

## FAA Airworthiness Directives Compliance Record

**Company:** **Category:** Airframe **Manufacturer:** Piper Aircraft, Inc. **Model:** PA-46-350P

**Position:** **P/N:** **S/N:** 4636638

**Aircraft Registration No:** N920C **Veryon Revision:** 8/16/2024

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2023-25-02 12/19/2023	To Address a Missing Retaining Ring in a Control Column Mount. If Not Addressed, Could Lead to a Major Failure in the Aileron Quadrant Assembly and Result in Loss of Pitch and Roll Control During Flight with Consequent Loss of Control of the Airplane	-- Hrs: -- C: --	NA by SN	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
2023-09-09 7/17/2023	[Recurring] To Prevent Failure of the Spot-Welded, Multi-Segment Exhaust Tailpipe V-Band Coupling. The Unsafe Condition, if Not Addressed, Could Lead to Detachment of the Exhaust Tailpipe from the Turbocharger and Allow High Temperature Exhaust,contd.	-- Hrs: -- C: --	N/A V-Bands are cherry rivets	Yes	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
2022-03-15 3/21/2022	To Ensure That the Amount of Fuel Indicated is the Amount of Fuel Available. The Unsafe Condition, if Not Addressed, Could Result in Fuel Starvation and Engine Shutdown Which Could Result in the Inability to Arrive at the Destination Airport or,contd.	-- Hrs: -- C: --	NA by equipment	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
2021-09-02 4/16/2021	To Identify and Correct Nonconforming Stall Warning Heat Control Systems. The Unsafe Condition, if Not Addressed, Could Result in the Pilot Being Unaware of an Approaching Stall Situation	-- Hrs: -- C: --	NA by Para (C)(3)	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station

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2021-04-07 3/30/2021	Superseded by 2021-09-02	-- Hrs: -- C: --	Superseded by 2021-09-02	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
2015-13-09 7/13/2015	[Recurring] To install cable ties around the cabin altitude encoder and the supporting structure, adding thread-locking,contd.	-- Hrs: -- C: --	NA by SN	Yes	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
2013-13-01 C 7/10/2013	To inspect the fuel vent valves to identify if the nitrile parts are installed & modifying & eventually,contd.	-- Hrs: -- C: --	NA by DOM	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
2011-06-10 5/6/2011	[Recurring] To prevent improper engine operation caused by improperly calibrated T.I.T indicators or defective T.I.T. probes,contd.	-- Hrs: -- C: --	Not due at this time	Yes	D: -- Hrs: 910.8 C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
2010-13-07 C 7/28/2010	To prevent failure of the V-band exhaust coupling, which could cause the exhaust pipe to detach from the,contd.	-- Hrs: -- C: --	NA by DOM	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
2009-07-08 5/5/2009	To detect incorrect installation of 35-amp and 250-amp current limiters,which could result in failure,contd.	-- Hrs: -- C: --	NA by DOM	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
2008-26-11 1/28/2009	To prevent ice from forming on the stall vane, which may result in failure of the stall warning system	-- Hrs: -- C: --	NA by DOM	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
2004-14-12 C 8/10/2004	To detect & correct inadequate control wheel attachment design, which could result in loss of control of the,contd.	-- Hrs: -- C: --	NA by DOM	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
2001-12-01 6/29/2001	To prevent failure of the flap drive bellcrank assemblies caused by incorrect or inadequate welding	-- Hrs: -- C: --	NA by DOM	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station

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99-15-04 R1 7/28/2000	[Recurring] Superseded by 2011-06-10	-- Hrs: -- C: --	Superseded by 2011-06-10	Yes	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
99-16-06 9/24/1999	To prevent the potential for failure of the wing attach fittings caused by the utilization of,contd.	-- Hrs: -- C: --	NA by DOM	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
98-04-26 3/13/1998	TO MINIMIZE THE POTENTIAL HAZARDS ASSOCIATED WITH OPERATING THE AIRPLANE IN SEVERE ICING CONDITIONS,CONTD.	-- Hrs: -- C: --	NA by DOM	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
96-12-22 7/31/1996	[Recurring] TO PREVENT LOSS OF ENGINE OIL CAUSED BY LOOSE OR SEPARATED OIL FILTER ADAPTERS, WHICH COULD RESULT IN ENGINE,CONTD.	-- Hrs: -- C: --	NA by DOM	Yes	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
95-23-12 1/8/1996	TO PREVENT FATIGUE DAMAGE TO THE PROPELLER CAUSED BY OPERATING ABOVE CERTAIN MANIFOLD PRESSURE LIMITS	-- Hrs: -- C: --	NA by DOM	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
92-15-14 8/22/1992	TO PREVENT FAILURE OF THE AIR-DRIVEN ATTITUDE GYRO AND AUTOPILOT SYSTEMS CAUSED BY AN UNDETECTED LOW VACUUM	-- Hrs: -- C: --	NA by DOM	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
92-13-06 8/21/1992	TO PREVENT SUDDEN PITCH CHANGE RELATED TO A JAMMED TRIM TAB WHICH COULD RESULT IN LOSS OF CONTROL OF THE AIRPLANE	-- Hrs: -- C: --	NA by DOM	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
92-13-07 8/21/1992	TO PREVENT STRUCTURAL DETERIORATION BECAUSE OF LOOSE EMPENNAGE RIVETS	-- Hrs: -- C: --	NA by DOM	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station

**Category:** Engine**Manufacturer:** Lycoming Engines**Model:** TIO-540-AE2A**Position:****P/N:****S/N:** L-14090-61A**Version** 8/16/2024

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2023-09-09 7/17/2023	[Recurring] To Prevent Failure of the Spot-Welded, Multi-Segment Exhaust Tailpipe V-Band Coupling. The Unsafe Condition, if Not Addressed, Could Lead to Detachment of the Exhaust Tailpipe from the Turbocharger and Allow High Temperature Exhaust,contd.	-- Hrs: -- C: --	N/A V-bands are cherry riveted	Yes	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
2017-16-11 8/15/2017	To prevent connecting rod failure which could result in uncontained engine failure, total engine power loss,contd.	-- Hrs: -- C: --	NA by Date	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
2015-19-07 11/3/2015	[Recurring] To prevent failure of the fuel injector fuel lines, which could lead to uncontrolled engine fire, engine,contd.	-- Hrs: -- C: --	C/W visual inspection. No defects noted. Next inspection due at future engine fuel line maintenance	Yes	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
2015-02-07 3/11/2015	To prevent the propeller governor shaft set screw from coming loose, causing damage to the engine and,contd.	-- Hrs: -- C: --	NA no aerobatic	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
2012-19-01 10/24/2012	To prevent failure of the crankshaft, which will result in total engine power loss, in-flight engine,contd.	-- Hrs: -- C: --	NA by DOM	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
71-13-01 R1 3/8/2012	TO PREVENT POSSIBLE FAILURES OF THE FUEL INJECTOR MANIFOLD TO NOZZLE TUBE ASSEMBLIES	-- Hrs: -- C: --	NA by DOM	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
2012-03-06 C 2/24/2012	To prevent an in-flight engine shutdown due to a failed fuel servo diaphragm, and damage to the airplane	-- Hrs: -- C: --	PCW at DOM	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station

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2011-26-04 1/25/2012	[Recurring] Superseded by 2015-19-07	-- Hrs: -- C: --	Superseded by 2015-19-07	Yes	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
2011-15-10 8/16/2011	Superseded by 2012-03-06	-- Hrs: -- C: --	Superseded by 2012-03-06	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
2011-13-03 7/13/2011	To prevent seizure of the turbocharger turbine, which could result in damage to the engine, & smoke in the,contd.	-- Hrs: -- C: --	NA by DOM	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
2009-02-03 2/9/2009	[Recurring] To prevent a lean running engine, which could result in a substantial loss of engine power and subsequent,contd.	-- Hrs: -- C: --	PCW at DOM	Yes	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
2008-14-07 8/14/2008	[Recurring] Superseded by 2011-26-04	-- Hrs: -- C: --	Superseded by 2011-26-04	Yes	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
2008-08-14 4/29/2008	[Recurring] Superseded by 2009-02-03	-- Hrs: -- C: --	Superseded by 2009-02-03	Yes	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
2008-06-51 E 3/12/2008	[Recurring] Superseded by 2008-08-14	-- Hrs: -- C: --	Superseded by 2008-08-14	Yes	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
2006-20-09 11/3/2006	Superseded by 2012-19-01	-- Hrs: -- C: --	Superseded by 2012-19-01	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
2005-19-11 10/21/2005	To prevent failure of the crankshaft, which could result in total engine power loss, in-flight failure, and,contd.	-- Hrs: -- C: --	PCW at DOM	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station

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2005-12-06 7/19/2005	[Recurring] To prevent failure of the magneto impulse coupling assembly and possible engine failure	-- Hrs: -- C: --	PCW at DOM	Yes	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
2004-10-14 C 6/25/2004	[Recurring] To prevent loosening or failure of the crankshaft gear retaining bolt, which may cause sudden engine failure	-- Hrs: -- C: --	PCW at DOM	Yes	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
2004-05-24 C 3/30/2004	To prevent the loss of all engine power and possible forced landing	-- Hrs: -- C: --	PCW at DOM	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
2003-14-03 8/14/2003	[Recurring] To prevent rotary fuel pump leaks, which could result in an engine failure, engine fire, and damage to or,contd.	-- Hrs: -- C: --	PCW at DOM	Yes	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
2002-26-01 1/31/2003	[Recurring] Superseded by 2008-14-07	-- Hrs: -- C: --	Superseded by 2008-14-07	Yes	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
2002-23-06 11/19/2002	Superseded by 2004-05-24	-- Hrs: -- C: --	Superseded by 2004-05-24	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
2002-20-51 E 10/1/2002	Superseded by 2002-23-06	-- Hrs: -- C: --	Superseded by 2002-23-06	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
2002-19-03 9/20/2002	To prevent crankshaft failure, which could result in total engine power loss, in-flight engine failure and,contd.	-- Hrs: -- C: --	NA by PN	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
2002-17-53 E 8/16/2002	Superseded by 2002-19-03	-- Hrs: -- C: --	Superseded by 2002-19-03	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station

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2002-04-51 E 2/11/2002	Superseded by 2002-17-53	-- Hrs: -- C: --	Superseded by 2002-17-53	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
98-18-12 9/28/1998	[Recurring] Superseded by 2003-14-03	-- Hrs: -- C: --	Superseded by 2003-14-03	Yes	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
97-15-11 8/12/1997	TO PREVENT PISTON PIN FAILURE, WHICH COULD RESULT IN ENGINE FAILURE	-- Hrs: -- C: --	PCW at DOM	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
97-01-03 1/21/1997	Superseded by 97-15-11	-- Hrs: -- C: --	Superseded by 97-15-11	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
93-02-05 6/14/1993	[Recurring] Superseded by 2002-26-01	-- Hrs: -- C: --	Superseded by 2002-26-01	Yes	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
92-12-05 7/10/1992	TO PREVENT PISTON PIN FAILURE, OR PISTON RELEASE, AND ENGINE FAILURE	-- Hrs: -- C: --	PCW at DOM	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
91-14-22 8/19/1991	[Recurring] Superseded by 2004-10-14	-- Hrs: -- C: --	Superseded by 2004-10-14	Yes	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
91-10-04 5/21/1991	TO PREVENT ENGINE POWER LOSS, ENGINE FIRE, AND POSSIBLE LOSS OF AIRCRAFT	-- Hrs: -- C: --	LW-31SS-1.19 Bolt INST @ 17#	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
91-08-07 C 5/6/1991	TO PREVENT ENGINE POWER LOSS AND POSSIBLE LOSS OF THE AIRCRAFT	-- Hrs: -- C: --	NA by DOM	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station

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89-15-10 11/30/1989	TO PREVENT ENGINE ROUGHNESS AND LOSS OF ENGINE POWER	-- Hrs: -- C: --	NA by DOM	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
79-04-05 9/26/1979	TO PREVENT AN IN-FLIGHT POWER LOSS DUE TO THE SEPARATION OF THE P/N 2529192 REGULATOR DIAPHRAGM STEM ASSEMBLY	-- Hrs: -- C: --	NA by DOM	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
78-23-10 11/7/1978	TO PREVENT AN IN-FLIGHT POWER LOSS DUE TO AN OVER RICH CONDITION, CONTD.	-- Hrs: -- C: --	PCW New PN Installed	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
75-09-15 4/30/1975	TO PREVENT POSSIBLE FUEL STARVATION TO THE ENGINE	-- Hrs: -- C: --	PCW NEW Gasket Installed	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station



**Category:** Propeller**Position:****Veryon Revision**8/16/2024**Manufacturer:** Hartzell Propeller**P/N:** N**Model:** HC-I3Y1R-1**S/N:** NY219B

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2007-26-09 1/30/2008	To prevent failure of the propeller blade from fatigue cracks in the aluminum blade shank radius, which can,contd.	-- Hrs: -- C: --	NA by model	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
2005-14-11 8/17/2005	To prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane	-- Hrs: -- C: --	NA by OH Facility	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
2002-09-08 6/13/2002	Superseded by 2007-26-09	-- Hrs: -- C: --	Superseded by 2007-26-09	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
2001-07-03 C 6/4/2001	To prevent propeller failure of the propellers returned to service by BASCO, & possible loss of airplane control	-- Hrs: -- C: --	NA by OH Facility	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
77-12-06 R(2) 12/21/1977	[Recurring] Superseded by 2002-09-08	-- Hrs: -- C: --	Superseded by 2002-09-08	Yes	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
75-07-05 5/1/1977	Superseded by 77-12-06	-- Hrs: -- C: --	Superseded by 77-12-06	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
74-15-02 1/1/1974	Superseded by 77-12-06	-- Hrs: -- C: --	Superseded by 77-12-06	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
73-10-03 1/1/1973	Superseded by 77-12-06	-- Hrs: -- C: --	Superseded by 77-12-06	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station

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70-02-01 1/1/1970	Superseded by 73-10-03	-- Hrs: -- C: --	Supers eded by 73-10-03	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station
70-16-03 R 1/1/1970	Superseded by 77-12-06	-- Hrs: -- C: --	Superseded by 77-12- 06	No	D: -- Hrs: -- C: --	Thoroughbred Aviation Maintenance, Inc R81R199Y/Repair Station