

Avio Fix Pro, LLC

Authorized Inspector A&P • IA

J. Frank Pijuan

July 17, 2021

Broward County Board of County Commissioners

Pilatus Britten Norman LTD S/N: C2171

N856BC

- 1. Perform an Annual Inspection On Above Stated Aircraft. Normal Annual is not possible. The aircraft has been idle for 18 months The evaluation of the aircraft must be in the order of what is working and what has aged and congeal, froze or cracked, due to the exposure of the outside elements.**
- 2. Performed The Annual Inspection Per Britten Norman Guidelines Of The Aircraft And Additionally To Be Determine And It's Operability.**
- 3. The Following Items Have Been Found During The Inspection And Are Critical To The Airworthiness Of The Aircraft.**
 - 1. Left Engine: Performed the complete inspection of the left engine per Lycoming and Britten Norman guidelines.**
 - 2. Performed A Compression Check: 1-40, 2-63, 3-75, 4-79, 5-43, 6-79. Found some of the cylinders to be low on a differential compression test and are bypassing by the rings and the exhaust valves on the low cylinders and by the rings on the high ones. Removal of the engines and send them for overhaul is mandatory. Engine AD's Engine age & corrosion is a primary factory for engine overhaul. Estimated time for the removal of the engine is 10 to 12 hours. In accordance with Lycoming specifications and guidelines. The average cost of overhauling two engine is between \$60,000.00 to \$70,000.00 per engine varying toward engine core parts condition.**
 - 3. Left Engine: Left and Right Magneto are out of time. Retime the magnetos 1.5 to 2 hours per magneto if the gasket does not break. If it breaks and it must be replaced 4 to 6 hours to remove the magneto, clean the old gasket from both surfaces, install the new gasket and retime the magneto.**
 - 4. Left Engine Magneto to Spark Plug Harness Must be Replaced. They are Old and Cracking May Start To Ground to The Engine. 7 to 12 Hrs. Per Magneto plus parts. Estimate price \$850.00 to \$900.00.**

- 5. Left Engine: All spark plugs are worn and timed out. Removed all the spark plugs clean the cylinder boss, lubricate all the new spark plug threads, install and torque in accordance with Lycoming specifications. The average cost for new \$400.00 to \$500.00.**

- 6. Left Engine: Right Inboard Exhaust Stack, Lower Manifold Forward Has A Pin Hole On The No. 1 Cylinder. 24 to 28 Hrs. if any of the studs do not break. Remove the exhaust manifold and send to a certified repair station and have it welded, and pressure tested with the proper documentation. Average cost for repair. \$1200.00 to \$1800.00. all gaskets must be replaced. Average price \$1300.00**

- 7. Airconditioning Compressor And System Is Not working. Further evaluation is required. This item must be evaluated by an outside vendor. Minimum troubleshooting estimated at 10 Hrs. at \$125.00 per Hrs. to find the leak. Price cost on parts needed must wait on evaluation.**

- 8. Left Engine: Throttle Control Is Very Stiff. Needs lubrication and or evaluation for possible replacement. 6 to 10 Hrs. if cable has not been damaged internally due to age. If replacement is required. 30 to 40 Hrs. to install a new one. Consult with Britten Norman. Estimated price \$6500.00 to 7000.00.**

- 9. Left Engine: Mixture Control Is Very Stiff. Needs lubrication and or evaluation for possible replacement. 6 to 10 Hrs. if cable has not been damaged internally due to age. If replacement is required. 30 to 40 Hrs. to install a new one. Consult with Britten Norman. Estimated price \$6500.00 to \$7000.00.**

- 10. Left Engine: Propeller Governor Control Is Very Stiff. Needs lubrication and or evaluation for possible replacement. 10 to 15 Hrs. if cable has not been damaged internally due to age. If replacement is required. 30 to 40 Hrs. to install a new one. Consult with Britten Norman. Estimated price \$6500.00 to \$7000.00.**

- 11. Left Propeller: Propeller Operations Slow. Crank shaft and propeller have sludge in the crank shaft that must be cleaned out. 18 to 24 Hrs. If not, issues are found during the removal and installation on the propeller. Example, corrosion or dry rotted seals. Propeller repair or overhaul must be current priced checked with a certified propeller shop.**

- 12. Left Propeller Dome Pressure At Zero. Propeller unfeathering dome pressure goes to zero. Will not hold nitrogen. Possibly the valve is leaking. Propeller needs to be sent out to shop to be corrected. Estimated price \$2400.00 to \$2700.00.**

- 13. Left Propeller Hub Has No Grease In It.** Remove one set of grease fittings and service the propeller hub with the recommended lubricant. Reinstall the grease fittings and secure. 2 to 3 Hrs.
- 14. Left Propeller Blades Need Dressing.** Dress the propeller blades. 3 to 4 Hrs. Price is attached to #12 quote
- 15. Left Engine, Performed A Compression Check Left Engine: 1-40, 2-63, 3-65, 4-69, 5-43, 6-59.** Found some of the cylinders to be low on a differential compression test and are bypassing by the rings and the exhaust valves on the low cylinders and by the rings on the high ones. Removal of the engines and send them for overhaul is mandatory. Engine AD's, Engine age & corrosion is a primary factor for engine overhaul. Estimated time for the installation of the engine is 20 to 30 hours. In accordance with Lycoming specifications and guidelines. The average cost of overhauling a engine is between \$60,000.00 to \$70,000.00 per engine varying toward engine core parts condition.
- 16. Left Engine Cylinder Rocker Cover Gaskets Are Leaking Oil.** Remove all six-rocker cover, clean the old gasket from the cylinder and the covers. 8 to 12 Hrs. some are in a very difficult areas to access may take longer. 2 to 4 Hrs. Estimated price \$100.00 to \$150.00
- 17. Left Engine Isolator Mounts Are Cracking And Are Old.** 30 to 40 Hrs. plus parts. Estimated price \$1600.00 to \$1800.00
- 18. Left Engine Oil and Filter Change.** Replace the oil and filter and secure. 2 to 3 Hrs. Estimated price \$100.00 to \$150.00.
- 19. Left Engine Cylinder Oil Return Line Couplers Must be Tighten and Secured.** 3 to 6 Hrs. if no further issues appear.
- 20. Left Engine Fuel Injectors Need To Be Cleaned And Decarbonized.** 4 to 6 Hrs. If no other issues are found, Cost \$1200.00 to \$1300.00. If damaged found average cost \$2000.00 to \$2200.00
- 21. Left Engine Fuel Servo, Fuel Divider, Fuel Injectors, Fuel Injector Lines.** This item work as a unit. Must be removed and sent out to be recertified and make sure all the diaphragms are healthy and not cracking internally due to age and stagnation. Removal 8 to 12 Hrs. installation 14 to 18 Hrs. recalibration to the engine after installation 4 to 12 Hrs. cost of the repair, overhaul and bench calibration. \$1800.00 \$2400.00. plus, shipping.
- 22. Left Engine Fluid Caring Hoses are Out Of Date.** All fluid caring hoses need to be

replaced with new. All are out of date. Require fire sleeving. Depending where they are ordered from the prices are normally \$1800.00 to \$2200.00.

- 23. Left Engine Oil Pan Bolts Require Retorquing, Some Areas Are Leaking.** Oil pan bolts retorquing in accordance with Lycoming specifications, some are difficult to access. 8 to 10 Hrs.
- 24. Left Engine Electrical Harness Must Be Rerouted And Secured Properly. Prevents Chaffing against The Metal Mounting and Clamps.** 10 to 12 Hrs. if no additional issues appear.
- 25. Left Engine Has Many Fittings That Are Corroded. They Need To Be Replaced.** Due to the number of fittings and accessibility. Also, if they will come off. This item is time and material.
- 26. Left Engine Baffles Are Old And Cracking, Also, Many Areas The Aluminum Frame Is Cracked and Needs To Be Replaced.** 18 to 24 Hrs. to remove and replaced. Material price is unknown currently. Estimated Cost is \$6000.00 to \$6200.00.
- 27. Left Engine Exhaust Shroud For The Defrosters And Cabin Heating Must Be Repaired To Prevent Loss Of Heat.** 4 to 6 Hrs. if no additional issues are found. Estimated cost \$1200.00 to \$1500.00.
- 28. Left Engine Defroster Ducts, Scatt And Skitt Type Must Be Replaced To Prevent CO2 From Entering The Cabin.** 10 to 12 Hrs. if no other issues are present during the replacement. Estimated price \$800.00.
- 29. Left Engine Induction Filter Needs Replacing.** 4Hrs plus parts. Estimated price \$60.00 to \$80.00.
- 30. Left Engine Alternator Belt Is Old And Cracking.** To replace the belt the propeller must be removed. 4 to 6 Hrs. Estimated price \$120.00 to \$130.00
- 31. Left Engine Starter Ring Gear Is Corroded.** Must be cleaned and lubricated. Reinstalled and aligned to the engine. Reinstall the propeller. 4 to 6 Hrs. if no additional issues are found.
- 32. Left Engine Has Many Oil leaks That Has To Be Determined.** The engine must be ran to the full range of RPMs, that has not been achieved as of yet due to the aircraft is not safe for a full power run at the present moment with no available breaks.

- 33. Right Engine, Performed A Compression Check: 1-36, 2-43, 3-60, 4-37, 5-62, 6-68.**
Found some of the cylinders to be low on a differential compression test and are bypassing by the rings and the exhaust valves on the low cylinders and by the rings on the high ones. Removal of the engines and send them for overhaul is mandatory. Engine Airworthiness Directives, Engine age & corrosion is a primary factory for engine overhaul. Estimated time for the installation of the engine is 20 to 30 hours. In accordance with Lycoming specifications and guidelines. The average cost of overhauling an engine is between \$60,000.00 to \$70,000.00 per engine varying toward engine core parts condition.
- 34. Right Engine: Left And Right Magneto Are Out Of Time.** Retime the magnetos 1.5 to 2 hours per magneto if the gasket does not break. If it breaks and it must be replaced 4 to 6 hours to remove the magneto, clean the old gasket from both surfaces, install the new gasket and retime the magneto.
- 35. Right Engine Magneto To Spark Plug Harness Must be Replaced. They are Old and Cracking May Start To Ground to The Engine.** 7 to 12 Hrs. Per Magneto plus parts. Estimate price \$850.00 to \$900.00.
- 36. Right Engine: All Spark Plugs Are Worn And Timed Out.** Removed all the spark plugs clean the cylinder boss, lubricate all the new spark plug threads, install and torque in accordance with Lycoming specifications. 4 to 6 Hrs. Estimated price \$400.00 to \$500.00
- 37. Right Engine: Throttle Control Is Very Stiff.** needs lubrication and or evaluation for possible replacement. 6 to 10 Hrs. if cable has not been damaged internally due to age. If replacement is required. 30 to 40 Hrs. to install a new one. Consult with Britten Norman. Estimated price is \$6500.00 to 7000.00.
- 38. Right Engine: Mixture Control Is Very Stiff.** Needs lubrication and or evaluation for possible replacement. 6 to 10 Hrs. if cable has not been damaged internally due to age. If replacement is required. 30 to 40 Hrs. to install a new one. Consult with Britten Norman. Estimated price is \$6500.00 to 7000.00.
- 39. Right Engine: Propeller Governor Control Is Very Stiff.** Needs lubrication and or evaluation for possible replacement. 10 to 15 Hrs. if cable has not been damaged internally due to age. If replacement is required. 30 to 40 Hrs. Consult with Britten Norman. Estimated price is \$6500.00 to \$7000.00
- 40. Right Engine Fluid Caring Hoses Are Out Of Date.** All fluid caring hoses need to be replaced with new. All are out of date. Require fire sleeving. Depending where they are ordered from the prices are normally \$1800.00 to \$2200.00.

- 41. Right Engine Oil Pan Bolts Require Retorquing, Some Areas Are Leaking.** Oil pan bolts retorquing in accordance with Lycoming specifications, some are difficult to access. 8 to 10 Hrs.
- 42. Left Engine Isolator Mounts Are Cracking And Are Old.** 30 to 40 Hrs. plus parts.
Estimated price \$1600.00 to \$1800.00
- 43. Right Engine Induction Filter Needs Replacing.** 4Hrs plus parts.
Estimated price \$60.00 to \$80.00.
- 44. Right Engine Defroster Ducts, Scatt and Skitt type must be replaced to prevent CO2 from entering the cabin.** 10 to 12 Hrs. if no other issues are present during the replacement. Estimated price \$800.00.
- 45. Right Engine Electrical Harness Must Be Rerouted and Secured Properly. Prevents Chaffing against The Metal Mounting and Clamps.** 10 to 12 Hrs. if no additional issues appear.
- 46. Right Engine Has Many Fittings That Are Corroded. They Need To Be Replaced.**
Due to the number of fittings and accessibility. Also, if they will come off. This item is time and material.
- 47. Right Engine Baffles Are Old and Cracking, Also, Many Areas The Aluminum Frame Is Cracked and Needs To Be Replaced.** 18 to 24 Hrs. to remove and replaced.
Estimated Cost is \$6000.00 to \$6200.00.
- 48. Right Propeller: Propeller Operations Slow.** Crank shaft and propeller have sludge in the crank shaft that must be cleaned out. 18 to 24 Hrs. If not, issues are found during the removal and installation on the propeller. Example, corrosion or dry rotted seals. Propeller repair or overhaul must be current priced checked with a certified propeller shop.
- 49. Right Propeller Dome Pressure At Zero.** Propeller unfeathering dome pressure goes to zero. Will not hold nitrogen. Possibly the valve is leaking. Propeller shop to corrected unknown until the quote is researched.
Estimated price \$2400.00 to \$2700.00.
- 50. Right Propeller Hub Has No Grease In It.** Remove one set of grease fittings and service the propeller hub with the recommended lubricant. Reinstall the grease fittings and secure.
- 51. Right Propeller Blades Need Dressing.** Dress the propeller blades. 3 to 4 Hrs.
Price attached to quote #49

- 52. Right Engine Alternator Belt Is Old And Cracking.** To replace the belt the propeller must be removed. 4 to 6 Hrs. Estimated price \$120.00 to \$130.00
- 53. Right Engine Starter Ring Gear Is Corroded.** Must be cleaned and lubricated. Reinstalled and aligned to the engine. Reinstall the propeller. 4 to 6 Hrs. if no additional issues are found.
- 54. Right Engine Exhaust Shroud For The Defrosters And Cabin Heating Must Be Repaired To Prevent Loss Of Heat.** 4 to 6 Hrs. if no additional issues are found. Estimated cost \$1200.00 to \$1500.00.
- 55. Right Engine Cylinder Rocker Cover Gaskets Are Leaking Oil.** Remove all six-rocker cover, clean the old gasket from the cylinder and the covers. 8 to 12 Hrs. some are in a very difficult areas to access may take longer. 2 to 4 Hrs. Estimated price \$100.00 to \$150.00.
- 56. Right Engine Oil and Filter Change.** Replace the oil and filter and secure. 2 to 3 Hrs. Estimated price \$100.00 to \$150.00.
- 57. Right Engine Cylinder Oil Return Line Couplers Must be Tighten and Secured.** 3 to 6 Hrs. if no further issues appear.
- 58. Right Engine Fuel Injectors Need To Be Cleaned And Decarbonized.** 4 to 6 Hrs. If no other issues are found. Cost \$1200.00 to \$1300.00. If damaged found average cost \$2000.00 to \$2200.00
- 59. Right Engine Fuel Servo, Fuel Divider, Fuel Injectors, Fuel Injector Lines.** This item work as a unit. Must be removed and sent out to be recertified and make sure all the diaphragms are healthy and not cracking internally due to age and stagnation. Removal 8 to 12 Hrs. installation 14 to 18 Hrs. recalibration to the engine after installation 4 to 12 Hrs. cost of the repair, overhaul and bench calibration. \$1800.00 to \$2400.00. plus, shipping.
- 60. Left Engine Has Many Oil Leaks That Has To Be Determined.** The engine must be ran to the full range of RPMs, that has not been achieved as of yet due to the aircraft is not safe for a full power run at the present moment with not available breaks.
- 61. Engine performance gauges/indicator failed no reading indicated. Current gauges are limited and not repairable.** Estimated Quote is \$15000.00 to \$18000.00.

62. Left And Right Engine Oil Indicator Are Intermittent. Removed the instruments and sent them out to be inspected, repaired, and replaced as necessary. 4 to 6 Hrs. if no additional issues are found. Existing instrument unit are limited to repair and replacement.

- 63. Left And Right Engine RPMs, Tachometer, Is Very Erratic. The Right Tach Is Below Zero At Start.** Removed the instruments and sent them out to be inspected, repaired, and replaced as necessary. 4 to 6 Hrs. if no additional issues are found. Existing instrument unit are limited to repair and replacement.
- 64. Left And Right Engine Manifold Pressure Indicators Are Out Of Calibration And Not At Zero, Also Erratic Movements.** Removed the instruments and sent them out to be inspected, repaired, and replaced as necessary. 4 to 6 Hrs. if no additional issues are found. Existing instrument unit are limited to repair and replacement.
- 65. Left And Right Exhaust Gas Temperature Indicators Are Not Working.**
Removed the instruments and sent them out to be inspected, repaired, and replaced as necessary. 4 to 6 Hrs. if no additional issues are found. Existing instrument unit are limited to repair and replacement.
- 66. Left And Right Engine Cylinder Head Temperature, Are Not Working, Sometime They Do But Very Erratic, Not accurate. The Right Indicator Most Of The Time Does Not Work.**
Removed the instruments and sent them out to be inspected, repaired, and replaced as necessary. 4 to 6 Hrs. if no additional issues are found. Existing instrument unit are limited to repair and replacement.
- 67. Navigational instruments are not working. No sign of instrument indication for use.** Removed the instruments and send them out to be inspected, repaired, and replaced as necessary. 15 to 17 Hrs. if no additional issues are found. The cost of replaced navigational instruments \$16,000.00 to 17,500.00 .
- 68. Aircraft Left Windshield Is Aged And Crazing.** Must be replaced. 20 to 30 Hrs. plus parts. Estimated price \$10,000.00 to \$12,000.00

- 69. Aircraft Right Windshield Is Aged And Craziing. Must be replaced. 20 to 30 Hrs. plus parts. Estimated price \$1400.00 to \$1800.00**
- 70. Aircraft Windows In The Cabin Are Leaking And Are Aged. Must be replaced and properly sealed. 8 to 10 Hrs. per Window. Plus, parts. Estimated price \$300.00 to \$500.00**
- 71. Pilot an Copilot Seat Belts Are Not Working correctly. Seat belts must be replaced with certified units as necessary. 4 Hrs. per seat. Estimated Price is \$1100.00 to \$1600.00**
- 72. Aircraft Interior Needs To Be Removed Totaly and Replace All Insulation That Has Deteriorated Due To Time And Humidity. Leaking Rain In The Aircraft. 60 to 80 Hrs. Estimated price is \$7,000.00 to \$9,000.00**
- 73. Left and Right Cockpit Storm Window Seals Are Missing Are Rotted Away. Must Be Replaced. 4 to 6 Hrs. per window. Estimated price is \$1400.00 to \$1500.00**

- 74. Aft Baggage Door Seal is Deteriorated and Some Sections Is Missing. Seal must be replaced and fit for proper sealing of the cabin; it will also protect against mosquito over spray entering the cabin. 6 to 8 Hrs. Estimated price \$1400.00 to \$1600.00**
- 75. Cabin Door Seal is Deteriorated and Some Sections Is Missing. Seal must be replaced and fit for proper sealing of the cabin; it will also protect against mosquito over spray entering the cabin. 10 to 14 Hrs. Estimated price \$1400.00 to 1600.00**
- 76. Aircraft's hydraulic Systems Must Be Flushed Out Due To Inactivity. 12 to 14 Hrs. if no other issues are found.**
- 77. Aircraft Fuel System Must Be Flushed Out Due To Inactivity. 12 to 14 Hrs. if no other issues are found.**
- 78. Aircraft Fuel Caps Need New "O" Ring Seals. 2 to 4 Hrs. Estimated price \$75.00 to \$90.00**
- 79. Aircraft All Fuel Filler Necks Are Corroded. Must Be Cleaned And Treated. 25 to 30 Hrs. If no further issues are found or it becomes not repairable. Estimated Price \$3500.00 to \$4200.00**
- 80. All Aircraft Fuel Tank Vents Are Completely Plugged With Mud From bugs. 12 to 14 Hrs. if all mud is removed and lines don't have to be replaced. If that occurs it will be estimated at 30 to 45 Hrs.**
- 81. Left And Right Auxiliary Fuel Selectors Are Leaking Fuel. This item are non repairable must be replaced from Britten Norman. Price on the valves to be determined. 25 to 30 Hrs. plus draining all the aircraft fuel. Estimated price \$5500.00 to 6000.00**
- 82. Left And Right Main Fuel Selectors Are Leaking Fuel. This item are none repairable must be replaced from Britten Norman. Price on the valves to be determined. 35 to 45 Hrs. plus draining all the aircraft fuel. Possible skin modification must be accomplished for access. Time and materials are unknow until the blue prints are read. Estimated Price \$ 6500.00 to 7000.00**
- 83. Aircraft Instrument Filter Replacement. The Paper Filter And The Sponge Filter. 4 to 6 Hrs. Estimated price \$ 30.00 to 35.00**
- 84. Aircraft Has Hundreds Of Rusted Screws And Fasteners And many Are Missing That Has Never Been Replaced. To Remove Clean The Nut Plate And Install New Stainless Steel Hardware. Plus The New Hardware In High Volume. 60 to 70 Hrs. Estimated price 200.00 to 275.00**

**85. Aircraft Battery Must Be Replaced With A New One. 4 to 6 Hrs. plus battery price.
Estimated price \$ 2500.00 to 2800.00**

- 86. Aircraft Need A Full Avionics Test By A Certified Avionics Repair Station.
Price is Unknown.**
- 87. Aircraft Need FAR 91-411 And 91-413 Altimeter and Transponder
Recertification, Mandatory Every Two Years. Estimated price \$495.00
to \$650.00.**
- 88. Aircraft Cabin Door Seals Are Old And Leaking Water. 12 to 18 Hrs. plus parts
Estimated price \$ 350.00 to \$500.00**
- 89. Aircraft Windows Cabin Are Leaking Water. 30 to 60 Hrs. plus sealer.**
- 90. Left Main Landing Gear Internal Seals Are Blown. Will Not Hold Fluid Or Nitrogen. In
Accordance With Britten Norman The Landing Gear Needs To Be Removed And
Sent To A Certified Landing Gear Repair Station. The average cost of overhauling
landing gear is between \$15,000.00 to 17,000.00. To remove the landing gear and
send it out 14 to 18 Hrs. to install the landing gear in accordance with the Britten
Norman specification. 25 to 35 Hrs.**
- 91. Right Main Landing Gear Internal Seals Are Blown. Will Not Hold Fluid. In
Accordance With Britten Norman The Landing Gear Needs To Be Removed And
Sent To A Certified Landing Gear Repair Station. The average cost of overhauling
landing gear is between \$15,000.00 to 17,000.00. To remove the landing gear and
send it out 14 to 18 Hrs. to install the landing gear in accordance with the Britten
Norman specification. 25 to 35 Hrs.**
- 92. Nose Landing Gear Internal Seals Are Blown. Will Not Hold Fluid. In Accordance
With Britten Norman The Landing Gear Needs To Be Removed And Sent To A
Certified Landing Gear Repair Station. The average cost of overhauling landing gear
is between \$15,000.00 to 17,000.00. To remove the landing gear and send it out 14 to
18 Hrs. to install the landing gear in accordance with the Britten Norman specification.
25 to 35 Hrs.**
- 93. Aileron Flight Control Needs Rigging. 6 to 8 Hrs.**
- 94. Elevator Flight Control Need Rigging. 8 to 10 Hrs.**
- 95. Rudder Flight Control Need Rigging. 8 to 10 Hrs.**
- 96. Elevator Flight Control Trim Rigging. 6 to 8 Hrs.**
- 97. Aileron Flight Control Cable Tension reset. 6 to 8 Hrs.**
- 98. Elevator Flight Control Cable Tension reset. 6 to 8 Hrs.**

- 99. Rudder Flight Control Cable Tension reset. 6 to 8 Hrs.**
- 100. Trim Flight Control Cable Tension reset. 6 to 8 Hrs.**
- 101. Nose Gear Steering Control Cable Tension reset. 7 to 12 Hrs.**
- 102. Aircraft Many Ground Bonding Straps Are Broken Throughout the Aircraft. 20 to 30 Hrs.**
- 103. Pitot's Left And Right Break Master Cylinders Must Be Overhauled. They will Not Hold Any Fluid. 8 to 10 Hrs. each. Plus parts.**
- 104. Co-Pitot's Left And Right Break Master Cylinders Must Be Overhauled. They will Not Hold Any Fluid. 8 to 10 Hrs. each. Plus, parts.**

- 105. Aircraft's Wet Compass Must Be Overhauled Or Replaced. Has No Fluid In It. Compass Must Be Swung And Calibrated. To Remove the compass. 3 to 4 Hrs.**
- 106. Aircraft Fuel Cabin Heater Requires A Decay Test Every Two Years. The price of the test must be quoted.**
- 107. Cabin Heater Fuel Filter Must Be Replaced With A New One. 3 to 4 Hrs. plus filter.**
- 108. Chemical Tanks Must Be Properly Repaired And Leak Checked. They Leak. Unable To Price This Task. Time and materials as needed.**
- 109. Aircraft Tail Skid Tie Down Is Very loose. Repair plus parts. 7 to 10 Hrs.**
- 110. Aircraft Turn Coordinator Is Very Noisy. Removal 6 to 7 Hrs. repair or overhaul unknown.**
- 111. Aircraft Fuel Quantity Indicators For The Tip Tanks Are Not Accurate And Are Intermittent. Not trustworthy. To trouble shoot and estimate a quote will be time and materials. Estimated price \$1800.00 to \$2500.00.**
- 112. Aircraft Fuel Quantity Indicators For The Main Tanks Are Not Accurate And Are Intermittent. Not trustworthy. To trouble shoot and estimate a quote will be time and materials. Estimated price \$1800.00 to \$2500.00.**
- 113. Aircraft Main Tires Tubes Are Deteriorated Must Be Replaced. Total Of Four Tires And Tubes. Including All Wheel Bearings And races. 18 to 24 Hrs.**
- 114. Aircraft Nose Tire And Tube Is Deteriorated Must Be Replaced. 4 to 5 Hrs.**
- 115. Main Landing Gear Brake Assemblies Overhaul And Installation Of All New Brake Linings. 40 to 60 Hrs. if no issues during disassembly occurs.**
- 116. The Aircraft Emergency Window Has To Be Opened and Inspected For Proper Operations and Free Mechanism. This Unit Has Not Been Opened For A Long Period Of Time. AD02-03-04 Makes It Mandatory. 14 to 18 Hrs. for open evaluated plus parts.**

117. Aircraft paint job & removal of excessive corrosion is mandatory for the airworthiness of aircraft. The average cost of aircraft spray job is between \$21,000.00 to 26,000.00.

118. AD 83-07-12 Fuel Transmitter Float Inspection. 8 to 10 Hrs.

119. AD 83-10-06 Elevator Trim Tab. 8 TO 10 Hrs
120. AD83-23-01 Wing Tank Fuel System MOD. 12 TO 14 Hrs
121. AD 84-23-06 - Engine Mounting Brackets. 10 to 14 Hrs.
122. AD 95-04-09 - Nose Wheel Steering Drive Ring Inspection. 12 to 14 Hrs.
123. AD 98-04-17 - Electrical Power loss. 8 to 12 Hrs. to verify the installation if installed.
124. AD 98-04-21 - AFM Changes - Icing. 3 to 5 Hrs. to verify.
125. AD 98-16-14 - Main Landing Gear Lower Fitting. 20 to 30 Hrs. to inspect.
126. AD 02-01-11 - Throttle Friction - Shaft. 8 to 12 Hrs.
127. AD 02-02-10 - Elevator Outboard Hinge Brackets. 22 to 28 Hrs.
128. AD02-02-11 - Main landing Gear Oleo Attachment brackets. 30 to 45 Hrs.
129. AD 02-03-04 - Emergency Exit Window Sealant. 18 to 20 Hrs.
130. AD 02-22-02 - Engine Mount Bracket. 8 to 10 Hrs. Possible parts needed.
131. AD 02-25-05 - Flight Control Column Universal Joints. 12 to 14 Hrs.
132. AD 06-16-19 - Elevator Final Drive Control Rods. 8 to 10 Hrs.
133. AD 06-23-03 - Horizontal Stabilizer Attachment Bolts. 12 to 14 Hrs.
134. AD 11-05-09 - Glass Fiber Reinforced Plastic Elevator Tips. 6 to 8 Hrs.
135. AD 13-13-02 - Fuel Filler Cap To Filler (Tank) Receptacle. 14 to 16 Hrs. During the inspection the filler cap receptacles were found very corroded. Possibly a longer time may be needed plus parts. Unknown until investigated further.
136. AD 16-04-05 - Engine Control Cable Assemblies. 5 to 8 Hrs. Initially, if found satisfactory, no further action or time required. If parts are needed to be replaced 25 to 35 Hrs. are estimated.

- 137.** AD 16-26-09 - Pitot Static Pressure Head Inner Shell. 6 to 8 Hrs. Initially, if found satisfactory, no further action or time required. If parts are needed to be replaced 20 to 30 Hrs. are estimated.
- 138.** AD 78-23-10 - (Left and Right Engine) - Fuel Injector Center Body Bellows Seal Assembly. 8 to 10 Hrs. to Remove and reinstall, plus certified shop overhaul price.
- 139.** AD 79-04-05 - (Left and Right Engine) - Fuel Injector Regulator Diaphragm. 8 to 10 Hrs. to Remove and reinstall, plus certified shop overhaul price.
- 140.** AD 83-22-04 - (Left and Right Engine) - Fuel Injector Diaphragm Stem. 8 to 10 Hrs. to Remove and reinstall, plus certified shop overhaul price.
- 141.** AD 95-07-01 - (Left and Right Engine) - Engine Connecting Rod Bolts. Prior to further flight, determine if the engine has been assembled on or after February 15, 1994. This AD does not apply to engines assembled prior to February 15, 1994. Due to the inconsistencies of the records, how they were previously kept. The overhaul time and time and date of assembly must be determined to comply with this AD and identify whether it applies or not. Time required to research the records could be 10 Hrs. or less.
- 142.** AD 07-04-19 R1 - (Left and Right Engine) - Superior Air Parts, Inc. Cylinder Assemblies. Prior to further flight, determine if the engine has been assembled on or between April 2005 and November 2005. This AD does apply to engines assembled prior to April 2005. Due to the inconsistencies of the records, how they were previously kept. The overhaul time and time and date of assembly must be determined to comply with this AD and identify whether it applies or not. Time required to research the records could be 10 Hrs per engine. or less.
- 143.** AD 15-19-07 - (Left and Right Engine) External Fuel Injector Lines. 4 to 6 Hrs. Per engine.

Airworthiness Directive Compliance Record

AIRCRAFT RECORDS - DO NOT DESTROY

airframe

Company AVIO FIX PRO LLC
Manufacturer PILATUS BRITTEN-NORMAN, LTD.
Model BN-2B SERIES
Tail # N856BC
Serial # C2171
Current Time 507.2
Total Time
A/C Cert. Date

***71-05-05 01/26/71 ELEVATOR TRIM TAB SYSTEM/**

Method of Compliance N/A BY AIRCRAFT MODEL
SB # N/A Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

***75-26-01 12/23/75 RUDDER CONTROL/**

Method of Compliance N/A BY AIRCRAFT MODEL
SB # N/A Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

***76-02-04 01/30/76 ENGINE MOUNTING FRAME/**

Method of Compliance N/A BY AIRCRAFT MODEL
SB # N/A Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

76-13-12 07/15/76 FLAP RETRACTION/

Method of Compliance N/A BY AIRCRAFT MODEL
SB # N/A Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

76-21-07 11/05/76 ENGINE MOUNTING/

Method of Compliance N/A BY AIRCRAFT MODEL
SB # N/A Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

77-07-10 04/18/77 AILERON MASS BALANCE SUPPORT ARM/

Method of Compliance N/A BY AIRCRAFT MODEL
SB # N/A Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

***78-11-08 06/06/78 ELEVATOR AND FLAP CONTROL RODS/**

Method of Compliance N/A BY AIRCRAFT MODEL
SB # N/A Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

Prepared by _____ Date _____

Airworthiness Directive Compliance Record

***82-24-06 R1 02/07/83 CARBURETOR AIR BOX SHUTTER/**

Method of Compliance N/A BY AIRCRAFT MODEL
SB # N/A Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

***83-07-12 R1 04/11/83 FUEL TRANSMITTER FLOAT INSPECTION/**

Method of Compliance
SB # N/A Date July 22, 2021 Next Due 100 Hrs
Notes 8 TO 10 Hrs TO C/W
Signature Cert. # Jesus F. Pijuan IA 3515712

***83-10-06 R1 02/12/87 ELEVATOR TRIM TABS/**

Method of Compliance
SB # N/A Date July 22, 2021 Next Due 10 HRS.
Notes 8 TO 10 Hrs. TO C/W
Signature Cert. # Jesus F. Pijuan IA 3515712

83-23-01 12/08/83 WING TANK FUEL SYSTEM MOD./

Method of Compliance
SB # N/A Date July 22, 2021 Next Due N/A
Notes 12 TO 14 Hrs TO C/W
Signature Cert. # Jesus F. Pijuan IA 3515712

***84-23-06 R1 11/24/97 ENGINE MOUNTING BRACKETS/**

Method of Compliance N/A BY AIRCRAFT MODEL
SB # N/A Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

***87-13-02 07/27/87 ELEVATOR TRIM TAB ASSEMBLIES/**

Method of Compliance N/A BY AIRCRAFT MODEL
SB # N/A Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

***95-04-09 04/14/95 NOSE WHEEL STEERING DRIVE RING INSPECTION/**

Method of Compliance
SB # BN-2/SB.214 Date July 22, 2021 Next Due 100 Hrs.
Notes 12 TO 14 Hrs TO C/W
Signature Cert. # Jesus F. Pijuan IA 3515712

***96-18-21 10/25/96 AILERON MASS BALANCE ATTACHMENT/**

Method of Compliance N/A BY AIRCRAFT MODEL
SB # N/A Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

***97-22-01 11/28/97 MAIN LANDING GEAR CRACKS/**

Method of Compliance N/A BY AIRCRAFT MODEL
SB # N/A Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

Prepared by _____ Date _____

Airworthiness Directive Compliance Record

***97-22-02** 11/24/97 ENGINE UPPER MOUNTING BRACKETS/
Method of Compliance N/A BY AIRCRAFT S/N
SB # N/A Date July 22, 2021 Next Due 500 Hrs
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

98-04-17 03/23/98 ELECTRICAL POWER LOSS/
Method of Compliance
SB # N/A Date July 22, 2021 Next Due N/A
Notes 8 TO 12 Hrs TO VERIFY
Signature Cert. # Jesus F. Pijuan IA 3515712

98-04-21 03/13/98 AFM CHANGES - ICING/
Method of Compliance
SB # N/A Date July 22, 2021 Next Due N/A
Notes 3 TO 5 Hrs TO VERIFY
Signature Cert. # Jesus F. Pijuan IA 3515712

98-16-14 09/21/98 MLG LOWER FITTING/
Method of Compliance
SB # N/A Date July 22, 2021 Next Due N/A
Notes 20 TO 30 Hrs TO C/W
Signature Cert. # Jesus F. Pijuan IA 3515712

98-18-07 10/12/98 GENERATOR SYSTEM/
Method of Compliance N/A NOT INSTALLED
SB # N/A Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

***02-01-11** 02/28/02 THROTTLE FRICTION-SHAFT/
Method of Compliance
SB # N/A Date July 22, 2021 Next Due 100 Hrs.
Notes 8 to 12 Hrs to C/W
Signature Cert. # Jesus F. Pijuan IA 3515712

***02-02-10** 03/25/02 ELEVATOR OUTBOARD HINGE BRACKETS/
Method of Compliance
SB # N/A Date July 22, 2021 Next Due 100 Hrs.
Notes 22 to 28 Hrs to C/W
Signature Cert. # Jesus F. Pijuan IA 3515712

***02-02-11** 03/25/02 MLG OLEO ATTACHMENT BRACKETS/
Method of Compliance
SB # N/A Date July 22, 2021 Next Due N/A
Notes 30 TO 45 Hrs TO C/W
Signature Cert. # Jesus F. Pijuan IA 3515712

02-03-04 03/29/02 EMERGENCY EXIT WINDOW SEALANT/
Method of Compliance
SB # N/A Date July 22, 2021 Next Due N/A
Notes 18 to 20 Hrs to C/W plus parts
Signature Cert. # Jesus F. Pijuan IA 3515712

Prepared by _____ Date _____

Airworthiness Directive Compliance Record

***02-22-02 12/20/02 ENGINE MOUNT BRACKET/**

Method of Compliance

SB # N/A

Date July 22, 2021

Next Due N/A

Notes 8 to 10 Hrs. To C/W possible parts needed

Signature

Cert. # Jesus F. Pijuan IA 3515712

***02-25-03 01/31/03 RUDDER BAR ASSEMBLIES/**

Method of Compliance N/A BY AIRCRAFT MODEL

SB # N/A

Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

02-25-05 02/03/03 FLIGHT CONTROL COLUMN UNIVERSAL JOINTS/

Method of Compliance

SB # N/A

Date July 22, 2021

Next Due N/A

Notes 12 to 14 Hrs. to C/W

Signature

Cert. # Jesus F. Pijuan IA 3515712

***06-16-19 09/18/06 ELEVATOR FINAL DRIVE CONTROL RODS/**

Method of Compliance

SB # 303

Date July 22, 2021

Next Due 12 Months

Notes 8 to 10 Hrs to C/W

Signature

Cert. # Jesus F. Pijuan IA 3515712

06-23-03 12/14/06 HORIZONTAL STABILIZER ATTACHMENT BOLTS AND ANCHOR NUTS/

Method of Compliance

SB # 302

Date July 22, 2021

Next Due 1000 Hrs

Notes 12 to 14 Hrs to C/W

Signature

Cert. # Jesus F. Pijuan IA 3515712

***07-06-06 04/20/07 SUPERSEDED BY AD 2016-06-01/**

Method of Compliance IS SUPERSEDED BY AD 2016-06-01

SB # N/A

Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

***11-05-09 04/26/11 GLASS FIBRE REINFORCED PLASTIC ELEVATOR TIPS/**

Method of Compliance

SB # BN-2/SB 313

Date July 22, 2021

Next Due 50 Hrs.

Notes 6 to 8 Hrs. to C/W

Signature

Cert. # Jesus F. Pijuan IA 3515712

13-13-02 08/01/13 FUEL FILLER CAP TO FILLER (TANK) RECEPTACLE SEALING/

Method of Compliance

SB # 32

Date July 22, 2021

Next Due N/A

Notes 14 to 16 Hrs. to C/W fuel cap filler necks are corroded. this AD makes it mandatory to repair them.

Signature

Cert. # Jesus F. Pijuan IA 3515712

14-03-18 04/01/14 SUPERSEDED BY AD 2016-04-05/

Method of Compliance IS SUPERSEDED BY AD 2016-04-05

SB # 334

Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

Prepared by _____

Date _____

Airworthiness Directive Compliance Record

***16-04-05** 03/24/16 ENGINE CONTROL CABLE ASSEMBLIES/
Method of Compliance
SB # 334 Date July 22, 2021 Next Due 6 Months
Notes 5 to 8 Hrs. To investigate. 25 to 30 Hrs. to replace.
Signature Cert. # Jesus F. Pijuan IA 3515712

***16-06-01** 04/19/16 SUPERSEDED BY AD 2016-26-09/
Method of Compliance IS SUPERSEDED BY AD 2016-26-09
SB # 310 Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

***16-26-09** 02/09/17 PITOT STATIC PRESSURE HEAD INNER SHELL INTEGRITY/
Method of Compliance
SB # 310 Date July 22, 2021 Next Due 50 Hrs.
Notes 6 to 8 Hrs to C/W
Signature Cert. # Jesus F. Pijuan IA 3515712

Prepared by _____ Date _____

Airworthiness Directive Compliance Record

AIRCRAFT RECORDS - DO NOT DESTROY

engine

Company AVIO FIX PRO LLC
Manufacturer TEXTRON LYCOMING
Model IO-540-K1B5
Location Left
Serial # L-20084-48A
TSMOH
Total Time

***63-14-03 07/06/63 OIL PUMP DRIVE SHAFT/**

Method of Compliance N/A BY MANUFACTURED DATE

SB # 295 Date July 22, 2021

Next Due N/A

Notes

Cert. # Jesus F. Pijuan IA 3515712

Signature

64-16-05 07/10/64 OIL SEAL FAILURE/

Method of Compliance N/A BY MANUFACTURED DATE

SB # 298 Date July 22, 2021

Next Due N/A

Notes

Cert. # Jesus F. Pijuan IA 3515712

Signature

66-20-04 08/27/66 OIL FILTER ADAPTER GASKET/

Method of Compliance N/A BY MANUFACTURED DATE

SB # 307 Date July 22, 2021

Next Due N/A

Notes

Cert. # Jesus F. Pijuan IA 3515712

Signature

67-22-06 08/09/67 FUEL DIAPHRAGM ASSEMBLY/

Method of Compliance N/A BY MANUFACTURED DATE

SB # 305B Date July 22, 2021

Next Due N/A

Notes

Cert. # Jesus F. Pijuan IA 3515712

Signature

69-08-09 04/23/69 ENGINE CRANKSHAFT/

Method of Compliance N/A BY MANUFACTURED DATE

SB # N/A Date July 22, 2021

Next Due N/A

Notes

Cert. # Jesus F. Pijuan IA 3515712

Signature

73-23-01 01/13/77 [R4] PISTON PIN/

Method of Compliance N/A BY MANUFACTURED DATE

SB # 367F Date July 22, 2021

Next Due N/A

Notes

Cert. # Jesus F. Pijuan IA 3515712

Signature

75-08-09 08/18/77 [R3] OIL PUMP DRIVE SHAFT/

Method of Compliance N/A BY MANUFACTURED DATE

SB # MSB 524 Date July 22, 2021

Next Due N/A

Notes

Cert. # Jesus F. Pijuan IA 3515712

Signature

Prepared by _____

Date _____

Airworthiness Directive Compliance Record

75-09-15 04/30/75 FUEL INJECTOR FLOW DIVIDER COVER/
Method of Compliance N/A BY MANUFACTURED DATE
SB # 382 Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

78-23-08 11/07/78 FUEL INJECTOR TUBE ELBOW/
Method of Compliance N/A NOT INSTALLED
SB # 421 Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

78-23-10 11/07/78 FUEL INJECTOR CENTER BODY BELLOWS SEAL/
Method of Compliance
SB # 430 Date July 22, 2021 Next Due N/A
Notes 8 to 10 Hrs. to Remove and reinstall, plus certified shop overhaul.
Signature Cert. # Jesus F. Pijuan IA 3515712

79-04-05 02/26/79 [R1] FUEL INJECTOR REGULATOR DIAPHRAGM/
Method of Compliance
SB # 433A Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

81-03-05 02/11/81 MIXTURE CONTROL SHAFT ASSEMBLY/
Method of Compliance N/A BY ENGINE MODEL
SB # 444A Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

81-18-04 R2 06/07/82 SUPERSEDED BY AD 96-09-10/
Method of Compliance IS SUPERSEDED BY AD 96-09-10
SB # N/A Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

83-22-04 11/04/83 FUEL INJECTOR DIAPHRAGM STEM/
Method of Compliance
SB # 467 Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

87-10-06 R1 09/01/89 ROCKER ARM ASSEMBLIES/
Method of Compliance N/A BY ENGINE MODEL
SB # 477A Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

90-04-06 R1 05/28/91 REAR MOUNTED PROPELLER GOVERNOR AND EXTERNAL OIL
LINE/
Method of Compliance N/A FRONT MOUNTED GOVERNOR
SB # 488A Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712
Prepared by _____ Date _____

Airworthiness Directive Compliance Record

91-08-07 10/11/94 FUEL PUMP DIAPHRAGM AND VENT FITTING/
Method of Compliance N/A BY ENGINE MODEL
SB # 494 Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

***91-14-22** 08/19/91 SUPERSEDED BY AD 2004-10-14/
Method of Compliance IS SUPERSEDED BY AD 2004-10-14
SB # 533B Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

92-12-05 07/10/92 PISTON PIN RECALL/
Method of Compliance N/A BY ENGINE MODEL
SB # 501B Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

***93-02-05** 06/14/93 SUPERSEDED BY AD 2002-26-01/
Method of Compliance IS SUPERSEDED BY AD 2002-26-01
SB # MSB 342F Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

93-11-11 06/21/93 LOW AND HIGH PRESSURE DIAPHRAGM FUEL PUMPS/
Method of Compliance N/A Rajay Not Installed
SB # 001 Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

95-07-01 03/17/95 CONNECTING ROD BOLTS/
Method of Compliance
SB # 95-002 Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

95-26-02 01/24/96 LOW OCTANE ENGINE DAMAGE/
Method of Compliance N/A BY N REGISTRATION
SB # 398B Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

96-09-10 07/15/96 ENGINE OIL PUMP IMPELLER/
Method of Compliance N/A BY ENGINE MODEL
SB # 381C Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

96-23-03 10/28/96 HIGH PRESSURE DIAPHRAGM FUEL PUMP/
Method of Compliance N/A NOT INSTALLED
SB # 525A Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

Prepared by _____ Date _____

Airworthiness Directive Compliance Record

97-01-03	01/21/97	SUPERSEDED BY AD 97-15-11/	
Method of Compliance	IS SUPERSEDED BY AD 97-15-11		
SB # N/A	Date July 22, 2021	Next Due	N/A
Notes			
Signature		Cert. #	Jesus F. Pijuan IA 3515712

*97-01-04	12/27/96	CYLINDER HEAD SEPARATION/	
Method of Compliance	N/A CYLINDERS NOT INSTALLED		
SB # MSB 96-002 Rev. A	Date July 22, 2021	Next Due	N/A
Notes			
Signature		Cert. #	Jesus F. Pijuan IA 3515712

97-15-11	08/12/97	PISTON PIN RECALL/	
Method of Compliance	N/A BY ENGINE MODEL		
SB # MSB 527C	Date July 22, 2021	Next Due	N/A
Notes			
Signature		Cert. #	Jesus F. Pijuan IA 3515712

98-17-11	10/19/98	CRANKSHAFT CRACKS/	
Method of Compliance	N/A BY ENGINE MODEL		
SB # N/A	Date July 22, 2021	Next Due	N/A
Notes			
Signature		Cert. #	Jesus F. Pijuan IA 3515712

*98-18-12	09/28/98	SUPERSEDED BY AD 2003-14-03/	
Method of Compliance	IS SUPERSEDED BY AD 2003-14-03		
SB # MSB 529B	Date July 22, 2021	Next Due	N/A
Notes			
Signature		Cert. #	Jesus F. Pijuan IA 3515712

*99-04-04	02/25/99	MAGNETO IMPULSE COUPLING/	
Method of Compliance	MAGNETOS REPLACED WITH MODEL 6371		
SB # MSB 537	Date July 22, 2021	Next Due	N/A
Notes			
Signature		Cert. #	Jesus F. Pijuan IA 3515712

*00-18-53	09/05/00	SUPERSEDED BY AD 2002-12-07/	
Method of Compliance	IS SUPERSEDED BY AD 2002-12-07		
SB # MSB 543B	Date July 22, 2021	Next Due	N/A
Notes			
Signature		Cert. #	Jesus F. Pijuan IA 3515712

*02-12-07	07/03/02	OIL FILTER CONVERTER PLATE GASKET/	
Method of Compliance	N/A NOT INSTALLED		
SB # MSB 543B	Date July 22, 2021	Next Due	N/A
Notes			
Signature		Cert. #	Jesus F. Pijuan IA 3515712

02-19-03	09/20/02	CRANKSHAFT MATERIAL TEST/	
Method of Compliance	N/A BY ENGINE MODEL		
SB # MSB 552	Date July 22, 2021	Next Due	N/A
Notes			
Signature		Cert. #	Jesus F. Pijuan IA 3515712

Prepared by _____ Date _____

Airworthiness Directive Compliance Record

02-20-51 10/01/02 **SUPERSEDED BY AD 2002-23-06/**
Method of Compliance IS SUPERSEDED BY AD 2002-23-06
SB # N/A Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

02-23-06 11/19/02 **SUPERSEDED BY AD 2004-05-24/**
Method of Compliance IS SUPERSEDED BY AD 2004-05-24
SB # N/A Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

***02-26-01** 01/31/03 **SUPERSEDED BY AD 2008-14-07/**
Method of Compliance IS SUPERSEDED BY AD 2008-14-07
SB # MSB 342F Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

***03-14-03** 08/14/03 **ROTARY FUEL PUMP RELIEF VALVE SCREWS/**
Method of Compliance N/A BY ENGINE MODEL
SB # MSB 529B Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

04-05-24 03/30/04 **CRANKSHAFT GEAR RETAINING BOLT/**
Method of Compliance N/A BY ENGINE S/N
SB # MSB 554 Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

04-10-14 06/25/04 **CORRECTED BY AD 2004-10-14 C1/**
Method of Compliance IS CORRECTED BY AD 2004-10-14 C1
SB # MSB 533B Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

***04-10-14 C1** 06/25/04 **CRANKSHAFT GEAR AND GEAR RETAINING BOLT/**
Method of Compliance N/A NO PROPELLER STRIKE
SB # MSB 533B Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

05-19-11 10/21/05 **300 HORSEPOWER OR LOWER CRANKSHAFTS/**
Method of Compliance N/A Engine Model
SB # MSB 566 Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

05-26-10 01/31/06 **SUPERSEDED BY AD 2006-12-07/**
Method of Compliance IS SUPERSEDED BY AD 2006-12-07
SB # 05-8 Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

Prepared by _____ Date _____

Airworthiness Directive Compliance Record

06-10-21 06/22/06 ENGINE COMPONENTS, INC. CONNECTING RODS/
Method of Compliance N/A NOT INSTALLED
SB # N/A Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

06-12-07 07/11/06 ENGINE COMPONENTS, INC. P/N AEL65102 "CLASSIC CAST"
CYLINDERS/
Method of Compliance N/A NOT INSTALLED
SB # 05-8 Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

06-20-09 11/03/06 SUPERSEDED BY AD 2012-19-01/
Method of Compliance IS SUPERSEDED BY AD 2012-19-01
SB # MSB 569A Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

07-04-19 03/12/07 REVISED BY AD 2007-04-19 R1/
Method of Compliance IS REVISED BY AD 2007-04-19 R1
SB # B06-01 E Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

07-04-19 R1 05/07/07 SUPERIOR AIR PARTS, INC. CAST CYLINDER ASSEMBLIES/
Method of Compliance
SB # B06-01 E Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

***08-14-07** 08/14/08 SUPERSEDED BY AD 2011-26-04/
Method of Compliance IS SUPERSEDED BY AD 2011-26-04
SB # MSB 342F Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

***08-19-05** 10/20/08 SUPERSEDED BY AD 2009-26-12/
Method of Compliance IS SUPERSEDED BY AD 2009-26-12
SB # 08-1 Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

***09-26-12** 02/04/10 ENGINE COMPONENTS, INC. P/N AEL65102 "TITAN" CYLINDERS/
Method of Compliance N/A NO ECI CYLINDERS INSTALLED
SB # 08-1 Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

Prepared by _____ Date _____

Airworthiness Directive Compliance Record

11-15-10 08/16/11 SUPERSEDED BY AD 2012-03-06/

Method of Compliance IS SUPERSEDED BY AD 2012-03-06

SB # DOCUMENT:AFS-SB6 Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

***11-26-04** 01/25/12 SUPERSEDED BY AD 2015-19-07/

Method of Compliance IS SUPERSEDED BY AD 2015-19-07

SB # MSB 342G Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

12-03-06 02/24/12 AFS FUEL SERVO DIAPHRAGM/

Method of Compliance N/A PART NOT INSTALLED

SB # DOCUMENT:AFS-SB6 Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

12-19-01 10/24/12 CRANKSHAFT RETIREMENT/

Method of Compliance N/A BY ENGINE S/N

SB # MSB 569A Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

***15-02-07** 03/11/15 PROPELLER GOVERNOR IDLER SHAFT SET SCREW/

Method of Compliance N/A NOT ACROBATIC

SB # SAIB NE-08-32 Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

***15-19-07** 11/03/15 EXTERNAL FUEL INJECTOR LINES/

Method of Compliance

SB # 342G Date July 22, 2021

Next Due 100 Hrs.

Notes 4 to 6 Hrs to C/W

Signature

Cert. # Jesus F. Pijuan IA 3515712

17-16-11 08/15/17 ENGINE CONNECTING ROD ASSEMBLIES INTEGRITY/

Method of Compliance N/A BY DATE

SB # 632B Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

Prepared by _____

Date _____

Airworthiness Directive Compliance Record

AIRCRAFT RECORDS - DO NOT DESTROY

engine

Company AVIO FIX PRO LLC
Manufacturer TEXTRON LYCOMING
Model IO-540-K1B5
Location Right
Serial # L-11379-48A
TSMOH
Total Time

***63-14-03 07/06/63 OIL PUMP DRIVE SHAFT/**

Method of Compliance

SB # 295

Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

64-16-05 07/10/64 OIL SEAL FAILURE/

Method of Compliance N/A BY MANUFACTURED DATE

SB # 298

Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

66-20-04 08/27/66 OIL FILTER ADAPTER GASKET/

Method of Compliance N/A BY MANUFACTURED DATE

SB # 307

Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

67-22-06 08/09/67 FUEL DIAPHRAGM ASSEMBLY/

Method of Compliance N/A BY MANUFACTURED DATE

SB # 305B

Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

69-08-09 04/23/69 ENGINE CRANKSHAFT/

Method of Compliance N/A BY MANUFACTURED DATE

SB # N/A

Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

73-23-01 01/13/77 [R4] PISTON PIN/

Method of Compliance N/A BY MANUFACTURED DATE

SB # 367F

Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

75-08-09 08/18/77 [R3] OIL PUMP DRIVE SHAFT/

Method of Compliance N/A BY MANUFACTURED DATE

SB # MSB524

Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

Prepared by _____

Date _____

Airworthiness Directive Compliance Record

75-09-15 04/30/75 FUEL INJECTOR FLOW DIVIDER COVER/

Method of Compliance N/A BY MANUFACTURED DATE

SB # 382

Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

78-23-08 11/07/78 FUEL INJECTOR TUBE ELBOW/

Method of Compliance N/A NOT INSTALLED

SB # 421

Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

78-23-10 11/07/78 FUEL INJECTOR CENTER BODY BELLOWS SEAL/

Method of Compliance

SB # 430

Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

79-04-05 02/26/79 [R1] FUEL INJECTOR REGULATOR DIAPHRAGM/

Method of Compliance

SB # 433A

Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

81-03-05 02/11/81 MIXTURE CONTROL SHAFT ASSEMBLY/

Method of Compliance N/A BY ENGINE MODEL

SB # 444A

Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

81-18-04 R2 06/07/82 SUPERSEDED BY AD 96-09-10/

Method of Compliance IS SUPERSEDED BY AD 96-09-10

SB # N/A

Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

83-22-04 11/04/83 FUEL INJECTOR DIAPHRAGM STEM/

Method of Compliance

SB # 467

Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

87-10-06 R1 09/01/89 ROCKER ARM ASSEMBLIES/

Method of Compliance N/A BY ENGINE MODEL

SB # 477A

Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

90-04-06 R1 05/28/91 REAR MOUNTED PROPELLER GOVERNOR AND EXTERNAL OIL LINE/

Method of Compliance N/A FRONT MOUNTED GOVERNOR

SB # 488A

Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

Prepared by _____

Date _____

Airworthiness Directive Compliance Record

91-08-07 10/11/94 **FUEL PUMP DIAPHRAGM AND VENT FITTING/**
Method of Compliance N/A BY ENGINE MODEL
SB # 494 Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

***91-14-22** 08/19/91 **SUPERSEDED BY AD 2004-10-14/**
Method of Compliance IS SUPERSEDED BY AD 2004-10-14
SB # MSB 533A Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

92-12-05 07/10/92 **PISTON PIN RECALL/**
Method of Compliance N/A BY ENGINE MODEL
SB # 501B Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

***93-02-05** 06/14/93 **SUPERSEDED BY AD 2002-26-01/**
Method of Compliance IS SUPERSEDED BY AD 2002-26-01
SB # MSB 342F Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

93-11-11 06/21/93 **LOW AND HIGH PRESSURE DIAPHRAGM FUEL PUMPS/**
Method of Compliance N/A RAJAY NOT INSTALLED
SB # 001 Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

95-07-01 03/17/95 **CONNECTING ROD BOLTS/**
Method of Compliance
SB # 95-002 Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

95-26-02 01/24/96 **LOW OCTANE ENGINE DAMAGE/**
Method of Compliance N/A BY "N" REGISTRATION
SB # 398B Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

96-09-10 07/15/96 **ENGINE OIL PUMP IMPELLER/**
Method of Compliance N/A BY ENGINE MODEL
SB # 381C Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

96-23-03 10/28/96 **HIGH PRESSURE DIAPHRAGM FUEL PUMP/**
Method of Compliance N/A NOT INSTALLED
SB # 525A Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

Prepared by _____ Date _____

Airworthiness Directive Compliance Record

97-01-03 01/21/97 **SUPERSEDED BY AD 97-15-11/**
Method of Compliance IS SUPERSEDED BY AD 97-15-11
SB # N/A Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

***97-01-04** 12/27/96 **CYLINDER HEAD SEPARATION/**
Method of Compliance N/A CYLINDER NOT INSTALLED
SB # MSB 96-002 Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

97-15-11 08/12/97 **PISTON PIN RECALL/**
Method of Compliance N/A BY ENGINE MODEL
SB # MSB 527C Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

98-17-11 10/19/98 **CRANKSHAFT CRACKS/**
Method of Compliance N/A BY ENGINE MODEL
SB # N/A Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

***98-18-12** 09/28/98 **SUPERSEDED BY AD 2003-14-03/**
Method of Compliance IS SUPERSEDED BY AD 2003-14-03
SB # MSB 529B Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

***99-04-04** 02/25/99 **MAGNETO IMPULSE COUPLING/**
Method of Compliance MAGNETOS REPLACED WITH MODELS 6371
SB # MSB 537 Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

***00-18-53** 09/05/00 **SUPERSEDED BY AD 2002-12-07/**
Method of Compliance IS SUPERSEDED BY AD 2002-12-07
SB # MSB 543B Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

***02-12-07** 07/03/02 **OIL FILTER CONVERTER PLATE GASKET/**
Method of Compliance N/A NOT INSTALLED
SB # MSB 543B Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

02-19-03 09/20/02 **CRANKSHAFT MATERIAL TEST/**
Method of Compliance N/A BY ENGINE MODEL
SB # MSB 552 Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

Prepared by _____ Date _____

Airworthiness Directive Compliance Record

02-20-51 10/01/02 SUPERSEDED BY AD 2002-23-06/
Method of Compliance IS SUPERSEDED BY AD 2002-23-06
SB # N/A Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

02-23-06 11/19/02 SUPERSEDED BY AD 2004-05-24/
Method of Compliance IS SUPERSEDED BY AD 2004-05-24
SB # N/A Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

***02-26-01** 01/31/03 SUPERSEDED BY AD 2008-14-07/
Method of Compliance IS SUPERSEDED BY AD 2008-14-07
SB # MSB 342F Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

***03-14-03** 08/14/03 ROTARY FUEL PUMP RELIEF VALVE SCREWS/
Method of Compliance N/A BY ENGINE MODEL
SB # MSB 529B Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

04-05-24 03/30/04 CRANKSHAFT GEAR RETAINING BOLT/
Method of Compliance N/A BY ENGINE MODEL
SB # MSB 554 Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

04-10-14 06/25/04 CORRECTED BY AD 2004-10-14 C1/
Method of Compliance IS CORRECTED BY AD 2004-10-14 C1
SB # MSB 533B Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

***04-10-14 C1** 06/25/04 CRANKSHAFT GEAR AND GEAR RETAINING BOLT/
Method of Compliance N/A NO PROPELLER STRIKE
SB # MSB 533B Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

05-19-11 10/21/05 300 HORSEPOWER OR LOWER CRANKSHAFTS/
Method of Compliance N/A BY ENGINE MODEL
SB # MSB 566 Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

05-26-10 01/31/06 SUPERSEDED BY AD 2006-12-07/
Method of Compliance IS SUPERSEDED BY AD 2006-12-07
SB # 05-8 Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

Prepared by _____ Date _____

Airworthiness Directive Compliance Record

06-10-21 06/22/06 ENGINE COMPONENTS, INC. CONNECTING RODS/
Method of Compliance N/A NOT INSTALLED
SB # N/A Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

06-12-07 07/11/06 ENGINE COMPONENTS, INC. P/N AEL65102 "CLASSIC CAST"
CYLINDERS/
Method of Compliance N/A NOT INSTALLED
SB # 05-08 Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

06-20-09 11/03/06 SUPERSEDED BY AD 2012-19-01/
Method of Compliance IS SUPERSEDED BY AD 2012-19-01
SB # MSB 569A Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

07-04-19 03/12/07 REVISED BY AD 2007-04-19 R1/
Method of Compliance IS REVISED BY AD 2007-04-19 R1
SB # B06-01 E Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

07-04-19 R1 05/07/07 SUPERIOR AIR PARTS, INC. CAST CYLINDER ASSEMBLIES/
Method of Compliance
SB # B06-01E Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

***08-14-07** 08/14/08 SUPERSEDED BY AD 2011-26-04/
Method of Compliance IS SUPERSEDED BY AD 2011-26-04
SB # MSB 342F Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

***08-19-05** 10/20/08 SUPERSEDED BY AD 2009-26-12/
Method of Compliance IS SUPERSEDED BY AD 2009-26-12
SB # 08-1 Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

***09-26-12** 02/04/10 ENGINE COMPONENTS, INC. P/N AEL65102 "TITAN" CYLINDERS/
Method of Compliance N/A NO ECI CYLINDERS
SB # 08-01 Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

Prepared by _____ Date _____

Airworthiness Directive Compliance Record

11-15-10 08/16/11 SUPERSEDED BY AD 2012-03-06/

Method of Compliance IS SUPERSEDED BY AD 2012-03-06

SB # DOCUMENT:AFS-SB6 Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

***11-26-04** 01/25/12 SUPERSEDED BY AD 2015-19-07/

Method of Compliance IS SUPERSEDED BY AD 2015-19-07

SB # MSB 342G Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

12-03-06 02/24/12 AFS FUEL SERVO DIAPHRAGM/

Method of Compliance N/A PART NOT INSTALLED

SB # DOC AFS-SB6 Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

12-19-01 10/24/12 CRANKSHAFT RETIREMENT/

Method of Compliance N/A BY ENGINE S/N

SB # MSB 569A Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

***15-02-07** 03/11/15 PROPELLER GOVERNOR IDLER SHAFT SET SCREW/

Method of Compliance N/A NOT ACROBATIC

SB # SAIB NE-08-32 Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

***15-19-07** 11/03/15 EXTERNAL FUEL INJECTOR LINES/

Method of Compliance

SB # 342G Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

17-16-11 08/15/17 ENGINE CONNECTING ROD ASSEMBLIES INTEGRITY/

Method of Compliance N/A BY MANUFACTURED DATE

SB # 632B Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

Prepared by _____

Date _____

Airworthiness Directive Compliance Record

AIRCRAFT RECORDS - DO NOT DESTROY

propeller

Company AVIO FIX PRO LLC
Manufacturer HARTZELL
Model HC-C2YK-2CUF
Location Left
Tail # N856BC
Serial # AU7638
Blade
TSMOH
Total Time

***64-20-01 08/28/64 PROPELLER PITCH CHANGE BLOCKS INSPECTION/**

Method of Compliance N/A BY MANUFACTURED DATE

SB # 86

Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

77-12-06 12/21/77 77-12-06 R2 IS SUPERSEDED BY AD 2002-09-08/

Method of Compliance IS SUPERSEDED BY AD 2002-09-08

SB # N/A

Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

***90-02-23 01/22/90 SUPERSEDED BY AD 2001-23-08/**

Method of Compliance IS SUPERSEDED BY AD 2001-23-08

SB # N/A

Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

01-07-03 06/04/01 PROPELLERS RETURNED TO SERVICE BY BASCO/

Method of Compliance N/A NOT SERVICED BY BASCO

SB # N/A

Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

***01-23-08 12/24/01 PROPELLER HUB/**

Method of Compliance N/A NOT INSTALLED

SB # 86

Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

02-09-08 06/13/02 SUPERSEDED BY AD 2007-26-09/

Method of Compliance IS SUPERSEDED BY AD 2007-26-09

SB # SB 101D

Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

03-01-03 01/23/03 ALUMINUM HUB REPLACEMENT/

Method of Compliance P/C/W AT OVH

SB # HC-ASB-61-259

Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

Prepared by _____

Date _____

Airworthiness Directive Compliance Record

03-03-20 03/11/03 **PROPELLER HUB AND BLADE REPLACEMENT/**
Method of Compliance N/A NOT installed on Sky International Inc.
SB # N/A Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

03-06-02 04/29/03 **PROPELLER BLADE ANTI-ICE BOOTS/**
Method of Compliance NO DEICE BOOTS INSTALLED
SB # HC-ASB-61-251 Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

03-13-17 07/18/03 **MAINTENANCE REPAIR BY T AND W PROPELLERS, INC./**
Method of Compliance N/A NOT SERVICE BY T AND W PROPELLERS
SB # N/A Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

05-14-11 08/17/05 **MAINTENANCE AND REPAIR BY SOUTHERN CALIFORNIA PROPELLER SERVICE/**
Method of Compliance N/A NOT REPAIRED BY SOUTHERN CALIFORNIA AVIATION
SB # N/A Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

***06-18-15** 09/25/06 **SUPERSEDED BY AD 2009-22-03/**
Method of Compliance IS SUPERSEDED BY AD 2009-22-03
SB # HC-SB-61-269 Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

06-24-07 01/03/07 **INSPECTIONS AND REPAIRS BY CSE AVIATION/**
Method of Compliance N/A NOT REPAIRED BY CSE AVIATION
SB # N/A Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

07-26-09 01/30/08 **PLACARD, PROPELLER BLADE SHANK REWORK/**
Method of Compliance PLACARDS NNOT INSTALLED
SB # SAIB NE-08-21 Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

***08-13-28** 07/17/08 **PROPELLER HUB LUBRICATION HOLES/**
Method of Compliance N/A NOT A LEFT HAND ROTATION
SB # HC-ASB-61-297 Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

Prepared by _____ Date _____

Airworthiness Directive Compliance Record

***09-22-03** 11/12/09 PROPELLER HUB FRONT CYLINDER HALF/

Method of Compliance N/A BY ENGINE MODEL

SB # HC-SB-61-269

Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

Prepared by _____

Date _____

Airworthiness Directive Compliance Record

AIRCRAFT RECORDS - DO NOT DESTROY

propeller

Company AVIO FIX PRO LLC
Manufacturer HARTZELL
Model HC-C2YK-2CUF
Location
Tail # N856BC
Serial #
Blade
TSMOH
Total Time

***64-20-01 08/28/64 PROPELLER PITCH CHANGE BLOCKS INSPECTION/**

Method of Compliance

SB #

Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

77-12-06 12/21/77 77-12-06 R2 IS SUPERSEDED BY AD 2002-09-08/

Method of Compliance IS SUPERSEDED BY AD 2002-09-08

SB # N/A

Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

***90-02-23 01/22/90 SUPERSEDED BY AD 2001-23-08/**

Method of Compliance IS SUPERSEDED BY AD 2001-23-08

SB # N/A

Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

01-07-03 06/04/01 PROPELLERS RETURNED TO SERVICE BY BASCO/

Method of Compliance

SB #

Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

***01-23-08 12/24/01 PROPELLER HUB/**

Method of Compliance

SB #

Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

02-09-08 06/13/02 SUPERSEDED BY AD 2007-26-09/

Method of Compliance IS SUPERSEDED BY AD 2007-26-09

SB #

Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

03-01-03 01/23/03 ALUMINUM HUB REPLACEMENT/

Method of Compliance

SB #

Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

Prepared by _____

Date _____

Airworthiness Directive Compliance Record

03-03-20 03/11/03 PROPELLER HUB AND BLADE REPLACEMENT/
Method of Compliance
SB # Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

03-06-02 04/29/03 PROPELLER BLADE ANTI-ICE BOOTS/
Method of Compliance
SB # Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

03-13-17 07/18/03 MAINTENANCE REPAIR BY T AND W PROPELLERS, INC./
Method of Compliance
SB # Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

05-14-11 08/17/05 MAINTENANCE AND REPAIR BY SOUTHERN CALIFORNIA
PROPELLER SERVICE/
Method of Compliance
SB # Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

***06-18-15** 09/25/06 SUPERSEDED BY AD 2009-22-03/
Method of Compliance IS SUPERSEDED BY AD 2009-22-03
SB # HC-SB-61-269 Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

06-24-07 01/03/07 INSPECTIONS AND REPAIRS BY CSE AVIATION/
Method of Compliance
SB # Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

07-26-09 01/30/08 PLACARD, PROPELLER BLADE SHANK REWORK/
Method of Compliance
SB # Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

***08-13-28** 07/17/08 PROPELLER HUB LUBRICATION HOLES/
Method of Compliance
SB # Date July 22, 2021 Next Due N/A
Notes
Signature Cert. # Jesus F. Pijuan IA 3515712

Prepared by _____ Date _____

Airworthiness Directive Compliance Record

***09-22-03** 11/12/09 PROPELLER HUB FRONT CYLINDER HALF/

Method of Compliance

SB #

Date July 22, 2021

Next Due N/A

Notes

Signature

Cert. # Jesus F. Pijuan IA 3515712

Prepared by _____

Date _____

CERTIFICATIONS
Aircraft Appraisal Report – N856BC
Conducted in conformity with the
Uniform Standards Of Professional Appraisal Practice

I certify that to the best of my knowledge and belief:

- A. The statement of facts contained in this report is true and correct.
- B. The reported analysis, opinion, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, impartial, unbiased professional analysis, opinions, and conclusions.
- C. I have no present or prospective interest in the property that is the subject of this report, and I have no personal interest with respect to the parties involved.
- D. I have no bias with respect to the property that is the subject of this report or to the parties involved with the assignment.
- E. My engagement in this assignment is not contingent upon developing or reporting predetermined results.
- F. My compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal report.
- G. My analysis, opinions, and conclusions were developed, and this report has been prepared, in conformity with the current edition of the Uniform Standards of Professional Appraisal Practice.
- H. I have inspected the property that is the subject of this report.
- I. No one provided significant professional or personal property appraisal assistance to the person signing this certification and report.
- J. I have performed no services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three- year period immediately preceding acceptance of this assignment.

Greg Hermans

Greg Hermans, Senior Certified Aircraft Appraiser
Miami Jet Inc