

FAA Airworthiness Directives Compliance Record

Aircraft Registration No:
ATP Revision: 09/19/2017

Company: Airframe
Category: Lancair Company
Manufacturer: Lancair Company
Model: LC40-550FG
Position:
P/N:
S/N: 40058

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2013-11-10 07/26/2013	To ensure the proper use of main landing gear brakes	08/13/2014 Hrs: 231 C:	C/W by Inspection and Insertion of Figure 1 & 2 into the POH/AFM	N	Hrs: C:	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe <i>[Signature]</i>
2011-03-04 03/14/2011	[Recurring] To detect and correct damage, i.e., cracking, deformation, and discoloration, in the rudder hinges and the contd.	09/19/2017 Hrs: 460.3 C:	PCW Under AD 2009Y-09-09 and Installation of kit MK-400-27-01 which terminates the recurring action of this AD.	Y	Hrs: C:	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe <i>[Signature]</i>
2009-09-09 05/11/2009	[Recurring] Superseded by 2011-03-04	03/26/2010 Hrs: 200.2 C:	Complied with 3/26/2010 at 200.2 ITAF/TACH. by Installation of Kit MK-400-27-01; New Brackets terminate recurring action of this AD.	Y	Hrs: C:	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe <i>[Signature]</i>
2007-07-06 R1 12/05/2008	[Recurring] To prevent jamming in the aileron and elevator control systems, which could result in failure	Hrs: C:	Reference J.A. W10# 6784	Y	Hrs: C:	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe <i>[Signature]</i>

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2005-02-01 01/21/2005	To prevent potential impact with terrain or obstruction during takeoff due to incorrect takeoff,contd.	02/01/2005 Hrs: 130.2 C:	PCW 2/2005 at 130.2 N TTAF/TACH by insertion of service bulletin in and marking of POH.	N	Hrs: C:	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe
2004-06-09 05/03/2004	[Recurring] To detect and correct chafing and wear of the fuel pressure transducer, which could result in failure of the,contd.	03/01/2006 Hrs: 161.6 C:	PCW 2/2005 @ 130.2 by Mod. LAW CK-002, new bracket installed. Reference AD Listing from 3/01/06 Annual	Y	Hrs: C:	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe

ATP Revision: 09/19/2017

Position:

Category: Engine

Manufacturer: Continental Motors

P/N:

Model: IO-550-N

S/N: 686266

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2016-16-12 09/15/2016	To prevent failure of the cylinder assemblies, which could lead to failure of the engine, in-flight,contd.	09/19/2017 Hrs: 460.3 C:	DNA, OEM Cylinders Installed.	N	Hrs: C:	J.A. Air Center NF2R029b / EASA.145.5424/FAA/EASA John A. Lowe
2014-05-29 04/25/2014	[Recurring] To prevent the separation of the cylinder head, damage to the engine, and damage to the airplane	09/19/2017 Hrs: 460.3 C:	DNA OEM Cylinders Installed, not Superior Cylinders.	Y	Hrs: C:	J.A. Air Center NF2R029b / EASA.145.5424/FAA/EASA John A. Lowe
2012-10-13 06/08/2012	To prevent starter adapter gear shaft failure which could cause oil scavenger pump failure and engine,contd.	09/19/2017 Hrs: 460.3 C:	DNA due to No Turbocharger Installed.	N	Hrs: C:	J.A. Air Center NF2R029 / EASA.145.5424/FAA/EASA John A. Lowe
2012-03-06 C 02/24/2012	To prevent an in-flight engine shutdown due to a failed fuel servo diaphragm, and damage to the airplane	09/02/2016 Hrs: 350.9 C:	PCW as DNA by Fuel Injector Model Installed.	N	Hrs: C:	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe
2011-25-51 12/28/2011	Superseded by 2012-10-13	Hrs: C:	Superseded	N	Hrs: C:	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe

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2010-11-04 06/16/2010	To prevent excessive hydraulic lifter wear, which can result in loss of engine power & loss of control of the airplane	09/02/2016 Hrs: 350.9 C:	PCW DNA by Part Number of installed lifters, P/N	N	Hrs: C:	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe
2009-24-52 E 11/18/2009	Superseded by 2010-11-04	Hrs: C:	Superseded	N	Hrs: C:	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe
2007-16-10 08/23/2007	To prevent the turbine rotor from separating from the shaft of the turbocharger due to a machining defect in the conid.	09/02/2016 Hrs: 350.9 C:	PCW DNA due to STC not being incorporated.	N	Hrs: C:	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe
2004-08-10 05/05/2004	To prevent loss of engine power due to cracks in the cylinder head & possible engine failure caused,contd.	09/02/2016 Hrs: 350.9 C:	PCW DNA due to no ECI Cylinders Installed.	N	Hrs: C:	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe
00-00-01 01/22/2001	Important for Cessna Oil Filter Adapter Assemblies listed in AD 96-12-22	09/19/2017 Hrs: 460.3 C:	DNA Cessna Oil Filter Not installed.	N	Hrs: C:	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe
2000-23-21 12/12/2000	To prevent crankshaft connecting rod journal fracture, which could result in total engine power,contd.	09/02/2016 Hrs: 350.9 C:	PCW DNA by Crankshaft Serial Number.	N	Hrs: C:	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe
2000-08-51 E 04/28/2000	Superseded by 2000-23-21	Hrs: C:	Superseded	N	Hrs: C:	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe
99-19-01 09/30/1999	To prevent crankshaft failure due to crankshaft cheek cracks, which could result in total engine power loss,contd.	09/02/2016 Hrs: 350.9 C:	PCW DNA by Crankshaft Serial Number.	N	Hrs: C:	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe
99-09-17 L 04/22/1999	Superseded by 99-19-01	Hrs: C:	Superseded	N	Hrs: C:	J.A. Air Center NF2R029L / EASA.145.5424/FAA/EASA John A. Lowe

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
96-12-22 07/31/1996	[Recurring] TO PREVENT LOSS OF ENGINE OIL CAUSED BY LOOSE OR SEPARATED OIL FILTER ADAPTERS, WHICH COULD RESULT IN ENGINE,CONTD.	09/02/2016 Hrs: 350.9 C:	PCW as DNA by Part Y and Serial Number.		Hrs: C:	J.A. Air Center NF2R029L/ EASA.145.5424/FAA/EASA John A. Lowe
93-08-17 08/23/1993	TO PREVENT AN ENGINE FAILURE	09/02/2016 Hrs: 350.9 C:	PCW as DNA by Dates and Serial Number	N	Hrs: C:	J.A. Air Center NF2R029L EASA.145.5424/FAA/EASA John A. Lowe
93-10-02 08/12/1993	TO PREVENT AN ENGINE FAILURE DUE TO A MISSING CYLINDER VALVE RETAINER KEY	09/02/2016 Hrs: 350.9 C:	PCW as Complied with 1AW Paragraph (a).	N	Hrs: C:	J.A. Air Center NF2R029L EASA.145.5424/FAA/EASA John A. Lowe
91-19-03 09/29/1991	TO PREVENT OPERATION WITH COLLAPSED OIL FILTER ELEMENTS, WHICH CAN RESULT IN LOSS OF OIL PRESSURE, CONTD.	09/02/2016 Hrs: 350.9 C:	PCW as DNA by Part N Number and Date		Hrs: C:	J.A. Air Center NF2R029L EASA.145.5424/FAA/EASA John A. Lowe
88-03-06 04/15/1988	TO PREVENT POSSIBLE LOSS OF ENGINE OIL AND SUBSEQUENT ENGINE FAILURE	09/02/2016 Hrs: 350.9 C:	PCW as DNA by Manufacturer and Part Number	N	Hrs: C:	J.A. Air Center NF2R029L EASA.145.5424/FAA/EASA John A. Lowe
86-13-04 R3 02/24/1988	[Recurring] TO PREVENT POSSIBLE CYLINDER HEAD TO BARREL SEPARATION, ENGINE FAILURE AND/OR ENGINE COMPARTMENT FIR	09/02/2016 Hrs: 350.9 C:	PCW as DNA by Serial Number	Y	Hrs: C:	J.A. Air Center NF2R029L EASA.145.5424/FAA/EASA John A. Lowe

ATP Revision: 09/19/2017

Position:

P/N: PHC-J3YF-1RF

S/N: FP8657B

Category: Propeller

Manufacturer: Hartzell Propeller

Model: PHC-J3Y1F-1

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2007-26-09 01/30/2008	To prevent failure of the propeller blade from fatigue cracks in the aluminum blade shank radius, which can,contd.	09/02/2016 Hrs: 350.9 C:	PCW as DNA by Blade Serial Numbers.	N	Hrs: C:	J.A. Air Center NF2R029L EASA.145.5424/FAA/EASA John A. Lowe

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2005-14-11 08/17/2005	To prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane	09/02/2016 Hrs: 350.9 C:	PCW as DNA by Propeller not serviced by S.C.P.S.	N	Hrs: C:	J.A. Air Center NF2R029L / EASA: J45 5H24/PAA/EASA John A. Lowe
2002-09-08 06/13/2002	Superseded by 2007-26-09	Hrs: C:	Superseded	N	Hrs: C:	J.A. Air Center NF2R029L / EASA: J45 5H24/PAA/EASA John A. Lowe
2001-07-03 C 06/04/2001	To prevent propeller failure of the propellers returned to service by BASCO, & possible loss of airplane control	09/02/2016 Hrs: 350.9 C:	PCW as DNA by Serial Number	N	Hrs: C:	J.A. Air Center NF2R029L / EASA: J45 5H24/PAA/EASA John A. Lowe

ATP Revision: 09/19/2017

Position: Left Hand

Category: Magnetos

P/N: 10-500556-1

Manufacturer: Teledyne Continental

S/N: D05HA598

Model: S6-20 SERIES

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed

ATP Revision: 09/19/2017

Position: Right Hand

Category: Magnetos

P/N: 10-500556-1

Manufacturer: Teledyne Continental

S/N: D06BA035

Model: S6-20 SERIES

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed

ATP Revision: 09/19/2017

Position:

Category: Ignition Systems

P/N:

Manufacturer: ACS Products Company

Model: IGNITION SWITCHES

S/N:

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
93-05-06 04/29/1993	[Recurring] TO PREVENT FAILURE OF IGNITION SWITCHES	09/19/2017 Hrs: 460.3 C:	Due for Inspection and Lube at 2000.0 TTAF	Y	Hrs: C:	J.A. Air Center NF2R0290 EASA-145824FAFEASA John A. Lowe