013-24-14 01/07/2014	Superseded by 2014-13-08	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	
2011-21-10 11/16/2011	To remove the VCS compressor and mount, as a result of excessive wear, which could result in the air,contd.	07/06/2021 Hrs: 1340.9 C: --	NA by equipment not installed at this time.	No	D: -- Hrs: -- C: --	Northwest Aircraft Maintenance, Inc. 2771007/IA Rian Keller
2010-25-01 01/11/2011	To change emergency open doors procedure and retrofit the rear passenger door retaining bracket, which if not,contd.	04/14/2011 Hrs: -- C: --	PCW 4/14/2011	No	D: -- Hrs: -- C: --	Northwest Aircraft Maintenance, Inc. 2771007/IA Rian Keller

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2009-10-04 06/17/2009	[Recurring] To require repetitive inspections of the NLG leg and, in case cracks are found, replacement of the NLG,contd.	05/29/2018 Hrs: -- C: --	PCW 5-29-2018 by installing new strut P/N D41-3223-10-00	Yes	D: -- Hrs: -- C: --	Northwest Aircraft Maintenance, Inc. 2771007/IA Rian Keller
2009-07-14 05/11/2009	To require the inspection of the adhesive joint between the wing main spar caps and the upper wing skin for,contd.	07/06/2021 Hrs: 1340.9 C: --	NA by S/N	No	D: -- Hrs: -- C: --	Northwest Aircraft Maintenance, Inc. 2771007/IA Rian Keller
2007-17-06 09/25/2007	[Recurring] Superseded by 2009-10-04	-- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	
2007-11-21 07/09/2007	[Recurring] To prevent joint failure and subsequent disconnection between selector and the fuel valve, which results in,contd.	07/06/2021 Hrs: 1340.9 C: --	NA by S/N	Yes	D: -- Hrs: -- C: --	Northwest Aircraft Maintenance, Inc. 2771007/IA Rian Keller
2006-23-04 11/28/2006	During installation of the Garmin G1000 STC the fuel indicating system was contaminated leading to,contd.	07/06/2021 Hrs: 1340.9 C: --	NA by aircraft total time of more than 50 hrs.	No	D: -- Hrs: -- C: --	Northwest Aircraft Maintenance, Inc. 2771007/IA Rian Keller

Category: Engine

Manufacturer: Textron Lycoming

Model: IO-360-M1A

Position:

P/N:

S/N: L-32131-51A

ATP Revision: 06/30/2021

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2020-25-12 01/15/2021	To Prevent Failure of the Crankshaft Assembly. The Unsafe Condition, if Not Addressed, Could Result in Failure of the Engine, Inflight Shutdown, and Loss of the Airplane	07/06/2021 Hrs: 1390.4 C: --	NA by no Superior Airparts crankshaft installed at this time.	No	D: -- Hrs: -- C: --	Northwest Aircraft Maintenance, Inc. 2771007/IA Rian Keller
2017-16-11 08/15/2017	To prevent connecting rod failure which could result in uncontained engine failure, total engine power loss,contd.	07/06/2021 Hrs: 1390.4 C: --	NA by serial#	No	D: -- Hrs: -- C: --	Northwest Aircraft Maintenance, Inc. 2771007/IA Rian Keller

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2009-10-04 06/17/2009	[Recurring] To require repetitive inspections of the NLG leg and, in case cracks are found, replacement of the NLG,contd.	05/29/2018 Hrs: -- C: --	PCW 5-29-2018 by installing new strut P/N D41-3223-10-00	Yes	D: -- Hrs: -- C: --	Northwest Aircraft Maintenance, Inc. 2771007/IA Rian Keller
2009-07-14 05/11/2009	To require the inspection of the adhesive joint between the wing main spar caps and the upper wing skin for,contd.	07/06/2021 Hrs: 1340.9 C: --	NA by S/N	No	D: -- Hrs: -- C: --	Northwest Aircraft Maintenance, Inc. 2771007/IA Rian Keller
2007-17-06 09/25/2007	[Recurring] Superseded by 2009-10-04	-- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	
2007-11-21 07/09/2007	[Recurring] To prevent joint failure and subsequent disconnection between selector and the fuel valve, which results in,contd.	07/06/2021 Hrs: 1340.9 C: --	NA by S/N	Yes	D: -- Hrs: -- C: --	Northwest Aircraft Maintenance, Inc. 2771007/IA Rian Keller
2006-23-04 11/28/2006	During installation of the Garmin G1000 STC the fuel indicating system was contaminated leading to,contd.	07/06/2021 Hrs: 1340.9 C: --	NA by aircraft total time of more than 50 hrs.	No	D: -- Hrs: -- C: --	Northwest Aircraft Maintenance, Inc. 2771007/IA Rian Keller

Category: Engine

Position:

ATP Revision: 06/30/2021

Manufacturer: Textron Lycoming



P/N:

Model: IO-360-M1A

S/N: L-32131-51A

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2020-25-12 01/15/2021	To Prevent Failure of the Crankshaft Assembly. The Unsafe Condition, if Not Addressed, Could Result in Failure of the Engine, Inflight Shutdown, and Loss of the Airplane	07/06/2021 Hrs: 1390.4 C: --	NA by no Superior Airparts crankshaft installed at this time.	No	D: -- Hrs: -- C: --	Northwest Aircraft Maintenance, Inc. 2771007/IA Rian Keller
2017-16-11 08/15/2017	To prevent connecting rod failure which could result in uncontained engine failure, total engine power loss,contd.	07/06/2021 Hrs: 1390.4 C: --	NA by serial#	No	D: -- Hrs: -- C: --	Northwest Aircraft Maintenance, Inc. 2771007/IA Rian Keller

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2015-19-07 11/03/2015	[Recurring] To prevent failure of the fuel injector fuel lines, which could lead to uncontrolled engine fire, engine,contd.	07/06/2021 Hrs: 1390.4 C: --	Inspected per Lycoming SB 342. no defects noted at this time. Also due if fuel line maintenance	Yes	D: 07/06/2022 Hrs: 1500.4 C: --	Northwest Aircraft Maintenance, Inc. 2771007/IA Rian Keller
2015-02-07 03/11/2015	To prevent the propeller governor shaft set screw from coming loose, causing damage to the engine and,contd.	07/06/2021 Hrs: 1390.4 C: --	NA by no acrobatic engine installed at this time	No	D: -- Hrs: -- C: --	Northwest Aircraft Maintenance, Inc. 2771007/IA Rian Keller
2012-19-01 10/24/2012	To prevent failure of the crankshaft, which will result in total engine power loss, in-flight engine,contd.	07/06/2021 Hrs: 1390.4 C: --	NA by S/N per Lycoming MSB 569A	No	D: -- Hrs: -- C: --	Northwest Aircraft Maintenance, Inc. 2771007/IA Rian Keller
2012-03-06 C 02/24/2012	To prevent an in-flight engine shutdown due to a failed fuel servo diaphragm, and damage to the airplane	07/06/2021 Hrs: 1390.4 C: --	NA by no Avstar components installed per logs.	No	D: -- Hrs: -- C: --	Northwest Aircraft Maintenance, Inc. 2771007/IA Rian Keller
2011-26-04 01/25/2012	[Recurring] Superseded by 2015-19-07	-- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	/
2011-15-10 08/16/2011	Superseded by 2012-03-06	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	/
2009-26-12 02/04/2010	[Recurring] To prevent loss of engine power due to cracks at the head-to-barrel interface and possible engine failure,contd.	07/06/2021 Hrs: 1390.4 C: --	NA by no ECI cylinders installed at this time.	Yes	D: -- Hrs: -- C: --	Northwest Aircraft Maintenance, Inc. 2771007/IA Rian Keller

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2009-02-03 02/09/2009	[Recurring] To prevent a lean running engine, which could result in a substantial loss of engine power and subsequent,contd.	07/06/2021 Hrs: 1390.4 C: --	Installed P/N 2577258 gasket IAW par (i)(1-10) due to unknow condition. G stamp and safety wire per Precision Airmotive LLC Mandatory Service Bulletin (MSB) No. PRS-107 Revision 4, dated July 16, 2008. This is terminating action. No longer recurring	Yes	D: -- Hrs: -- C: --	Northwest Aircraft Maintenance, Inc. 2771007/IA Rian Keller 
2008-19-05 10/20/2008	[Recurring] Superseded by 2009-26-12	-- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	/
2008-14-07 08/14/2008	[Recurring] Superseded by 2011-26-04	-- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	/
2008-08-14 04/29/2008	[Recurring] Superseded by 2009-02-03	-- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	/
2008-06-51 E 03/12/2008	[Recurring] Superseded by 2008-08-14	-- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	/
2007-04-19 R1 05/07/2007	To prevent cylinder separation that can lead to engine failure, possible engine compartment fire, and,contd.	07/06/2021 Hrs: 1390.4 C: --	NA by no SAP cylinders installed at this time	No	D: -- Hrs: -- C: --	Northwest Aircraft Maintenance, Inc. 2771007/IA Rian Keller 
2006-20-09 11/03/2006	Superseded by 2012-19-01	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	/

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2006-12-07 07/11/2006	To prevent loss of engine power due to cracks in the cylinder assemblies & possible engine failure caused,contd.	07/06/2021 Hrs: 1390.4 C: --	NA by no ECI cylinders installed at this time	No	D: -- Hrs: -- C: --	Northwest Aircraft Maintenance, Inc. 2771007/IA Rian Keller
2006-06-16 04/27/2006	To prevent failure of the crankshaft, which could result in total engine power loss, in-flight engine,contd.	07/06/2021 Hrs: 1390.4 C: --	NA by Model #	No	D: -- Hrs: -- C: --	Northwest Aircraft Maintenance, Inc. 2771007/IA Rian Keller
2005-19-11 10/21/2005	To prevent failure of the crankshaft, which could result in total engine power loss, in-flight failure, and,contd.	07/06/2021 Hrs: 1390.4 C: --	NA by model#	No	D: -- Hrs: -- C: --	Northwest Aircraft Maintenance, Inc. 2771007/IA Rian Keller
2004-10-14 C 06/25/2004	[Recurring] To prevent loosening or failure of the crankshaft gear retaining bolt, which may cause sudden engine failure	-- Hrs: -- C: --	due at sudden stoppage	Yes	D: -- Hrs: -- C: --	Northwest Aircraft Maintenance, Inc. 2771007/IA Rian Keller
2003-14-03 08/14/2003	[Recurring] To prevent rotary fuel pump leaks, which could result in an engine failure, engine fire, and damage to or,contd.	07/06/2021 Hrs: 1390.4 C: --	NA by no rotary pump installed.	Yes	D: -- Hrs: -- C: --	Northwest Aircraft Maintenance, Inc. 2771007/IA Rian Keller
2002-26-01 01/31/2003	[Recurring] Superseded by 2008-14-07	-- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	
98-02-08 03/30/1998	[Recurring] TO PREVENT CRANKSHAFT FAILURE, WHICH CAN RESULT IN ENGINE FAILURE, PROPELLER SEPARATION, FORCED LANDING, AND,CONTD.	07/06/2021 Hrs: 1390.4 C: --	NA by engine date	Yes	D: -- Hrs: -- C: --	Northwest Aircraft Maintenance, Inc. 2771007/IA Rian Keller

Category: Propeller

Manufacturer: Hartzell Propeller

Model: HC-C2YR-1

Position:

P/N:

S/N: CH39027B

ATP Revision: 06/30/2021

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
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Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2009-22-03 11/12/2009	[Recurring] To prevent failure of the propeller hub causing blade separation and subsequent loss of airplane control	07/06/2021 Hrs: 1390.4 C: --	NA by Serial# has B suffix	Yes	D: -- Hrs: -- C: --	Northwest Aircraft Maintenance, Inc. 2771007/IA Rian Keller
2007-26-09 01/30/2008	To prevent failure of the propeller blade from fatigue cracks in the aluminum blade shank radius, which can,contd.	07/06/2021 Hrs: 1390.4 C: --	NA by blade S/N	No	D: -- Hrs: -- C: --	Northwest Aircraft Maintenance, Inc. 2771007/IA Rian Keller
2006-24-07 01/03/2007	To detect potentially unsafe conditions that could result in a propeller blade separating from the hub,contd.	07/06/2021 Hrs: 1390.4 C: --	NA by NOT serviced by Oxford Aviation Limited, doing business as CSE Aviation	No	D: -- Hrs: -- C: --	Northwest Aircraft Maintenance, Inc. 2771007/IA Rian Keller
2006-18-15 09/25/2006	[Recurring] Superseded by 2009-22-03	-- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	
2005-14-11 08/17/2005	To prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane	07/06/2021 Hrs: 1390.4 C: --	NA by NOT last returned to service by Southern California Propeller Service	No	D: -- Hrs: -- C: --	Northwest Aircraft Maintenance, Inc. 2771007/IA Rian Keller
2003-13-17 07/18/2003	To detect unsafe conditions that could result in separation of a propeller blade & loss of control,contd.	07/06/2021 Hrs: 1390.4 C: --	NA by NOT returned to service by T and W Propellers	No	D: -- Hrs: -- C: --	Northwest Aircraft Maintenance, Inc. 2771007/IA Rian Keller
2003-06-02 04/29/2003	To prevent propeller blade separation, damage to the airplane, and possible loss of the airplane	07/06/2021 Hrs: 1390.4 C: --	NA by no Anti-ice installed	No	D: -- Hrs: -- C: --	Northwest Aircraft Maintenance, Inc. 2771007/IA Rian Keller
2003-01-03 01/23/2003	To prevent in-flight propeller blade separation resulting in airframe and engine damage, & possible loss of the airplane	07/06/2021 Hrs: 1390.4 C: --	NA by S/N	No	D: -- Hrs: -- C: --	Northwest Aircraft Maintenance, Inc. 2771007/IA Rian Keller

Category: Fuel Injected System

Manufacturer: Precision Airmotive


Model: RSA-5AD1

Position:

P/N:

S/N: 70887208

ATP Revision: 06/30/2021

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2009-02-03 02/09/2009	[Recurring] To prevent a lean running engine, which could result in a substantial loss of engine power and subsequent,contd.	07/06/2021 Hrs: 1390.4 C: --	Installed P/N 2577258 gasket IAW par (i)(1-10) due to unknow condition. G stamp and safety wire per Precision Airmotive LLC Mandatory Service Bulletin (MSB) No. PRS-107 Revision 4, dated July 16, 2008. This is terminating action. No longer recurring	Yes	D: -- Hrs: -- C: --	Northwest Aircraft Maintenance, Inc. 2771007/IA Rian Keller 
2008-08-14 04/29/2008	[Recurring] Superseded by 2009-02-03	-- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	
2008-06-51 E 03/12/2008	[Recurring] Superseded by 2008-08-14	-- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	

Category: Magnetos

Position:

ATP Revision: 06/30/2021

Manufacturer: Slick

P/N:

Model: 4370

S/N:

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

Category: Magnetos

Position:

ATP Revision: 06/30/2021

Manufacturer: Slick

P/N:

Model: 4347

S/N:

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

Category: Governors

Position:

ATP Revision: 06/30/2021

Manufacturer: Woodward Governor Co.

P/N:

Model: C210778

S/N: SN00289

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

Category: Fuel Pumps

Position:

ATP Revision: 06/30/2021

Manufacturer: Lycoming

P/N:

Model: LW15473

S/N:

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
93-11-11 06/21/1993	TO PREVENT DISRUPTION OF FUEL FLOW TO THE ENGINE, WHICH CAN RESULT IN A LOSS OF ENGINE POWER	07/06/2021 Hrs: 1390.4 C: --	NA by date and S/N	No	D: -- Hrs: -- C: --	Northwest Aircraft Maintenance, Inc. 2771007/IA Rian Keller
93-05-21 L 03/25/1993	Superseded by 93-11-11	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	/
92-20-07 L 10/05/1992	Superseded by 93-05-21	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	/

Category: Fuel Pumps

Position:

ATP Revision: 06/30/2021

Manufacturer: weldon

P/N:

Model: 180C

S/N: T

e

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

Category: Alternators

Position:

ATP Revision: 06/30/2021

Manufacturer: Kelly Aerospace

P/N:

Model: ALU-8521Ls

S/N:

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

Category: Starter

Position:

ATP Revision: 06/30/2021

Manufacturer: Hartzell Engine Tech

P/N:

Model: 149-24LS

S/N:

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

Category: Oil Coolers

Position:

ATP Revision: 06/30/2021

Manufacturer: Stewart-Warner

P/N:

Model: 10578T

S/N:

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

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

Category: Air Filter

Position:

ATP Revision: 06/30/2021

Manufacturer: JR

P/N:

Model:

S/N:

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

Category: ELT Systems

Position:

ATP Revision: 06/30/2021

Manufacturer: ACK Technologies, Inc

P/N:

Model: E-04

S/N:

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

Category: Appliance

Position:

ATP Revision: 06/30/2021

Manufacturer: Bendix/King

P/N:

Model: KAP 140

S/N:

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

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

Category: Appliance

Position:

ATP Revision: 06/30/2021

Manufacturer: Garmin International

P/N:

Model: G1000

S/N:

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

Category: Appliance

Position:

ATP Revision: 06/30/2021

Manufacturer: Garmin International

P/N:

Model: GTX 345

S/N:

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

Category: Safety Belts

Position:

ATP Revision: 06/30/2021

Manufacturer: Scroth

P/N:

Model:

S/N:

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

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

N102UV Inspection Tracking

1419.0

Maintenance Requirements

ATA	Component	Maintenance
24	*Essential bus	Check Wiring
26	Fire Extinguisher	Overhaul
28	Electrical fuel pump	Overhaul
34	Static (91.411), Report (91.217/413)	Leak Test, Ops Check
34	Magnetic Compass	Compensate
51	*Bonding and static discharging	Resistance Check
74	Ignition switch, ACS	Overhaul
79	Oil radiator	Test 250PSI/Replace

Life-Limited Components

24	*Emergency battery (or after use)
25	3 Point safety harness, front&rear
25	ELT battery (or after use)
25	RCPI Battery
28	Fuel hoses up to gascolator
32	Brake fluid, Fluid 4.
71	Engine shock mounts

*AMM 04-00-00 Airworthiness Limitations

Lycoming Time Limits

Component	Maintenance
Engine	Oil Change
Cylinders	Inspect
Magnetos	Inspect/Overhaul
Exhaust Valves	Inspect
Engine	Overhaul

Propeller Time Limits

HC-C2YR	Overhaul
Hartzell S-1-6	Overhaul

STC Instructions for Continued Airworthiness

G1000	Fuses
G1000	Avionics Fans

*Items in bold are Airworthiness Limitations