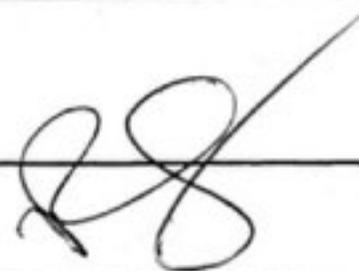


# AIRFRAME MAINTENANCE RECORD

AIRCRAFT SERIAL AND REGISTRATION 20608304 N137P

RECORD NUMBER 1

### MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10THS		
2008				
03/10	3	8	ELT Battery date expires: <u>Feb 2013</u> Key # <u>215</u> Airworthiness Directives comply through <u>2008-05</u>	
03/10	3	8	Aircraft Airworthy. Total Time in Service: <u>3.8</u> Total tach time: <u>3.8</u> Hobbs time: <u>5.4</u>	
03/10	3	8	The G1000 System Software installed in this aircraft is Cessna publication number <u>206HGSW00-09</u> . The G1000 System ID Number is <u>223D363AE</u> .	
03/10	3	8	AMSAFE Aviation Inflight Restraint (AAIR®) System Seat # 1 - Serial # AASI <u>2972420399</u> Expiration Date <u>11/01/2014</u> Seat # 2 - Serial # AASI <u>235430262</u> Expiration Date <u>10/01/2014</u> Seat # 3 - Serial # AASI <u>235430257</u> Expiration Date <u>10/01/2014</u> Seat # 4 - Serial # AASI <u>235430219</u> Expiration Date <u>10/01/2014</u> Seat # 5 - Serial # AASI <u>na</u> Expiration Date <u>na</u> Seat # 6 - Serial # AASI <u>na</u> Expiration Date <u>na</u>	 ODARF100129CE

## MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10THS		
2008				
03/10	3	8	<p>This aircraft has been inspected and found in compliance with the requirements of FAR 21.183 and all mandatory changes. The Transponder S/N <u>89106297</u> was inspected and tested on <u>02/26/08</u> and is in compliance with the FAR 91.413. The Static Pressure System was inspected and tested on <u>02/26/08</u>. The ADC and Altimeter(s) have been inspected and tested and are in compliance with FAR 91.217 and 91.411 to an altitude of <u>20000</u> feet. ADC <u>20601396</u> Date <u>02/26/08</u> Altimeter(s) L <u>465798</u> Date <u>01/23/08</u> R <u>n/a</u> Date <u>n/a</u>. ELT Certified and tested per FAR 91.207D. Standard Certificate of Airworthiness dated <u>03/10/08</u> has been issued by the undersigned.</p>	 <b>ODARF100129CE</b>
03/10				
03/10	3	8		
03/10	3	8		
03/10				

# MAINTENANCE RECORD

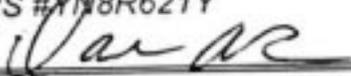
ATURE,  
'PE

DATE

**Aircraft Log Book Entry, by Yingling Aircraft, Inc.**  
For: Cessna 206H, N137P

Installed a Keith Products engine driven vapor cycle air conditioning system in accordance with the Master Document List, Report # DL-26-0100, Rev. E of Nov. 16, 2004. The FAA Approved Flight Manual Supplement # CR-26-9 dated June 20, 03, was placed in the Pilots Operating Handbook. This installation was completed in accordance with and as approved by STC # SA10144SC. Instructions for Continued Airworthiness are contained in the Keith Products Maintenance Manual # CR-26-10, Rev. E of Jan. 24-07. Reference the FAA 337 Form and Weight & Balance Supplement dated 03-21-08. Installed a new 1212412-13 bulkhead at FS152.20.

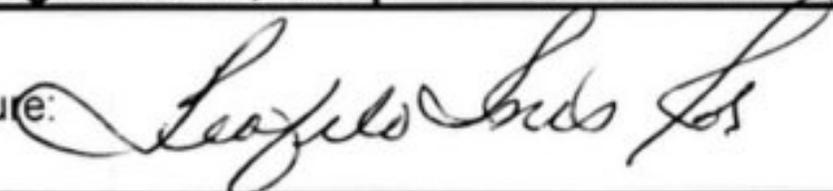
**Completed By Yingling Aircraft, Inc.**  
P.O. Box 9248, Wichita, KS 67277  
FAA CRS #YN8R621Y

Signature: 

Date Completed  
Work Order Number  
Recorded Hours

03-21-08  
SVC-7852  
4.6

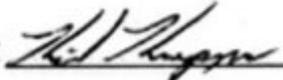
## MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE	DESCRIPTION OF THE WORK PERFORMED			AUTHORIZED SIGNATURE, CERTIFICATE TYPE NUMBER
		<b>Aircraft Make &amp; Model</b>	<b>Registration</b>	<b>Serial Number</b>	<b>City Identification</b>
		<b>CESSNA 206H</b>	<b>N137P</b>	<b>2080304</b>	<b>ICT</b>
<b>Comments</b>	<p><b>INSTALLED SYSTEMS:</b> Garmin GMA 1347 Audio Panel P/N 011-00809-00, Marker Beacon Splitter CI 509, Astron DC to DC Converters P/N N2412-12, NAT Audio Mixing Amplifier-db Systems Model 247, 2 each NAT Relays RS16-001, SRU 5 Card Case P/N 305018-00 containing 2 ea SA 24 Diode Cards P/N 305003-01, and a Comant VHF (AUX) Antenna CI 122.</p> <p><b>VHF-FM (Motorola):</b> NAT Radio Interface Unit AA34-300, Motorola Spectra Transceiver P/N DA5KX+067W, Motorola Spectra A5 Controller and a Comant FM (Spectra) Antenna CI 292-3.</p> <p><b>UHF-FM (MACOM): Provisioned aircraft with the following equipment and generic wiring interfaced for a 2<sup>nd</sup> Tactical Radio</b> NAT Radio Interface Unit AA34-300, Comant GPS Antenna CI 420-220 and a Comant UHF Antenna CI 306</p> <p>Reference Yingling Aircraft Weight &amp; Balance and Equipment change dated 04/18/08 and FAA 337 dated 04/22/08 for details.</p>				
<b>Repair Facility</b>	<b>CRS Number</b>	<b>Work Order Number</b>	<b>Aircraft Total Time</b>		
Yingling Aircraft, Inc	YN8R621Y	AVI 7692	FHM: 9.8		
Signature: 		Date: 04/22/08			

## MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10THS		
				
			<p>MAY 12, 2008 N137P HOBBS</p> <p>INSTALLED WIPAIRE INC. RIGHT FORWARD CABIN DOOR IN ACCORDANCE WITH STC SA1470GL DATED 4/17/90. INSTALL COMPLETED PER WIPARIE DRG. 3DI-1101 DATED 2/15/90 REVISED WEIGHT AND BALANCE. SEE 337 DATED THIS DATE.</p> <p>THE AIRCRAFT AIRFRAME, AIRCRAFT ENGINE, PROPELLER, OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER</p> <p>W/O NO. 64506      DATE <u>5/12/08</u></p> <p>SIGNED <u><i>Ray R. Bentley</i></u></p> <p>FOR WIPAIRE, INC. CRS NO. RJWR390K</p>	

## MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10THS		
05/21/08	N137P	CESSNA 206H	<p><u>Date</u>      <u>Tail No.</u>      <u>Make/Model</u>      <u>Serial No.</u>      <u>Tach/Hobbs</u>      <u>TTAF/Landings</u></p> <p>05/21/08      N137P      CESSNA 206H      206H-08304      31.2      31.2 / 0.0</p> <p>CW 50 hr inspection IAW current Cessna 206H and Lycoming Maintenance Manuals. Changed oil Aeroshell 100 (mineral) and oil filter Tempest AA48110. CW SB07-34-01 Installation of Garmin Chart View. CW AD08/10/02 Alternate Static Source Valve Placard Insp. Found to be OK. Install Reiff engine preheat system TXPL6 In accordance with Manufacturer's instructions. See Weight Balance form revised this date. Run up and ops check OK.</p> <p>KIRK KNEPPER  AP522199032IA</p> <p> <b>BUN AIR</b> CORPORATION      Bedford County Airport ■ Bedford, Pennsylvania ■ 800-296-8171</p>	

## MAINTENANCE RECORD

DATE	TOTAL TIME	DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, IDENTIFY TYPE AND NUMBER
		A/C Reg # : N137P A/C Ser # : 20608304 A/C Make / Model : Cessna / 206H WO # : 6608	
		A/C TT : 843.40 A/C Tach : 843.40  Date : 12/04/2014	
		1 Complied with a 50 Hour Inspection in accordance with Cessna Inspection Interval Code A. Run up and leak checked satisfactorily. Reference Cessna 206H Maintenance Manual, sections 5-10-00 and 5-10-01.	
		2 Complied with Inspection Interval Code J / Operation 11, 2 Year ACU Overvoltage Test with no defects noted.	
		I certify that this aircraft was repaired and/or inspected in accordance with current FAA regulations and is airworthy with respect to the work performed and is approved for return to service. Pertinent details are on file under the work order identified above.	
		 <b>Summit Aviation</b> <small>A GREENWICH AEROGROUP COMPANY</small>	 Timothy Monroe Summit Aviation, Inc. SMTR208I Airframe Class 3, Radio 1, 2, 3





## MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10THS		

**Cargill Aeronautical Academy**

**200 Airport Road, Suite 100**

**New Cumberland, PA 17070**

Make: CESSNA  
Order No.: 8588  
S/N: 20608304

Model: 206H

Tach Time: 901.10

Reg. No.: N137P  
Completed: 08/07/15  
TTAF: 901.10

Completed 50 hr inspection IAW Cessna 206 inspection checklist. Dressed prop blades as needed. Replaced missing screw in R/H flap access panel. Operational and leak checks completed satisfactorily.

I certify that this AIRCRAFT has been inspected in accordance with a 50 hour inspection and has been found to be in an airworthy condition.

Dallas Melvin Glick AP3571893






## MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE	DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
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HO

airframe

**Date:** 6/23/2017 **Registration** N137P

**Make:** Cessna **Model:** 206H **S/N:** 20608304

**Tach/Hobbs:** 936.8 **A/C TT:** 936.8

**Engine Make:** Lycoming **Model:** IO-540-AC1A5 **S/N:** L-32719-48E



**pennsylvania**  
STATE POLICE

Performed and annual inspection on aircraft Ref. Cessna 206H mm. Also performed the following tasks in Cessna recommended inspections; Operations 1,2,3,4,5,7,10,12,16,17,21,22,23,24,25,26,27,28,29,31,33,48. Performed 7 year replacement of airframe fuel hoses with part number (S1495), leak check good. Auto Pilot servo capstan maintenance performed by Aircraft and Avionics sales in New Cumberland Pa., and Olmstead Instruments Middletown, Pa. Reference logbook entry from Aircraft Avionics and sales. Replaced outer wheel half on left main wheel, tire on left main wheel, all brake linings. Removed, cleaned, inspected, and repacked wheel bearings with Aeroshell 5 grease. Replaced aileron control rod end bearings at aileron end, both ailerons, rigged ref. Cessna 206H mm 27-10-00. Elt inspection completed by olmstead instruments Ref. FAR 91.2079(d). Performed ICA inspections on all installed equipment.

All work performed documented in CAMPS maintenance tracking system under **WORK ORDER 13701** for aircraft N137P.

*I certify that this aircraft has been inspected IAW an annual inspection and was found to be in an airworthy condition.*

mech/insp **Brian D. Cavada**  
 cert. # AP2707178IA  
 sign.  IA



## MAINTENANCE RECORD

DATE		AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	<p style="text-align: center;">Precision Static Testing    Livermore, CA    THE WORK PERFORMED</p> <p style="text-align: center;">FAA Certified Repair Station #QJAR856X</p> <p style="text-align: center;">PHONE: (925) 449-5904    FAX (925) 449-6081</p> <p>I certify that the altimeter(s) and static system(s) tests required by 14 CFR § 91.411 and transponder tests as required by § 91.413, including data correspondence, required by § 91.217, have been performed and found to comply with 14 CFR Part 43, Appendix E and F.</p> <p>Tested to <u>206</u> feet.    Time: <u>1170.7</u></p> <p>W/O# <u>16570</u>    N <u>137P</u></p> <p>Inspected by <u></u>    Date <u>9/6/19</u></p>	

## MAINTENANCE RECORD

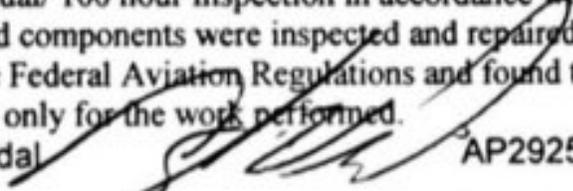
-Full Throttle Aviation-

2399 Rickenbacker Way  
Auburn CA, 95602  
530-820-3757

26 December 2019 TACH:1012.0 TTAF: 1012.0  
N-137P 206H S# 20608304

1. Installed new B3-5-1 vacuum regulator filter
2. Serviced brake system
3. Charged and tested main and Aux battery's
4. Repacked wheel bearings
5. Lube aircraft per Cessna 206 chart
6. Cleaned fuel screens
7. Installed new belly fuel sump valve S2485-1
8. Installed Uavionics P# UAV-1002183-001 ADSB out tail beacon, filed 337 for installation
9. Installed new ELT Battery Next Due 2025
10. Tested and inspected ELT IAW FAR91.207 par D, Reset to arm position
11. AD's verified through 2019-25

Completed an Annual/ 100 hour Inspection in accordance with Appendix "D" to Part 43. The aircraft and components were inspected and repaired in accordance with the current rules of the Federal Aviation Regulations and found to be Airworthy and was returned to service only for the work performed.

12. Ash Vidal  AP2925590IA

WORK PERFORMED

AUTHORIZED SIGNATURE,  
CERTIFICATE TYPE  
& NUMBER

Tail beacon



SSID: Beacon-98FE  
Pass: MagnetoLoft

**MAINTENANCE RECO**

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERF
	HOURS	10THS	
			<p>-Full Throttle Aviation- 2399 Rickenbacker Way Auburn CA, 95602 530-820-3757 6/11/2020 TACH: 1045.5 N-137P</p> <ol style="list-style-type: none"> <li>1. Removed Alternator for bench testing – no issues found – reinstalled alternator</li> <li>2. Installed new AC2101 Alternator control unit</li> <li>3. Performed ground run – no defects noted</li> </ol> <p>I certify this aircraft and components have been inspected, repaired and maintained in accordance with current manufactures data, guidance and Federal Aviation Regulations and was returned to service only for the work performed.</p> <p>Ash Vidal  AP2925590</p>



REG:N137P SN:20608304 HOBBS:1493.1 DATE:08/26/2022

**Removed:** VHF/GPS WAAS ANTENNA PN:CI-2580-200 SN:699593  
**Installed:** VHF/GPS WAAS ANTENNA PN:CI-2580-200 SN:699593

G1000 GPS IS NOT WORKING. Verified discrepancy. Found that GIA63 does not receives GPS signal. Got access and connected temporary coax with GPS antenna. System tested good. Traced coax and identified bad GPS/COM antenna. Installed replacement GPS/COM antenna. System tested good.  
 Work was done IAW G1000 Nav III Line Maintenance Manual PN:190-00352-00 Rev Q Dated March 1, 2012



(WO:17319)

ANDREY KALCHENKO CRS# E5VR306N

## MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10THS		
			<p><b>-Full Throttle Aviation-</b>                      2399 Rickenbacker Way                      Auburn CA, 95602                      530-820-3757</p> <p>2 May 2022 TACH:1219.9 TTAF: 1219.9                      N-137P 206H S# 20608304</p> <ol style="list-style-type: none"> <li>1. Serviced brake system</li> <li>2. Repacked wheel bearings</li> <li>3. Cleaned fuel screens</li> <li>4. Cleaned fuel gasculator, reinstalled using new MS2951-111,138 O rings</li> <li>5. Cleaned induction air filter</li> <li>6. Verified control cable tensions</li> <li>7. Performed capacitance test on number 2 battery</li> <li>8. Installed new 455-0012 ELT Battery</li> <li>9. Tested and inspected ELT IAW FAR91.207 par D 1-4, Reset to arm position – ELT battery next due March 2029</li> <li>10. AD's verified through 5/2/2022</li> <li>11. Repairs and servicing done in accordance with Cessna 206HM13 maintenance manual</li> </ol> <p>Completed an Annual Inspection in accordance with Appendix "D" to Part 43. The aircraft and components were inspected and repaired in accordance with the current rules of the Federal Aviation Regulations and found to be Airworthy and was returned to service only for the work performed.</p> <ol style="list-style-type: none"> <li>12. Ash Vidal  AP2925590IA</li> </ol>	

DATE	TOTAL TIME IN SERVICE	
	HOURS	10THS

**-Full Throttle Aviation-**

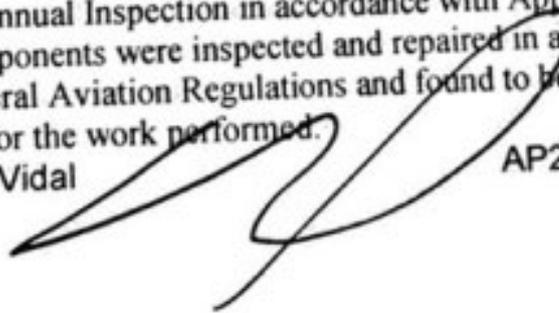
2399 Rickenbacker Way  
Auburn CA, 95602  
530-820-3757

21 June 2023 TACH:1301.5 TTAF: 1301.5  
N-137P 206H S# 20608304

1. Serviced brake system
2. Repacked wheel bearings
3. Cleaned fuel screens
4. Cleaned fuel gasculator, reinstalled using new MS2951-111,138 O rings
5. Cleaned induction air filter
6. Verified control cable tensions
7. Performed capacitance test on number 2 battery
8. Installed new P11-2206 Induction air filter Next Due TTAF:1801.5
9. Installed new P265-5037-1 Oil Pressure transducer NEXT DUE TTAF:3301.5
10. Installed new forward left and right seat restraint assemblies p#504516-401-8105
11. Installed new left and right rear seat restraint assemblies p#504516-401-8096
12. Tested and inspected ELT IAW FAR91.207 par D 1-4, Reset to arm position – ELT battery next due March 2029
13. Repairs and servicing done in accordance with Cessna 206HM13 maintenance manual

14. AD;s verified through 6/21/2023  
Completed an Annual Inspection in accordance with Appendix "D" to Part 43. The aircraft and components were inspected and repaired in accordance with the current rules of the Federal Aviation Regulations and found to be Airworthy and was returned to service only for the work performed.

10. Ash Vidal



AP2925590IA

Precision Static Testing Livermore, CA  
FAA Certified Repair Station #QJAR856X  
PHONE: (925) 449-5904

I certify that the altimeter(s) and static system(s) tests required by 14 CFR § 91.411 and transponder tests as required by § 91.413, including data correspondence, required by § 91.217, have been performed and found to comply with 14 CFR Part 43, Appendix E and F.

Tested to 206 feet. Time: 1594.0  
W/O# 24766 N 137P  
Inspected by [Signature] Date 5/7/25

DATE  
TOTAL TIME

DESCRIPTION OF THE WORK PERFORMED

MAINTENANCE RECORD

-Full Throttle Aviation-  
2399 Rickenbacker Way  
Auburn CA, 95602  
530-820-3757

5 January 2025 TACH:1350.2 TTAF: 1350.2  
N-137P 206H S# 20608304

1. Serviced brake system
2. Repacked wheel bearings
3. Cleaned fuel screens
4. Cleaned fuel gasculator, reinstalled using new MS2951-111,138 O rings
5. Cleaned induction air filter
6. Verified control cable tensions
7. Charged aircraft battery
8. Performed capacitance test on number 2 battery
9. Tested and inspected ELT IAW FAR91.207 par D 1-4, Reset to arm position - ELT battery next due March 209
10. AD's verified through 1/5/2025
11. Repairs and servicing done in accordance with Cessna 206HM13 maintenance manual

Completed an Annual/Inspection in accordance with Appendix "D" to Part 43. The aircraft and components were inspected and repaired in accordance with the current rules of the Federal Aviation Regulations and found to be Airworthy and was returned to service only for the work performed.

12. Ash Vidal

AP2925590IA

AUTHORIZED SIGNATURE,  
CERTIFICATE TYPE  
& NUMBER

-Full Throttle Aviation-

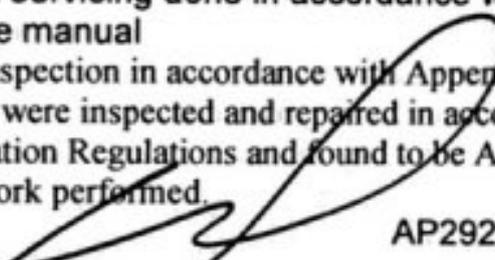
2399 Rickenbacker Way  
Auburn CA, 95602  
530-820-3757

20 February 2026 TACH:1350.5 TTAF: 1350.5  
N-137P 206H S# 20608304

1. Serviced brake system
2. Repacked wheel bearings
3. Cleaned fuel screens
4. Cleaned fuel gasculator, reinstalled using new MS2951-111,138 O rings
5. Cleaned induction air filter
6. Verified control cable tensions
7. Installed new RG25-16 aircraft main battery
8. Performed capacitance test on number 2 battery
9. Tested and inspected ELT IAW FAR91.207 par D 1-4, Reset to arm position – ELT battery next due March 209
10. AD's verified through 2/20/2026
11. Repairs and servicing done in accordance with Cessna 206HM13 maintenance manual

Completed an Annual/Inspection in accordance with Appendix "D" to Part 43. The aircraft and components were inspected and repaired in accordance with the current rules of the Federal Aviation Regulations and found to be Airworthy and was returned to service only for the work performed.

12. Ash Vidal

  
AP2925590IA

DATE | TOTAL TIME

MAINTENANCE RECORD

OF THE WORK PERFORMED

AUTHORIZED SIGNATURE,  
CERTIFICATE TYPE  
& NUMBER



## ENGINE MAINTENANCE RECORD

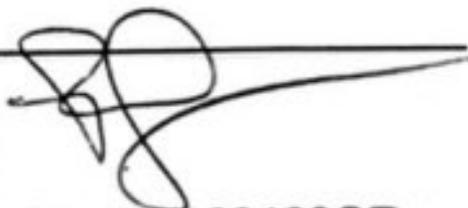
AIRCRAFT SERIAL AND REGISTRATION 20608304 7137P

ENGINE MODEL AND SERIAL IO-540-AC1A5 L-32719-48E

## MAINTENANCE RECORD

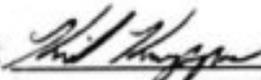
<div style="font-size: 2em; font-family: cursive;">3008</div>	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10THS		
1			<div style="text-align: right; margin-bottom: 10px;">30608304</div> <div style="border: 2px solid black; padding: 10px;"> <h3 style="text-align: center;">NEW RECIPROCATING ENGINE CERTIFICATE</h3> <p style="text-align: center;">This is to certify that the engine as described hereinafter has been manufactured run-in and tested as prescribed by <b>LYCOMING</b> specifications and Federal Aviation Regulations. No further run-in is required. All applicable Federal Aviation Airworthiness Directives and Lycoming Service Bulletins have been complied with at time of Manufacture.</p> <p>MODEL <u>IO-540-AC1A5</u> SERIAL NO. <u>L-32719-48E</u></p> <p>DATE <u>MAY 15 2007</u> <span style="float: right; font-family: cursive; font-size: 1.2em;">Gregory Stewart</span> (AUTHORIZED REPRESENTATIVE)</p> <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;"> <p><b>LYCOMING</b> <small>A Textron Company</small></p> </div> <div style="text-align: center;"> <p><b>LYCOMING ENGINES</b> 652 Oliver Street Williamsport, PA 17701 U.S.A.</p> </div> </div> <p style="font-size: 0.8em;">Form No. 777-B (Rev. 3/03)</p> </div>	<div style="font-size: 1.5em; font-family: cursive;">01/09</div>

## MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10THS		
2008				
03/10	3	8	Engine model IO-540-AC1A5, S/N <u>L-32719-48E</u> has been installed on aircraft # <u>20608304</u> with TTAF <u>3.8</u> . TTSN was <u>3.8</u> . This engine serviced with Phillips Aviation oil type M 20W50 weight.	 ODARF100129CE

<u>Date</u>	<u>Tail No.</u>	<u>Make/Model</u>	<u>Serial No.</u>	<u>TTSN</u>	<u>Cycles/TTSO</u>
05/21/08	N137P	LYC. IO-540-AC1A5	L-32719-48E	31.2	0/NA

C/W 50 hr inspection IAW current Cessna 206H and Lycoming Maintenance Manuals. Changed oil Aeroshell 100 (mineral) and oil filter Tempest AA48110. Install Reiff engine preheat system TXPL6 In accordance with Manufacturer's instructions. See Weight Balance form revised this date. Run up and ops check OK.

KIRK KNEPPER  AP522199032IA



**BUN AIR**  
CORPORATION

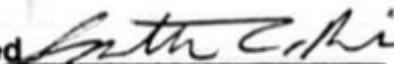
Bedford County Airport ■ Bedford, Pennsylvania ■ 800-296-8171

## MAINTENANCE RECORD

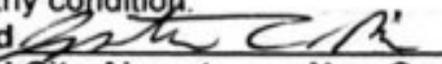
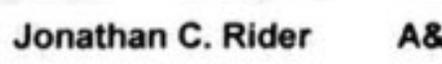
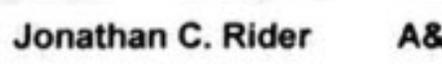
DATE	TOTAL TIME IN SERVICE	DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER																					
	Engine Log	N137P Tach & Engine TSN 99.4 hours	Date 9/22/2008																					
		<p>Performed a cylinder compression check, all were found to be airworthy: 1 = 79/80, 2 = 79/80, 3 = 79/80, 4 = 79/80, 5 = 79/80, 6 = 77/80 psi. Cleaned, gapped, tested and reinstalled all sparkplugs. Cleaned and reinstalled all fuel injector nozzles and inlet screen. Pressurized fuel system, no leaks found. Tightened nut of throttle body lever and replaced cotter pin.</p> <p>Drained oil. Inspected suction screen and filter for metal particles, none found. Installed a new CH48110-1 oil filter. Reinstalled suction screen, with a new gasket. Replaced oil drain plug with a Saf-Air, P5000, FAA-PMA approved quick drain v valve. Replaced induction manifold drain hose with a longer section of hose to allow it to clear the quick drain valve. Serviced sump with 11 quarts of Aeroshell 15W-50 oil.</p> <p>Complied with the following <b>airworthiness directives</b> and <b>service bulletins</b>:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">Number</th> <th style="width: 55%;">Method of compliance</th> <th style="width: 30%;">Next due</th> </tr> </thead> <tbody> <tr> <td>AD2008-08-14</td> <td>Inspected fuel injector brass plug, as per SB08-73-01, no defects found.</td> <td>Every 50 hours</td> </tr> <tr> <td>AD2008-14-07</td> <td>Inspected fuel injection lines as per SB342E, no defects found.</td> <td>Every 100 hours</td> </tr> <tr> <td>SB 571</td> <td>Inspected Sky-tech starter data plate, NA by SN.</td> <td>NA</td> </tr> <tr> <td>SB 577</td> <td>Inspected Sky-tech starter data plate, NA by SN.</td> <td>NA</td> </tr> <tr> <td>SB 583A</td> <td>Inspected breaker cams of both magnetos, as per Slick SB2-08, no defects.</td> <td>Every 500 hours</td> </tr> <tr> <td>SB584A</td> <td>Inspected carbon brushes of both magnetos, as per Slick SB3-08, no defects.</td> <td>Every 100 hours</td> </tr> </tbody> </table> <p>Ran-up engine. Operational and leak checks were satisfactory. I certify that this engine has been inspected in accordance with an <b>annual inspection</b>, as per Inspection Operations 1,2,3,4,22 and 23 of the Cessna Model 206/T206 Maintenance Manual, Inspection Time Limits checklist . and has been found to be in airworthy condition.</p>	Number	Method of compliance	Next due	AD2008-08-14	Inspected fuel injector brass plug, as per SB08-73-01, no defects found.	Every 50 hours	AD2008-14-07	Inspected fuel injection lines as per SB342E, no defects found.	Every 100 hours	SB 571	Inspected Sky-tech starter data plate, NA by SN.	NA	SB 577	Inspected Sky-tech starter data plate, NA by SN.	NA	SB 583A	Inspected breaker cams of both magnetos, as per Slick SB2-08, no defects.	Every 500 hours	SB584A	Inspected carbon brushes of both magnetos, as per Slick SB3-08, no defects.	Every 100 hours	
Number	Method of compliance	Next due																						
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AD2008-14-07	Inspected fuel injection lines as per SB342E, no defects found.	Every 100 hours																						
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SB 583A	Inspected breaker cams of both magnetos, as per Slick SB2-08, no defects.	Every 500 hours																						
SB584A	Inspected carbon brushes of both magnetos, as per Slick SB3-08, no defects.	Every 100 hours																						
	Signed 	Jonathan C. Rider	A&P 3248741 IA Wings 'N Things, Inc.																					



## MAINTENANCE RECORD

DATE	Engine Log	M137P	Tach & Engine TSN 287.6	Date 8/28/2009	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER									
	<p>Performed a cylinder compression check, all were found to be airworthy: 1 = 78/80, 2 = 78/80, 3 = 78/80, 4 = 79/80, 5 = 78/80, 6 = 79/80 psi. Cleaned, gapped, tested and reinstalled all sparkplugs. Cleaned and reinstalled all fuel injector nozzles and inlet screen. Pressurized fuel system, no leaks found. Drained oil. Inspected suction screen and filter for metal particles, none found. Installed a new CH48110-1 oil filter. Reinstalled suction screen, with a new gasket. Serviced sump with 11 quarts of Aeroshell 15W-50 oil. Leaned fuel air mixture by adjusting wheel on fuel control link. Adjusted right magneto to engine timing to correct a 3 degree discrepancy. Visually inspected right magneto breaker cam, no signs of wear found.</p>													
	<p>Complied with the following <b>airworthiness directives</b> and <b>service bulletins</b>:</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">Number</th> <th style="width: 55%;">Method of compliance</th> <th style="width: 30%;">Next due</th> </tr> </thead> <tbody> <tr> <td>AD2008-14-07</td> <td>Inspected fuel injection lines as per SB342E, no defects found.</td> <td>Every 100 hours</td> </tr> <tr> <td>SB 583A</td> <td>Inspected breaker cams of both magnetos, as per Slick SB2-08, no defects.</td> <td>Every 100 hours</td> </tr> </tbody> </table>				Number	Method of compliance	Next due	AD2008-14-07	Inspected fuel injection lines as per SB342E, no defects found.	Every 100 hours	SB 583A	Inspected breaker cams of both magnetos, as per Slick SB2-08, no defects.	Every 100 hours	
Number	Method of compliance	Next due												
AD2008-14-07	Inspected fuel injection lines as per SB342E, no defects found.	Every 100 hours												
SB 583A	Inspected breaker cams of both magnetos, as per Slick SB2-08, no defects.	Every 100 hours												
	<p>Ran-up engine. Operational and leak checks were satisfactory. I certify that this engine has been inspected in accordance with the <b>50 &amp; 100 hour inspection</b> items, listed in Inspection Operations 1,2,3,4,22 and 23 of the Cessna Model 206/T206 Maintenance Manual, Inspection Time Limits checklist and has been found to be in airworthy condition.</p>													
	<p>Signed  Jonathan C. Rider    A&amp;P 3248741 IA    Wings 'N Things, Inc.</p>													

## MAINTENANCE RECORD

	TOTAL TIME				AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER								
<p><b>Engine Log</b></p> <p>Drained oil. Inspected suction screen and filter for metal particles, none found. Installed a new CH48110-1 oil filter. Reinstalled suction screen, with a new gasket. Serviced sump with 11 quarts of Aeroshell 15W-50 oil. Ran-up engine. Operational and leak checks were satisfactory.</p>	<p><b>N137P</b></p>	<p><b>Tach &amp; Engine TSN 345.6 hours</b></p>	<p><b>Date 11/10 /2009</b></p>	<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;">  <p style="font-size: small;">• Inspections • Maintenance • Repairs</p> </div> <p>I certify that this engine has been inspected in accordance with a <b>50 hour</b> inspection, as per Inspection Operations 1,2,3&amp;4 of the Cessna Model 206/T206 Maintenance Manual, Inspection Time Limits checklist, and has been found to be in airworthy condition.</p> <p>Signed  <b>Jonathan C. Rider</b>    <b>A&amp;P 3248741 IA</b>  <b>Capital City Airport</b>    <b>New Cumberland, PA</b>    <b>717-774-1070</b></p>									
<p><b>Engine Log</b></p> <p>Performed a cylinder compression check, all were found to be airworthy: 1 = 77/80, 2 = 75/80, 3 = 77/80, 4 = 77/80, 5 = 77/80, 6 = 77/80 psi. Replaced all sparkplugs with new. Replaced #5 upper ignition lead spring at spark plug end. Cleaned and reinstalled all fuel injector nozzles and inlet screen. Pressurized fuel system, no leaks found. Applied sealant as padding between supply hose and left aft engine mount. Tightened oil return hose clamps at all cylinders. Drained oil. Inspected suction screen and filter for metal particles, none found. Installed a new CH48110-1 oil filter. Reinstalled suction screen, with a new gasket. Serviced sump with 11 quarts of Aeroshell 80W AD oil. Washed engine compartment.</p> <p>Complied with the following <b>airworthiness directives</b> and <b>service bulletins</b>:</p> <table border="1" style="width: 100%; border-collapse: collapse; font-size: small;"> <thead> <tr> <th style="width: 15%;">Number</th> <th style="width: 60%;">Method of compliance</th> <th style="width: 25%;">Next due</th> </tr> </thead> <tbody> <tr> <td>AD2008-14-07</td> <td>Inspected fuel injection lines as per SB342E, no defects found.</td> <td>Every 100 hours</td> </tr> </tbody> </table> <p>Ran-up engine. Operational and leak checks were satisfactory. I certify that this engine has been inspected in accordance with an <b>annual inspection</b>, including 50, 100, 200 hour inspections, as per Inspection Operations 1,2,3,4,22 and 23 of the Cessna Model 206/T206 Maintenance Manual, Inspection Time Limits checklist and has been found to be in airworthy condition.</p>	Number	Method of compliance	Next due			AD2008-14-07	Inspected fuel injection lines as per SB342E, no defects found.	Every 100 hours	<p><b>N137P</b></p>	<p><b>Tach &amp; Engine TSN 397.6</b></p>	<p><b>Date 2/22/2010</b></p>	<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;">  <p style="font-size: small;">• Inspections • Maintenance • Repairs</p> </div> <p>Signed  <b>Jonathan C. Rider</b>    <b>A&amp;P 3248741 IA</b>    <b>Wings 'N Things, Inc.</b></p>	
Number	Method of compliance	Next due											
AD2008-14-07	Inspected fuel injection lines as per SB342E, no defects found.	Every 100 hours											
<p>Signed  <b>Jonathan C. Rider</b>    <b>A&amp;P 3248741 IA</b></p>													

## MAINTENANCE RECORD

DATE	Engine Log	N137P	Tach & Engine TSN 496.2	Date 1/7/2011	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER				
	<p>Performed a cylinder compression check, all were found to be airworthy: 1 = 78/80, 2 = 78/80, 3 = 77/80, 4 = 77/80, 5 = 78/80, 6 = 77/80 psi. Cleaned, gapped, tested and reinstalled all sparkplugs. Drained oil. Inspected suction screen and filter for metal particles, none found. Installed a new CH48110-1 oil filter. Reinstalled suction screen, with a new gasket. Serviced sump with 11 quarts of Aeroshell 15W-50 oil. Replaced # 2 &amp; 3 cylinder induction gaskets. Cleaned all fuel injector nozzles. Pressurized fuel injection system, no leaks found. Replaced several baffle screws. Replaced all rocker cover gaskets. Removed inboard oil cooler hose fitting, inspected inboard oil cooler hose and fitting, with thread sealant. Tightened several bolt tube, cleaned threads and applied sealant.</p>								
	<p>Removed right magneto, Slick model 6351, sn: 08062204; installed magneto, Slick model 6351, sn: 08062203; installed a new magneto magnetos to the engine.</p>								
	<p>Complied with the following airworthiness directives and service Number Method of compliance</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 30%;">Number</th> <th style="width: 70%;">Method of compliance</th> </tr> </thead> <tbody> <tr> <td>AD2008-14-07</td> <td>Inspected fuel injection lines as per SB342E,</td> </tr> </tbody> </table>					Number	Method of compliance	AD2008-14-07	Inspected fuel injection lines as per SB342E,
Number	Method of compliance								
AD2008-14-07	Inspected fuel injection lines as per SB342E,								
	<p>Ran-up engine. Adjusted idle speed and mixture. Operational and engine has been inspected in accordance with an annual inspection the Cessna Model 206/T206 Maintenance Manual, Inspection Time condition.</p>								
									
	<p><b>CXY Airport, PA 717-774-1070</b></p>								

### WARNING

- When installing drive gear or driver onto magneto, torque nut provided to 120 to 180 inch lbs.
- Use only the installation hardware provided.
- Secure nut with appropriate cotter pin.

C37P  
LT

### FAA-PMA Approved

This magneto was manufactured from all new components in accordance with 14 CFR Part 21.303h and is airworthy. This magneto is FAA-PMA approved for applications listed in the Champion/Slick L-1318 Document in the F-1100 Master Service Manual. For LASAR® Magnetos, see L-1500 Manual.

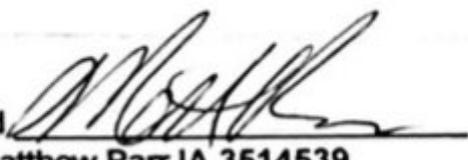
Enter magneto model, serial number, and date of installation, and attach this tag to engine logbook.

Magneto Model No. 6351

Magneto Serial No. 10071232

Date of Installation 12

## MAINTENANCE RECORD

DATE	TOTAL TIME		AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	Engine Log	N137P Tach & TSN 546.1 Date 5/12/2011	
	HK	<p>Drained oil. Inspected suction screen and filter for metal particles, none found. Installed a new CH48110-1 oil filter. Reinstalled suction screen, with a new gasket. Serviced sump with 11 quarts of Aeroshell 15W50 AD oil. Washed engine compartment. Ran-up engine. Operational and leak checks were satisfactory.</p> <p>I certify that this engine has been inspected in accordance with a <b>50 hour inspection</b>, as per 50 hour items of the Cessna Model 206/T206 Maintenance Manual, Inspection Time Limits Checklist, and has been found to be in airworthy condition.</p>	
	 <ul style="list-style-type: none"> <li>• Inspections</li> <li>• Maintenance</li> <li>• Repairs</li> </ul>	CXY Airport, PA 717-774-1070	<p>Signed  Matthew Parr IA 3514539</p>

**Engine Log**

Reg # N137P

TACH & TSN 594.9 hours

Date 11/16/2011

Performed cylinder compression check, all were airworthy: #1= 79/80, #2= 77/80, #3= 78/80, #4= 79/80, #5= 76/80, #6= 76/80 psi. Cleaned, gapped, tested and reinstalled all sparkplugs. Drained oil. Removed and inspected oil filter and suction screen, no metal particles were found. Installed a new oil filter. Reinstalled suction screen. Serviced with 11 quarts of Aeroshell 15W50 oil. Adjusted timing of both magnetos to the engine. Cleaned all fuel nozzles. Pressurized and checked fuel injection system for leaks.

Inspected fuel injection lines in accordance with **AD 2008-14-07** ( also covered under Cessna SB10-73-02 and Lycoming SB342F), no defects noted. Checked logs and verified that the fuel servo diaphragm was not replaced, no action is required by **AD 2011-15-10**.

Ran-up engine. Operational and leak checks were satisfactory. I certify that this engine has been inspected in accordance with an **annual inspection** and has been found to be in airworthy condition. The inspection was performed per the Cessna 206H Maintenance Manual, Inspection Operations 1,2,3&4,in Chapter 5-10-01.



CXY Airport, PA 717-774-1070

Signed

  
Jonathan C. Rider A&P 3248741 IA

DATE

**Engine Log**

**N137P**

**Tach & TSN 645.0**

**Date 1-23-12**

AUTHORIZED SIGNATURE,  
CERTIFICATE TYPE  
& NUMBER

Drained oil. Inspected suction screen and filter for metal particles, none found. Installed a new CH48110-1 oil filter. Reinstalled suction screen, with a new gasket. Adjusted idle speed to 600 RPM's. Serviced sump with 11 quarts of Aeroshell 15W50 AD oil. Washed engine compartment. Ran-up engine. Operational and leak checks were satisfactory.

I certify that this engine has been inspected in accordance with a 50 hour inspection, as per 50 hour items of the Cessna Model 206/T206 Maintenance Manual, Inspection Time Limits Checklist, and has been found to be in airworthy condition.



**CXY Airport, PA 717-774-1070**

Signed

*Matthew Parr*  
Matthew Parr IA 3514539

**Propeller Log**

**N137P**

**Tach & TSN 645.0**

**Date 1-23-12**

I certify that this propeller has been inspected in accordance with a 50 hour inspection, as per 50 hour items of the Cessna Model 206/T206 Maintenance Manual, Inspection Time Limits Checklist, and has been found to be in airworthy condition.



**CXY Airport, PA 717-774-1070**

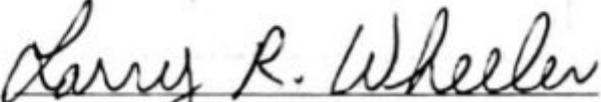
Signed

*Matthew Parr*  
Matthew Parr IA 3514539

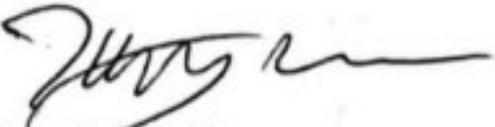


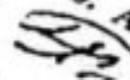


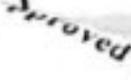
## MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER	
	HOURS	10THS			
			<p>A/C Reg #: N137P                      A/C Ser #: 20608304                      A/C Make / Model: Cessna / 206H</p> <p style="text-align: center;">A/C TT: 805.0                      A/C Tach: 805.0                      WO #: 4905                      Date: 02/04/2014</p> <p style="text-align: right;">Eng Make: Lycoming                      Eng Model: IO540AC1A5                      Eng Ser #: L 32719 48A                      Eng TSN / TSO: 805.0 / NA</p> <ol style="list-style-type: none"> <li>1. Complied with an Annual inspection in accordance with 14 CFR Part 91.409(a), Part 43.15(c), Part 43 Appendix D. Drained oil and installed new filter p/n CH48110-1. Took Blackstone oil sample. Cleaned screens. Cleaned and gapped spark plugs. Reinstalled plugs with new gaskets. Serviced with 15W50 Aeroshell oil. Run up and leak checked satisfactorily. Compression results: 78/75/80/75/78/79 over 80.</li> <li>2. Complied with AD-11-26-04 Fuel Injector Line Inspection in accordance with paragraph (h) and (i) with no defects noted. Next due @ ACTT = 905.1, at each engine overhaul, and after any maintenance has been done on the engine where any clamp (or clamps) on a fuel injector line (or lines) has been disconnected, moved, or loosened, in accordance with paragraph (i) of this AD.</li> </ol> <p>I certify that this engine was repaired and/or inspected in accordance with current FAA regulations and is airworthy with respect to the work performed and is approved for return to service. Pertinent details are on file under the work order identified above.</p>	 <p style="font-size: small;">A GREENWICH AEROGROUP COMPANY</p>	 Larry R. Wheeler Summit Aviation, Inc. SMTR208I Airframe Class 3, Radio 1, 2, 3

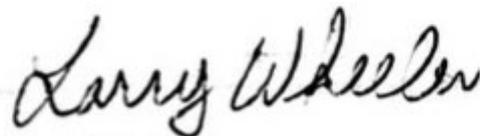
## MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE CERTIFICATE TYPE & NUMBER	
	HOURS	10THS			
	A/C Reg # : N137P A/C Ser # : 20608304 A/C Make / Model : Cessna / 206H WO # : 6608		A/C TT : 843.40 A/C Tach : 843.40 Date : 12/04/2014	Eng Make : Lycoming Eng Model : IO-540-AC1A5 Eng Ser # : L-32719-48A Eng TT : 843.40	
	1	Complied with a 50 Hour Inspection in accordance with Cessna Inspection Interval Code A. Drained oil and installed new filter P/N CH48110-1. Took Blackstone oil sample. Cleaned screens. Serviced with Aeroshell 15W-50 oil. Run up and leak checked satisfactorily. Reference Cessna 206H Maintenance Manual, sections 5-10-00 and 5-10-01.			
	2	Replaced Reiff Preheat Systems #3 cylinder heating element with new unit P/N CH38-20R-XP. System ops checked ok.			
<p>I certify that this engine was repaired and/or inspected in accordance with current FAA regulations and is airworthy with respect to the work performed and is approved for return to service. Pertinent details are on file under the work order identified above.</p>					
 <b>Summit Aviation</b> <small>A GREENWICH AEROGROUP COMPANY</small>			 Timothy Monroe Summit Aviation, Inc. SMTR2081 Airframe Class 3, Radio 1, 2, 3		

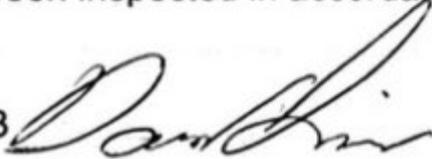
13b. Authoriz  


Approved de  


## MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE	DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE NUMBER
	HOURS		
		A/C Reg # : N137P A/C Ser # : 20608304 A/C Make / Model : Cessna / 206H WO # : 6910  A/C TT : 851.10 A/C Tach : 851.10  Date : 03/02/2015  Eng Make : Lycoming Eng Model : IO540AC1A5 Eng Ser # : L-32719-48A  Eng TT : 851.10	
1		Complied with a 100 hour/Annual Inspection in accordance with 14 CFR Part 91.409(a), Part 43.15(c), Part 43 Appendix D. Reference items as outlined on Cessna Inspection Interval Checklist Codes A,B and C. Drained oil and installed new filter P/N CH 48110-1. Recovered Blackstone oil sample. Cleaned screens. Serviced with Aeroshell 15W50 oil. Compression results: 1) 78/80 2) 76/80 3) 77/80 4) 78/80 5) 77/80 6) 78/80. Ground run and leak check satisfactory.	
2		Replaced all Spark Plugs with new, P/N RHB37E.	
3		Complied with AD2011-26-04 Engine Fuel Injector Line Inspection in accordance with paragraph (h) and (i) with no defects noted. Next due @ ACTT 951.1, at each engine overhaul, and after any maintenance has been done on the engine where any clamp (or clamps) on a fuel injector line (or lines) has been disconnected, moved or loosened in accordance with paragraph (i) of this AD.	
<p>I certify that this engine was repaired and/or inspected in accordance with current FAA regulations and is airworthy with respect to the work performed and is approved for return to service. Pertinent details are on file under the work order identified above.</p>			
 <b>SummitAviation</b> <small>A GREENWICH AEROGROUP COMPANY</small>		 Larry Wheeler Summit Aviation, Inc. SMTR208I Airframe Class 3, Radio 1, 2, 3	

## MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10THS		
			<p><b>Cargill Aeronautical Academy      200 Airport Road, Suite 100      New Cumberland, PA 17070</b></p> <p>Make: CESSNA      Model: 206H      Reg. No.: N137P            Date: 08/07/15      S/N: 20608304      Tach Time: 901.10</p> <p><b>Engine Log</b>      Type: IO540AC1A5      S/N: L-32719-48E               Total Time: 901.1      SOH:</p> <p>Completed 50 hr inspection IAW Cessna 206 inspection checklist. Drained oil. Inspected filter for metal particles, none found. Installed a new oil filter. Serviced sump with Aeroshell 15W50 AD oil. Re-secured chaffing drain hose in engine compartment. Operational and leak checks completed satisfactorily.</p> <p>I certify that this ENGINE has been inspected in accordance with a 50 hour inspection and has been found to be in an airworthy condition.</p> <p>Dallas Melvin Glick AP3571893 </p>	



MAINTENANCE RECORD

DATE

engine

**Date:** 6/23/2017      **Registration:** N137P  
**Make:** Cessna      **Model:** 206H      **S/N:** 20608304  
**Tach/Hobbs:** 936.8      **A/C TT:** 936.8  
**Engine Make:** Lycoming      **Model:** IO-540-AC1A5      **S/N:** L-32719-48E



**pennsylvania**  
STATE POLICE

SIGNATURE,  
DATE

Performed an annual and 400 Hour inspection on engine Ref. Lycoming m.m. O-540 Series, Unison Industries magneto service manual, and Cessna 206H mm. Drained engine oil, removed filter and cut open to inspect for abnormal debris, none found. Performed compression check with results as follows: #1 78/80 #2 76/80 #3 74/80 #4 77/80 #5 76/80 #6 78/80 Cleaned, inspected, gapped and tested spark plugs, reinstalled with new gaskets. Installed new oil filter and serviced with 11 qts of Aeroshell W15W50 oil. Replaced induction air filter and intake scat duct at fuel servo. Completed engine ground run. Ops and leak check good.

*I certify that this engine has been inspected IAW an annual inspection and was found to be in an airworthy condition.*

mech/insp      **Brian D. Cavada**

cert. #      AP2707178IA

sign.

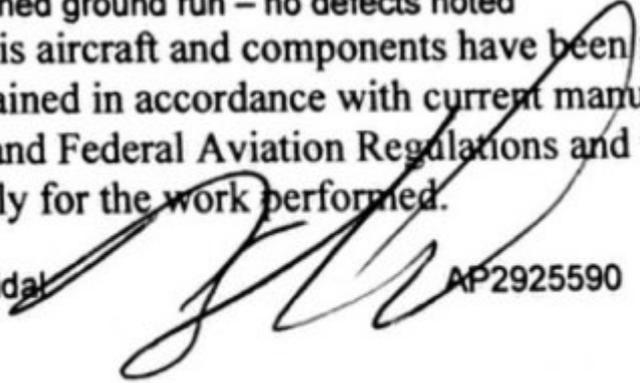




Full Throttle Aviation-  
2399 Rickenbacker Way  
Auburn CA, 95602  
530-820-3757  
6/102020  
TACH:1045.5  
Cessna T206h  
N137P

1. Performed oil and filter change – removed and inspected filter, installed new AA48110-1, serviced using 20w50
2. Cleaned suction oil screen
3. Installed new P#AC2101 ACU
4. Performed ground run – no defects noted

I certify this aircraft and components have been inspected, repaired and maintained in accordance with current manufactures data, guidance and Federal Aviation Regulations and was returned to service only for the work performed.

5. Ash Vidal  AP2925590

WORK PERFORMED

-Full Throttle Aviation-  
2399 Rickenbacker Way  
Auburn CA, 95602  
530-820-3757  
11/04/2021 TACH: 1181.4  
N-137P

1. Performed oil and filter changed – removed and inspected filter, installed new AA48110-2
2. Removed suction oil screen, cleaned and reinstalled using new MS35769 base gasket
3. Performed ground run – no leaks noted

I certify this aircraft and components have been inspected, repaired and maintained in accordance with current manufactures data, guidance and Federal Aviation Regulations and was returned to service only for the work performed.

Ash Vidal

AP2925590

AUTHORIZED SIGNATURE,

Full Throttle Aviation-

2399 Rickenbacker Way

Auburn CA, 95602

530-820-3757

2 May 2022 TACH:1219.9 TTSO: 1219.9

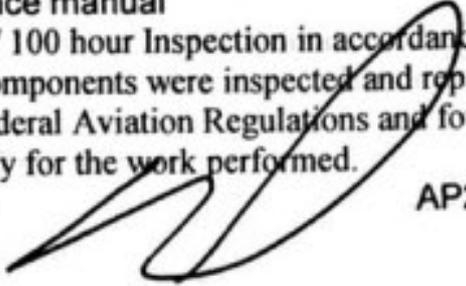
N-137P IO-540-AC1A5 S#L-32719-48E

1. Performed oil and filter change – removed and inspected filter, installed new AA48110-1, serviced using 20w50
2. Cleaned suction oil screen
3. Compressions 1) 76 2) 76 3) 78 4) 79 5) 79 6) 79
4. Verified engine to magneto timing @ 20\*
5. C/W AD2015-19-07 dated 11/3/15 IAW Par (e)(ii) next due ttaf:1319.9 Inspection of fuel lines and clamps
6. Performed ground run – no defects noted
7. AD's verified through 5/2/2022
8. Repairs and servicing done in accordance with Lycoming IO-540 maintenance manual

Completed an Annual/ 100 hour Inspection in accordance with Appendix "D" to Part 43. The aircraft and components were inspected and repaired in accordance with the current rules of the Federal Aviation Regulations and found to be Airworthy and was returned to service only for the work performed.

9. Ash Vidal

AP2925590IA



DESCRIPTION OF THE  
MAINTENANCE

-Full Throttle Aviation-

2399 Rickenbacker Way

Auburn CA, 95602

530-820-3757

10/17/2022 TACH: 1285.7

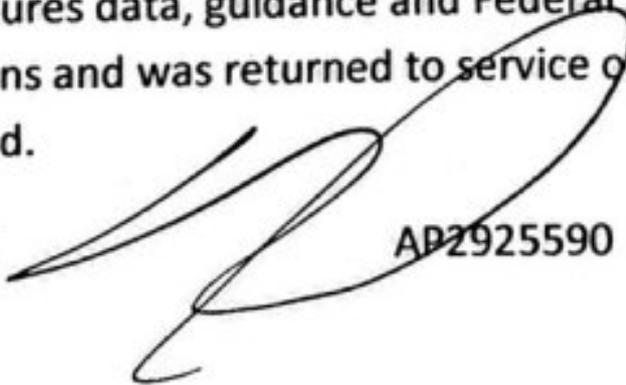
N-137P

1. Performed oil and filter changed – removed and inspected filter, Installed new AA48110-2
2. Removed suction oil screen, cleaned and reinstalled using new MS35769 base gasket
3. Performed ground run – no leaks noted

I certify this aircraft and components have been inspected, repaired and maintained in accordance with current manufactures data, guidance and Federal Aviation Regulations and was returned to service only for the work performed.

Ash Vidal

AP2925590



SIGNATURE,  
DATE  
TYPE

Full Throttle Aviation-

2399 Rickenbacker Way

Auburn CA, 95602

530-820-3757

21 June 2023 TACH:1301.5 TTSO: 1301.5

N-137P IO-540-AC1A5 S#L-32719-48E

1. Performed oil and filter change – removed and inspected filter, installed new AA48110-1, serviced using 20w50
2. Cleaned suction oil screen
3. Compressions 1) 78 2) 76 3) 76 4) 78 5) 78 6) 77
4. Verified engine to magneto timing @ 20\*
5. C/W AD2015-19-07 dated 11/3/15 IAW Par (e)(ii) next due ttaf:1401.5 Inspection of fuel lines and clamps
6. Performed ground run – no defects noted
7. AD's verified through 6/21/2023
8. Repairs and servicing done in accordance with Lycoming IO-540 maintenance manual

Completed an Annual/ 100 hour Inspection in accordance with Appendix "D" to Part 43. The aircraft and components were inspected and repaired in accordance with the current rules of the Federal Aviation Regulations and found to be Airworthy and was returned to service only for the work performed.

9. Ash Vidal

AP2925590IA

OPTION OF

INTEN

Full Throttle Aviation-

2399 Rickenbacker Way

Auburn CA, 95602

530-820-3757

5 January 2025 TACH:1350.2 TTSO: 1350.2

N-137P IO-540-AC1A5 S#L-32719-48E

1. Performed oil and filter change – removed and inspected filter, installed new AA48110-1, serviced using 20w50
2. Cleaned suction oil screen
3. Compressions 1) 77 2) 78 3) 76 4) 78 5) 79 6) 77
4. Verified engine to magneto timing @ 20\*
5. C/W AD2015-19-07 dated 11/3/15 IAW Par (e)(ii) next due ttaf:1450.2 Inspection of fuel lines and clamps
6. Performed ground run – no defects noted
7. AD's verified through 1/5/2025
8. Repairs and servicing done in accordance with Lycoming IO-540 maintenance manual

Completed an Annual/ 100 hour Inspection in accordance with Appendix "D" to Part 43. The aircraft and components were inspected and repaired in accordance with the current rules of the Federal Aviation Regulations and found to be Airworthy and was returned to service only for the work performed.

9. Ash Vidal

AP2925590IA

IZED SIGNATURE,  
IFICATE TYPE  
& NUMBER



## PROPELLER MAINTENANCE RECORD



AIRCRAFT SERIAL AND REGISTRATION 90608304 N137P

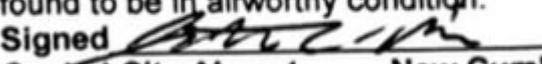
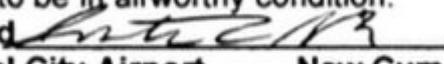
PROPELLER MODEL AND SERIAL B3D360432/80V8A-1

HUB SERIAL 061044 BLADE SERIALS ABL26253 , ABL26273 , ABL26275

## MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10ths		
2008				
03/10	3	8	Propeller hub S/N <u>061044</u> , blade S/N #1 <u>ABL26253</u> S/N #2 <u>ABL26273</u> and S/N #3 <u>ABL26275</u> has been installed on engine S/N <u>L-32719-48E</u> on aircraft <u>20608304</u> . With TTAF <u>3.8</u> TTSN was <u>3.8</u> .	 ODARF100129CE
<p> <b>Propeller Log</b>                      <b>N137P</b>                      <b>Tach &amp; Propeller TSN 99.4 hours</b>                      <b>Date 9/22/2008</b> </p> <p>                     I certify that this propeller has been inspected in accordance with an annual inspection, as per Inspection Operations 1,2,3,and 4 of the Cessna Model 206/T206 Maintenance Manual, Inspection Time Limits checklist . and has been found to be in airworthy condition.                 </p> <p>                     Signed <u></u>                      <b>Jonathan C. Rider</b>                      <b>A&amp;P 3248741 IA</b>                      <b>Wings 'N Things, Inc.</b> </p>				
				C

## MAINTENANCE RECORD

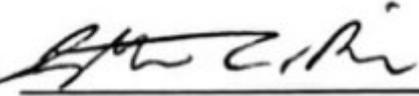
DATE	TOTAL IN HOURS				AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
19__		Propeller Log	N137P	Tach & Propeller TSN 247.0 hours I certify that this propeller has been inspected in accordance with a 50 hour inspection, as per Inspection Operations 1,2,3,and 4 of the Cessna Model 206/T206 Maintenance Manual, Inspection Time Limits checklist . and has been found to be in airworthy condition.	Date 6/24/2009
				Signed  Jonathan C. Rider Capital City Airport New Cumberland, PA	A&P 3248741 IA 717-774-1070
		Propeller Log	N137P	Tach & Propeller TSN 297.6 I certify that this propeller has been inspected in accordance with the 50 & 100 hour inspection items, listed in Inspection Operations 1,2,3,and 4 of the Cessna Model 206/T206 Maintenance Manual, Inspection Time Limits checklist . and has been found to be in airworthy condition.	Date 8/28/2009
				Signed  Jonathan C. Rider Wings 'N Things, Inc.	A&P 3248741 IA
		Propeller Log	N137P	Tach & Propeller TSN 345.6 hours I certify that this propeller has been inspected in accordance with a 50 hour inspection, as per Inspection Operations 1,2,3,and 4 of the Cessna Model 206/T206 Maintenance Manual, Inspection Time Limits checklist , and has been found to be in airworthy condition.	Date 11/10/2009
				Signed  Jonathan C. Rider Capital City Airport New Cumberland, PA	A&P 3248741 IA 717-774-1070

## MAINTENANCE RECORD

DATE	TOTAL TIME	Description	Tach & Propeller TSN	Date	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
19__	HO	II Propeller Log Filed minor nicks from leading edges of blades. I certify that this propeller has been inspected in accordance with an annual inspection, including 50, 100, 200 hour inspections, as per Inspection Operations 1,2,3,and 4 of the Cessna Model 206/T206 Maintenance Manual, Inspection Time Limits checklist . and has been found to be in airworthy condition.	N137P	2/22/2010	
		Signed <i>[Signature]</i>	Jonathan C. Rider	A&P 3248741 IA	Wings 'N Things, Inc.



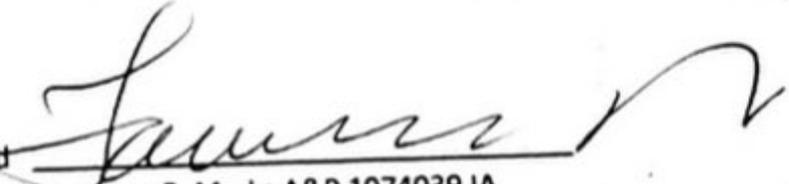
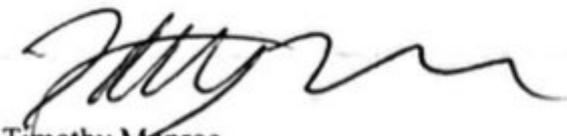
## MAINTENANCE RECORD

DATE	DESCRIPTION	TACH & ACTT	Date	SIGNED SIGNATURE, CERTIFICATE TYPE & NUMBER
19	<b>Propeller Log</b> I certify that this propeller has been inspected in accordance with an annual inspection and has been found to be in airworthy condition. The inspection was performed per the Cessna 206H Maintenance Manual, Inspection Operations 1,2,3&4, in Chapter 5-10-01.	<b>N137P</b> TACH & ACTT 594.9 hours	11/16/2011	 Jonathan C. Rider A&P 3248741 IA
		<b>CXY Airport, PA 717-774-1070</b>		
	<b>Propeller Log</b> Removed propeller due to a red dye leak.	725.5 m Reg # <b>N137P</b> Tach & Prop TSN <del>62174</del>	11/26/2012	 Jonathan C. Rider A&P 3248741 IA
		<b>CXY Airport, PA 717-774-1070</b>		

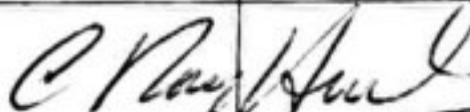
# MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE CERTIFICATE & NUMBER
	HOURS	10ths		
2012 <del>10</del> 1/29/12	725. <del>607</del>	5 <sup>(in)</sup> <del>#</del>	DISASSEMBLED, VISUALLY INSPECTED, RESEALED TO CORRECT RED DYE LEAK, COMPLIED WITH SERVICE LETTER 2010-3B INSTALLING C7986 CYLINDER GASKET & SERVICE LETTER 2011-5 INSTALLING A1633-128 BLADE SEALS, DRESSED AND PAINTED BLADES CHECKED ANGLES, TRACK & BALANCE  THIS IS NOT AN OVERHAUL AND CANNOT BE CONSIDERED AS SUCH WORK ORDER L24278	[Signature] Sosenich Propeller S Repair Station #G178

## MAINTENANCE RECORD

DATE				Date <b>12/4/2012</b>	
19__	<b>Propeller Log</b>	<b>N137P</b>	<b>TACH &amp; ACTT 725.5hours</b>		SIGNED SIGNATURE, CERTIFICATE TYPE & NUMBER
	I certify that this propeller has been inspected in accordance with an annual inspection and has been found to be in airworthy condition. The inspection was performed per the Cessna 206H Maintenance Manual, Inspection Operations 1,2,3&4, in Chapter 5-10-01.				
		<b>CXY Airport, PA</b>	<b>717-774-1070</b>	Signed 	
				Lawrence P. Marks A&P 1974039 IA	
	A/C Reg # : N137P	A/C TT : 805.00	Prop Make : McCauley		
	A/C Ser # : 20608304	A/C Tach: 805.00	Prop Model : B3D36C432-C		
	A/C Make / Model : Cessna / 206H	Date : 01/08/2014	Prop Ser # : 061044		
	WO # : 4905		Prop TT: 805.00		
	1      Removed propeller from the aircraft identified above for overhaul.				
	I certify that this aircraft was repaired and/or inspected in accordance with current FAA regulations and is airworthy with respect to the work performed and is approved for return to service. Pertinent details are on file under the work order identified above.				
	 <b>Summit Aviation</b> <small>A GREENWICH AEROGROUP COMPANY</small>	 Timothy Monroe Summit Aviation, Inc. SMTR208I Airframe Class 3, Radio 1, 2, 3			

## MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORITY CERT. &
	HOURS	10ths		
1/21/14	805	00	<b>OVERHAULED/MAJOR INSPECTED</b> <b>BY SENSENICH PROPELLER SERVICE, INC.</b> Hub Serial No. <u>061044</u>	
TSO	-0-		Blade Ser. No. <u>ABL 26253</u> <u>ABL 26273</u> <u>ABL 26275</u>	
			Blade Angles Low <u>12.6</u> High <u>30.0</u> Rev. <u>    </u> Feather <u>    </u>	
			TSO <u>-0-</u> W.O. <u>L25393</u> TSN <u>805.00</u>	 Sensenich Propeller Service Repair Station #QV9R194

S.B.  
NUMBER

A/C Reg #: N137P  
A/C Ser #: 20608304  
A/C Make / Model: Cessna / 206H

A/C TT: 805.0  
A/C Tach: 805.0  
WO #: 4905  
Date: 02/04/2014

Prop Make: McCauley  
Prop Model: B3D36C432  
Prop Ser #: 061044  
Prop TSN / TSO: 805.0 / 0.0

REMARKS

1. Removed propeller for overhaul, reference Sensenich Propeller W.O. #L25393. Reinstalled after overhaul, reference Cessna 206H maintenance manual chapter 61-20-00.
2. Complied with an Annual inspection in accordance with 14 CFR Part 91.409(a), Part 43.15(c), Part 43 Appendix D.
3. Performed propeller dynamic balance check referencing McCauley Owner/Operator Manual MPC26-02 rev2 and found to be within an acceptable level at 0.172 ips.

I certify that this propeller was repaired and/or inspected in accordance with current FAA regulations and is airworthy with respect to the work performed and is approved for return to service. Pertinent details are on file under the work order identified above.



*Larry R. Wheeler*  
Larry R. Wheeler  
Summit Aviation, Inc.  
SMTR208I Airframe Class 3, Radio 1, 2, 3






## SERVICE BULLETIN COMPLIANCE RECORD

S.B. NUMBER	DATE OF COMPLIANCE	TOTAL TIME IN SERVICE		TYPE S.B. (X)		NEXT COMPLIANCE DUE-DATE/ PS/OTHER	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER	REMARKS
		AIRFRAME	COMPONENT	ONE-TIME	RECURRING			

**Cargill Aeronautical Academy**

**200 Airport Road, Suite 100**

**New Cumberland, PA 17070**

Make: CESSNA

Model: 206H

Reg. No.: N137P

Date: 04/30/16

S/N: 20608304

Tach Time: 925.50

**Propeller Log**

Type: McCauleyB3D36C432

S/N: 061044

Total Time: 925.5

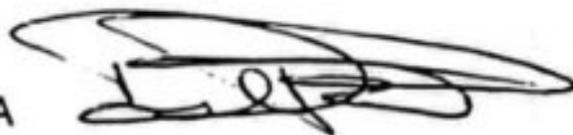
SOH: 120.5

Inspected Propeller IAW an annual/100 hour inspection, per Cessna Inspection checklist and Cessna maintenance manual . Run up and operational checks completed satisfactory. All AD's current through this date.

I certify that this PROPELLER has been inspected IAW an ANNUAL inspection and is found to be in an airworthy condition.

Daryl Plouse

AP3105594IA



## AIRWORTHINESS DIRECTIVE COMPLIANCE RECORD

A.D. NUMBER AND AMENDMENT NO.	METHOD OF COMPLIANCE	DATE OF COMPLIANCE	TOTAL TIME IN SERVICE		TYPE A.D. (X)		NEXT COMPLIANCE DUE-DATE/ HOURS/OTHER	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER	REMARKS
			AIRFRAME	COMPONENT	ONE-TIME	RE-CURRING			
<div style="border: 2px solid black; padding: 10px;"> <p>propeller</p> <p><b>Date:</b> 6/23/2017    <b>Registration:</b> N137P</p> <p><b>Make:</b> Cessna    <b>Model:</b> 206H    <b>S/N:</b> 20608304</p> <p><b>Tach/Hobb</b> 936.8    <b>A/C TT:</b> 936.8</p> <p><b>Engine Mal Lycoming Model:</b> IO-540-AC    <b>S/N:</b> L-32719-48E</p> <p><b>propeller:</b> McCauley B3D36C432    <b>S/N:</b> 61044</p> <p>Performed an annual inspection on propeller ref. Cessna 206H mm, and McCauley Owner Operation information manual 61</p> <p><i>I certify that this propeller has been inspected IAW an annual inspection and was found to be in an airworthy condition.</i></p> <p style="text-align: right;"><b>mech/ins Brian D. Cavada</b></p> <p style="text-align: right;">cert. # AP2707178IA</p> <p style="text-align: right;">sign. </p> </div>									



## AIRWORTHINESS DIRECTIVE COMPLIANCE RECORD

A.D. NUMBER AND AMENDMENT NO.	METHOD OF COMPLIANCE	DATE OF COMPLIANCE	TOTAL TIME IN SERVICE		TYPE A.D. (X)		NEXT COMPLIANCE DUE-DATE/ HOURS/OTHER	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER	REMARKS
			AIRFRAME	COMPONENT	ONE-TIME	RE-CURRING			

**Cargill Aeronautical Academy**

**200 Airport Road, Suite 100**

**New Cumberland, PA 17070**

Make: CESSNA

Model: 206H

Reg. No.: N137P

Date: 12/01/18

S/N: 20608304

Tach Time: 963.70

**Propeller Log**

Type: McCauleyB3D36C432

S/N: 061044

Total Time: 963.7

SOH: 158.7

Inspected Propeller IAW an annual/100 hour inspection, per Cessna Inspection checklist and Cessna maintenance manual. Run up and operational checks completed satisfactory. All AD's current through this date.

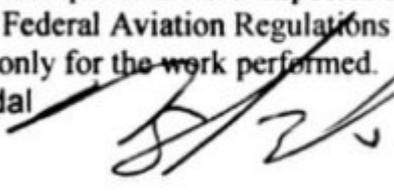
I certify that this PROPELLER has been inspected IAW an ANNUAL inspection and is found to be in an airworthy condition.

Daryl Plouse AP3105594IA



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## AIRWORTHINESS DIRECTIVE COMPLIANCE RECORD

A.D. NUMBER AND AMENDMENT NO.	METHOD OF COMPLIANCE	DATE OF COMPLIANCE	TOTAL TIME IN SERVICE		TYPE A.D. (X)	NEXT COMPLIANCE	AUTHORIZED SIGNATURE	MARKS
			AIRFRAME	COMPONENT				
	Full Throttle Aviation- 2399 Rickenbacker Way Auburn CA, 95602 530-820-3757	26 December 2019 TACH:1012.0 TTSO: 207.0 N-137P B3D36C432 S#061044						
	1. Profiled blades 2. Performed ground run – no defects noted 3. AD's verified through 2019-25 Completed an Annual/ 100 hour Inspection in accordance with Appendix "D" to Part 43. The aircraft and components were inspected and repaired in accordance with the current rules of the Federal Aviation Regulations and found to be Airworthy and was returned to service only for the work performed.							
	4. Ash Vidal 	AP2925590IA						
	Full Throttle Aviation- 2399 Rickenbacker Way Auburn CA, 95602 530-820-3757				2 May 2022 TACH:1219.9 TTSO: 414.9 N-137P B3D36C432 S#061044			
	1. Profiled blades 2. Performed ground run – no defects noted 3. AD's verified through 5/2/2022 Completed an Annual/ 100 hour Inspection in accordance with Appendix "D" to Part 43. The aircraft and components were inspected and repaired in accordance with the current rules of the Federal Aviation Regulations and found to be Airworthy and was returned to service only for the work performed.							
	4. Ash Vidal 	AP2925590IA						

Full Throttle Aviation-

2399 Rickenbacker Way

Auburn CA, 95602

530-820-3757

21 June 2023 TACH:1301.5 TTSO: 496.5

N-137P B3D36C432 S#061044

- 1. Profiled blades
- 2. Performed ground run - no defects noted
- 3. AD's verified through 6/21/2023

Completed an Annual/ 100 hour Inspection in accordance with Appendix "D" to Part 43. The aircraft and components were inspected and repaired in accordance with the current rules of the Federal Aviation Regulations and found to be Airworthy and was returned to service only for the work performed.

4. Ash Vidal

AP2925590IA

DATE	TIME

Full Throttle Aviation-

2399 Rickenbacker Way

Auburn CA, 95602

530-820-3757

5 January 2025 TACH:1350.5 TTSO: 545.2

N-137P B3D36C432 S#061044

- 1. Profiled blades
- 2. Performed ground run - no defects noted
- 3. AD's verified through 1/5/2025

Completed an Annual/ 100 hour Inspection in accordance with Appendix "D" to Part 43. The aircraft and components were inspected and repaired in accordance with the current rules of the Federal Aviation Regulations and found to be Airworthy and was returned to service only for the work performed.

4. Ash Vidal

AP2925590IA

DATE	TIME	REMARKS

AIRWORTHINESS DIRECTIVE COMPLIANCE RECORD

Full Throttle Aviation-

2399 Rickenbacker Way

Auburn CA, 95602

530-820-3757

20 February 2026 TACH:1350.5 TTSO: 545.5

N-137P B3D36C432 S#061044

1. Profiled blades
2. Performed ground run – no defects noted
3. AD's verified through 2/20/2026

Completed an Annual/ 100 hour Inspection in accordance with Appendix "D" to Part 43. The aircraft and components were inspected and repaired in accordance with the current rules of the Federal Aviation Regulations and found to be Airworthy and was returned to service only for the work performed.

4. Ash Vidal

AP2925590IA

Date: 2/25/2026	Tail #: 137P	
Airframe: Cessna 206H	S/N: 20608304	Hours: 1350.5
Engine: Lycoming Engines IO-540-AC1A5	S/N: L-32719-48E	Hours: 1350.5
Propeller: McCauley B3D36C432	S/N: 061044	Hours: 545.5

Airframe: Cessna 206H						
AD# Eff Date Category	Subject	Date/Hours at Compliance	Method of Compliance	Rec	Date/Hours Next Due	Signature and Number
72-07-09 R1 04/01/1972 Airframe	Cracks bolts in fin and rudder	N/A	N/A BY SERIAL NUMBER	Yes	N/A	
77-16-05 08/11/1977 Airframe	Fuel selector valve	N/A	N/A BY SERIAL NUMBER	No	N/A	
79-10-14 R1 05/30/1988 Airframe	Fuel tank venting	N/A	N/A BY SERIAL NUMBER	No	N/A	
84-10-01 R1 07/05/1988 Airframe	Bladder fuel cells	N/A	N/A BLADDER FUEL CELLS NOT INSTALLED	Yes	N/A	
99-13-04 07/13/1999 Airframe	Loose aileron control bellcrank stop bolts	N/A	N/A BY SERIAL NUMBER	No	N/A	
2000-04-01 03/11/2000 Airframe	Loss of engine oil through the failure of the oil pressure switch diaphragm	N/A	N/A BY SERIAL NUMBER	No	N/A	
2001-09-06 05/18/2001 Airframe	Detect and replace structurally deficient horizontal stabilizer attachment brackets	N/A	N/A BY SERIAL NUMBER	No	N/A	
2003-24-13 01/20/2004 Airframe	CORRECTION - Prevent unintentionally engaging the KAP 140 autopilot computer system	N/A	SUPERSEDED BY AD2004-15-18	No	N/A	
2004-15-18 09/12/2004 Airframe	Prevent unintentionally engaging the KAP 140 autopilot computer system	N/A	N/A AFFECTED PARTS NOT INSTALLED	No	N/A	
2004-19-01 11/01/2004 Airframe	CORRECTION - Prevent slippage of the pilot/co-pilot shoulder harness	N/A	N/A BY SERIAL NUMBER	No	N/A	
2005-13-10 08/09/2005 Airframe	Replace any incorrect circuit breaker installed in the MC01-3A I.C. 9 or MC01-3A I.C. 10 main electrical power junction box	N/A	N/A BY SERIAL NUMBER	No	N/A	
2006-17-04 09/01/2006 Airframe	To detect and correct any incorrect torque values of the end fittings of flexible fuel hoses in the engine compartment	N/A	SUPERSEDED BY AD2007-08-03	No	N/A	
2007-05-10 04/11/2007 Airframe	To prevent the crew seat back cylinder lock assembly from bending cracking or failing	N/A	N/A BY SERIAL NUMBER	No	N/A	
2007-08-03 05/02/07 Airframe	To detect and correct potential loss of fuel flow	N/A	N/A BY SERIAL NUMBER	No	N/A	
2008-05-09 04/08/2008 Airframe	To prevent failure of the seat base/back attach brackets	N/A	N/A BY SERIAL NUMBER	No	N/A	
2008-10-02 05/12/2008 Airframe	To prevent erroneous indications from the altimeter airspeed and vertical speed indicators	12/1/2018 TTAF:963.7	INSPECTED STATIC SELECTOR	No	N/A	DARYL PLOUSE 3105594
2008-26-10 01/05/2009 Airframe	Correction - Prevent erroneous indications from the altimeter airspeed and vertical speed indicators	n/a	N/A BY MANUFACTURE DATE	Yes	N/A	
2013-11-11 08/01/2013 Airframe	Engine Oil Pressure Switch	5/21/2023 TTAF:1301.5	Installed new P265-5037-1 oil pressure sender	Yes	TTAF:4301.5	Ash Vidal 2925590
2024-14-03 08/20/2024 Airframe	Autopilot System Software Update	N/A	N/A AFFECTED AUTOPILOT NOT INSTALLED	No	N/A	

Engine: Lycoming Engines IO-540-AC1A5						
AD# Eff Date Category	Subject	Date/Hours at Compliance	Method of Compliance	Rec	Date/Hours Next Due	Signature and Number
63-14-03 07/06/1963 Engine	Oil pump drive shaft	N/A	N/A BY SERIAL NUMBER	Yes	N/A	

64-16-05 07/10/1964 Engine	Oil seal failure	11/15/2007	NEW PART NUMBER	No	N/A	
66-20-04 08/27/1966 Engine	Oil filter adaptor gasket	11/15/2007	NW PART NUMBER	No	N/A	
73-23-01 01/13/1977 Engine	Piston pin failures	N/A	N/A BY SERIAL NUMBER	No	N/A	
75-08-09 07/09/1975 Engine	Oil pump	N/A	N/A BY DATE OF MANUFACTURE 11/15/2007	No	N/A	
78-23-10 11/07/1978 Engine	Center body bellows seal assembly	N/A	N/A BY PART NUMBER	No	N/A	
81-18-04 R2 06/07/1982 Engine	Oil pump	N/A	SUPERSEDED BY AD96-09-10	No	N/A	
87-10-06 R1 09/01/1989 Engine	Rocker arm assemblies	N/A	N/A BY SERIAL NUMBER	No	N/A	
91-14-22 08/19/1991 Engine	Crankshaft gear retaining bolt	N/A	SUPERSEDED BY AD2004-10-14	No	N/A	
92-12-05 07/10/1992 Engine	Piston pin failure	N/A	N/A BY DATE OF MANUFACTURE 11/15/2007	No	N/A	
93-02-05 05/14/1993 Engine	Fuel injection lines	N/A	SUPERSEDED BY AD2002-26-01	Yes	N/A	
93-05-21 03/17/1993 Engine	AC Textron Rajay fuel pumps	N/A	SUPERSEDED BY AD93-11-11	No	N/A	
93-11-11 05/21/1993 Engine	AC Textron Rajay fuel pumps	N/A	N/A BY DATE OF MANUFACTURE	No	N/A	
96-09-10 07/15/1996 Engine	Oil Pumps	N/A	N/A FACTORY NEW 11/15/2007	No	N/A	
96-23-03 12/17/1996 Engine	High pressure fuel pumps	N/A	N/A BY DATE OF MANUFACTURE 11/15/2007	No	N/A	
97-01-03 01/21/1997 Engine	Piston pin	N/A	SUPERSEDED BY AD97-15-11	No	N/A	
97-15-11 08/12/1997 Engine	Piston pin	N/A	N/A FACTORY NEW 11/15/2007	No	N/A	
98-17-11 10/19/1998 Engine	Crankshafts	N/A	N/A FACTORY NEW 11/15/2007	No	N/A	
98-18-12 09/28/1998 Engine	Torque check inspection	N/A	SUPERSEDED BY AD2003-14-03	Yes	N/A	
2002-19-03 09/20/2002 Engine	Prevent failure of the crankshaft which could result in total engine power loss	N/A	N/A TURBO CHARGER NOT INSTALLED	No	N/A	
2002-20-51 E Upon receipt Engine	Prevent loss of all engine power and possible forced landing	N/A	SUPERSEDED BY AD2002-23-06	No	N/A	
2002-23-06 11/19/2002 Engine	CORRECTION - Prevent loss of all engine power and possible forced landing	N/A	SUPERSEDED BY AD2004-05-24	No	N/A	
2002-26-01 01-31-2003 Engine	Prevent failure of the fuel injector fuel lines	N/A	SUPERSEDED BY AD2008-14-07	Yes	N/A	
2003-14-03 8/14/2003 Engine	Prevent rotary fuel pump leaks	N/A	N/A P#LW15473 DATE CODE H1513 INSTALLED 8/20/2013	Yes	N/A	
2004-05-24 03/30/2004 Engine	Prevent loss of all engine power and possible forced landing	11/15/2007	FACTORY NEW ENGINE	No	N/A	
2004-10-14 06/25/2004 Engine	CORRECTION - Prevent loosening or failure of the crankshaft gear retaining bolt	15 NOV 2017	DUE AT PROPELLER STRIKE OF SUDDEN STOPPAGE	Yes	PROPELLER STRIKE	
2005-19-11 10/21/2005 Engine	Prevent failure of the crankshaft	N/A	N/A BY SB566 SERIAL NUMBER NOT AFFECTED	No	N/A	
2006-20-09 11/03/2006 Engine	To prevent failure of the crankshaft	N/A	SUPERSEDED BY AD2012-19-01	No	N/A	
2008-06-51 E Upon Receipt Engine	Fuel injection servo plugs that had loosened or completely backed out of the threaded plug hole on the regulator cover of the fuel injection servo	N/A	SUPERSEDED BY AD2008-08-14	Yes	N/A	

2008-08-14 04/29/2008 Engine	To prevent a lean running engine	N/A	SUPERSEDED BY AD2009-02-03	Yes	N/A	
2008-14-07 08/14/2008 Engine	To prevent failure of the fuel injector fuel lines that would allow fuel to spray into the engine compartment	N/A	SUPERSEDED BY AD2011-26-04	Yes	N/A	
2009-02-03 02/09/2009 Engine	To prevent a lean running engine	N/A	N/A PW2576546-3 INSTALLED 8/20/2013	Yes	N/A	
2011-15-10 08/16/2011 Engine	To remove certain fuel servos from service	N/A	SUPERSEDED BY AD2012-03-06	Yes	N/A	
2011-26-04 1/25/2012 Engine	To prevent failure of the fuel injector lines	N/A	SUPERSEDED BY AD2015-19-07	Yes	N/A	
2012-03-06 02/24/2012 Engine	To prevent an in-flight shutdown due to a failed fuel servo diaphragm	N/A	N/A AVstar NOT INSTALLED	Yes	N/A	
2012-03-07 03/27/2012 Engine	To address a "machined-from-billet" HA-6 carburetor having a loose mixture control sleeve that rotated in the carburetor body	N/A	N/A AFFECTED PART NOT INSTALLED	No	N/A	
2012-19-01 10/24/2012 Engine	To prevent failure of the crankshaft	N/A	N/A PER SB569A TABLE 2 SERIAL NUMBER NOT AFFECTED	Yes	N/A	
2015-02-07 03/11/2015 Engine	Propeller Governor Idler Shaft Set Screw	N/A	DUE AT ENGINE OVERHAUL	Yes	OVERHAUL	
2015-19-07 11/03/2015 Engine	External Fuel Injector Lines	2/20/2026 TTAF:1350.5	C/W PAR (e)(ii)	Yes	TTAF:1450.5	ASH VIDAL 2925590
2017-16-11 08/15/2017 Engine	Engine Connecting Rod Assemblies Integrity	N/A	N/A PARTS NOT REPLACED	No	N/A	
2024-21-02 12/05/2024 Engine	Connecting Rod Assembly and Bushing	N/A	N/A BY DATE OF MANUFACTURE	Yes	N/A	

#### Propeller: McCauley B3D36C432

AD# Eff Date Category	Subject	Date/Hours at Compliance	Method of Compliance	Rec	Date/Hours Next Due	Signature and Number
2005-14-11 08/17/2005 Propeller	Maintenance by Southern California Propeller Service	N/A	N/A PROPELLER LAST RETURNED TO SERVICE BY SENENICH PROPELLER	No	N/A	
2005-24-07 01/03/2007 Propeller	To detect unsafe conditions that could result in a propeller blade separating from the hub and loss of control of the airplane	N/A	N/A PROPELLER LAST OVERHAULED 1/21/2014 BY SENENICH PROPELLER	No	N/A	

#### Appliance: Cabin Safety Belts

AD# Eff Date Category	Subject	Date/Hours at Compliance	Method of Compliance	Rec	Date/Hours Next Due	Signature and Number
87-17-06 09/22/1987 Appliance	AM Safe restraint system	N/A	N/A BY PART NUMBERS	No	N/A	

#### Appliance: Power Plant Filters, Air

AD# Eff Date Category	Subject	Date/Hours at Compliance	Method of Compliance	Rec	Date/Hours Next Due	Signature and Number
84-26-02 01/29/85 Appliance	All Paper Induction Air Filters - Engine Ingestion of Fragments	6/21/2026 Itaf:1301.5	Installed new P11-2206 induction air filter	Yes	TTAF: 1801.5	Ash Vidal 2925590

#### Appliance: Power Plant Ignition - Switches

AD# Eff Date Category	Subject	Date/Hours at Compliance	Method of Compliance	Rec	Date/Hours Next Due	Signature and Number
93-05-06 04/29/1993 Appliance	ACS ignition switches		DUE AT 2000 HOUR TOTAL TIME IN SERVICE	Yes	TTAF:2000	

#### Appliance: Power Plant Magnetos

AD# Eff Date Category	Subject	Date/Hours at Compliance	Method of Compliance	Rec	Date/Hours Next Due	Signature and Number
74-18-05 08/28/1974 Appliance	Slick magnetos	N/A	N/A BY PART NUMBERS	Yes	N/A	

80-06-05 02/04/1980 Appliance	Slick magnetos	N/A	N/A BY PART NUMBERS	No	N/A	
81-16-05 08/06/1981 Appliance	Slick magnetos	N/A	N/A BY PART NUMBERS	No	N/A	
99-04-04 02/25/1999 Appliance	Magneto impulse coupling	N/A	N/A BY ENGINE MODEL NUMBER	Yes	N/A	
2011-26-07 1/24/2012 Appliance	To prevent engine failure due to migration of the magneto impulse coupling stop pin	N/A	N/A YB MAGNETO MODEL NUMBERS	Yes	N/A	