

#1 - 79
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9-2-25
Tach 3413.6 -
3342.4
71.2 Time since last Annual

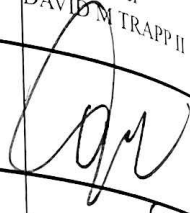

FAA Airworthiness Directives Compliance Record

Company:
Category: Airframe
Manufacturer: DAIHER AEROSPACE
Model: TB 10

Position:
P/N:
S/N: 1119





Aircraft Registration No: N2820S
Veryon Revision: 9/2/2025

| Issue Number Effective Date Amendment # | Description | Complied | Method of Compliance | Recur | Next Due | Facility Cert No. / Type Authorized By Signed |
|---|---|-----------------------------------|-----------------------------------|-------|----------------------------------|--|
| 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. | 3/7/2023 Hrs: 3340.6 C: -- | N/A NO GARMIN EQUIPMENT INSTALLED | No | D: -- Hrs: -- C: -- | 2305125/A&P DAVID M TRAPP II |
| 2018-21-06 12/10/2018 | [Recurring] To prevent fatigue cracking of the wing front attachments, which could lead to structural failure of the airplane,contd. | 8/23/2019 Hrs: 3314.0 C: -- | C/W BY INSPECTION | Yes | D: -- Hrs: 5314.0 C: -- | 3205125/A&P DAVID M TRAPP II |
| 2015-24-03 1/4/2016 | [Recurring] To detect and correct corrosion of the horizontal stabilizer (HS) spar, which could result in,contd. | 3/7/2023 Hrs: 3340.6 C: -- | C/W BY INSPECTION | Yes | D: 5/31/2029 Hrs: -- C: -- | 3205125/A&P DAVID M TRAPP II |
| 2007-13-18 8/10/2007 | To require introduction of the new 10,000 Flight Hour life limit for engine and NLG mounts into the,contd. | 3/9/2009 Hrs: -- C: -- | UPDATE MAINTENANCE MANUAL | No | D: -- Hrs: -- C: -- | 3205125/A&P DAVID M TRAPP II |
| 2003-04-03 4/7/2003 | [Recurring] To prevent failure of the aileron control gimbal joint | 9/2/2025 Hrs: 3413.6 C: -- | C/W BY INSPECTION | Yes | D: -- Hrs: 3513.60 C: -- | 3205125/A&P DAVID M TRAPP II |

| Issue Number Effective Date Amendment # | Description | Complied | Method of Compliance | Recur | Next Due | Facility Cert No. / Type Authorized By Signed |
|---|---|----------------------------------|--|-------|---------------------------------|--|
| 2001-23-04 1/4/2002 | [Recurring] To detect & correct fatigue cracks in the lower rudder hinge fitting | 8/6/2024 Hrs: 3342.4 C: -- | COMPLIED WITH BY INSPECTION | Yes | D: 9/2/2026 Hrs: -- C: -- | 3205125/A&P DAVID M TRAPP II  |
| 2001-23-05 1/4/2002 | To eliminate the potential for the front seats to inadvertently unlock from their fixed positions,contd. | -- Hrs: -- C: -- | N/A SOLID METAL SEAT PANS NOT INSTALLED | No | D: -- Hrs: -- C: -- | |
| 98-16-03 9/21/1998 | [Recurring] Superseded by 2018-21-06 | -- Hrs: -- C: -- | | Yes | D: -- Hrs: -- C: -- | |
| 98-08-21 6/3/1998 | TO PREVENT STRUCTURAL FAILURE OF THE WING REAR ATTACHMENT FITTINGS CAUSED BY CRACKS IN THIS AREA,WHICH COULD,CONTD. | 9/2/1998 Hrs: 2789.9 C: -- | PCW BY INSTALLATION OF OPT-109203-57 KIT | No | D: -- Hrs: -- C: -- | |
| 98-04-47 4/3/1998 | TO PREVENT MAIN LANDING GEAR (MLG) FAILURE CAUSED BY CRACKS IN THE SUPPORTS RIBS, WHICH COULD RESULT IN LOSS,CONTD. | 9/2/1998 Hrs: 2789.8 C: -- | PCW | Yes | D: -- Hrs: 4000 C: -- | |
| 98-04-03 3/24/1998 | TO PREVENT FAILURE OF THE UPPER SEAT BELT ATTACHMENT CAUSED BY EXCESSIVE LOADS ON THE UPPER ATTACHMENT,CONTD. | 4/16/1998 Hrs: -- C: -- | PCW | No | D: -- Hrs: -- C: -- | |
| 91-15-10 8/10/1991 | TO PREVENT ADVERSE AIRPLANE HANDLING QUALITIES AND POSSIBLE LOSS OF CONTROL OF THE AIRPLANE | 2/2/1991 Hrs: -- C: -- | PCW | No | D: -- Hrs: -- C: -- | |
| 91-12-19 6/20/1991 | Superseded by 91-15-10 | -- Hrs: -- C: -- | | No | D: -- Hrs: -- C: -- | |
| 90-25-17 1/3/1991 | TO PREVENT POSSIBLE UNCONTROLLED RELEASE OF FLAMMABLE FLUIDS INTO THE ENGINE COMPARTMENT, CONTD. | 9/25/1991 Hrs: -- C: -- | PCW | No | D: -- Hrs: -- C: -- |  |

Authorized By
Signed

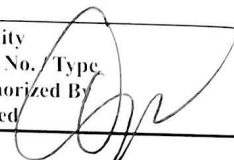
3205125/A&P
DAVID M TRAPP II

| Issue Number Effective Date Amendment # | Description | Complied | Method of Compliance | Recur | Next Due | Facility Cert No. / Type Authorized By Signed |
|---|---|------------------------|--|-------|---------------------------|---|
| 90-02-18 R1 13/1990 | [Recurring] TO PRECLUDE LOSS OF POWER DUE TO CONTAMINATION OF THE FUEL SYSTEM | -- Hrs: -- C: -- | N/A PER S/N PER SOCATA SB Nr 48/3. DATED SEPT 1991 | Yes | D: -- Hrs: -- C: -- |  |
| 87-22-02 R1 26/1990 | [Recurring] TO PREVENT STRUCTURAL FAILURE OF THE HORIZONTAL STABILIZER/ ELEVATOR ATTACHMENT AND LOSS OF PITCH CONTROL | -- Hrs: -- C: -- | N/A PER S/N | Yes | D: -- Hrs: -- C: -- |  |
| 87-03-11 11/1987 | [Recurring] TO PREVENT LOOSE STABILATOR ROD ENDS THAT MAY RESULT IN LOSS OF PITCH CONTROL | -- Hrs: -- C: -- | N/A PER S/N | Yes | D: -- Hrs: -- C: -- |  |
| 86-21-08 02/24/1986 | TO PREVENT POSSIBLE STRUCTURAL DAMAGE AND LOSS OF AIRFRAME INTEGRITY | -- Hrs: -- C: -- | N/A PER S/N | No | D: -- Hrs: -- C: -- |  |

Category: Propeller
 Manufacturer: Hartzell Propeller
 Model: HC-C2YK-1

Position:
 P/N:
 S/N: CH39121B

Veryon Revision: 9/2/2025

| Issue Number Effective Date Amendment # | Description | Complied | Method of Compliance | Recur | Next Due | Facility Cert No. / Type Authorized By Signed | Issue Number Effective Date Amendment # | Description |
|---|--|-------------------------------|--|-------|---------------------------|---|---|---|
| 2009-22-03 11/12/2009 | [Recurring] To prevent failure of the propeller hub causing blade separation and subsequent loss of airplane control | -- Hrs: -- C: -- | N/A BY PROP P/N | Yes | D: -- Hrs: -- C: -- |  | 002-09-08 13/2002 | Superseded |
| 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: -- | N/A BY BLADE S/N | No | D: -- Hrs: -- C: -- | | 001-23-08 /24/2001 | [Recurring propeller h cause blade |
| 2006-24-07 1/3/2007 | To detect potentially unsafe conditions that could result in a propeller blade separating from the hub,contd. | -- Hrs: -- C: -- | N/A NO WORK PERFORMED BY CSE | No | D: -- Hrs: -- C: -- | | 01-07-03 C 4/2001 | To prevent returned to loss of airp |
| 2006-18-15 9/25/2006 | [Recurring] Superseded by 2009-22-03 | -- Hrs: -- C: -- | | Yes | D: -- Hrs: -- C: -- | | 0-02-23 L 5/1990 | [Recurring |
| 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: -- | N/A NO WORK BY SOUTHERN CA PROPELLER | No | D: -- Hrs: -- C: -- | | 7-12-06 R(2) /21/1977 | [Recurrir |
| 2003-13-17 7/18/2003 | To detect unsafe conditions that could result in separation of a propeller blade & loss of control,contd. | 8/11/2005 Hrs: -- C: -- | PCW AT OVERHAUL | No | D: -- Hrs: -- C: -- | | 5-07-05 1/1977 | Superse |
| 2003-06-02 4/29/2003 | To prevent propeller blade separation, damage to the airplane, and possible loss of the airplane | 8/11/2005 Hrs: -- C: -- | PCW AT OVERHAUL | No | D: -- Hrs: -- C: -- | | 4-15-02 1/1974 | Supersc |
| 2003-01-03 1/23/2003 | To prevent in-flight propeller blade separation resulting in airframe and engine damage, & possible loss of the airplane | 8/11/2005 Hrs: -- C: -- | PCW AT OVERHAUL | No | D: -- Hrs: -- C: -- | | 3-10-03 1/1973 | Supers |
| | | | | | | | 0-02-01 1/1970 | Supers |

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| Issue Number Effective Date Amendment # | Description | Complied | Method of Compliance | Recur | Next Due | Facility Cert No. / Type Authorized By Signed |
|---|---|-------------------------------|--------------------------------------|-------|---------------------------|--|
| 002-09-08 /13/2002 | Superseded by 2007-26-09 | -- Hrs: -- C: -- | | No | D: -- Hrs: -- C: -- | |
| 001-23-08 2/24/2001 | [Recurring] To prevent failure of the propeller hub resulting from cracks, that can cause blade separation & subsequent, contd. | 8/11/2005 Hrs: -- C: -- | N/A PROP OVERHAULED WITH NEW 'B' HUB | Yes | D: -- Hrs: -- C: -- | |
| 001-07-03 C /4/2001 | To prevent propeller failure of the propellers returned to service by BASCO, & possible loss of airplane control | -- Hrs: -- C: -- | N/A NO WORK BY BASCO | No | D: -- Hrs: -- C: -- | |
| 90-02-23 L /5/1990 | [Recurring] Superseded by 2001-23-08 | -- Hrs: -- C: -- | | Yes | D: -- Hrs: -- C: -- | |
| 77-12-06 R(2) 2/21/1977 | [Recurring] Superseded by 2002-09-08 | -- Hrs: -- C: -- | | Yes | D: -- Hrs: -- C: -- | |
| 75-07-05 /1/1977 | Superseded by 77-12-06 | -- Hrs: -- C: -- | | No | D: -- Hrs: -- C: -- | |
| 74-15-02 /1/1974 | Superseded by 77-12-06 | -- Hrs: -- C: -- | | No | D: -- Hrs: -- C: -- | |
| 73-10-03 /1/1973 | Superseded by 77-12-06 | -- Hrs: -- C: -- | | No | D: -- Hrs: -- C: -- | |
| 70-02-01 /1/1970 | Superseded by 73-10-03 | -- Hrs: -- C: -- | | No | D: -- Hrs: -- C: -- | |

| Issue Number Effective Date Amendment # | Description | Complied | Method of Compliance | Recur | Next Due | Facility Cert No. / Type Authorized By Signed |
|---|--|-------------------------------|-------------------------|-------|---------------------------|--|
| 70-16-03 R 1/1/1970 | Superseded by 77-12-06 | -- Hrs: -- C: -- | | No | D: -- Hrs: -- C: -- | |
| 64-20-01 8/28/1964 | [Recurring] PLASTIC PITCH CHANGE BLOCKS | 8/11/2005 Hrs: -- C: -- | C/W AT OVERHAUL | Yes | D: -- Hrs: -- C: -- | |

Category: Engine
Manufacturer: Lycoming Engine
Model: O-360-A1D

| Issue Number Effective Date Amendment # | Description |
|---|---|
| 24-21-02 5/2024 | [Recurring] Failure Addressed by an IFI |
| 20-25-12 5/2021 | To Pre Assess Address Engine Airplane |
| 17-16-11 5/2017 | To pre could total c |
| 15-02-07 1/2015 | To pre screws to th |
| 12-19-01 /24/2012 | To pre will flight |
| 12-03-07 27/2012 | To pre loss |
| 09-26-12 4/2010 | [Recurring] due and |

Facility
Cert No. / Type
Authorized By
Signed

Category: Engine
Manufacturer: Lycoming Engines
Model: O-360-A1D

Position:

P/N:

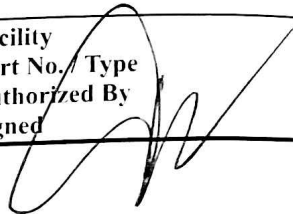

S/N: L-32572-36A

Veryon Revision: 9/2/2025

| Issue Number Effective Date Amendment # | Description | Complied | Method of Compliance | Recur | Next Due | Facility Cert No. / Type Authorized By Signed |
|---|---|------------------------------|--|-------|---------------------------|--|
| 024-21-02 2/5/2024 | [Recurring] To Prevent Connecting Rod Failure. The Unsafe Condition, if Not Addressed, Could Result in Engine Failure, an IFSD, and Loss of Control of the Aircraft. | 9/2/2025 Hrs: -- C: -- | N/A. Engine not assembled during affected date range. | Yes | D: -- Hrs: -- C: -- | 3205125 3205125/A&P David M Trapp II David M Trapp II |
| 020-25-12 1/15/2021 | To Prevent Failure of the Crankshaft Assembly. The Unsafe Condition, if Not Addressed, Could Result in Failure of the Engine, Inflight Shutdown, and Loss of the Airplane | -- Hrs: -- C: -- | N/A PER ENGINE MODEL # | No | D: -- Hrs: -- C: -- | |
| 017-16-11 1/15/2017 | To prevent connecting rod failure which could result in uncontained engine failure, total engine power loss,contd. | -- Hrs: -- C: -- | N/A PER S/N & NO CONNECTING ROD BUSHINGS INSTALLED DURING AFFECTED DATES | No | D: -- Hrs: -- C: -- | |
| 015-02-07 1/11/2015 | To prevent the propeller governor shaft set screw from coming loose, causing damage to the engine and,contd. | -- Hrs: -- C: -- | DUE AT NEXT ENG TEARDOWN WHEN GOV SHAFT SET SCREW IS INSTALLED | No | D: -- Hrs: -- C: -- | |
| 012-19-01 1/24/2012 | To prevent failure of the crankshaft, which will result in total engine power loss, in-flight engine,contd. | -- Hrs: -- C: -- | N/A PER ENG MODEL, CRANKSHAFT S/N AND OVERHAUL DATE | No | D: -- Hrs: -- C: -- | |
| 012-03-07 1/27/2012 | To prevent engine in-flight shutdown, power loss, and reduced control of the airplane | -- Hrs: -- C: -- | N/A BY P/N | No | D: -- Hrs: -- C: -- | |
| 009-26-12 1/4/2010 | [Recurring] To prevent loss of engine power due to cracks at the head-to-barrel interface and possible engine failure,contd. | -- Hrs: -- C: -- | N/A PER CYLINDER P/N | Yes | D: -- Hrs: -- C: -- | |

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|---|--|------------------------|---|-------|---------------------------|--|
| 2008-19-05 10/20/2008 | [Recurring] Superseded by 2009-26-12 | -- Hrs: -- C: -- | | Yes | D: -- Hrs: -- C: -- | / |
| 2007-04-19 R1 5/7/2007 | To prevent cylinder separation that can lead to engine failure, possible engine compartment fire, and,contd. | -- Hrs: -- C: -- | N/A PER OVERHAUL DATE | No | D: -- Hrs: -- C: -- | / |
| 2006-20-09 11/3/2006 | Superseded by 2012-19-01 | -- Hrs: -- C: -- | | No | D: -- Hrs: -- C: -- | / |
| 2006-12-07 7/11/2006 | To prevent loss of engine power due to cracks in the cylinder assemblies & possible engine failure caused,contd. | -- Hrs: -- C: -- | N/A PER OVERHAUL DATE | No | D: -- Hrs: -- C: -- | / |
| 2006-10-21 C2 6/22/2006 | To prevent fatigue failure of the connecting rod & possible uncommanded shutdown of the engine | -- Hrs: -- C: -- | N/A PER OVERHAUL DATE | No | D: -- Hrs: -- C: -- | / |
| 2006-06-16 4/27/2006 | To prevent failure of the crankshaft, which could result in total engine power loss, in-flight engine,contd. | -- Hrs: -- C: -- | N/A PER OVERHAUL DATE | No | D: -- Hrs: -- C: -- | / |
| 2005-26-10 1/31/2006 | Superseded by 2006-12-07 | -- Hrs: -- C: -- | | No | D: -- Hrs: -- C: -- | / |
| 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: -- | N/A PER OVERHAUL DATE | No | D: -- Hrs: -- C: -- | / |
| 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: -- | MUST COMPLY IN EVENT OF PROP STRIKE | Yes | D: -- Hrs: -- C: -- | / |

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|---|---|------------------------|---|-------|---------------------------|--|
| 98-17-11 C 19 1998 | TO PREVENT CRANKSHAFT FAILURE DUE TO CRACKING, WHICH COULD RESULT IN AN INFLIGHT ENGINE FAILURE AND POSSIBLE,CONTD. | -- Hrs: -- C: -- | NO WORK PERFORMED BY NELSON BALANCING SERVICE | No | D: -- Hrs: -- C: -- | |
| 98-02-08 30 1998 | [Recurring] TO PREVENT CRANKSHAFT FAILURE, WHICH CAN RESULT IN ENGINE FAILURE, PROPELLER SEPARATION, FORCED LANDING, AND,CONTD. | -- Hrs: -- C: -- | CONSTANT SPEED PROP INSTALLED | Yes | D: -- Hrs: -- C: -- | |
| 97-15-11 12 1997 | TO PREVENT PISTON PIN FAILURE, WHICH COULD RESULT IN ENGINE FAILURE | -- Hrs: -- C: -- | PCW AT OVERHAUL | No | D: -- Hrs: -- C: -- | |
| 97-01-03 21 1997 | Superseded by 97-15-11 | -- Hrs: -- C: -- | | No | D: -- Hrs: -- C: -- | |
| 96-09-10 C 15 1996 | TO PREVENT OIL PUMP FAILURE DUE TO IMPELLER FAILURE, WHICH COULD RESULT IN AN ENGINE FAILURE | -- Hrs: -- C: -- | PCW AT OVERHAUL | No | D: -- Hrs: -- C: -- | |
| 95-26-02 24 1996 | TO PREVENT DETONATION DUE TO LOW OCTANE, WHICH CAN RESULT IN SEVERE ENGINE DAMAGE AND SUBSEQUENT FAILURE | -- Hrs: -- C: -- | PCW AT OVERHAUL | No | D: -- Hrs: -- C: -- | |
| 95-07-01 12 1995 | TO PREVENT ENGINE FAILURE DUE TO CONNECTING ROD BOLT FAILURE, WHICH COULD RESULT IN DAMAGE TO OR LOSS,CONTD. | -- Hrs: -- C: -- | PCW AT OVERHAUL | No | D: -- Hrs: -- C: -- | |
| 94-14-13 L 23 1994 | Superseded by 95-26-02 | -- Hrs: -- C: -- | | No | D: -- Hrs: -- C: -- | |
| 92-12-05 10 1992 | TO PREVENT PISTON PIN FAILURE, OR PISTON RELEASE, AND ENGINE FAILURE | -- Hrs: -- C: -- | PCW AT OVERHAUL | No | D: -- Hrs: -- C: -- | |

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|---|--|------------------------|-------------------------|-------|---------------------------|---|
| 91-14-22 8/19/1991 | [Recurring] Superseded by 2004-10-14 | -- Hrs: -- C: -- | | Yes | D: -- Hrs: -- C: -- |  |
| 90-04-06 R1 5/28/1991 | TO PREVENT OIL LINE FRACTURE AND LOSS OF ENGINE OIL | -- Hrs: -- C: -- | PCW AT OVERHAUL | No | D: -- Hrs: -- C: -- | |
| 87-10-06 R1 9/1/1989 | TO PREVENT POSSIBLE ROCKER ARM FAILURE AND LOSS OF ENGINE POWER, INSPECT AND REWORK OR REPLACE ROCKER ARM, CONTD. | -- Hrs: -- C: -- | PCW AT OVERHAUL | No | D: -- Hrs: -- C: -- | |
| 81-18-04 R2 6/7/1982 | Superseded by 96-09-10 | -- Hrs: -- C: -- | | No | D: -- Hrs: -- C: -- | |
| 75-08-09 R(3) 8/18/1977 | TO PREVENT OIL PUMP FAILURES, INSPECT, REPLACE AND ASSEMBLE THE OIL PUMP DRIVE SHAFT AND DRIVE IMPELLER | -- Hrs: -- C: -- | | No | D: -- Hrs: -- C: -- | |
| 73-23-01 R(4) 1/13/1977 | TO PREVENT PISTON PIN FAILURES RESULTING FROM GRINDING CRACKS WHICH OCCURRED DURING MANUFACTURE | -- Hrs: -- C: -- | | No | D: -- Hrs: -- C: -- | |
| 66-20-04 8/27/1966 | TO PREVENT FURTHER FAILURES OF OIL FILTER ADAPTER GASKET, P/N 74904 | -- Hrs: -- C: -- | | No | D: -- Hrs: -- C: -- | |
| 64-16-05 7/10/1964 | TO PRECLUDE THE POSSIBILITY OF ENGINE OIL BEING DRAINED OVERBOARD AS A RESULT OF OIL SEAL FAILURE, CONTD. | -- Hrs: -- C: -- | | No | D: -- Hrs: -- C: -- | |
| 59-10-07 7/1/1959 | CYLINDER BAFFLE CLAMPS | -- Hrs: -- C: -- | | No | D: -- Hrs: -- C: -- |  |

Category: Carburetors
Manufacturer: Marvel-Schebler
Model: MA-4-5

Position:
P/N: 10-3878
S/N: G121194

Veryon Revision: 9 2 2025

| Due Number Effective Date Amendment # | Description | Complied | Method of Compliance | Recur | Next Due | Facility Cert No. / Type Authorized By Signed |
|---|---|------------------------|---|-------|---------------------------|--|
| 4-04-02 8 1989 | TO PREVENT POSSIBLE JAMMING OF THE CARBURETOR THROTTLE | -- Hrs: -- C: -- | PCW AT OVERHAUL | No | D: -- Hrs: -- C: -- | |
| 2-06-05 R2 3 1986 | TO PREVENT LOOSENESS OR SEPARATION OF THE THROTTLE ARM | -- Hrs: -- C: -- | N A NEW STYLE ARM & SHAFT INSTALLED | No | D: -- Hrs: -- C: -- | |
| 9-24-03 29 1969 | TO PREVENT POSSIBLE POWER LOSSES DUE TO BLOCKAGE OF CARBURETOR METERING PASSAGES BY THREAD LUBRICANT. CONTD. | -- Hrs: -- C: -- | PCW AT OVERHAUL | No | D: -- Hrs: -- C: -- | |
| 3-22-03 12 1963 | ERRATIC ENGINE OPERATION OR COMPLETE ENGINE STOPPAGE | -- Hrs: -- C: -- | N A PER ONE PIECE VENTURI INSTALLED | No | D: -- Hrs: -- C: -- | |

Category: Magnetos

Manufacturer: Bendix Corporation

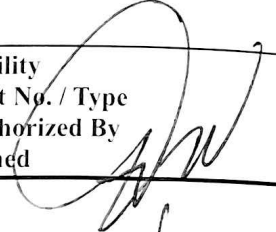

Model: D-3000 SERIES

Position:

P/N: DLN-3000

S/N: 86200278

Veryon Revision: 9/2/2025

| Issue Number Effective Date Amendment # | Description | Complied | Method of Compliance | Recur | Next Due | Facility Cert No. / Type Authorized By Signed |
|---|---|------------------------|---|-------|---------------------------|---|
| 2005-12-06 7/19/2005 | [Recurring] To prevent failure of the magneto impulse coupling assembly and possible engine failure | -- Hrs: -- C: -- | N/A 540 SERIES ENGINE NOT INSTALLED | Yes | D: -- Hrs: -- C: -- |  |
| 96-12-07 7/18/1996 | [Recurring] Superseded by 2005-12-06 | -- Hrs: -- C: -- | | Yes | D: -- Hrs: -- C: -- |  |
| 78-09-07 R3 1/17/1983 | [Recurring] Superseded by 96-12-07 | -- Hrs: -- C: -- | | Yes | D: -- Hrs: -- C: -- | |
| 81-12-06 R1 11/12/1981 | [Recurring] TO DETECT LOOSE DISTRIBUTOR GEAR ROTATING ELECTRODES ON MAGNETOS | -- Hrs: -- C: -- | PCW AT OVERHAUL | Yes | D: -- Hrs: -- C: -- | |