N20RD 2001 Maule MT-7-260

Airworthiness Directives

Aircraft S/N: 27008C



Prepared by the worldwide aviation specialists at RidgeAire, Inc.



Content Revision: 10/31/	2012 File ID: 20R			craft Regis		URD	
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	#:	
Maule Aerospace Tech.	Airframe		Serial	#:			
2000-09-06 5/30/2000	To detect and correct improper crimping of the Nicopress\TM\ sleeve, which could cause a control cable to slip,contd.		N/A SER. NO AND MODEL NO.	Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:	<u> </u>	
2008-24-02	To reduce the likelihood of a	11/6/2012		Once	N/A	T 1.	
12/30/2008	mechanic rigging the elevator controls backwards, which could result in elevator, contd.	TACH 523.0	C/W BY COLOR CODING ELEVATOR HORN			2. AP 3. 3311851 4. MARK WHITFILL	
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Manufacturer	Category	Model		<u> </u>	Part #: Virg Acting		
Textron Lycoming	Engine	10-540-V4A5			Serial #:		
63-14-03 7/6/1963	OIL PUMP DRIVE SHAFT		N/A	Recur		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
66-20-04	TO PREVENT FURTHER			Once	Cignataro.	1.	
8/27/1966	FAILURES OF OIL FILTER ADAPTER GASKET, P/N 74904		N/A			2. 3. 4.	
©ATP	©ATP			©ATP	Signature:	4	
75-08-09 R(3)	TO PREVENT OIL PUMP			Once	Cignature.	<u> </u>	
8/18/1977	FAILURES, INSPECT, REPLACE AND ASSEMBLE THE OIL PUMP DRIVE SHAFT AND DRIVE IMPELLER		N/A			2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
75-09-15 4/30/1975	TO PREVENT POSSIBLE FUEL STARVATION TO THE ENGINE		N/A	Once		1. 2. 3. 4.	
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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 3. Cert. Num. 2. Cert. Type 4. Author. By
Manufacturer	Category	Model			Part	#:
Textron Lycoming	Engine	10-540-V4A5	i		Serial	#:
78-23-10 11/7/1978	TO PREVENT AN IN-FLIGHT POWER LOSS DUE TO AN OVER RICH CONDITION, CONTD.		N/A	Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	<u> </u>
79-04-05	TO PREVENT AN IN-FLIGHT			Once	olghataro.	T 1.
9/26/1979	POWER LOSS DUE TO THE SEPARATION OF THE P/N 2529192 REGULATOR DIAPHRAGM STEM ASSEMBLY		N/A			2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
81-18-04 R2 6/7/1982	Superseded by 96-09-10		SUPERCEDED	Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
87-10-06 R1 9/1/1989	TO PREVENT POSSIBLE ROCKER ARM FAILURE AND LOSS OF ENGINE POWER, INSPECT AND REWORK OR REPLACE ROCKER ARM, CONTD.		N/A	Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
91-08-07 C 5/6/1991	TO PREVENT ENGINE POWER LOSS AND POSSIBLE LOSS OF THE AIRCRAFT		N/A	Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
91-14-22 8/19/1991	Superseded by 2004-10-14		N/A	Recur		1. 2. 3. 4.
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Manufacturer	Category	Model			Part	#:
Textron Lycoming	Engine	IO-540-V4A5			Serial	#:
92-12-05 7/10/1992	TO PREVENT PISTON PIN FAILURE, OR PISTON RELEASE, AND ENGINE FAILURE		N/A	Once		1. 2. 3.
©ATP	©ATP			©ATP	Signature:	4.
93-02-05	Superseded by 2002-26-01			Recur	Signature.	1.
6/14/1993			SUPERCEDED	Keeur		2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
96-09-10 C 7/15/1996	TO PREVENT OIL PUMP FAILURE DUE TO IMPELLER FAILURE, WHICH COULD RESULT IN AN ENGINE FAILURE		N/A	Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
96-23-03 12/17/1996	TO PREVENT AN INFLIGHT ENGINE FAILURE DUE TO FUEL STARVATION, WHICH COULD RESULT IN A FORCED LANDING		N/A	Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
97-01-03 1/21/1997	Superseded by 97-15-11		SUPERCEDED	Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
97-15-11 8/12/1997	TO PREVENT PISTON PIN FAILURE, WHICH COULD RESULT IN ENGINE FAILURE		N/A	Once		1. 2. 3. 4.
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©ATP		I	<u> </u>	©ATP		
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Manufacturer	Category	Model			Part	#:	
Textron Lycoming	Engine	10-540-V4A5		Serial #:			
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	Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
98-18-12 9/28/1998	Superseded by 2003-14-03		SUPERCEDED	Recur		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
2002-19-03 9/20/2002	To prevent crankshaft failure, which could result in total engine power loss, in-flight engine failure and,contd.		N/A NO TURBO INSTALLED	Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
2002-20-51 E 10/1/2002	Superseded by 2002-23-06		SUPERCEDED	Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
2002-23-06 11/19/2002	Superseded by 2004-05-24		SUPERCEDED	Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
2002-26-01 1/31/2003	To prevent failure of the fuel injector fuel lines allowing fuel to spray into the engine compartment, resulting,contd.	11/6/2012 523.0 TOTAL TIME	C/W BY INSPECTION	Recur	623.0 OR 11/13	1. 2. AP 3. 3311851 4. MARK WHITFILL	
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Content Revision: 10/31	/2012 File ID: 20F	RD12	Aircraft Registration:				
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Manufacturer	Category	Model			Part	#:	
Textron Lycoming	Engine	10-540-V4A5			Serial	#:	
2003-14-03 8/14/2003	To prevent rotary fuel pump leaks, which could result in an engine failure, engine fire, and damage to or, contd.		N/A	Recur		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:	<u> </u>	
2004-05-24 C 3/30/2004	To prevent the loss of all engine power and possible forced landing		N/A DATE OF PART	Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
2004-10-14 C 6/25/2004	To prevent loosening or failure of the crankshaft gear retaining bolt, which may cause sudden engine failure		N/A NO SUDDEN STOPPAGE	Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
2005-12-06 7/19/2005	To prevent failure of the magneto impulse coupling assembly and possible engine failure	11 /6/2012- T ACH 523 .0	CAW BY INSPECTION MOB 045	Recur		D 1.EAST TEXAS AIRCRAFT 2.AP 3.3311851 4. MARK WHITFILL	
©ATP	©ATP			©ATP	Signature:	_ _	
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.		P/C/W	Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
2006-10-21 C2 6/22/2006	To prevent fatigue failure of the connecting rod & possible uncommanded shutdown of the engine		N/A APRT NO.	Once		1. 2. 3. 4.	
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Manufacturer	Category	Model			Part	#:
Textron Lycoming	Eingine	10-540-V4A5			Serial	#:
2008-19-05 10/20/2008	To prevent loss of engine power due to cracks at the head-to-barrel interface in the cylinder assemblies, contd.		SUPERCEDED	Recur		1. 2. 3. 4.
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2009-02-03 2/9/2009	To prevent a lean running engine, which could result in a substartial lcss of engine power and subsequent,contd.		N/A DATE OF PART	Recur		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
2009-26-12 2/4/201()	To prevent loss of engine power due to cracks at the head-to-barrel interface and possible engine failure, contd.		N/A PART NO.	Recur		1.EAST TEXAS AIRCRAFT 2.AP 3.3311851 4. MARK WHITFILL
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2011-15-10 8/16/2011	Superseded by 2012-03-06		SUPERCEDED	Once		1.EA:ST TEXAS AIRCRAFT 2.AP 3.3311851 4. MARK WHITFILL
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2011-26-04 1/25/2012	To prevent failure of the fuel injector fuel lines that would allow fuel to spray into the engine compartment, contd.		WA DATE OF PART CIW SB 324 F	Recur	623,TT or 11/13	1.EAST TEXAS AIRCRAFT 2.AP 3.3311851 4. MARK WHYTFILL
©ATP				Once	Signature:	1.EAST TEXAS AIRCRAFT
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 PART NO. DATE OF PART			1. EAST VIEXAS AIRCRAFT 2. AP 3. 3311851 4. MARK WHITFILL
©ATP	©ATP			©ATP	Signature:	

If AA / D Number Effective Date Manufacturer Text on Lycoming 2012-19-01	Description	Complied Date Time	Amendmen: Nun: ber Method of Compliance/Applicability	Dnce or Recu	Lext Lue Data Tima	1. Fability3 Cert Num2. Cert. Type4 Author. B
Textion Lycoming Engine	ry	Madal	۲۰٬۰٬۰٬۰٬۰٬۰٬۰٬۰٬۰٬۰٬٬۰٬٬۰٬٬۰٬٬۰٬٬۰٬٬۰٬٬		(1) 「「「「「」」」、「「」」、「」、「」、「」、「」、「」、「」、「」、「」、「」	
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20 2-19 01 > preve		IO-:: 40-V 1A5			Serial	/# :
10/24/2012 Which Wi	nt failure of the crankshaft, Il result in total angine iss, an-flight engane,coatd.		N/A SER NO.	Once		1.EAST TEXAS AIRC RAFT 2.AF 3.331185 4. MARK V/HITFILL
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Manufacturer Catego	ry	Model	Anne - Charles and a subsequences of the subse		Part	A:
Induction Air Filters Air Filter	r	PAFER INDU	ICTION AIRFILTER		Serial	(A):
1/29/19/5 FOWER GAUSEE	VENT PC SSIBLE ENGINE 2 LO 3S O 3 STC PPAGE D B1 ENGINE INGESTION GMENTS CONTD.	7/2: /2008 TACH 284.0	F/C/W	Recu	TA:CH 7:14.0	1. 2.AF 3.3311851 4. MARK WHITFILL
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lanufacturer	Category	Model	ber (1999 sandalati (19 Nanga (1999 sandalati (1	antellas : risti datatuti : rig	Part	e for an an anna a p <u>hríochtach</u> a a tha anna an Conna anna an tarta. F ¹ l t
endix Corporation	Fuel Înjecte:I System	RS/5-5AE			Serial	:44:
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5/16/1973	DIAPHRAGM ASSEMBLIES		AV 4			2.
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7 9- 21- 08	OPREVENTAFUEL LOW			Once		1.
10/24/19/79	OUTORFITC THE ENGINE AND OUSSIQUENT LOSS OF POWER		N/A			2.
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2003-06-∜1 E 3/∵2/20∋8	b prevent a lean running engine, which could result in a substantial		N/A DATE OF PARTS	Recu		1. 2.
3/ 2/20/00	loss of engine power and		I A LATE OF PARIS			3.
	subsecuent,contd					4.
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2008-08-14	Euper: eded by 2009-02-03	·		Recu		· 1.
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2009-02-03	ି p pre∉ent a lean ⊧unning engine,			Recui		1.
2/9/2009	which could result in a substantial		MAIND SERVICE WORK PERFORMED			2.
	less of engine power and subsequent,contd		WITHIN TIME FRAME STATED			3.
						4.
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2012-03-06 C	o prevent an in-fught engine			Once		1.EAST TEXAS AIRCRAF
2/34/2012	shutdown due to a failed fuel servo diaphragm, and damage to the		N/A PART NO, DATE OF PARTS			2.AF
	eirplane				3.3311851	
						4. MARK V/HITFILL
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Content Revision: 10/31	/2012 File ID: 20	RD12	Aircraft Registration:			
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Manufacturer	Sategory	Model	ine o statutation (paipaninga) - can apaning (papaning) savataning (papaning) savataning (papaning) sav Ang o statutation (paipaning)		Part #:	
McCauley	Propeter	B3[132C4 14			Serial 🕸	
2005-14-11 8/37/2005	To precent blade failure that could result in separation of a propetter blade and loss of control of the airplane		MAINDT SERVICED BY SOUTHERN CAL FROP	Once	1. 2. 3.	
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