

Report Produced By: Richard Strand at Flightline Aviation, Inc Address: Phone: (702) 294-2597

Airworthiness Directive Compliance Record

File ID: **N712YG**

USARL Research Date: **07/05/2004**

Manufacturer Cessna Aircraft Company **Model** 340 **Part #:** **Serial #:** 0342

AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. by
70-11-02 01/01/1970 GATP	Superseded by 72-10-05 GATP		SUPERCEDED	Once		1. 2. 3. 4.
72-03-07 02/09/1972 GATP	TO PREVENT LANDING GEAR FAILURE GATP		N/A BY AIRCRAFT SERIAL NUMBER	Once		1. 2. 3. 4.
72-10-05 01/01/1972 GATP	Superseded by 75-04-01 GATP		SUPERCEDED	Once		1. 2. 3. 4.
73-22-01 R(1) 05/29/1978 GATP	TO PREVENT THE COLLECTION OF FUEL IN THE WING LEADING EDGE AREA AND TO PROVIDE GATP		N/A BY AIRCRAFT SERIAL NUMBER	Once		1. 2. 3. 4.
74-20-01 09/25/1974 GATP	TO PRECLUDE POSSIBLE MAIN LANDING GEAR TRUNNION FAILURE GATP		<i>N/A By A/W Installed</i>	Recur		1. 2. 3. 4.
75-04-01 01/01/1975 GATP	Superseded by 75-23-08 GATP		SUPERCEDED	Once		1. 2. 3. 4.

*AD Listing For 2004 Annual
7/3/04 - TAF 8937.2*

[Signature] 009210276

Report Produced By: Richard Strand at Flightline Aviation, Inc Address: Phone: (702) 294-2597

Airworthiness Directive Compliance Record

File ID: **N712YG**

USARL Research Date: **07/05/2004**

Manufacturer Cessna Aircraft Company	Model 340	Part #: Serial #: 0342
--	---------------------	----------------------------------

AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility	3. Cert. Num.	2. Cert. Type	4. Author. by
75-05-08 01/01/1975 ⓈATP	Superseded by 76-08-02 ⓈATP		SUPERCEDED	Once ⓈATP				1. 2. 3. 4.	
75-17-38 01/01/1975 ⓈATP	Superseded by 75-23-08 ⓈATP		SUPERCEDED	Once ⓈATP				1. 2. 3. 4.	
75-23-08 R5 C 11/04/1986 ⓈATP	Superseded by 2000-01-16 ⓈATP		SUPERCEDED	Recur ⓈATP				1. 2. 3. 4.	
76-04-03 02/26/1976 ⓈATP	TO PRECLUDE RESTRICTIONS OF CONTROL MOVEMENT DUE TO JAMMING OF THE ARC PA-500A ⓈATP		N/A BY INSTALLATION - AFFECTED PART NUMBER NOT INSTALLED	Recur ⓈATP				1. 2. 3. 4.	
76-08-02 R2 01/31/1983 ⓈATP	TO PRECLUDE WING FUEL TIP TANK NOSE CAP EXPLOSIONS ⓈATP		<i>P.C.W. By permanently disabling Strobe System</i>	Once ⓈATP				1. 2. 3. 4.	
78-13-05 07/05/1978 ⓈATP	TO DETECT SEATS WITH SEAT-TO- SEAT TRACK FITTINGS IMPROPERLY INSTALLED AND SEA ⓈATP		<i>N/A By Installation Affected PW Not Installed</i>	Once ⓈATP				1. 2. 3. 4.	

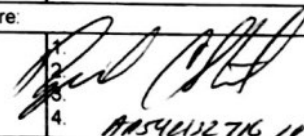
Report Produced By: Richard Strand at Flightline Aviation, Inc Address: Phone: (702) 294-2597

Airworthiness Directive Compliance Record

File ID: **N712YG**

USARL Research Date: **07/05/2004**

Manufacturer Cessna Aircraft Company	Model 340	Part # : Serial # : 0342
--	---------------------	---

AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. by
78-14-01 07/13/1978 GATP	TO ASSURE EASY OPENING OF AND UNOBSTRUCTED ACCESS TO THE EMERGENCY EXIT DURING GATP		N/A BY PART NUMBER INSTALLED	Once GATP		1. 2. 3. 4. Signature:
80-18-06 08/22/1980 GATP	Superseded by 80-19-17 GATP		SUPERCEDED	Once GATP		1. 2. 3. 4. Signature:
80-19-17 09/12/1980 GATP	Superseded by 80-21-04 GATP		SUPERCEDED	Once GATP		1. 2. 3. 4. Signature:
80-21-04 01/01/1980 GATP	Superseded by 81-07-11 GATP		SUPERCEDED	Once GATP		1. 2. 3. 4. Signature:
81-07-11 R1 04/17/1981 GATP	TO ENSURE THE INTEGRITY OF THE ELEVATOR BALANCE WEIGHT SUPPORT STRUCTURE AND S GATP		P.C.W. By Installation of 52340-21 1AW M681-8 No Recurring Action Required	Recur GATP		1. 2. 3. 4. Signature:
82-26-05 12/27/1982 GATP	TO ENSURE STRUCTURAL INTEGRITY OF THE RUDDER BALANCE WEIGHT RIB GATP	06/04	Inspected balance weight + 2 lb 1AW (a) Due each 100 hrs or Annual	Recur 06/05 GATP		1. 2. 3. 4. Signature:  AAS42112716 107

Report Produced By: Richard Strand at Flightline Aviation, Inc Address: Phone: (702) 294-2597

Airworthiness Directive Compliance Record

File ID: **N712YG**

USARL Research Date: **07/05/2004**

Manufacturer Cessna Aircraft Company **Model** 340 **Part #:** Serial #: 0342

AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. by
87-21-02 R1 06/16/1989 GATP	TO PRECLUDE MISFUELING OF THE AIRPLANE RESULTING IN ENGINE FAILURE GATP		PCW By Modification of caps & filters	Once		1. 2. 3. 4.
87-23-11 12/01/1987 GATP	Superseded by 88-03-07 GATP		SUPERCEDED	Once		1. 2. 3. 4.
88-03-07 02/10/1988 GATP	TO DETECT AND CORRECT FUEL LINE CHAFING OR FUEL LEAKS BEHIND THE ENGINE FIREWA GATP		P.C.W By Installation of Modification AD 87-7	Once		1. 2. 3. 4.
90-02-13 02/05/1990 GATP	TO ASSURE STRUCTURAL INTEGRITY OF THE MAIN GEAR BARREL INNER BEARING & PREVENT GATP	12-14-90	PCW By Replacement of L+R Bearings with new 5141109-1 - NL Recurring	Recur		1. 2. 3. 4.
97-01-13 02/03/1997 GATP	TO PREVENT FUEL, OIL, OR HYDRAULIC SYSTEMS FAILURE CAUSED BY A COLLAPSED HOSE GATP		N/A BY HOSE MANUFACTURE DATE	Once		1. 2. 3. 4.
2000-01-16 02/15/2000 GATP	To detect & correct cracks & corrosion in the exhaust system, which could resu GATP	7/3/04	Complied with (b), (c), (d) & (e). See Airframe logs for details	Recur		1. 2. 3. 4. 10542132716

Report Produced By: Richard Strand at Flightline Aviation, Inc		Address:		Phone: (702) 294-2597		
Airworthiness Directive Compliance Record					File ID: N712YG	
USARL Research Date: 07/05/2004				Part #: Serial #: L- 519323 R-519204		
Manufacturer Teledyne Continental		Model TSIO-520-NB				
AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. by
00-00-01 01/22/2001 ⓐATP	Important for Cessna Oil Filter Adapter Assemblies listed in AD 96-12-22 ⓐATP		N/A BY PART NUMBER INSTALLED	Once		1. 2. 3. 4. ⓐATP Signature:
79-05-09 03/12/1979 ⓐATP	TO PREVENT THE POSSIBLE LOSS OF OIL PRESSURE INDICATION ⓐATP	Aug 1998	c/w @ engine O/H	Once		1. 2. 3. 4. ⓐATP Signature:
80-01-04 01/25/1980 ⓐATP	TO PREVENT FAILURE OF CYLINDER HOLDDOWN FLANGES ⓐATP	Aug 1998	c/w @ engine O/H	Once		1. 2. 3. 4. ⓐATP Signature:
81-24-06 11/23/1981 ⓐATP	TO PREVENT POSSIBLE FUEL LEAKAGE AND POTENTIAL FIRE HAZARD ⓐATP	Aug 1998	c/w @ engine O/H	Recur		1. 2. 3. 4. ⓐATP Signature:
82-09-01 07/08/1982 ⓐATP	TO PREVENT THE POSSIBILITY OF A FUEL LEAK WHICH COULD RESULT IN AN ENGINE COMP ⓐATP	Aug 1998	c/w @ engine O/H	Once		1. 2. 3. 4. ⓐATP Signature:
86-13-04 R3 02/24/1988 ⓐATP	TO PREVENT POSSIBLE CYLINDER HEAD TO BARREL SEPARATION, ENGINE FAILURE AND/OR ⓐATP	Aug 1998	c/w @ engine O/H	Recur		1. 2. 3. 4. ⓐATP Signature:

Report Produced By: Richard Strand at Flightline Aviation, Inc Address: Phone: (702) 294-2597

Airworthiness Directive Compliance Record

File ID: **N712YG**

USARL Research Date: **07/05/2004**

Manufacturer Teledyne Continental	Model TSIO-520-NB	Part #: Serial #: L-519323 R-519204
---	-----------------------------	---

AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility	3. Cert. Num.	2. Cert. Type	4. Author. by
87-23-08 11/30/1987 ⓐATP	Superseded by 97-26-17 ⓐATP		SUPERCEDED	Recur		1.			
						Signature:			
88-03-06 04/15/1988 ⓐATP	TO PREVENT POSSIBLE LOSS OF ENGINE OIL AND SUBSEQUENT ENGINE FAILURE ⓐATP	Aug 1998	clw @ engine 0/4	Once		1.			
						Signature:			
89-24-01 R1 08/10/1990 ⓐATP	TO PREVENT POSSIBLE FAILURE OF SCAVENGE OIL PUMP GEARS WHICH COULD RESULT IN T ⓐATP	Aug 1998	clw @ engine 0/4	Once		1.			
						Signature:			
91-19-03 09/29/1991 ⓐATP	TO PREVENT OPERATION WITH COLLAPSED OIL FILTER ELEMENTS, WHICH CAN RESULT IN L ⓐATP	Aug 1998	clw @ engine 0/4	Once		1.			
						Signature:			
93-10-02 08/12/1993 ⓐATP	TO PREVENT AN ENGINE FAILURE DUE TO A MISSING CYLINDER VALVE RETAINER KEY ⓐATP	Aug 1998	clw @ engine 0/4	Once		1.			
						Signature:			
93-16-15 12/14/1993 ⓐATP	TO PREVENT POSSIBLE FUEL PUMP DRIVE SHAFT DISENGAGEMENT AND LOSS OF ENGINE POW ⓐATP	Aug 1998	clw @ engine 0/4	Once		1.			
						Signature:			

Report Produced By: Richard Strand at Flightline Aviation, Inc Address: Phone: (702) 294-2597

Airworthiness Directive Compliance Record

File ID: **N712YG**

USARL Research Date: **07/05/2004**

Manufacturer Teledyne Continental **Model** TSIO-520-NB **Part #:** **Serial #:** L-519323 R-519204

AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. by
94-14-12 L 06/23/1994 ⓂATP	Superseded by 95-21-15 ⓂATP		SUPERCEDED	Once		1. 2. 3. 4. ⓂATP Signature:
95-21-15 11/28/1995 ⓂATP	TO PREVENT DETONATION DUE TO LOW OCTANE, WHICH CAN RESULT IN SEVERE ENGINE DAM ⓂATP		<i>N/A By A/C Reg #</i>	Once		1. 2. 3. 4. ⓂATP Signature:
97-26-17 C 01/23/1998 ⓂATP	TO PREVENT CRANKSHAFT FAILURE AND SUBSEQUENT ENGINE FAILURE ⓂATP	<i>Aug. 1998</i>	<i>N/A By A/N "VAL" crank Left & Rt engine</i>	Recur		1. 2. 3. 4. ⓂATP Signature:
98-01-08 L 01/15/1998 ⓂATP	TO PREVENT EXHAUST ROLLER ROCKER ARM FAILURE, WHICH CAN RESULT IN BENT PUSH RO ⓂATP	<i>Aug. 1998</i>	<i>Clw @ engine O/H</i>	Once		1. 2. 3. 4. ⓂATP Signature:
99-09-17 L 04/22/1999 ⓂATP	Superseded by 99-19-01 ⓂATP		SUPERCEDED	Once		1. 2. 3. 4. ⓂATP Signature:
99-19-01 09/30/1999 ⓂATP	To prevent crankshaft failure due to crankshaft cheek cracks, which could resu ⓂATP		<i>N/A by S/N installed</i>	Once		1. 2. 3. 4. ⓂATP Signature:

Report Produced By: Richard Strand at Flightline Aviation, Inc Address: Phone: (702) 294-2597

Airworthiness Directive Compliance Record

File ID: **N712YG**

USARL Research Date: **07/05/2004**

Manufacturer Teledyne Continental	Model TSIO-520-NB	Part # : Serial # : L-519323 R-519204
---	-----------------------------	--

AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type	3. Cert. Num. 4. Author. by
2000-08-51 E 04/28/2000 ©ATP	Superseded by 2000-23-21 ©ATP		SUPERCEDED	Once		1. 2. 3. 4.	
2000-23-21 12/12/2000 ©ATP	To prevent crankshaft connecting rod journal fracture, which could result in t ©ATP		<i>N/A By Crank SN</i>	Once		1. 2. 3. 4.	
						1. 2. 3. 4.	
						1. 2. 3. 4.	
						1. 2. 3. 4.	
						1. 2. 3. 4.	

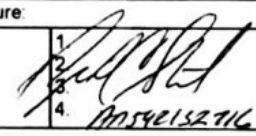
Report Produced By: Richard Strand at Flightline Aviation, Inc Address: Phone: (702) 294-2597

Airworthiness Directive Compliance Record

File ID **N712YG**

USARL Research Date: **07/05/2004**

Manufacturer McCauley	Model 3AF32C93	Part # : Serial # : L-726145 R-732672
---------------------------------	--------------------------	---

AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. by
77-13-17 07/06/1977 GATP	TO PRECLUDE THE POSSIBILITY OF BLADE ACTUATING PIN FAILURES GATP	9-18-92	p/c/w @ propeller o/h	Once		1. 2. 3. 4.
95-24-05 R1 04/12/1996 GATP	TO PREVENT PROPELLER BLADE SEPARATION DUE TO A CRACKED PROPELLER HUB, WHICH CO GATP	9-18-92	Due @ next propeller overhauls - LT + RT engines	Recur		1. 2. 3. 4.
2003-13-17 07/18/2003 GATP	To detect unsafe conditions that could result in separation of a propeller bla GATP	-	N/A By Overhaul Fac.	Once		1.  2. 3. 4. 170542152716 14
						1. 2. 3. 4.
						1. 2. 3. 4.
						1. 2. 3. 4.