



43W730 US Route 30 Sugar Grove, IL 60554  
630-584-3200

# FAA Airworthiness Directive Compliance Record

Report Produced By: J.A. Air Center

Content Revision: 3/28/2011 File ID: N5584R11

Aircraft Registration:

FAA AD Number Effective Date	Description	Completed Date Time	Amendment Number	Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility	2. Cert. Type	3. Cert. Num.	4. Author. By
72-22-01 10/25/1972	TO DECREASE THE POSSIBILITY OF GEAR-UP LANDINGS CAUSED BY SEIZURE OF THE UPLOCK ROLLERS	4/1/2011 1821.4			Recur					
75-05-02 2/21/1975	TO PREVENT LOSS OF ENGINE OIL, IMPROPER ENGINE LUBRICATION OR ENGINE OIL CONTAMINATION	4/1/2011 1821.4			Recur					
90-11-04 6/12/1990					Recur					
91-14-13 8/12/1991					Recur					
91-23-07 12/17/1991					Recur					
92-08-07 5/18/1992					Recur					

Part #: Serial #: E2510

- 1. J. A. Air Center
- 2. Certified Repair Station
- 3. N/F2R029L
- 4.

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Manufacturer: Beech Aircraft Corp. Category: Airframe Model: A36 Part #: Serial #: E2510 Superseded by 93-24-03											
93-24-03	1/21/1994	TO PREVENT SEPARATION OF THE RUDDER FROM THE AIRPLANE CAUSED BY CRACKS IN THE FORWARD RUDDER SPAR	5/1/1996 381.3 ATT		PCW Ess logbook entry dated 5-1-96 @ 381.3 Hobb by compliance with SB2333R1 & installing STC SA00044LA. No further action required.	Recur	No further action required	1. J. A. Air Center	2. Certified Repair Station	3. NF2R029L	4.
95-04-03	4/7/1995	TO PREVENT SPAR CARRY-THROUGH FRAME STRUCTURE FAILURE, WHICH, IF NOT DETECTED AND CORRECTED, COULD RESULT, CONTD.	4/1/2011 1821.4 ATT		N/A By serial number.	Recur	N/A	1. J. A. Air Center	2. Certified Repair Station	3. NF2R029L	4.
2001-08-08	6/7/2001	To prevent the tailpipe from detaching from the turbocharger due to failure of the V-band exhaust clamp	4/1/2011 1821.4 ATT		N/A by aircraft not turbocharged.	Recur	N/A	1. J. A. Air Center	2. Certified Repair Station	3. NF2R029L	4.
2007-08-08	5/25/2007	To decrease the possibility of gear-up landings caused by seizure of the uplock rollers	4/1/2011 1821.4 ATT		N/A by serial number.	Recur	N/A	1. J. A. Air Center	2. Certified Repair Station	3. NF2R029L	4.

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<b>Manufacturer</b> Teledyne Continental		<b>Category</b> Engine	<b>Model</b> IO-550-B	<b>Part #:</b> 675498 <b>Serial #:</b>							
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86-13-04 R3 2/24/1988		TO PREVENT POSSIBLE CYLINDER HEAD TO BARREL SEPARATION, ENGINE FAILURE AND/OR ENGINE COMPARTMENT FIRE	4/1/2011 1821.4 ETT	N/A	By serial number.	Recur	N/A	1. J. A. Air Center	2. Certified Repair Station	3. NF2R029L	4.
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96-12-22 7/31/1996	@ATP	TO PREVENT LOSS OF ENGINE OIL CAUSED BY LOOSE OR SEPARATED OIL FILTER ADAPTERS, WHICH COULD RESULT IN ENGINE, CONTD.	4/1/2011 1821.4 ETT	N/A	By oil filter adapter not installed.	Recur	N/A	1. J. A. Air Center	2. Certified Repair Station	3. NF2R029L	4.
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2009-16-03 9/9/2009	@ATP	To prevent the separation of the cylinder head, which could result in immediate loss of engine power, possible, contd.	4/1/2011 1821.4 ETT	N/A	subject cylinders not installed.	Recur	N/A	1. J. A. Air Center	2. Certified Repair Station	3. NF2R029L	4.
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2009-19-07 C2 10/7/2009	@ATP	To prevent loss of engine power due to cracks in the cylinder head, possible engine failure, and fire in, contd.	4/1/2011 1821.4 ETT	N/A	subject cylinders not installed.	Recur	N/A	1. J. A. Air Center	2. Certified Repair Station	3. NF2R029L	4.
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<b>Manufacturer</b> Induction Air Filters		<b>Category</b> Air Filter	<b>Model</b> PAPER INDUCTION AIRFILTER	<b>Part #:</b> P137627 <b>Serial #:</b>							
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84-26-02 1/29/1985	@ATP	TO PREVENT POSSIBLE ENGINE POWER LOSS OR STOPPAGE CAUSED BY ENGINE INGESTION OF FRAGMENTS, CONTD.	3/9/2007 1532.5 ATT	P/C/W @ 3/9/2007, next due at 2032 ATT or on condition.	Recur	Next due @ 2032 ATT or on cond	1. J. A. Air Center	2. Certified Repair Station	3. NF2R029L	4.
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Manufacturer: McCauley  
Category: Propeller  
Model: D3A32C409  
Part #: 022167  
Serial #: 022167

2007-08-04	5/17/2007	To prevent blade or hub failure that could result in separation of a propeller blade & loss of control, contd.	4/1/2011 572.4 PTT	C/M @ this time per AD and McCauley Propeller Systems Alert Service Bulletin ASB248 by inspection of the propeller. Propeller inspection is due every 100 hours TIS or at every annual inspection, whichever occurs first. At the next prop overhaul or disassembly, <del>both hub and blades must be removed and stamped with the letter "L".</del> Next inspection due @ 605.3 PTT or 3/2011, whichever occurs first. Remove prop from service per requirements of AD once propeller exceeds 10,000 hours TIS.	Recur	672.4 PTT/1921.4 ATT	Signature:	1. J.A. Air Center	2. Certified Repair Station	3. NF2R029L	4.
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