





PS AVIATION LLE

1411 Airport Rd Suite 100 Boulder City, NV 89005 7023516224

Report Produced By: PS Aviation IIc

Content Revision: 3/4/2	016 File ID: N98	346B	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 3. Cert. Num 2. Cert. Type 4. Author. By	
Manufacturer	Category	Model			Part	#:	
Bellanca	Airframe	14-19-2			Serial #:		
51-16-02 1/1/1951	TO PREVENT FAILURE OF THE ELEVATOR TRIM TAB IN FLIGHT		N/A, S/N	Once		1. 2.AP / IA 3.3417346 4. Paul Schulz	
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53-16-01 1/1/1953	ELEVATOR TRIM TAB LOOSENESS	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	
©ATP	©ATP			©ATP	Signature:		
62-19-01 1/1/1962	Superseded by 63-06-02		superseded	Once	i i	1. 2.AP / IA 3.3417346 4. Paul Schulz	
CATP	©ATP			©ATP	Signature:		
63-06-02 3/19/1963	TO PREVENT ELONGATION OF THE CONTROL CABLE ATTACHMENT BOLT HOLE IN THE RUDDER BELLCRANK	6/22/2016 2081.1	C/W by inspection IAW par (a)	Recur	2181.1	1. 2.AP / IA 3.3417346 4. Paul Schulz	
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72-01-01 12/31/1971	TO DETECT LEAKAGE OF FLAMMABLE FLUIDS FROM FLEXIBLE HOSE ASSEMBLIES IN THE ENGINE COMPARTMENT	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	2	2.AP / IA 3.3417346 4. Paul Schulz	
©ATP	©ATP			©ATP	Signature:		
76-08-04 9/9/1976	WOOD WING	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	
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1411 Airport Rd Suite 100 Boulder City, NV 89005 7023516224					Report Produced By: PS Aviation IIc			
Content Revision: 3/4/2	016 File ID: N98	46B	Air	craft Regis	stration: 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. Nun 4. Author. B	
Manufacturer	Category	Model			Part #:			
Teledyne Continental	Engine	IO-470-P			Serial	#:		
00-00-01 1/22/2001	Important for Cessna Oil Filter Adapter Assemblies listed in AD 96-12-22		N/A	Once		1. 2.AP / IA 3.3417346 4. Paul Schulz		
©ATP	©ATP			©ATP	Signature:	100		
88-03-06 4/15/1988	TO PREVENT POSSIBLE LOSS OF ENGINE OIL AND SUBSEQUENT ENGINE FAILURE		N/A CH48708-1 oil filter installed	Once		1. 2.AP / IA 3.3417346 4. Paul Schulz		
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91-19-03 9/29/1991	TO PREVENT OPERATION WITH COLLAPSED OIL FILTER ELEMENTS, WHICH CAN RESULT IN LOSS OF OIL PRESSURE, CONTD.		N/A CH48708-1 oil filter installed	Once		1. 2.AP / IA 3.3417346 4. Paul Schulz		
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93-08-17 8/23/1993	TO PREVENT AN ENGINE FAILURE		N/A S/N	Once	-	1.PS Aviation 2.AP/IA 3.3417346 4. Paul Schulz		
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93-10-02 8/12/1993	TO PREVENT AN ENGINE FAILURE DUE TO A MISSING CYLINDER VALVE RETAINER KEY		N/A date of manufacture of cylenders	Once		1. 2.AP / IA 3.3417346 4. Paul Schulz		
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96-12-22 7/31/1996	TO PREVENT LOSS OF ENGINE OIL CAUSED BY LOOSE OR SEPARATED OIL FILTER ADAPTERS, WHICH COULD RESULT IN ENGINE, CONTD.		N/A	Recur		1. 2.AP / IA 3.3417346 4. Paul Schulz		
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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 3. Cert. Num 2. Cert. Type 4. Author. By		
Manufacturer	Category	Model			Part			
Teledyne Continental	Engine	IO-470-P			Serial	#:		
97-15-01 L 7/30/1997	Superseded by 97-21-02		superseded	Once		1. 2.AP / IA 3.3417346 4. Paul Schulz		
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97-21-02 10/27/1997	TO PREVENT EXTREME SIDE LOADING OF THE PISTON, AND CONSEQUENT FAILURE OF THE PISTON AND ENGINE		N/A Cylender P/N	Once		1. 2.AP / IA 3.3417346 4. Paul Schulz		
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98-01-08 E 1/15/1998	TO PREVENT EXHAUST ROLLER ROCKER ARM FAILURE, WHICH CAN RESULT IN BENT PUSH RODS, RUPTURED ROCKER ARM,CONTD.		N/A rocker P/N	Once		1. 2.AP / IA 3.3417346 4. Paul <u>S</u> chulz		
©ATP	©ATP			©ATP	Signature:			
98-17-11 C 10/19/1998	TO PREVENT CRANKSHAFT FAILURE DUE TO CRACKING, WHICH COULD RESULT IN AN INFLIGHT ENGINE FAILURE AND POSSIBLE, CONTD.		N/A date of O/H	Once		1. 2.AP / IA 3.3417346 4. Paul Schulz		
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99-09-17 L 4/22/1999	Superseded by 99-19-01		Superseded	Once		1. 2.AP / IA 3.3417346 4. Paul Schulz		
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99-19-01 9/30/1999	To prevent crankshaft failure due to crankshaft cheek cracks, which could result in total engine power loss,contd.		N/A S/N	Once		1. 2.AP / IA 3.3417346 4. Paul Schulz		
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Content Revision: 3/4/20	016 File ID: N98			-	tration: N984	
FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. By
Manufacturer	Category	Model			Par	
eledyne Continental	Engine	IO-470-P			Seria	
2000-08-51 E 4/28/2000	Superseded by 2000-23-21			Once		1.
4/20/2000			Superseded			2.AP / IA
						3.3417346
@ATD	0.55				015	4. Paul Schulz
©ATP 2000-23-21	©ATP			©ATP	Signature	
12/12/2000	To prevent crankshaft connecting rod journal fracture, which could	1	N/A date of crank work o/h.	Once		1.
	result in total engine power,contd.		N/A date of Clark work o/ff.			2.AP / IA
						3.3417346
©ATP	©ATP			- ATE	Signatura	4. Paul Schulz
2007-04-19 R1	To prevent cylinder separation that			©ATP Once	Signature	1
5/7/2007	can lead to engine failure, possible		N/A cylinder manufacture date.	Unice		1. 2.AP / IA
31112001	engine compartment fire, and,contd.	1	N/A cylinder manufacture date.			3.3417346
						3.341/346 4. Paul Schulz
MATE	CATE			- CATE	Ciancture	4. Paul Schulz
©ATP 2009-24-51 E	©ATP Superseded by 2009-24-52		<b>_</b>	©ATP	Signature:	112
11/16/2009	Guperseded by 2008-24-32		Superseded	Once		2.AP/IA
11/10/2003	1	1	- Saparousus			3.3417346
			1			3.341/346 4. Paul Schulz
©ATP	©ATP		1	©ATP	Signature:	7. Faul Suluiz
2009-24-52 E	Superseded by 2010-11-04		<del> </del>	Once	Signature:	N.
11/18/2009	Capersousa by 2010 11 01		Superseded	Once		2.AP/IA
1111012000			Capciacaca		1	3.3417346
						4. Paul Schulz
©ATP	©ATP			©ATP	Signature:	4. Faul Schulz
2010-11-04	To prevent excessive hydraulic lifter			Once	Signature	11
6/16/2010	wear, which can result in loss of		N/A date of linters installed	I olice		2.AP / IA
0/10/2010	engine power & loss of control of the airplane		1474 date of linters installed			3.3417346
		ne				
CATE	©ATP			CATE	Cionet Se	4. Paul Schulz
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Report Produced By: PS Aviation IIc 1411 Airport Rd Suite 100 Boulder City, NV 89005 PS AVIATION LLC 7023516224 Aircraft Registration: N9846B Content Revision: 3/4/2016 File ID: N9846B Next Due Date 1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. By Once 3. Cert. Num. FAA AD Number Effective Date Complied Date **Amendment Number** or Recur Description Method of Compliance/Applicability Time Time Part #: Manufacturer Category Model **Teledyne Continental** IO-470-P Serial #: To prevent an in-flight engine shutdown due to a failed fuel servo diaphragm, and damage to the 2012-03-06 C 1.PS Aviation Once 2/24/2012 N/A P/N 2.AP/IA 3.3417346 airplane 4. Paul Schulz **©ATP ©ATP** ©ATP Signature

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Content Revision: 3/4/20	D16 File ID:	N9846B	Ai	ircraft Regis	istration: 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 3. Cert. Nun 2. Cert. Type 4. Author. B		
Manufacturer	Category	Model			Part			
lartzell Propeller	Propeller	HC-C2YF-1			Serial	#: AM2428		
70-02-01 1/1/1970	Superseded by 73-10-03		Superseded	Once		1. 2.AP / IA 3.3417346 4. Paul Schulz		
©ATP	©ATP			©ATP	Signature:			
70-16-03 R 1/1/1970	Superseded by 77-12-06		Superseded	Once	_	1. 2.AP / IA 3.3417346 4. Paul Schulz		
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73-10-03 1/1/1973	Superseded by 77-12-06		Superseded	Once		1. 2.AP / IA 3.3417346 4.Paul Schulz		
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74-15-02 1/1/1974	Superseded by 77-12-06		Superseded	Once		1. 2.AP / IA 3.3417346 4. Paul Schulz		
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75-07-05 5/1/1977	Superseded by 77-12-06		Superseded	Once		1. 2.AP / IA 3.3417346 4. Paul Schulz		
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77-12-06 R(2) 12/21/1977	Superseded by 2002-09-08		Superseded	Recur		1. 2.AP / IA 3.3417346 4. Paul Schulz		
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Content Revision: 3/4/2016 File ID: N9846B Airc					craft 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 3. Cert. Num. 2. Cert. Type 4. Author. By		
Manufacturer	Category	Model			Part			
Hartzell Propeller	Propeller	HC-C2YF-1			#: 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		
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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		
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2002-09-08	Superseded by 2007-26-09			Once		11.		
6/13/2002			superseded			2.AP / IA 3.3417346 4. Paul Schulz		
©ATP	©ATP			©ATP	Signature:	4. Fadi Octidiz		
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		2.AP / IA 3.3417346 4. Paul Schulz		
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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		
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2006-18-15 9/25/2006	Superseded by 2009-22-03		superseded	Recur		1. 2.AP / IA 3.3417346 4. Paut Schulz		
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		Airc	craft Regis	stration: N9846	BB	
Description	File ID: N9846B  Complied Amendment Number  Date Method of Compliance/Applicability  Time			Next Due Date Time	1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. By	
Category	Model			Part		
Propeller	HC-C2YF-1			Serial #: AM2428		
To prevent failure of the propeller blade from fatigue cracks in the aluminum blade shank radius, which can,contd.		PCW at time of blade manufacture by blade s/n	Once		1. 2.AP / IA 3.3417346 4. Paul Schulz	
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urer Category Model Aerospace Oil Filters Any Model				Part		
Oil Filters	Any Model			Serial		
TO PRECLUDE POSSIBLE OIL FILTER MALFUNCTION RESULTING FROM INTERNAL BYPASS VALVE FAILURE		N/A CH48108-1 oil filter installed	Once		1. 2.AP / IA 3.3417346 4. Paul Schulz	
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Category	Model			Part	#: 066-1062-00	
ATC Transponder/ System	KT 76A			Serial	#: 45137	
TRANSMISSION OF MISLEADING ENCODING ALTIMETER INFORMATION BETWEEN AFFECTED AIRCRAFT CAUSED		N/A S/N	Once	Signature	1. 2.AP / IA 3.3417346 4. Paul Schulz	
	Model		WAIF			
IGNITION SWITCHES	6/22/2016 2081.1	C/W by ops check IAW par (1).	Recur	2181.1	1.PS Aviation 2.AP/IA 3.3417346 4. Paul Schulz	
		1				
	blade from fatigue cracks in the aluminum blade shank radius, which can,contd.  ©ATP  Category Oil Filters  TO PRECLUDE POSSIBLE OIL FILTER MALFUNCTION RESULTING FROM INTERNAL BYPASS VALVE FAILURE  ©ATP  Category ATC Transponder/ System  TO PREVENT THE TRANSMISSION OF MISLEADING ENCODING ALTIMETER INFORMATION BETWEEN AFFECTED AIRCRAFT CAUSED BY THE,CONT®ATP  Category Ignition Systems	blade from fatigue cracks in the aluminum blade shank radius, which can,contd.  ©ATP  Category Oil Filters  TO PRECLUDE POSSIBLE OIL FILTER MALFUNCTION RESULTING FROM INTERNAL BYPASS VALVE FAILURE  ©ATP  Category ATC Transponder/ System  TO PREVENT THE TRANSMISSION OF MISLEADING ENCODING ALTIMETER INFORMATION BETWEEN AFFECTED AIRCRAFT CAUSED BY THE,CONTIDATP  Category Ignition Systems  Model IGNITION SWITCHES	blade from fatigue cracks in the aluminum blade shank radius, which can,contd.  ©ATP  Category Oil Filters  TO PRECLUDE POSSIBLE OIL FILTER MALFUNCTION RESULTING FROM INTERNAL BYPASS VALVE FAILURE  ©ATP  Category ATC Transponder/ System  TO PREVENT THE TRANSMISSION OF MISLEADING ENCODING ALTIMETER INFORMATION BETWEEN AFFECTED AIRCRAFT CAUSED BY THE,CONT®ATP  Category Ignition Systems  Model  Any Model  IGNITION SWITCHES  PCW at time of blade manufacture by blade  N/A CH48108-1 oil filter installed  N/A CH48108-1 oil filter installed  N/A S/N  N/A S/N  Model ANY A S/N	blade from fatigue cracks in the aluminum blade shank radius, which can,contd.  ©ATP  Category Oil Filters  TO PRECLUDE POSSIBLE OIL FILTER MALFUNCTION RESULTING FROM INTERNAL BYPASS VALVE FAILURE  ©ATP  Category ATC Transponder/ System  TO PREVENT THE TRANSMISSION OF MISLEADING ENCODING ALTIMETER INFORMATION BETWEEN AFFECTED AIRCRAFT CAUSED BY THE,CONT®ATP  Category Ignition Systems  Model Any Model  IGNITION SWITCHES  PCW at time of blade manufacture by blade s/n  PCW at time of blade manufacture by blade s/n  PCW at time of blade manufacture by blade s/n  PCW at time of blade manufacture by blade s/n  PCW at time of blade manufacture by blade s/n  PCW at time of blade manufacture by blade s/n  PCW at time of blade manufacture by blade s/n  PCW at time of blade manufacture by blade s/n  PCW at time of blade manufacture by blade s/n  PCW at time of blade manufacture by blade s/n  PCW at time of blade manufacture by blade s/n  PCW at time of blade manufacture by blade s/n  PCW at time of blade manufacture by blade s/n  PCW at time of blade manufacture by blade s/n  PCW at time of blade manufacture by blade s/n  PCW at time of blade manufacture by blade s/n  PCW at time of blade manufacture by blade s/n  PCW at time of blade manufacture by blade s/n  PCW at time of blade manufacture by blade s/n  PCM TO RECUTE SATE SATE SATE SATE SATE SATE SATE SA	blade from fatigue cracks in the aluminum blade shank radius, which can,contd.  ©ATP  Category Oil Filters Any Model FILTER MALFUNCTION RESULTING FROM INTERNAL BYPASS VALVE FAILURE  ©ATP  Category ATC Transponder/ System ATC TRANSMISSION OF MISLEADING ENCODING ALTIMETER INFORMATION BETWEEN AFFECTED AIRCRAFT CAUSED BY THE,CONT®ATP  Category Any Model BYTHE,CONT®ATP  Category Any Model BYTHE,CONT®ATP  Model BYTHE,CONT®ATP  Model BYTHE,CONT®ATP  BYTHE,CONT®ATP  BYTHE,CONT®ATP  Model BYTHE,CONT®ATP  BYTHE	