

N20RD

2001 Maule MT-7-260

Airworthiness Directives

Aircraft S/N: 27008C



Prepared by the worldwide aviation specialists at RidgeAire, Inc.

FAA Airworthiness Directive Compliance Record

Content Revision: 10/31/2012		File ID: 20RD12		Aircraft Registration: <u>N70RD</u>			
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
Manufacturer Maule Aerospace Tech.		Category Airframe		Model MT-7-260		Part #: Serial #:	
2000-09-06 5/30/2000	To detect and correct improper crimping of the Nicopress™ 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:		
2008-24-02 12/30/2008	To reduce the likelihood of a mechanic rigging the elevator controls backwards, which could result in elevator, contd.	11/6/2012 TACH 523.0	C/W BY COLOR CODING ELEVATOR HORN	Once	N/A	1. 2. AP 3. 3311851 4. MARK WHITFILL	
©ATP	©ATP			©ATP	Signature: <i>Mark Whitfill</i>		
Manufacturer Textron Lycoming		Category Engine		Model IO-540-V4A5		Part #: 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 8/27/1966	TO PREVENT FURTHER FAILURES OF OIL FILTER ADAPTER GASKET, P/N 74904		N/A	Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
75-08-09 R(3) 8/18/1977	TO PREVENT OIL PUMP FAILURES, INSPECT, REPLACE AND ASSEMBLE THE OIL PUMP DRIVE SHAFT AND DRIVE IMPELLER		N/A	Once		1. 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.	
©ATP	©ATP			©ATP	Signature:		

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Manufacturer Textron Lycoming		Category Engine		Model IO-540-V4A5		Part #: 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:		
79-04-05 9/26/1979	TO PREVENT AN IN-FLIGHT POWER LOSS DUE TO THE SEPARATION OF THE P/N 2529192 REGULATOR DIAPHRAGM STEM ASSEMBLY		N/A	Once		1. 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81-18-04 R2 6/7/1982	Superseded by 96-09-10		SUPERCEDED	Once		1. 2. 3. 4.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.	
©ATP	©ATP			©ATP	Signature:		

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Manufacturer Textron Lycoming		Category Engine		Model IO-540-V4A5		Part #: Serial #:
92-12-05 7/10/1992 ©ATP	TO PREVENT PISTON PIN FAILURE, OR PISTON RELEASE, AND ENGINE FAILURE ©ATP		N/A	Once		1. 2. 3. 4. Signature:
93-02-05 6/14/1993 ©ATP	Superseded by 2002-26-01 ©ATP		SUPERCEDED	Recur		1. 2. 3. 4. Signature:
96-09-10 C 7/15/1996 ©ATP	TO PREVENT OIL PUMP FAILURE DUE TO IMPELLER FAILURE, WHICH COULD RESULT IN AN ENGINE FAILURE ©ATP		N/A	Once		1. 2. 3. 4. Signature:
96-23-03 12/17/1996 ©ATP	TO PREVENT AN INFLIGHT ENGINE FAILURE DUE TO FUEL STARVATION, WHICH COULD RESULT IN A FORCED LANDING ©ATP		N/A	Once		1. 2. 3. 4. Signature:
97-01-03 1/21/1997 ©ATP	Superseded by 97-15-11 ©ATP		SUPERCEDED	Once		1. 2. 3. 4. Signature:
97-15-11 8/12/1997 ©ATP	TO PREVENT PISTON PIN FAILURE, WHICH COULD RESULT IN ENGINE FAILURE ©ATP		N/A	Once		1. 2. 3. 4. Signature:

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Manufacturer Textron Lycoming		Category Engine		Model IO-540-V4A5		Part #: Serial #:	
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	Once		1. 2. 3. 4.	Signature:
98-18-12 9/28/1998 ©ATP	Superseded by 2003-14-03 ©ATP		SUPERCEDED	Recur		1. 2. 3. 4.	Signature:
2002-19-03 9/20/2002 ©ATP	To prevent crankshaft failure, which could result in total engine power loss, in-flight engine failure and, contd. ©ATP		N/A NO TURBO INSTALLED	Once		1. 2. 3. 4.	Signature:
2002-20-51 E 10/1/2002 ©ATP	Superseded by 2002-23-06 ©ATP		SUPERCEDED	Once		1. 2. 3. 4.	Signature:
2002-23-06 11/19/2002 ©ATP	Superseded by 2004-05-24 ©ATP		SUPERCEDED	Once		1. 2. 3. 4.	Signature:
2002-26-01 1/31/2003 ©ATP	To prevent failure of the fuel injector fuel lines allowing fuel to spray into the engine compartment, resulting, contd. ©ATP	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	Signature:
©ATP							

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Manufacturer Textron Lycoming		Category Engine		Model IO-540-V4A5		Part #: Serial #:	
2003-14-03 8/14/2003 ©ATP	To prevent rotary fuel pump leaks, which could result in an engine failure, engine fire, and damage to or, contd. ©ATP		N/A	Recur ©ATP		1. 2. 3. 4. Signature:	
2004-05-24 C 3/30/2004 ©ATP	To prevent the loss of all engine power and possible forced landing ©ATP		N/A DATE OF PART	Once ©ATP		1. 2. 3. 4. Signature:	
2004-10-14 C 6/25/2004 ©ATP	To prevent loosening or failure of the crankshaft gear retaining bolt, which may cause sudden engine failure ©ATP		N/A NO SUDDEN STOPPAGE	Once ©ATP		1. 2. 3. 4. Signature:	
2005-12-06 7/19/2005 ©ATP	To prevent failure of the magneto impulse coupling assembly and possible engine failure ©ATP	11/6/2012 TACH 523.0	C/W BY INSPECTION M88 845 N/A	Recur ©ATP	TACH 1023.0	1. EAST TEXAS AIRCRAFT 2. AP 3. 3311851 4. MARK WHITFILL Signature:	
2005-19-11 10/21/2005 ©ATP	To prevent failure of the crankshaft, which could result in total engine power loss, in-flight failure, and, contd. ©ATP		P/C/W	Once ©ATP		1. 2. 3. 4. Signature:	
2006-10-21 C2 6/22/2006 ©ATP	To prevent fatigue failure of the connecting rod & possible uncommanded shutdown of the engine ©ATP		N/A APRT NO.	Once ©ATP		1. 2. 3. 4. Signature:	

FAA Airworthiness Directive Compliance Record

File ID: 20R012

Aircraft Registration:

AD No.	Effective Date	Expiration 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	
				Model	Part #:				
				O-510-V4A5	Serial #:				
1	3-11-03		Engine power due to failure of the fuel injection system		NA PART NO	Once		1. 2. 3. 4.	
			©ATF				Signature:		
2	3-11-03		Failure of the main shaft of the engine		PCAW	Once		1. 2. 3. 4.	
			©ATF				Signature:		
3	3-11-03		Engine failure, possible engine separation that could result in engine failure, possible engine fire, and control		NA PART NO	Once		1. 2. 3. 4.	
			©ATF				Signature:		
4	3-11-03		Engine failure, possible engine separation that could result in engine failure, possible engine fire, and control		NA DATE OF PART	Recur		1. 2. 3. 4.	
			©ATF				Signature:		
5	3-11-03		Engine failure, possible engine separation that could result in engine failure, possible engine fire, and control		SUPERCEDED	Recur		1. 2. 3. 4.	
			©ATF				Signature:		
6	3-11-03		Failure of the fuel injector	11/5/2012	TACH 528 (0)	Recur		1. 2. 3. 4.	
			©ATF				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
Manufacturer Textron Lycoming		Category Engine		Model IO-540-V4A5		Part #: Serial #:
2008-19-05 10/20/2008 ©ATP	To prevent loss of engine power due to cracks at the head-to-barrel interface in the cylinder assemblies, contd. ©ATP		SUPERCEDED	Recur		1. 2. 3. 4. Signature:
2009-02-03 2/9/2009 ©ATP	To prevent a lean running engine, which could result in a substantial loss of engine power and subsequent, contd. ©ATP		N/A DATE OF PART	Recur		1. 2. 3. 4. Signature:
2009-26-12 2/4/2010 ©ATP	To prevent loss of engine power due to cracks at the head-to-barrel interface and possible engine failure, contd. ©ATP		N/A PART NO.	Recur		1. EAST TEXAS AIRCRAFT 2. AP 3. 3311851 4. MARK WHITFILL Signature:
2011-15-10 8/16/2011 ©ATP	Superseded by 2012-03-06 ©ATP		SUPERCEDED	Once		1. EAST TEXAS AIRCRAFT 2. AP 3. 3311851 4. MARK WHITFILL Signature:
2011-26-04 1/25/2012 ©ATP	To prevent failure of the fuel injector fuel lines that would allow fuel to spray into the engine compartment, contd. ©ATP		N/A DATE OF PART c/w SB 324F	Recur	623.11 or 11/13	1. EAST TEXAS AIRCRAFT 2. AP 3. 3311851 4. MARK WHITFILL Signature: <i>Mark Whitfill</i>
2012-03-06 C 2/24/2012 ©ATP	To prevent an in-flight engine shutdown due to a failed fuel servo diaphragm, and damage to the airplane ©ATP		N/A PART NO. DATE OF PART	Once		1. EAST TEXAS AIRCRAFT 2. AP 3. 3311851 4. MARK WHITFILL Signature:

FAA Airworthiness Directive Compliance Record

Content Revision: 10/31/2012 File ID: 2012RD12 Aircraft Registration:

FAA AD Number Effective Date	Description	Complid Date Time	Amendment Number Method of Compliance/Applicability	Once or Recu	Next Due Date Time	1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. B
Manufacturer Textron Lycoming		Category Engine		Model IO-540-V1A5		Part #: Serial #:
2012-19-01 10/24/2012	To prevent failure of the crankshaft, which will result in total engine power loss, in-flight engine, contd.		MA SER NO.	Once		1. EAST TEXAS AIRCRAFT 2. AF 3. 331185 4. MARK V/HITFILL
©ATP	©ATP			©ATP	Signature:	
Manufacturer Induction Air Filters		Category Air Filter		Model PAPER INDUCTION AIRFILTER		Part #: Serial #:
80-26-02 1/19/1985	TO PREVENT POSSIBLE ENGINE POWER LOSS OR STOPPAGE CAUSED BY ENGINE INGESTION OF FRAGMENTS. CONTD.	7/2/2008 TACH 281.0	P/CW	Recu	TACH 714.0	1. 2. AF 3. 331185 4. MARK V/HITFILL
©ATP	©ATP			©ATP	Signature:	

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Content Revision: 10/31/2012

File ID: 2012RD12

Aircraft Registration:

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. B
Manufacturer Bendix Corporation		Category Fuel Injected System		Model RSA-5AE1		Part #: Serial #:
78-10-02 5/16/1973	TO DETECT DEFECTIVE DIAPHRAGM ASSEMBLIES		N/A	Recur		1. 2. 3. 4.
ⓐATP	ⓐATP			ⓐATP	Signature:	
78-21-03 10/24/1979	TO PREVENT A FUEL FLOW CUTOFF TO THE ENGINE AND SUBSEQUENT LOSS OF POWER		N/A	Once		1. 2. 3. 4.
ⓐATP	ⓐATP			ⓐATP	Signature:	
2008-06-11 E 3/2/2008	To prevent a lean running engine, which could result in a substantial loss of engine power and subsequent contd		N/A DATE OF PARTS	Recur		1. 2. 3. 4.
ⓐATP	ⓐATP			ⓐATP	Signature:	
2018-08-14 4/19/2018	Superseded by 2009-02-03		SUPERCEDED	Recur		1. 2. 3. 4.
ⓐATP	ⓐATP			ⓐATP	Signature:	
2019-02-03 2/3/2009	To prevent a lean running engine, which could result in a substantial loss of engine power and subsequent contd		N/A NO SERVICE WORK PERFORMED WITHIN TIME FRAME STATED	Recur		1. 2. 3. 4.
ⓐATP	ⓐATP			ⓐATP	Signature:	
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 PARTS	Once		1. EAST TEXAS AIRCRAFT 2. AF 3. 331185 4. MARK WHITFILL
ⓐATP	ⓐATP			ⓐATP	Signature:	

FAA Airworthiness Directive Compliance Record

Content Revision: 10/31/2012

File ID: 2012RD12

Aircraft Registration:

FAA AD Number Effective Date	Description	Complid Date Time	Amendment Number Method of Compliance/Applicability	Once or Recu	Next Due Date Time	1. Facility	3. Cert. Num. 2. Cert. Type 4. Author. B
Manufacturer McCaughey		Category Propeller		Model B3D32C414		Part #: Serial #:	
2005-14-11 8/7/2005	To prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane		N/A NOT SERVICED BY SOUTHERN CAL PROP	Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		