

## FAA Airworthiness Directive Compliance Record




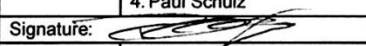
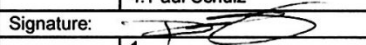
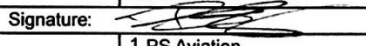


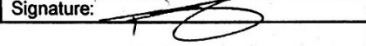
1411 Airport Rd Suite 100 Boulder City, NV 89005  
7023516224

Report Produced By: PS Aviation llc

Content Revision: 3/4/2016 File ID: N9846B Aircraft Registration: N9846B

FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By
<b>Manufacturer</b> Bellanca		<b>Category</b> Airframe		<b>Model</b> 14-19-2		<b>Part #:</b> <b>Serial #:</b>
51-16-02 1/1/1951  ©ATP	TO PREVENT FAILURE OF THE ELEVATOR TRIM TAB IN FLIGHT  ©ATP		N/A, S/N	Once		1. 2. AP / IA 3. 3417346 4. Paul Schulz Signature:
53-16-01 1/1/1953  ©ATP	ELEVATOR TRIM TAB LOOSENESS  ©ATP	6/22/2016 2081.1	C/W by inspection of elevator trim tab play.	Recur	2181.1	1. 2. AP / IA 3. 3417346 4. Paul Schulz Signature:
62-19-01 1/1/1962  ©ATP	Superseded by 63-06-02  ©ATP		superseded	Once		1. 2. AP / IA 3. 3417346 4. Paul Schulz Signature:
63-06-02 3/19/1963  ©ATP	TO PREVENT ELONGATION OF THE CONTROL CABLE ATTACHMENT BOLT HOLE IN THE RUDDER BELLCRANK  ©ATP	6/22/2016 2081.1	C/W by inspection IAW par (a)	Recur	2181.1	1. 2. AP / IA 3. 3417346 4. Paul Schulz Signature:
72-01-01 12/31/1971  ©ATP	TO DETECT LEAKAGE OF FLAMMABLE FLUIDS FROM FLEXIBLE HOSE ASSEMBLIES IN THE ENGINE COMPARTMENT  ©ATP	3/18/2013 2079.9	C/W by inspection IAW par(A),(B),(C) & (D). Hoses found to comply with TSO-C53a. NFA required.	Recur		1. 2. AP / IA 3. 3417346 4. Paul Schulz Signature:
76-08-04 9/9/1976  ©ATP	TO DETECT DETERIORATION IN WOOD WING  ©ATP	6/22/2016 2081.1	C/W by inspection IAW par(c) & inspection IAW SL 87A par A, B, C & part I. No decay found at this time.	Recur	7/1/2017	1. 2. AP / IA 3. 3417346 4. Paul Schulz Signature:
©ATP Printed 6/22/2016 10:15:21PM Page 1 of 8						

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Manufacturer Teledyne Continental	Category Engine	Model IO-470-P	Part #: Serial #:				
00-00-01 1/22/2001  ©ATP	Important for Cessna Oil Filter Adapter Assemblies listed in AD 96-12-22  ©ATP		N/A	Once		1. 2. AP / IA 3. 3417346 4. Paul Schulz	Signature: 
88-03-06 4/15/1988  ©ATP	TO PREVENT POSSIBLE LOSS OF ENGINE OIL AND SUBSEQUENT ENGINE FAILURE  ©ATP		N/A CH48708-1 oil filter installed	Once		1. 2. AP / IA 3. 3417346 4. Paul Schulz	Signature: 
91-19-03 9/29/1991  ©ATP	TO PREVENT OPERATION WITH COLLAPSED OIL FILTER ELEMENTS, WHICH CAN RESULT IN LOSS OF OIL PRESSURE, CONTD.  ©ATP		N/A CH48708-1 oil filter installed	Once		1. 2. AP / IA 3. 3417346 4. Paul Schulz	Signature: 
93-08-17 8/23/1993  ©ATP	TO PREVENT AN ENGINE FAILURE  ©ATP		N/A S/N	Once		1. PS Aviation 2. AP/IA 3. 3417346 4. Paul Schulz	Signature: 
93-10-02 8/12/1993  ©ATP	TO PREVENT AN ENGINE FAILURE DUE TO A MISSING CYLINDER VALVE RETAINER KEY  ©ATP		N/A date of manufacture of cylenders	Once		1. 2. AP / IA 3. 3417346 4. Paul Schulz	Signature: 
96-12-22 7/31/1996  ©ATP	TO PREVENT LOSS OF ENGINE OIL CAUSED BY LOOSE OR SEPARATED OIL FILTER ADAPTERS, WHICH COULD RESULT IN ENGINE, CONTD.  ©ATP		N/A	Recur		1. 2. AP / IA 3. 3417346 4. Paul Schulz	Signature: 
©ATP		Printed 6/22/2016 10:15:21PM			Page 2 of 8		

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<b>Manufacturer</b> Teledyne Continental		<b>Category</b> Engine		<b>Model</b> IO-470-P		<b>Part #:</b> <b>Serial #:</b>	
97-15-01 L 7/30/1997  ©ATP	Superseded by 97-21-02  ©ATP		superseded	Once		1. 2. AP / IA 3. 3417346 4. Paul Schulz	
				©ATP	Signature:		
97-21-02 10/27/1997  ©ATP	TO PREVENT EXTREME SIDE LOADING OF THE PISTON, AND CONSEQUENT FAILURE OF THE PISTON AND ENGINE  ©ATP		N/A Cylinder P/N	Once		1. 2. AP / IA 3. 3417346 4. Paul Schulz	
				©ATP	Signature:		
98-01-08 E 1/15/1998  ©ATP	TO PREVENT EXHAUST ROLLER ROCKER ARM FAILURE, WHICH CAN RESULT IN BENT PUSH RODS, RUPTURED ROCKER ARM, CONTD.  ©ATP		N/A rocker P/N	Once		1. 2. AP / IA 3. 3417346 4. Paul Schulz	
				©ATP	Signature:		
98-17-11 C 10/19/1998  ©ATP	TO PREVENT CRANKSHAFT FAILURE DUE TO CRACKING, WHICH COULD RESULT IN AN INFLIGHT ENGINE FAILURE AND POSSIBLE, CONTD.  ©ATP		N/A date of O/H	Once		1. 2. AP / IA 3. 3417346 4. Paul Schulz	
				©ATP	Signature:		
99-09-17 L 4/22/1999  ©ATP	Superseded by 99-19-01  ©ATP		Superseded	Once		1. 2. AP / IA 3. 3417346 4. Paul Schulz	
				©ATP	Signature:		
99-19-01 9/30/1999  ©ATP	To prevent crankshaft failure due to crankshaft cheek cracks, which could result in total engine power loss, contd.  ©ATP		N/A S/N	Once		1. 2. AP / IA 3. 3417346 4. Paul Schulz	
				©ATP	Signature:		

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<b>Manufacturer</b> Teledyne Continental		<b>Category</b> Engine		<b>Model</b> IO-470-P		<b>Part #:</b> <b>Serial #:</b>
2000-08-51 E 4/28/2000	Superseded by 2000-23-21		Superseded	Once		1. 2. AP / IA 3. 3417346 4. Paul Schulz
©ATP	©ATP			©ATP	Signature: 	
2000-23-21 12/12/2000	To prevent crankshaft connecting rod journal fracture, which could result in total engine power, contd.		N/A date of crank work o/h.	Once		1. 2. AP / IA 3. 3417346 4. Paul Schulz
©ATP	©ATP			©ATP	Signature: 	
2007-04-19 R1 5/7/2007	To prevent cylinder separation that can lead to engine failure, possible engine compartment fire, and, contd.		N/A cylinder manufacture date.	Once		1. 2. AP / IA 3. 3417346 4. Paul Schulz
©ATP	©ATP			©ATP	Signature: 	
2009-24-51 E 11/16/2009	Superseded by 2009-24-52		Superseded	Once		1. 2. AP / IA 3. 3417346 4. Paul Schulz
©ATP	©ATP			©ATP	Signature: 	
2009-24-52 E 11/18/2009	Superseded by 2010-11-04		Superseded	Once		1. 2. AP / IA 3. 3417346 4. Paul Schulz
©ATP	©ATP			©ATP	Signature: 	
2010-11-04 6/16/2010	To prevent excessive hydraulic lifter wear, which can result in loss of engine power & loss of control of the airplane		N/A date of lifters installed	Once		1. 2. AP / IA 3. 3417346 4. Paul Schulz
©ATP	©ATP			©ATP	Signature: 	
©ATP		Printed 6/22/2016 10:15:21PM			Page 4 of 8	

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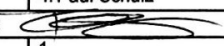





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<b>Manufacturer</b> Teledyne Continental		<b>Category</b> Engine		<b>Model</b> IO-470-P		<b>Part #:</b> <b>Serial #:</b>	
2012-03-06 C 2/24/2012	To prevent an in-flight engine shutdown due to a failed fuel servo diaphragm, and damage to the airplane		N/A P/N	Once		1. PS Aviation 2. AP/IA 3. 3417346 4. Paul Schulz	
©ATP	©ATP			©ATP	Signature:		

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FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By
<b>Manufacturer</b> Hartzell Propeller		<b>Category</b> Propeller		<b>Model</b> HC-C2YF-1		<b>Part #:</b> Serial #: AM2428
<b>70-02-01</b> 1/1/1970	Superseded by 73-10-03		Superseded	Once		1. 2. AP / IA 3. 3417346 4. Paul Schulz
©ATP	©ATP			©ATP	Signature: 	
<b>70-16-03 R</b> 1/1/1970	Superseded by 77-12-06		Superseded	Once		1. 2. AP / IA 3. 3417346 4. Paul Schulz
©ATP	©ATP			©ATP	Signature: 	
<b>73-10-03</b> 1/1/1973	Superseded by 77-12-06		Superseded	Once		1. 2. AP / IA 3. 3417346 4. Paul Schulz
©ATP	©ATP			©ATP	Signature: 	
<b>74-15-02</b> 1/1/1974	Superseded by 77-12-06		Superseded	Once		1. 2. AP / IA 3. 3417346 4. Paul Schulz
©ATP	©ATP			©ATP	Signature: 	
<b>75-07-05</b> 5/1/1977	Superseded by 77-12-06		Superseded	Once		1. 2. AP / IA 3. 3417346 4. Paul Schulz
©ATP	©ATP			©ATP	Signature: 	
<b>77-12-06 R(2)</b> 12/21/1977	Superseded by 2002-09-08		Superseded	Recur		1. 2. AP / IA 3. 3417346 4. Paul Schulz
©ATP	©ATP			©ATP	Signature: 	
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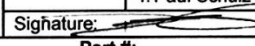


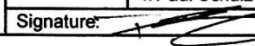


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<b>Manufacturer</b> Hartzell Propeller		<b>Category</b> Propeller		<b>Model</b> HC-C2YF-1		<b>Part #:</b> Serial #: AM2428	
2001-07-03 C 6/4/2001	To prevent propeller failure of the propellers returned to service by BASCO, & possible loss of airplane control		N/A RTS not by affected facility	Once		1. 2. AP / IA 3. 3417346 4. Paul Schulz	
©ATP	©ATP			©ATP	Signature:		
2001-23-08 12/24/2001	To prevent failure of the propeller hub resulting from cracks, that can cause blade separation & subsequent, contd.		N/A application	Recur		1. 2. AP / IA 3. 3417346 4. Paul Schulz	
©ATP	©ATP			©ATP	Signature:		
2002-09-08 6/13/2002	Superseded by 2007-26-09		superseded	Once		1. 2. AP / IA 3. 3417346 4. Paul Schulz	
©ATP	©ATP			©ATP	Signature:		
2003-01-03 1/23/2003	To prevent in-flight propeller blade separation resulting in airframe and engine damage, & possible loss of the airplane		N/A Hub S/N	Once		1. 2. AP / IA 3. 3417346 4. Paul Schulz	
©ATP	©ATP			©ATP	Signature:		
2005-14-11 8/17/2005	To prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane		N/A RTS not by affected facility	Once		1. 2. AP / IA 3. 3417346 4. Paul Schulz	
©ATP	©ATP			©ATP	Signature:		
2006-18-15 9/25/2006	Superseded by 2009-22-03		superseded	Recur		1. 2. AP / IA 3. 3417346 4. Paul Schulz	
©ATP	©ATP			©ATP	Signature:		
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<b>Manufacturer</b> Hartzell Propeller	<b>Category</b> Propeller	<b>Model</b> HC-C2YF-1				<b>Part #:</b> Serial #: AM2428	
2007-26-09 1/30/2008  ©ATP	To prevent failure of the propeller blade from fatigue cracks in the aluminum blade shank radius, which can, contd.  ©ATP		PCW at time of blade manufacture by blade s/n	Once  ©ATP		1. 2. AP / IA 3. 3417346 4. Paul Schulz Signature: 	
<b>Manufacturer</b> Champion Aerospace	<b>Category</b> Oil Filters	<b>Model</b> Any Model				<b>Part #:</b> Serial #:	
77-12-05 5/12/1978  ©ATP	TO PRECLUDE POSSIBLE OIL FILTER MALFUNCTION RESULTING FROM INTERNAL BYPASS VALVE FAILURE  ©ATP		N/A CH48108-1 oil filter installed	Once  ©ATP		1. 2. AP / IA 3. 3417346 4. Paul Schulz Signature: 	
<b>Manufacturer</b> Bendix/King	<b>Category</b> ATC Transponder/ System	<b>Model</b> KT 76A				<b>Part #:</b> 066-1062-00 <b>Serial #:</b> 45137	
98-14-03 8/16/1998  ©ATP	TO PREVENT THE TRANSMISSION OF MISLEADING ENCODING ALTIMETER INFORMATION BETWEEN AFFECTED AIRCRAFT CAUSED BY THE, CONTD.  ©ATP		N/A S/N	Once  ©ATP		1. 2. AP / IA 3. 3417346 4. Paul Schulz Signature: 	
<b>Manufacturer</b> Bendix Corporation	<b>Category</b> Ignition Systems	<b>Model</b> Any Model				<b>Part #:</b> Serial #:	
76-07-12 R1 8/30/1977  ©ATP	IGNITION SWITCHES  ©ATP	6/22/2016 2081.1	C/W by ops check IAW par (1).	Recur  ©ATP	2181.1	1. PS Aviation 2. AP/IA 3. 3417346 4. Paul Schulz Signature: 	
©ATP							