

## FAA Airworthiness Directives Compliance Record

**Company:**

**Category:** Engine

**Manufacturer:** Continental Motors

**Model:** IO-470-VO

**Position:** R/H

**P/N:**


**S/N:** 171260-R

**Aircraft Registration No:**

**ATP Revision:** 08/06/2019

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2016-16-12 09/15/2016	To prevent failure of the cylinder assemblies, which could lead to failure of the engine, in-flight, contd.	02/06/2017 Hrs: 1053 C: --	N/A - engine not built by Continental Motors, San Antonio	No	D: -- Hrs: -- C: --	Air Associates A&P33091461A/ Daryl Hannus
2012-03-06 C 02/24/2012	To prevent an in-flight engine shutdown due to a failed fuel servo diaphragm, and damage to the airplane	08/07/2012 Hrs: 968.2 C: --	NA by manufacture - not installed.	No	D: -- Hrs: -- C: --	U of Central Missouri CMXR907C/CRS Paul Adams
2010-11-04 06/16/2010	To prevent excessive hydraulic lifter wear, which can result in loss of engine power & loss of control of the airplane	05/13/2011 Hrs: 3456.6 C: --	N/A - engine manufactured prior to June 19, 2009 and has not had any hydraulic lifters replaced after June 19, 2009.	No	D: -- Hrs: -- C: --	Poplar Grove Airmoti YYBR664L/CRS
2009-24-52 E 11/18/2009	Superseded by 2010-11-04	02/13/2010 Hrs: 3414.9 C: --	N/A - engine manufactured prior to June 19, 2009 and has not had any hydraulic lifters replaced after June 19, 2009.	No	D: -- Hrs: -- C: --	Metro Aviation Group A&P3927821961A/ Rodney Getter

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2009-24-51 E 11/16/2009	Superseded by 2009-24-52	-- Hrs: -- C: --	Superseded by 2009-24-52	No	D: -- Hrs: -- C: --	/
2009-19-07 C2 10/07/2009	[Recurring] To prevent loss of engine power due to cracks in the cylinder head, possible engine failure, and fire in,contd.	02/13/2010 Hrs: 3414.9 C: --	N/A - EQ3 cylinders not installed	No	D: -- Hrs: -- C: --	Metro Aviation Group A&P3927821961A/ Rodney Getter
2007-04-19 R1 05/07/2007	To prevent cylinder separation that can lead to engine failure, possible engine compartment fire, and,contd.	12/19/2008 Hrs: 3371.1 C: --	N/A - Superior Air parts cylinder not installed.	No	D: -- Hrs: -- C: --	Metro Aviation Group A&P3927821961A/ Rodney Getter
00-00-01 01/22/2001	Important for Cessna Oil Filter Adapter Assemblies listed in AD 96-12-22	-- Hrs: -- C: --	Ref AD 96-12-22	No	D: -- Hrs: -- C: --	/
2000-23-21 12/12/2000	To prevent crankshaft connecting rod journal fracture, which could result in total engine power,contd.	10/09/2001 Hrs: 2821.8 C: --	N/A by engine S/N	No	D: -- Hrs: -- C: --	Lindner Aviation C5LR991C/CRS Paul Posey
2000-08-51 E 04/28/2000	Superseded by 2000-23-21	-- Hrs: -- C: --	Superseded by 2000-23-21	No	D: -- Hrs: -- C: --	/
99-19-01 09/30/1999	To prevent crankshaft failure due to crankshaft cheek cracks, which could result in total engine power loss,contd.	05/28/2000 Hrs: 0 C: --	C/W at manufacture	No	D: -- Hrs: -- C: --	Lycoming 508/Production Dennis Stewart
99-09-17 L 04/22/1999	Superseded by 99-19-01	-- Hrs: -- C: --	Superseded by 99-19-01	No	D: -- Hrs: -- C: --	/
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.	05/28/2000 Hrs: 0 C: --	C/W at manufacture	No	D: -- Hrs: -- C: --	Lycoming 508/Production Dennis Stewart

Issue Number Effective Date Amendment #	Description	Completed	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
97-21-02 10/27/1997	TO PREVENT EXTREME SIDE LOADING OF THE PISTON, AND CONSEQUENT FAILURE OF THE PISTON AND ENGINE	05/28/2000 Hrs: 0 C: --	C/W at manufacture	No	D: -- Hrs: -- C: --	Lycoming 508/Production Dennis Stewart
97-15-01 L 07/30/1997	Superseded by 97-21-02	-- Hrs: -- C: --	Superseded by 97-21-02	No	D: -- Hrs: -- C: --	/
96-12-22 07/31/1996	[Recurring] TO PREVENT LOSS OF ENGINE OIL, CAUSED BY LOOSE OR SEPARATED OIL FILTER ADAPTERS, WHICH COULD RESULT IN ENGINE, CONTD.	08/07/2019 Hrs: 3615.1 C: --	Complied with by visual inspection	Yes	D: -- Hrs: 3665.1 C: --	Elite Aviation A&P 3448198/ J Zarvos 
93-08-17 08/23/1993	TO PREVENT AN ENGINE FAILURE	05/28/2000 Hrs: 0 C: --	C/W by visual inspection	No	D: -- Hrs: -- C: --	Lycoming 508/Production Dennis Stewart
93-10-02 08/12/1993	TO PREVENT AN ENGINE FAILURE DUE TO A MISSING CYLINDER VALVE RETAINER KEY	05/28/2000 Hrs: 0 C: --	N/A by serial number	No	D: -- Hrs: -- C: --	Lycoming 508/Production Dennis Stewart
91-19-03 09/29/1991	TO PREVENT OPERATION WITH COLLAPSED OIL FILTER ELEMENTS, WHICH CAN RESULT IN LOSS OF OIL, PRESSURE, CONTD.	05/28/2000 Hrs: 0 C: --	Replaced oil filter	No	D: -- Hrs: -- C: --	Lycoming 508/Production Dennis Stewart
88-03-06 04/15/1988	TO PREVENT POSSIBLE LOSS OF ENGINE OIL, AND SUBSEQUENT ENGINE FAILURE	05/28/2000 Hrs: 0 C: --	Replaced with new part	No	D: -- Hrs: -- C: --	Lycoming 508/Production Dennis Stewart
70-14-07 11/22/1974	TO PREVENT LOSS OF THE FUEL INJECTION PUMP ADJUSTABLE BYPASS NEEDLE	05/28/2000 Hrs: 0 C: --	Replaced with new part per M70-10.	No	D: -- Hrs: -- C: --	Lycoming 508/Production Dennis Stewart

Category: Engine

Manufacturer: Continental Motors

Position: L/H

P/N:

ATP Revision: 08/06/2019

Model: IO-470-VO

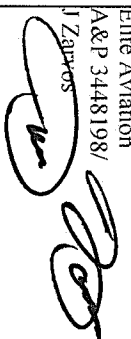
S/N: 171209-R

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2016-16-12 09/15/2016	To prevent failure of the cylinder assemblies, which could lead to failure of the engine, in-flight,contd.	02/06/2017 Hrs: 1359.7 C: --	N/A - engine not built by Continental Motors, San Antonio	No	D: -- Hrs: -- C: --	Air Associates A&P33091461A/ Daryl Hannus
2012-03-06 C 02/24/2012	To prevent an in-flight engine shutdown due to a failed fuel servo diaphragm, and damage to the airplane	08/07/2012 Hrs: 1274.9 C: --	NA by manufacture - not installed	No	D: -- Hrs: -- C: --	U of Central Missouri CMXR907C/CRS Paul Adams
2010-11-04 06/16/2010	To prevent excessive hydraulic lifter wear, which can result in loss of engine power & loss of control of the airplane	05/29/2011 Hrs: 1217.5 C: --	N/A - Engine was manufactured before June 19,2009 and has not had any hydraulic lifters replaced after June 19, 2009.	No	D: -- Hrs: -- C: --	A&P439191A/ Mark Macey
2009-24-52 E 11/18/2009	Superseded by 2010-11-04	02/13/2010 Hrs: 1175.7 C: --	N/A - Engine was manufactured before June 19,2009 and has not had any hydraulic lifters replaced after June 19, 2009.	No	D: -- Hrs: -- C: --	Metro Aviation Group A&P39727821961A/ Rodney Getter
2009-24-51 E 11/16/2009	Superseded by 2009-24-52	-- Hrs: -- C: --	Superseded by 2009- 24-52	No	D: -- Hrs: -- C: --	/
2009-19-07 C2 10/07/2009	[Recurring] To prevent loss of engine power due to cracks in the cylinder head, possible engine failure, and fire in,contd.	02/13/2010 Hrs: 1175.7 C: --	N/A - EQ3 cylinders are not installed.	No	D: -- Hrs: -- C: --	Metro Aviation Group A&P3927821961A/ Rodney Getter
2007-04-19 R1 05/07/2007	To prevent cylinder separation that can lead to engine failure, possible engine compartment fire, and,contd.	12/19/2008 Hrs: 1131.9 C: --	N/A - Superior Aircraft Parts cylinders not installed.	No	D: -- Hrs: -- C: --	Metro Aviation Group A&P3927821961A/ Rodney Getter

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Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
00-00-01 01/22/2001	Important for Cessna Oil Filter Adapter Assemblies listed in AD 96-12-22	-- Hrs: -- C: --	Reference AD 96-12-22	No	D: -- Hrs: -- C: --	/
2000-23-21 12/12/2000	To prevent crankshaft connecting rod journal fracture, which could result in total engine power,contd.	10/09/2001 Hrs: 556 C: --	N/A by engine S/N	No	D: -- Hrs: -- C: --	Lindner Aviation CSLR991C/CRS Paul Posey
2000-08-51 E 04/28/2000	Superseded by 2000-23-21	-- Hrs: -- C: --	Superseded by 2000-23-21	No	D: -- Hrs: -- C: --	/
99-19-01 09/30/1999	To prevent crankshaft failure due to crankshaft cheek cracks, which could result in total engine power loss,contd.	05/28/2011 Hrs: 1217.5 C: --	N/A by date	No	D: -- Hrs: -- C: --	A&P4739191A/
99-09-17 L 04/22/1999	Superseded by 99-19-01	-- Hrs: -- C: --	Superseded by 99-19-01	No	D: -- Hrs: -- C: --	/
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.	02/13/1999 Hrs: 0 C: --	C/W at manufacture	No	D: -- Hrs: -- C: --	Lycoming 508/Production TCM32
97-21-02 10/27/1997	TO PREVENT EXTREME SIDE LOADING OF THE PISTON, AND CONSEQUENT FAILURE OF THE PISTON AND ENGINE	02/13/1999 Hrs: 0 C: --	C/W at manufacture	No	D: -- Hrs: -- C: --	Lycoming 508/Production TCM32
97-15-01 L 07/30/1997	Superseded by 97-21-02	05/08/2018 Hrs: 1370.5 C: --	Superseded by 97-21-02	No	D: -- Hrs: -- C: --	Elite Aviation A&P1746048751A/ John Meyers
96-12-22 07/31/1996	[Recurring] TO PREVENT LOSS OF ENGINE OIL CAUSED BY LOOSE OR SEPARATED OIL FILTER ADAPTERS, WHICH COULD RESULT IN ENGINE,CONTD.	08/07/2019 Hrs: 3615.1 C: --	C/W by visual inspection	Yes	D: -- Hrs: 3665.1 C: --	Elite Aviation A&P 3448198/ J Zapros 

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
93-08-17 08/23/1993	TO PREVENT AN ENGINE FAILURE	02/13/1999 Hrs: 0 C: --	C/W at manufacture	No	D: -- Hrs: -- C: --	Lycorning 508/Production TCM32
93-10-02 08/12/1993	TO PREVENT AN ENGINE FAILURE DUE TO A MISSING CYLINDER VALVE RETAINER KEY	02/13/1999 Hrs: 0 C: --	C/W at manufacture	No	D: -- Hrs: -- C: --	Lycorning 508/Production TCM32
91-19-03 09/29/1991	TO PREVENT OPERATION WITH COLLAPSED OIL FILTER ELEMENTS, WHICH CAN RESULT IN LOSS OF OIL PRESSURE, CONTD.	02/13/1999 Hrs: 0 C: --	C/W at manufacture	No	D: -- Hrs: -- C: --	Lycorning 508/Production TCM32
88-03-06 04/15/1988	TO PREVENT POSSIBLE LOSS OF ENGINE OIL AND SUBSEQUENT ENGINE FAILURE	02/13/1999 Hrs: 0 C: --	C/W at manufacture	No	D: -- Hrs: -- C: --	Lycorning 508/Production TCM32
70-14-07 11/22/1974	TO PREVENT LOSS OF THE FUEL INJECTION PUMP ADJUSTABLE BYPASS NEEDLE	02/13/1999 Hrs: 0 C: --	C/W at manufacture - No replaced with new part per M70-10	No	D: -- Hrs: -- C: --	Lycorning 508/Production TCM32

Category: Airframe

Position: Twin

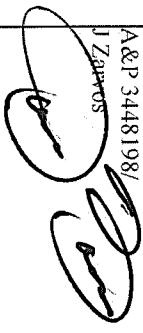

ATP Revision: 08/06/2019


Manufacturer: Cessna Aircraft Company

P/N:

Model: 310N

S/N: 310N0171

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2016-17-08 09/12/2016	[Recurring] To prevent jamming of the elevator trim tab in a position outside the normal limits of travel due,contd.	08/07/2019 Hrs: 3615.1 C: --	Complied with by visual inspection of elevator trim push/pull hardware. No defects noted at this time.	Yes	D: 08/06/2020 Hrs: 3725.1 C: --	Elite Aviation A&P 3448198/ J Zarvos 
2016-07-24 04/26/2016	[Recurring] Superseded by 2016-17-08	-- Hrs: -- C: --	Superseded by 2016-17-08	No	D: -- Hrs: -- C: --	/
2014-03-03 04/07/2014	To prohibit flight into known icing conditions as well as increase the approach speed in case of an inadvertent,contd.	12/08/2014 Hrs: 3562.8 C: --	C/W by installing placards and flight manual supplement.	No	D: -- Hrs: -- C: --	CMXR907C/CRS
96-12-22 07/31/1996	[Recurring] TO PREVENT LOSS OF ENGINE OIL CAUSED BY LOOSE OR SEPARATED OIL FILTER ADAPTERS, WHICH COULD RESULT IN ENGINE,CONTD.	08/07/2019 Hrs: 3615.1 C: --	C/W by visual inspection. Due next filter change.	Yes	D: -- Hrs: 3665.1 C: --	Elite Aviation A&P 3448198/ J Zarvos 
90-02-13 02/05/1990	[Recurring] TO ASSURE STRUCTURAL INTEGRITY OF THE MAIN GEAR BARREL INNER BEARING & PREVENT JAMMING OF THE INNER & OUTER,CONTD.	10/12/2000 Hrs: 2589.8 C: --	No longer applicable - new bearing P/N 5141109-1 installed.	No	D: -- Hrs: -- C: --	Lindner Aviation CSLR991C/CRS Paul Posey
87-21-02 R1 06/16/1989	TO PRECLUDE MISFUELING OF THE AIRPLANE RESULTING IN ENGINE FAILURE	05/23/1988 Hrs: 1277.5 C: --	P/C/W	No	D: -- Hrs: -- C: --	WGM808/
76-08-02 R2 01/31/1983	TO PRECLUDE WING FUEL TIP TANK NOSE CAP EXPLOSIONS	11/07/1979 Hrs: 1015.2 C: --	P/C/W	No	D: -- Hrs: -- C: --	WGM808/ CL Prince

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
72-14-08 R1 09/04/1981	[Recurring] TO DETERMINE CONDITION OF FLAMMABLE FLUID- CARRYING FLEXIBLE HOSE ASSEMBLIES IN THE ENGINE COMPARTMENT	08/07/2019 Hrs: 3615.1 C: --	Visually inspected - no defects noted.	Yes	D: -- Hrs: 3665.1 C: --	Elite Aviation A&P 3448198/ J Zarvas 
75-05-08 01/01/1975	Superseded by 76-08-02	-- Hrs: -- C: --	Superseded by 76-08-02	No	D: -- Hrs: -- C: --	/
73-07-07 04/06/1973	TO DETERMINE CONDITION OF FUEL LINES, ELECTRICAL WIRING, AND TO DETECT LOOSE FITTINGS AND ATTACHMENTS, TO REDUCE, CONTD.	11/17/1976 Hrs: 792 C: --	Previously complied with by installation of mod kit SK310-90.	No	D: -- Hrs: -- C: --	WGM808/ C L Prince
73-01-02 01/05/1973	TO PREVENT MOISTURE FROM POSSIBLY ENTERING THE ALTERNATOR AIR SYSTEM AND FREEZING ON POWERPLANT, CONTD.	11/17/1979 Hrs: 1015.2 C: --	Previously complied with by installation of alt air deflector	No	D: -- Hrs: -- C: --	WGM808/ Russell W Popel
72-03-07 02/09/1972	TO PREVENT LANDING GEAR FAILURE	11/14/1972 Hrs: 588 C: --	N/A by aircraft S/N	No	D: -- Hrs: -- C: --	VRM479/ C L Prince
69-14-01 R(1) 07/11/1969	TO PREVENT FUEL STARVATION DURING HIGH ANGLE DESCENT	11/17/1979 Hrs: 445.8 C: --	No	No	D: -- Hrs: -- C: --	VRM479/ C L Prince



Category: Propeller

Position: L/H

ATP Revision: 08/06/2019

Manufacturer: Hartzell Propeller

P/N:

Model: PHC-J3YF-2UF

S/N: ED5682B

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2007-26-09 01/30/2008	To prevent failure of the propeller blade from fatigue cracks in the aluminum blade shank radius, which can,cont.	02/13/2010 Hrs: 3414.9 C: --	C/W at manufacture. All blades above S/N D47534.	No	D: -- Hrs: -- C: --	Metro Aviation Group A&P3927821961A/ Rodney Getter
2006-18-15 09/25/2006	[[Recurring]] Superseded by 2009-22-03	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	/
2005-14-11 08/17/2005	To prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane	02/13/2010 Hrs: 3414.9 C: --	N/A - propeller manufactured after the AD date by Hartzell Propeller.	No	D: -- Hrs: -- C: --	Metro Aviation Group A&P3927821961A/ Rodney Getter
2002-09-08 06/13/2002	Superseded by 2007-26-09	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	/
2001-07-03 C 06/04/2001	To prevent propeller failure of the propellers returned to service by BASCO, & possible loss of airplane control	02/13/2010 Hrs: 3414.9 C: --	N/A - this propeller has never been returned to service by BASCO. No further action required.	No	D: -- Hrs: -- C: --	Metro Aviation Group A&P3927821961A/ Rodney Getter
77-12-06 R(2) 12/21/1977	[[Recurring]] Superseded by 2002-09-08	-- Hrs: -- C: --	Superseded by 2002-09-08	No	D: -- Hrs: -- C: --	/
75-07-05 05/01/1977	Superseded by 77-12-06	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	/
74-15-02 01/01/1974	Superseded by 77-12-06	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	/

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
73-10-03 01/01/1973	Superseded by 77-12-06	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	/
70-02-01 01/01/1970	Superseded by 73-10-03	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	/
70-16-03 R 01/01/1970	Superseded by 77-12-06	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	/

Category: Propeller

Position: R/H

ATP Revision: 08/06/2019

Manufacturer: Hartzell Propeller

P/N:

Model: PHC-J3YF-2UF

S/N: ED5684B

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2007-26-09 01/30/2008	To prevent failure of the propeller blade from fatigue cracks in the aluminum blade shank radius, which can, contd.	02/13/2010 Hrs: 3414.9 C: --	C/W at manufacture. All blades above S/N D47534.	No	D: -- Hrs: -- C: --	Metro Aviation Group A&P3927821961A/ Rodney Getter
2005-14-11 08/17/2005	To prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane	02/13/2010 Hrs: 3414.9 C: --	N/A - propeller manufactured after the date of this AD.	No	D: -- Hrs: -- C: --	Metro Aviation Group A&P3927821961A/ Rodney Getter
2002-09-08 06/13/2002	Superseded by 2007-26-09	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	/
2001-07-03 C 06/04/2001	To prevent propeller failure of the propellers returned to service by BASCO, & possible loss of airplane control	02/13/2010 Hrs: 3414.9 C: --	N/A - this propeller has never been returned to service by BASCO. No further action required.	No	D: -- Hrs: -- C: --	Metro Aviation Group A&P3927821961A/ Rodney Getter
77-12-06 R(2) 12/21/1977	[Recurring] Superseded by 2002-09-08	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	/
75-07-05 05/01/1977	Superseded by 77-12-06	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	/
74-15-02 01/01/1974	Superseded by 77-12-06	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	/
73-10-03 01/01/1973	Superseded by 77-12-06	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	/

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
70-02-01 01/01/1970	Superseded by 73-10-03	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	/
70-16-03 R 01/01/1970	Superseded by 77-12-06	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	/

Category: Appliance

Position:


ATP Revision: 08/06/2019

Manufacturer: Janitrol Aero Division

P/N: 96C62-1

Model: B3040 Heater

S/N: 03019053

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2004-25-16 R1 06/20/2005	[[Recurring]] To prevent failure of the fuel regulator shutoff valve, which could result in fuel leakage in aircraft with these,contd.	08/07/2019 Hrs: 3615.1 C: --	C/W inspection per the Kelly Aerospace Systems SB A-107A. No defects noted.	Yes	D: -- Hrs: 3715.1 C: --	Elite Aviation A&P 3448106 J Zarvoe 
2004-21-05 11/19/2004	[[Recurring]] To prevent combustion by-products (carbon-monoxide exhaust) and fuel leakage from the combustion heaters,contd.	05/08/2018 Hrs: 3607.7 C: --	Installed overhauled heater assembly P/N 96C62-1 S/N 03019053	Yes	D: -- Hrs: 4107.7 C: --	Elite Aviation A&P 1746048751A/ John Meyers
2001-17-13 09/11/2001	[[Recurring]] Superseded by 2004-25-16	-- Hrs: -- C: --	Superseded by 2004-25-16	No	D: -- Hrs: -- C: --	/
2001-08-01 05/10/2001	Superseded by 2001-17-13	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	/
96-20-07 11/14/1996	[[Recurring]] Superseded by 2004-21-05	-- Hrs: -- C: --	Superseded by 2004-21-05	No	D: -- Hrs: -- C: --	/
82-07-03 05/06/1982	[[Recurring]] Superseded by 96-20-07	-- Hrs: -- C: --	Superseded by 96-20-07	No	D: -- Hrs: -- C: --	/
80-09-10 05/08/1980	Superseded by 82-07-03	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	/