

## FAA Airworthiness Directive Compliance Record

4300 Vecotr Dr Cahokia, IL 62206

Report Produced By: **Parks College of St. Louis**

Content Revision: **9/21/2010**

File ID: **\*NEW\***

Aircraft Registration: **97420 5207061**

FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By
<b>Manufacturer</b> Beech Aircraft Corp.		<b>Category</b> Airframe		<b>Model</b> DEBONAIR 35-33		<b>Part #:</b> <b>Serial #:</b>
<b>62-08-03 R</b> <b>7/9/1970</b>  ©ATP	WHITE PLASTIC RAMS HORN CONTROL WHEELS  ©ATP		<i>N/A</i>	Recur  ©ATP		1. Parks College of St. Louis 2. 3. 4.  Signature:
<b>65-14-01</b> <b>6/26/1965</b>  ©ATP	TO PREVENT FURTHER FAILURES OF THE ALTERNATOR SUPPORT BRACKET  ©ATP		<i>N/A</i>	Recur  ©ATP		1. Parks College of St. Louis 2. 3. 4.  Signature:
<b>70-03-05 R</b> <b>6/30/1972</b>  ©ATP	TURNING TYPE TAKEOFFS  ©ATP		<i>p/c/w</i>	Once  ©ATP		1. Parks College of St. Louis 2. 3. 4.  Signature:
<b>72-11-02</b> <b>5/20/1972</b>  ©ATP	TO PREVENT ENGINE FUEL INTERRUPTION DURING CRITICAL AIRCRAFT MANEUVERS  ©ATP		<i>p/c/w</i>	Once  ©ATP		1. Parks College of St. Louis 2. 3. 4.  Signature:
<b>72-17-02</b> <b>1/1/1972</b>  ©ATP	Superseded by 72-22-01  ©ATP		<i>SUPERSEDED</i>	Once  ©ATP		1. Parks College of St. Louis 2. 3. 4.  Signature:
<b>72-22-01</b> <b>10/25/1972</b>  ©ATP	Superseded by 2007-08-08  ©ATP		<i>SUPERSEDED</i>	Recur  ©ATP		1. Parks College of St. Louis 2. 3. 4.  Signature:

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<b>Manufacturer</b> Beech Aircraft Corp.		<b>Category</b> Airframe		<b>Model</b> DEBONAIR 35-33		<b>Part #:</b> <b>Serial #:</b>
<b>75-05-02</b> <b>2/21/1975</b>	TO PREVENT LOSS OF ENGINE OIL, IMPROPER ENGINE LUBRICATION OR ENGINE OIL CONTAMINATION		<i>N/A</i>	Recur		1. Parks College of St. Louis 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>75-15-08 R</b> <b>9/10/1975</b>	ENGINE LUBRICATION		<i>N/A STC SA 2219WE NOT INSTALLED BECAUSE AIR/OIL SET REMOVED</i>	Recur		1. Parks College of St. Louis 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>76-04-07</b> <b>2/27/1976</b>	Superseded by 84-09-01		<i>SUPERSEDED</i>	Once		1. Parks College of St. Louis 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>84-09-01</b> <b>5/25/1984</b>	TO ASSURE ADEQUATE EMERGENCY EGRESS PROVISIONS		<i>P/C/W</i>	Once		1. Parks College of St. Louis 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>89-05-02</b> <b>3/24/1989</b>	TO PREVENT THE FAILURE OF THE MAGNESIUM ELEVATOR CONTROL FITTINGS	<i>09-18-2010 TACIT 1358.8</i>	<i>C/W BY INSPECTION OF ELEVATOR CONTROL FITTINGS NO DEFECTS NOTED</i>	Recur	<i>DUE AGAIN BY 1358.8 TACIT</i>	1. Parks College of St. Louis 2. 3. 4.
©ATP	©ATP			©ATP	Signature: <i>[Signature]</i>	
<b>90-11-04</b> <b>6/12/1990</b>	Superseded by 91-23-07		<i>SUPERSEDED</i>	Recur		1. Parks College of St. Louis 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	

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<b>Manufacturer</b> Beech Aircraft Corp.		<b>Category</b> Airframe		<b>Model</b> DEBONAIR 35-33		<b>Part #:</b> <b>Serial #:</b>
<b>91-14-13</b> <b>8/12/1991</b>	Superseded by 92-08-07		<i>SUPERSEDED</i>	Recur		1. Parks College of St. Louis 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>91-17-01</b> <b>11/25/1991</b>	TO PREVENT LOSS OF CONTROL OF THE AIRPLANE BECAUSE OF INTERCHANGING THE RIGHT-HAND & LEFT-HAND ELEVATOR TRIM, CONTD		<i>P/C/W</i>	Once		1. Parks College of St. Louis 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>91-23-07</b> <b>12/17/1991</b>	Superseded by 92-15-06		<i>SUPERSEDED</i>	Recur		1. Parks College of St. Louis 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>92-08-07</b> <b>5/18/1992</b>	Superseded by 95-04-03		<i>SUPERSEDED</i>	Recur		1. Parks College of St. Louis 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>92-15-06</b> <b>8/22/1992</b>	Superseded by 93-24-03		<i>SUPERSEDED</i>	Recur		1. Parks College of St. Louis 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>93-24-03</b> <b>1/21/1994</b>	TO PREVENT SEPARATION OF THE RUDDER FROM THE AIRPLANE CAUSED BY CRACKS IN THE FORWARD RUDDER SPAR	<i>09-18-2010</i>	<i>C/W BY INSPECTION NO DEFECTS NOTED DUB 1358.8 TAIL EVERY 500 HRS</i>	Recur	<i>DUB ATAIN</i> <i>BY</i> <i>1058.8</i> <i>TAIL</i>	1. Parks College of St. Louis 2. 3. 4. <i>09/21/2007</i>
©ATP	©ATP			©ATP	Signature: <i>[Signature]</i>	

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<b>Manufacturer</b> Beech Aircraft Corp.		<b>Category</b> Airframe		<b>Model</b> DEBONAIR 35-33		<b>Part #:</b> <b>Serial #:</b>
<b>95-04-03</b> <b>4/7/1995</b>  ©ATP	TO PREVENT SPAR CARRY-THROUGH FRAME STRUCTURE FAILURE, WHICH, IF NOT DETECTED AND CORRECTED, COULD RESULT, CONT ©ATP	<i>09-18-2010</i> <i>TAET</i> <i>1358.80</i>	<i>C/W BY INSPECTION</i> <i>NO CRACKS NOTED AT THIS</i> <i>TIME DUE EVERY 500 HRS.</i>	Recur	<i>DUE ADAM</i> <i>04 1958.8</i>	1. Parks College of St. Louis 2. 3. 4. <i>IA2111007</i>
<b>99-05-13 I2</b> <b>7/5/2000</b>  ©ATP	Withdrawal to AD 99-05-13, Amendment 39-11061		<i>WITHDRAWN</i>	Once		1. Parks College of St. Louis 2. 3. 4.
<b>2001-23-10</b> <b>12/13/2001</b>  ©ATP	To prevent separation of the flap flex shaft assembly caused by improper heat treatment		<i>P/C/W</i>	Once		1. Parks College of St. Louis 2. 3. 4.
<b>2007-08-08</b> <b>5/25/2007</b>  ©ATP	To decrease the possibility of gear-up landings caused by seizure of the uplock rollers	<i>09-18-2010</i> <i>TAET</i> <i>1358.80</i>	<i>INSPECT + GREASE UP LOCK</i> <i>ROLLERS</i>	Recur	<i>DUE EVERY</i> <i>100 HRS OR</i> <i>BY TAET</i> <i>1458.80</i>	1. Parks College of St. Louis 2. 3. 4. <i>IA2111007</i>

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<b>Manufacturer</b> Teledyne Continental		<b>Category</b> Engine		<b>Model</b> IO-470-K		<b>Part #:</b> <b>Serial #:</b>
00-00-01 1/22/2001	Important for Cessna Oil Filter Adapter Assemblies listed in AD 96-12-22	N/A	NO OIL FILTER INSTALLED	Once		1. Parks College of St. Louis 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
70-14-07 11/22/1974	TO PREVENT LOSS OF THE FUEL INJECTION PUMP ADJUSTABLE BYPASS NEEDLE		p/c/w	Once		1. Parks College of St. Louis 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
79-05-09 3/12/1979	TO PREVENT THE POSSIBLE LOSS OF OIL PRESSURE INDICATION		p/c/w	Once		1. Parks College of St. Louis 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
88-03-06 4/15/1988	TO PREVENT POSSIBLE LOSS OF ENGINE OIL AND SUBSEQUENT ENGINE FAILURE		p/c/w	Once		1. Parks College of St. Louis 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
91-19-03 9/29/1991	TO PREVENT OPERATION WITH COLLAPSED OIL FILTER ELEMENTS, WHICH CAN RESULT IN LOSS OF OIL PRESSURE, CONTD.		p/c/w	Once		1. Parks College of St. Louis 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
93-10-02 8/12/1993	TO PREVENT AN ENGINE FAILURE DUE TO A MISSING CYLINDER VALVE RETAINER KEY		p/c/w	Once		1. Parks College of St. Louis 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	

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<b>Manufacturer</b> Teledyne Continental		<b>Category</b> Engine		<b>Model</b> IO-470-K		<b>Part #:</b> <b>Serial #:</b>
96-12-22 7/31/1996  ©ATP	TO PREVENT LOSS OF ENGINE OIL CAUSED BY LOOSE OR SEPARATED OIL FILTER ADAPTERS, WHICH COULD RESULT IN ENGINE,CONTD.  ©ATP		N/A	Recur  ©ATP		1. Parks College of St. Louis 2. 3. 4.
97-15-01 L 7/30/1997  ©ATP	Superseded by 97-21-02  ©ATP		SUPERSEDED	Once  ©ATP		1. Parks College of St. Louis 2. 3. 4.
97-21-02 10/27/1997  ©ATP	TO PREVENT EXTREME SIDE LOADING OF THE PISTON, AND CONSEQUENT FAILURE OF THE PISTON AND ENGINE  ©ATP		P/c/w	Once  ©ATP		1. Parks College of St. Louis 2. 3. 4.
98-17-11 C 10/19/1998  ©ATP	TO PREVENT CRANKSHAFT FAILURE DUE TO CRACKING, WHICH COULD RESULT IN AN INFLIGHT ENGINE FAILURE AND POSSIBLE,CONTD.  ©ATP		P/c/w	Once  ©ATP		1. Parks College of St. Louis 2. 3. 4.
99-09-17 L 4/22/1999  ©ATP	Superseded by 99-19-01  ©ATP		SUPERSEDED	Once  ©ATP		1. Parks College of St. Louis 2. 3. 4.
99-19-01 9/30/1999  ©ATP	To prevent crankshaft failure due to crankshaft cheek cracks, which could result in total engine power loss,contd.  ©ATP		P/c/w	Once  ©ATP		1. Parks College of St. Louis 2. 3. 4.
©ATP						

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<b>Manufacturer</b> Teledyne Continental		<b>Category</b> Engine		<b>Model</b> IO-470-K		<b>Part #:</b> <b>Serial #:</b>
<b>2000-08-51 E</b> <b>4/28/2000</b>	Superseded by 2000-23-21		<i>SUPERSEDED</i>	Once		1. Parks College of St. Louis 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>2000-23-21</b> <b>12/12/2000</b>	To prevent crankshaft connecting rod journal fracture, which could result in total engine power, contd.		<i>Adw</i>	Once		1. Parks College of St. Louis 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>2009-24-51 E</b> <b>11/16/2009</b>	Superseded by 2009-24-52		<i>SUPERSEDED</i>	Once		1. Parks College of St. Louis 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>2009-24-52 E</b> <b>11/18/2009</b>	Superseded by 2010-11-04		<i>SUPERSEDED.</i>	Once		1. Parks College of St. Louis 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>2010-11-04</b> <b>6/16/2010</b>	To prevent excessive hydraulic lifter wear, which can result in loss of engine power & loss of control of the airplane		<i>N/A LIFTERS NOT REPLACED.</i>	Once		1. Parks College of St. Louis 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	