## N13839

## 1970 Piper Turbo Aztec D

## Airworthiness Directives

MSN: 27-4480



Prepared by the worldwide aviation specialists at RidgeAire, Inc.

## FAA Airworthiness Directives Compliance Record

Company:

Category: Airframe

Position:

Aircraft Registration No: N13839

ATP Revision: 9/25/2023

Manufacturer: Piper Aircraft, Inc.

Model: PA-23-250	,	S/N: 27-4480								
Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed				
2023-09-09 7/17/2023	[Recurring] To Prevent Failure of the Spot- Welded, Multi-Segment Exhaust Tailpipe V- Band Coupling. The Unsafe Condition, if Not Addressed, Could Lead to Detachment of the Exhaust Tailpipe from the Turbocharger and Allow High Temperature Exhaust,contd.	-11.06.23 Hrs: -2555.9 C:2555.9	Both V-BAND Clayss Town satisface	Yes .	D: -/0-//-22 Hrs: <del>2-85-8</del> C:	J.F Myburgh 3842992				
2022-03-15 3/21/2022	To Ensure That the Amount of Fuel Indicated is the Amount of Fuel Available. The Unsafe Condition, if Not Addressed, Could Result in Fuel Starvation and Engine Shutdown Which Could Result in the Inability to Arrive at the Destination Airport or, contd.	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh				
2021-25-11 1/25/2022	[Recurring] To Prevent Weakening of the Stabilator Structure and to Detect and Correct Cracks on the Stabilator Tip Tube and Weight Assembly. The Unsafe Condition, if Not Addressed, Could Cause Weakening of the Complete Structure and Lead to Loss, contd.		Visure Frage chim No Defects Found	Yes	D: Hrs:	J.F Myburgh 3842992				
7-15-05 72017	[Recurring] To prevent failure of the combustion heater exhaust extension, which could lead to carbon monoxide entering, contd	//·06·23 Hrs: C:	Tiggethed no dofe of. STEEL.	Yes	D:/0·//·24 Hrs: <del>2655-8</del> C:	J.F Myburgh 3842992				

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Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2015-24-05 1/12/2016	To prevent loss of engine power due to fuel starvation	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh
2009-13-06 R1 11/3/2011	[Recurring] To establish life limits for safety -critical nose baggage door components, replace those safety-critical nose,contd.	Hrs: 2555.8 C: 2555.8	Visuan Fusp 10. No delpe	Yes f	D: Hrs: C:	J.F Myburgh 3842992
2005-01-10 2/22/2005	To prevent turbosupercharger oil reservoirs with adequate fire resistance from failing when exposed to flame,contd.	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh
2003-09-13 6/23/2003	[Recurring] To detect and correct damage to the flap control torque tube, which could result in failure of the flap,contd.	11:06:23 Hrs: -2555.8 C:	VISUAL INSP AS PER AD ASB IOSIB.	Yes	D: Hrs: C:	J.F Myburgh 3842992
99-14-01 8/17/1999	To minimize the potential hazards associated with operating the airplane in severe icing conditions, contd.	i Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992
99-05-09 3/19/1999	To prevent pieces of a damaged induction air filter from being ingested into the engine which could,contd.	 ,Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992
83-22-01 R1 11/25/1998	TO PREVENT POSSIBLE WING STRUCTURE DAMAGE CAUSED BY EXCESSIVE FUEL WEIGHT, WHICH COULD RESULT IN LOSS,CONTD.	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992
98-04-27 3/13/1998	Superseded by 99-14-01	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992
85-02-05 R1 11/21/1997	TO PREVENT AIRPLANE CONTROLLABILITY PROBLEMS WHILE INVOLVED IN GROUND OPERATION BECAUSE OF IMPROPER,CONTD.	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992

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Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
96-21-04 12/10/1996	TO PREVENT HYDRAULIC HOSE FAILURE WHICH COULD CAUSE LOSS OF HYDRAULIC CAPABILITIES RESULTING IN A GEAR-UP, CONTD.	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh
93-06-02 5/12/1993	TO PREVENT FUEL LEAKAGE AND POSSIBLE FIRE, WHICH COULD RESULT IN PASSENGER INJURY	 Hrs: C:		No	D: Hrs: C:	J.F M. Jourgh 3842992
88-21-07 R1 8/22/1989	[Recurring] TO REDUCE THE POSSIBILITY OF PRECIPITATION AND/OR WASH WATER FROM ENTERING THE FUEL FILLER COMPARTMENT, CONTD.	 Hrs: C:		Yes	D: Hrs: C:	J.F Myburgh 3842992
86-17-07 9/2/1986	Superseded by 96-21-04	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992
83-13-10 8/6/1983	Superseded by 83-22-01	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 242 3842992
81-04-05 R1 2/11/1982		<i>[0 · ]</i> <b>3 · 8</b> / Hrs: C:	BEILLING BEILLINGED	Yes	D: Hrs: C:	J.F Myburgh
80-26-04 R1 8/28/1981	TO DETECT CRACKS AND PREVENT POSSIBLE MISALIGNMENT OF THE RUDDER CABLE-PULLEY AT THE FUSELAGE CROSSMEMBER	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh
80-18-10 9/8/1980		 Hrs: C:	pcw Kitnish	eleks .	D: 2644 Hrs: C:	
79-26-01 12/24/1979	[Recurring] TO PREVENT POSSIBLE LOOSENING AND RELATIVE MOTION BETWEEN THE STABILATOR BOTTOM SKINS AND THE STABILATOR, CONTD.	 Hrs: C:	MA BY senal Nl.	Yes	D: Hrs: C:	J.F Myburgh 3842992

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Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
79-11-06 8/29/1979	[Recurring] TO PREVENT POSSIBLE FAILURE OF THE LANDING GEAR SELECTOR LEVER, PIPER P/N 752303	09/01/80 Hrs: <u></u> C:	P.C.W Hywste Deplaced	Yes	D: Hrs: C:	J.F Myburgh 3842992
77-23-09 12/19/1978	TO PREVENT FUEL FLOW INTERRUPTION AND ENGINE POWER LOSS DUE TO POSSIBLE ADVERSE FUEL VAPORIZATION, CONTD.	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992
78-02-03 C 1/26/1978	[Recurring] Superseded by 2021-25-11	 Hrs: C:		Yes	D: Hrs: C:	J.F Myburgh 3842992
77-26-02 12/27/1977	[Recurring] Superseded by 80-18-10	 Hrs: C:		Yes	D: Hrs: C:	J.F Myburgh 3842002
77-09-10 5/12/1977	ELECTRIC TRIM SWITCH MODIFICATION	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh
77-01-05 1/13/1977	TO PREVENT THE HAZARDS ASSOCIATED WITH THE CHAFFING OF THE WING TIP MOUNTED STROBE NAV LIGHT WIRE, CONTD.	 FHrs: C:		No	D: Hrs: C:	3842992 J.F Myburgh 3842992
76-11-07 6/4/1976	TO PREVENT THE HAZARDS ASSOCIATED WITH THE EXCESS MAGNETIC COMPASS DEVIATIONS WHEN THE LANDING/TAXI, CONTD.	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992
74-13-03 4/30/1976	[Recurring] TO PREVENT POSSIBLE HAZARDS IN FLIGHT ASSOCIATED WITH THE CORROSION OF THE STABILATOR ATTACHMENT BOLTS	 Hrs!/20/76 C:	P.C.W 5 PAINESS BOLTS INSI	Yes talled	D: Hrs: C:	J.F Myburgh
72-21-07 4/29/1976	TO IMPROVE THE LONGITUDINAL STABILITY CHARACTERISTICS AND TO PREVENT LONGITUDINAL STICK FORCE REVERSAL DURING, CONTD.	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992

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Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
74-10-01 12/31/1975	[Recurring] TO PREVENT POSSIBLE ASYMMETRIC FLAP CONDITIONS ATTRIBUTED TO CRACKS DEVELOPING IN THE OUTBOARD FLAP HINGE	 Hrs: C:	N/A To Pore7 IV87AULD	Yes	D: Hrs: C:	J.F Myburgh
75-11-05 5/20/1975	INSTRUMENT GLARE SHIELD PANEL REPLACEMENT	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992
74-22-05 10/23/1974	TO PREVENT THE HEATER FUEL VALVE STEM AND CAP NUT FROM BACKING OFF AND SPILLING FUEL	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992
72-14-05 9/3/1974	[Recurring] ENGINE EXHAUST SYSTEM STACKS	 Hrs: C:	N/A TO A/L MODEL	Yes	D: Hrs: C:	J.F Myburgh 3842992
74-06-01 3/18/1974	Superseded by 2005-01-10	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992
69-13-03 12/14/1973	[Recurring] Superseded by 2017-15-05	 Hrs: C:		Yes	D: Hrs: C:	J.F Myburgh
72-11-01 5/19/1972	[Recurring] TO PREVENT POSSIBLE EXPLOSION AND FIRE RESULTING FROM FUEL VAPOR IGNITION DURING ENGINE STARTING	 Hrs: GC:	N/A TO A/C MODEL	Yes	D: Hrs: C:	J.F Myburgh
68-07-04 R(2) 4/11/1972	[Recurring] VISUAL INSPECTION OF THE MOUNT FOR CRACKS	 Hrs: C:		Yes	D: Hrs: C:	J.F Myburgh 3842992
70-22-05  11/30/1971	TO PREVENT THE HAZARDS ASSOCIATED WITH THE POSSIBILITY OF A COMPLETE LOSS OF ELECTRICAL POWER, CONTD.	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992

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Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
71-21-06 10/12/1971	TO PRECLUDE THE POSSIBILITY OF FIRE PASSING THE ENGINE FIREWALL, IN THE EVENT OF A POWERPLANT FIRE	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992
71-18-03 9/2/1971	TO PREVENT INTERFERENCE BETWEEN THE LEFT REAR NOSE WHEEL DOOR HINGE AND PIPER P/N 17238-00 OR -04 TUBE ASSEMBLY	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992
71-12-05 6/16/1971	ELECTRIC TRIM SWITCH MODIFICATION	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992
71-12-01 6/8/1971	[Recurring] TO PREVENT FAILURE OF THE ENGINE CONTROLS SUPPORT BRACKET IN THE COCKPIT PEDESTAL	 Hrs: C:		Yes	D: Hrs: C:	J.F Myburgh 3842992
70-03-08 1/1/1970	Superseded by 72-11-01	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992
69-23-01 1/1/1969	Superseded by 72-14-05	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh
68-21-03 10/28/1968	TO PRECLUDE FAILURES OF THE EXHAUST TAILPIPE ASSEMBLIES	 Hrs: C:		No	D: Hrs: C:	3842992 J.F Myburgh 3842992
66-18-03 8/2/1966	TO PREVENT ENGINE POWER FAILURES DUE TO INDUCTION SYSTEM ICING	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992
64-21-05 9/16/1964	TO PRECLUDE PROPELLER FAILURE	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992

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Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
64-16-08	Superseded by 64-21-05			No	D:	7 F D A decreed
1/1/1964		Hrs:			Hrs:	J.F Myburgh
		C:			C:	Har
						3842992

Category: Engine Position: RIGHT HAND ATP Revision: 9/25/2023

Manufacturer: Lycoming Engines

P/N:

S/N: L-1533-61

Model: TIO-540-C1A		S/N: L-1	533-61			
Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2022-16-03 8/15/2022	To Prevent Failure of the Magneto. The Unsafe Condition, if Not Addressed, Could Result in Failure of One or More Engines, In Flight Shutdown, and Loss of the Airplane			No	D: Hrs: C:	J.F Myburgh 3842992
2017-16-11 8/15/2017	To prevent connecting rod failure which could result in uncontained engine failure, total engine power loss,contd.	 Hrs: C:		No	D: Hrs: C:	3.F Myburgh 3842992
2015-19-07 11/3/2015	[Recurring] To prevent failure of the fuel injector fuel lines, which could lead to uncontrolled engine fire, engine,contd.	-11-06-23 Hrs: 255 <b>8</b> -8 C:	Visuary Frago drain No Belleus	Yes	D: Hrs: C:	J.F Myburgh
2015-02-07 3/11/2015	To prevent the propeller governor shaft set screw from coming loose, causing damage to the engine and,contd.	 Hrs: C:	•	No	D: Hrs: C:	J.F Myburgh 3842992
2012-19-01 10/24/2012	To prevent failure of the crankshaft, which will result in total engine power loss, inflight engine,contd.	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992
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	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2011-26-04 1/25/2012	[Recurring] Superseded by 2015-19-07	 Hrs: C:		Yes	D: Hrs: C:	J.F Myburgh
2011-15-10 8/16/2011	Superseded by 2012-03-06	 Hrs: C:		No	D: Hrs: C:	3842992 J.F Myburgh 3842992
2009-26-12 2/4/2010	[Recurring] To prevent loss of engine power due to cracks at the head-to-barrel interface and possible engine failure,contd.	 Hrs: C:	MA To fly Installed	Yes	D: Hrs: C:	J.F Myburgh
2009-02-03 2/9/2009	[Recurring] To prevent a lean running engine, which could result in a substantial loss of engine power and subsequent,contd.	 Hrs: C:	NATO. DATESMOVI	etters.	D: Hrs: C:	3842992
2008-19-05 10/20/2008	[Recurring] Superseded by 2009-26-12	 Hrs: C:		Yes	D: Hrs: C:	J.F Myburgh 3842992
2008-14-07 8/14/2008	[Recurring] Superseded by 2011-26-04	 Hrs: C:		Yes	D: Hrs: C:	J.F Myburgh 38,42992
2008-08-14 4/29/2008	[Recurring] Superseded by 2009-02-03	 Hrs: C:		Yes	D: Hrs: C:	J.F Myburgh 3842992
2008-06-51 E 3/12/2008	[Recurring] Superseded by 2008-08-14	 Hrs: C:		Yes	D: Hrs: C:	J.F Myburgh
2006-20-09 11/3/2006	Superseded by 2012-19-01	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992

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Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2006-12-07 7/11/2006	To prevent loss of engine power due to cracks in the cylinder assemblies & possible engine failure caused,contd.	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992
2006-10-21 C2 6/22/2006	To prevent fatigue failure of the connecting rod & possible uncommanded shutdown of the engine	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992
2005-26-10 1/31/2006	Superseded by 2006-12-07	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992
2005-19-11 10/21/2005	To prevent failure of the crankshaft, which could result in total engine power loss, inflight failure, and,contd.	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992
2005-12-06 7/19/2005	[Recurring] To prevent failure of the magneto impulse coupling assembly and possible engine failure	 Hrs: C:	NA TO PART Nuba	Yes	D: Hrs: C:	J.F Myburgh 3842992
2004-10-14 C 6/25/2004	[Recurring] To prevent loosening or failure of the crankshaft gear retaining bolt, which may cause sudden engine failure	-09/24/18 C: -25:07:3	PROPSTALLED	Yes	D: Hrs: C:	J.F Myburgh / 3842992
2004-05-24 C 3/30/2004	To prevent the loss of all engine power and possible forced landing	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992
2003-14-03 8/14/2003	[Recurring] To prevent rotary fuel pump leaks, which could result in an engine failure, engine fire, and damage to or,contd.	 Hrs: C:	N/A TO Rece Model pup	Yes .	D: Hrs: C:	J.F Myburgh 3842992
2002-26-01 1/31/2003	[Recurring] Superseded by 2008-14-07	 Hrs: C:		Yes	D: Hrs: C:	J.F Myburgh 3842992

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Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2002-23-06 11/19/2002	Superseded by 2004-05-24	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992
002-20-51 E 0/1/2002	Superseded by 2002-23-06	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992
002-19-03 0/20/2002	To prevent crankshaft failure, which could result in total engine power loss, in-flight engine failure and,contd.	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992
.002-17-53 E :/16/2002	Superseded by 2002-19-03	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992
98-18-12 1/28/1998	[Recurring] Superseded by 2003-14-03	 Hrs: C:		Yes	D: Hrs: C:	J.F Myburgh 3842992
97-15-11 //12/1997	TO PREVENT PISTON PIN FAILURE, WHICH COULD RESULT IN ENGINE FAILURE	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh
97-01-03 /21/1997	Superseded by 97-15-11	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992
95-07-01 /12/1995	TO PREVENT ENGINE FAILURE DUE TO CONNECTING ROD BOLT FAILURE, WHICH COULD RESULT IN DAMAGE TO OR LOSS,CONTD.	 ,Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992
93-02-05 5/14/1993	[Recurring] Superseded by 2002-26-01	 Hrs: C:		Yes	D: Hrs: C:	J.F Myburgh 3842992

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Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
92-12-05 7/10/1992	TO PREVENT PISTON PIN FAILURE, OR PISTON RELEASE, AND ENGINE FAILURE	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992
91-14-22 8/19/1991	[Recurring] Superseded by 2004-10-14	 Hrs: C:		Yes	D: Hrs: C:	3.F Myburgh 3842992
91-08-07 C 5/6/1991	TO PREVENT ENGINE POWER LOSS AND POSSIBLE LOSS OF THE AIRCRAFT	 Hrs: C:		No	D: Hrs: C:	3.F Myburgh , 3842992
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.	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh / 3842992
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	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh
78-23-10 11/7/1978	TO PREVENT AN IN-FLIGHT POWER LOSS DUE TO AN OVER RICH CONDITION, CONTD.	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh / 3842992
73-23-01 R(4) 1/13/1977	TO PREVENT PISTON PIN FAILURES RESULTING FROM GRINDING CRACKS WHICH OCCURRED DURING MANUFACTURE	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 2442 3842992
75-09-15 4/30/1975	TO PREVENT POSSIBLE FUEL STARVATION TO THE ENGINE	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992

Category: Engine Position: LEFT HAND ATP Revision: 9/25/2023

Manufacturer: Lycoming Engines

del: TIO-540-C1A

P/N:

S/N: L-1532-61

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Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2022-16-03 R/15/2022	To Prevent Failure of the Magneto. The Unsafe Condition, if Not Addressed, Could Result in Failure of One or More Engines, In-Flight Shutdown, and Loss of the Airplane	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 2/2/ 3842992
2017-16-11 8/15/2017	To prevent connecting rod failure which could result in uncontained engine failure, total engine power loss, contd.	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992
2015-19-07 11/3/2015	[Recurring] To prevent failure of the fuel injector fuel lines, which could lead to uncontrolled engine fire, engine,contd.	<i> 1.06:23</i> Hrs: <u>7.555</u> 8	of firet	· Yes	D: Hrs: C:	J.F Myburgh 2842992
2015-02-07 3/11/2015	To prevent the propeller governor shaft set screw from coming loose, causing damage to the engine and,contd.	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh
2012-19-01 10/24/2012	To prevent failure of the crankshaft, which will result in total engine power loss, inflight engine, contd.	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh
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	 Hrs: C:		No	D: Hrs: C:	3842992 / J.F Myburgh
2011-26-04 1/25/2012	[Recurring] Superseded by 2015-19-07	 Hrs: C:		Yes	D: Hrs: C:	J.PSW/DDWgh 3842992
2011-15-10 8/16/2011	Superseded by 2012-03-06	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 7,54 3842992
2009-26-12 2/4/2010	[Recurring] To prevent loss of engine power due to cracks at the head-to-barrel interface and possible engine failure,contd.	 Hrs: C:		Yes	D: Hrs: C:	J.F Myburgh

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2009-02-03 2/9/2009	[Recurring] To prevent a lean running engine, which could result in a substantial loss of engine power and subsequent, contd.	 Hrs: C:	NIA-TO DATES NAICULES	Yes ,	D: Hrs: C:	J.F Myburgh 3842992
008-19-05 0/20/2008	[Recurring] Superseded by 2009-26-12	 Hrs: C:		Yes	D: Hrs: C:	J.F Myburgh 3842992
.008-14-07 :/14/2008	[Recurring] Superseded by 2011-26-04	 Hrs: C:		Yes	D: Hrs: C:	3.F Myburgh 3842992
.008-08-14 ./29/2008	[Recurring] Superseded by 2009-02-03	 Hrs: C:		Yes	D: Hrs: C:	J.F Myburgh 7 3842992
2008-06-51 E 5/12/2008	[Recurring] Superseded by 2008-08-14	 Hrs: C:		Yes	D: Hrs: C:	J.F Myburgh 2444 3842992
006-20-09 1/3/2006	Superseded by 2012-19-01	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992
006-12-07 /11/2006	To prevent loss of engine power due to cracks in the cylinder assemblies & possible engine failure caused,contd.	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992
006-10-21 C2 //22/2006	To prevent fatigue failure of the connecting rod & possible uncommanded shutdown of the engine	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992
2005-26-10 /31/2006	Superseded by 2006-12-07	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 744 3842992

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Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2005-19-11 10/21/2005	To prevent failure of the crankshaft, which could result in total engine power loss, inflight failure, and,contd.	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh / 3842992
2005-12-06 7/19/2005	[Recurring] To prevent failure of the magneto impulse coupling assembly and possible engine failure	 Hrs: C:	PUL WAGNETOS SENT FOX SCOT Officely FOUND SOFTSTEED	12	D: -40 - 11 - 2 - 3 Hrs: C:	J.F Myburgh
2004-10-14 C 6/25/2004	[Recurring] To prevent loosening or failure of the crankshaft gear retaining bolt, which may cause sudden engine failure	51/29/18 Hrs: C: -2507-3	DUE D	Yes	D: Hrs: C:	J.F Myburgh
2004-05-24 C 3/30/2004	To prevent the loss of all engine power and possible forced landing	 Hrs: C:		No	D: Hrs: C:	3842992
2003-14-03 8/14/2003	[Recurring] To prevent rotary fuel pump leaks, which could result in an engine failure, engine fire, and damage to or,contd.	08/15/14 Hrs: C: 2438-31	N/A -TeNew	Yes	D: Hrs: C:	J.F Myburgh 3842992
2002-26-01 1/31/2003	[Recurring] Superseded by 2008-14-07	 Hrs: C:		Yes	D: Hrs: C:	J.F Myburgh 3842992
2002-23-06 11/19/2002	Superseded by 2004-05-24	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992
2002-20-51 E 10/1/2002	Superseded by 2002-23-06	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992
2002-19-03 9/20/2002	To prevent crankshaft failure, which could result in total engine power loss, in-flight engine failure and,contd.	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 2/4 3842992

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2002-17-53 E R/16/2002	Superseded by 2002-19-03	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992
98-18-12 9/28/1998	[Recurring] Superseded by 2003-14-03	 Hrs: C:		Yes	D: Hrs: C:	J.F Myburgh 3842992
97-15-11 8/12/1997	TO PREVENT PISTON PIN FAILURE, WHICH COULD RESULT IN ENGINE FAILURE	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 7/11 3842992
97-01-03 1/21/1997	Superseded by 97-15-11	 Hrs: C:		No	D: Hrs: C:	<b>J.F</b> Myburgh <b>38</b> 42992
95-07-01 4/12/1995	TO PREVENT ENGINE FAILURE DUE TO CONNECTING ROD BOLT FAILURE, WHICH COULD RESULT IN DAMAGE TO OR LOSS,CONTD.	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 2442 3842992
93-02-05 6/14/1993	[Recurring] Superseded by 2002-26-01	 Hrs: C:		Yes	D: Hrs: C:	J.F Myburgh 3842992
92-12-05 7/10/1992	TO PREVENT PISTON PIN FAILURE, OR PISTON RELEASE, AND ENGINE FAILURE	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992
91-14-22 8/19/1991	[Recurring] Superseded by 2004-10-14	 Hrs: C:		Yes	D: Hrs: C:	J.F Myburgh 244 3842992
91-08-07 C 5/6/1991	TO PREVENT ENGINE POWER LOSS AND POSSIBLE LOSS OF THE AIRCRAFT	 Hrs: C:		No	D: Hrs: C:	3842992

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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.	 Hrs: C:		No	D: — Hrs: — C: —	J.F Myburgh
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	 Hrs: C:		No	D: Hrs: C:	3842994 Myburgh 3842992
78-23-10 11/7/1978	TO PREVENT AN IN-FLIGHT POWER LOSS DUE TO AN OVER RICH CONDITION, CONTD.	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh
73-23-01 R(4) 1/13/1977	TO PREVENT PISTON PIN FAILURES RESULTING FROM GRINDING CRACKS WHICH OCCURRED DURING MANUFACTURE	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992
75-09-15 4/30/1975	TO PREVENT POSSIBLE FUEL STARVATION TO THE ENGINE	 Hrs: C:		No	D: Hrs: C:	J.F Myburgh 3842992

