

# FAA Airworthiness Directive Compliance Record

2933 East Empire Street  
Bloomington, IL 61704  
309-663-2303

Report Produced By: Image Air

Content Revision: 3/27/2015		File ID: N37VM		Aircraft Registration:			
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	
Manufacturer		Category		Part #: Serial #:			
Piper Aircraft, Inc.		Airframe		Model PA-46-310P			
87-04-01 2/24/1987	TO PREVENT ENGINE POWER LOSS	11/20/1986 508.2 ATT	P/C/W by SB 852	Once		1. Image Air of Southwest Flo 2. 145 3. BNGR539C 4. FSDO SPI	
@ATP	@ATP			@ATP		Signature: <i>[Signature]</i>	
88-25-08 1/3/1989	TO PREVENT POSSIBLE CATASTROPHIC ENGINE FAILURE	10/11/1988 887.0 ATT	P/C/W by SB 892	Once		1. Image Air of Southwest Flo 2. 145 3. BNGR539C 4. FSDO SPI	
@ATP	@ATP			@ATP		Signature: <i>[Signature]</i>	
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	3/25/1992 1754.4 ATT	P/C/W by SB 953	Once		1. Image Air of Southwest Flo 2. 145 3. BNGR539C 4. FSDO SPI	
@ATP	@ATP			@ATP		Signature: <i>[Signature]</i>	
92-13-07 8/21/1992	TO PREVENT STRUCTURAL DETERIORATION BECAUSE OF LOOSE EMPENNAGE RIVETS	12/10/1990 1505.2 ATT	P/C/W by SB 944	Once		1. Image Air of Southwest Flo 2. 145 3. BNGR539C 4. FSDO SPI	
@ATP	@ATP			@ATP		Signature: <i>[Signature]</i>	
92-15-14 8/22/1992	TO PREVENT FAILURE OF THE AIR-DRIVEN ATTITUDE GYRO AND AUTOPILOT SYSTEMS CAUSED BY AN UNDETECTED LOW VACUUM	12/12/1991 1695.4 ATT	P/C/W by SB 947A	Once		1. Image Air of Southwest Flo 2. 145 3. BNGR539C 4. FSDO SPI	
@ATP	@ATP			@ATP		Signature: <i>[Signature]</i>	
96-12-22 7/31/1996	TO PREVENT LOSS OF ENGINE OIL CAUSED BY LOOSE OR SEPARATED OIL FILTER ADAPTERS, WHICH COULD RESULT IN ENGINE, CONTD.		N/A no cessna adapter installed	Recur		1. Image Air of Southwest Flo 2. 145 3. BNGR539C 4. FSDO SPI	
@ATP	@ATP			@ATP		Signature: <i>[Signature]</i>	

# FAA Airworthiness Directive Compliance Record

2933 East Empire Street  
Bloomington, IL 61704  
309-663-2303

Report Produced By: Image Air

Content Revision: 3/27/2015		File ID: N37VM		Aircraft Registration:		
FAA AD Number Effective Date	Description	Compiled 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
Manufacturer	Category	Model	Part #: Serial #:			
Piper Aircraft, Inc.	Airframe	PA-46-310P				
98-04-26 3/13/1998 @ATP	TO MINIMIZE THE POTENTIAL HAZARDS ASSOCIATED WITH OPERATING THE AIRPLANE IN SEVERE ICING CONDITIONS, CONTD. @ATP	5/1/2008 4883.8 ATT	P/C/W by AFM supplement installation	Once		1. Image Air of Southwest Flo 2. 145 3. BNGR539C 4. FSDO SPI
99-15-04 R1 7/28/2000 @ATP	Superseded by 2011-06-10 @ATP		Superseded	Recur		1. Image Air of Southwest Flo 2. 145 3. BNGR539C 4. FSDO SPI
2001-12-01 6/29/2001 @ATP	To prevent failure of the flap drive bellcrank assemblies caused by incorrect or inadequate welding @ATP	7/2/2002 3859.0	P/C/W by SB 1062	Once		1. Image Air of Southwest Flo 2. 145 3. BNGR539C 4. FSDO SPI
2011-06-10 5/6/2011 @ATP	To prevent improper engine operation caused by improperly calibrated T.I.T indicators or defective T.I.T. probes, contd. @ATP	3/1/2000 3547.0 ATT	P/C/W by JPI TIT installed. No longer recurring.	Recur		1. Image Air of Southwest Flo 2. 145 3. BNGR539C 4. FSDO SPI
2013-13-01 C 7/10/2013 @ATP	To inspect the fuel vent valves to identify if the nitrile parts are installed & modifying & eventually, contd. @ATP	7/18/2013	N/A by nitrile fuel vent valves not installed	Once		1. Image Air of Southwest Flo 2. 145 3. BNGR539C 4. FSDO SPI

# FAA Airworthiness Directive Compliance Record

2933 East Empire Street  
Bloomington, IL 61704  
309-663-2303

Report Produced By: Image Air

Content Revision: 3/27/2015		File ID: N37VM		Aircraft Registration:		
FAA AD Number Effective Date	Description	Compiled 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
<p><b>Manufacturer</b> Continental Motors      <b>Category</b> Engine      <b>Model</b> TSIO-550-C</p>						
00-00-01 1/22/2001 @ATP	Important for Cessna Oil Filter Adapter Assemblies listed in AD 96-12-22  @ATP		N/A by no cessna adapter installed	Once		1. Image Air of Southwest Flo 2. 145 3. BNGR539C 4. FSDO SPI  Signature: <i>John R. Blawie</i>
93-10-02 8/12/1993 @ATP	TO PREVENT AN ENGINE FAILURE DUE TO A MISSING CYLINDER VALVE RETAINER KEY  @ATP		N/A by engine S/N	Once		1. Image Air of Southwest Flo 2. 145 3. BNGR539C 4. FSDO SPI  Signature: <i>John R. Blawie</i>
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 by no cessna adapter installed	Recur		1. Image Air of Southwest Flo 2. 145 3. BNGR539C 4. FSDO SPI  Signature: <i>John R. Blawie</i>
99-09-17 L 4/22/1999 @ATP	Superseded by 99-19-01  @ATP		Superseded	Once		1. Image Air of Southwest Flo 2. 145 3. BNGR539C 4. FSDO SPI  Signature: <i>John R. Blawie</i>
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		N/A by engine S/N	Once		1. Image Air of Southwest Flo 2. 145 3. BNGR539C 4. FSDO SPI  Signature: <i>John R. Blawie</i>
2000-08-51 E 4/28/2000 @ATP	Superseded by 2000-23-21  @ATP		Superseded	Once		1. Image Air of Southwest Flo 2. 145 3. BNGR539C 4. FSDO SPI  Signature: <i>John R. Blawie</i>
@ATP	@ATP			@ATP		

# FAA Airworthiness Directive Compliance Record

2933 East Empire Street  
Bloomington, IL 61704  
309-663-2303

Report Produced By: Image Air

Content Revision: 3/27/2015		File ID: N37VM		Aircraft Registration:		
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> Continental Motors <b>Category</b> Engine <b>Model</b> TSIO-550-C <b>Part #:</b> <b>Serial #:</b>						
2000-23-21 12/12/2000	To prevent crankshaft connecting rod journal fracture, which could result in total engine power, contd.		N/A by engine S/N	Once		1. Image Air of Southwest Flo 2. 145 3. BNGR539C 4. FSDO SPI
@ATP	@ATP			@ATP	Signature: <i>[Signature]</i>	
2004-08-10 5/5/2004	To prevent loss of engine power due to cracks in the cylinder head & possible engine failure caused, contd.		N/A by TCM cylinders installed	Once		1. Image Air of Southwest Flo 2. 145 3. BNGR539C 4. FSDO SPI
@ATP	@ATP			@ATP	Signature: <i>[Signature]</i>	
2007-16-10 8/23/2007	To prevent the turbine rotor from separating from the shaft of the turbocharger due to a machining defect in the, contd.		N/A by turbo S/N	Once		1. Image Air of Southwest Flo 2. 145 3. BNGR539C 4. FSDO SPI
@ATP	@ATP			@ATP	Signature: <i>[Signature]</i>	
2009-24-52 E 11/18/2009	Superseded by 2010-11-04		N/A by lifter P/N	Once		1. Image Air of Southwest Flo 2. 145 3. BNGR539C 4. FSDO SPI
@ATP	@ATP			@ATP	Signature: <i>[Signature]</i>	
2010-11-04 6/16/2010	To prevent excessive hydraulic lifter wear, which can result in loss of engine power & loss of control of the airplane		N/A by lifter P/N	Once		1. Image Air of Southwest Flo 2. 145 3. BNGR539C 4. FSDO SPI
@ATP	@ATP			@ATP	Signature: <i>[Signature]</i>	
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.		N/A by turbo total time in service	Once		1. Image Air of Southwest Flo 2. 145 3. BNGR539C 4. FSDO SPI
@ATP	@ATP			@ATP	Signature: <i>[Signature]</i>	

# FAA Airworthiness Directive Compliance Record

2933 East Empire Street  
Bloomington, IL 61704  
309-663-2303

Report Produced By: Image Air

Content Revision: 3/27/2015		File ID: N37VM		Aircraft Registration:				
FAA AD Number Effective Date	Description	Compiled 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> Continental Motors		<b>Category</b> Engine		<b>Part #:</b>				
2012-03-06 C 2/24/2012		Model TSIO-550-C		<b>Serial #:</b>				
To prevent an in-flight engine shutdown due to a failed fuel servo diaphragm, and damage to the airplane		N/A by no fuel servo work after 05/2010		Once				1. Image Air of Southwest Flo 2. 145 3. BNGR539C 4. FSDO SPI
©ATP		©ATP		©ATP				Signature: <i>John R. [Signature]</i>

# FAA Airworthiness Directive Compliance Record

2933 East Empire Street  
Bloomington, IL 61704  
309-663-2303

Report Produced By: Image Air

Content Revision: 3/27/2015		File ID: N37VM		Aircraft Registration:			
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> Hartzell Propeller							
<b>Category</b> Propeller							
<b>Model</b> BHC-C2YF-1							
70-02-01 1/1/1970	Superseded by 73-10-03		Superseded	Once		1. Image Air of Southwest Flo 2. 145 3. BNGR539C 4. FSDO SPI	
@ATP	@ATP			@ATP	Signature: <i>[Signature]</i>		
70-16-03 R 1/1/1970	Superseded by 77-12-06		Superseded	Once		1. Image Air of Southwest Flo 2. 145 3. BNGR539C 4. FSDO SPI	
@ATP	@ATP			@ATP	Signature: <i>[Signature]</i>		
73-10-03 1/1/1973	Superseded by 77-12-06		Superseded	Once		1. Image Air of Southwest Flo 2. 145 3. BNGR539C 4. FSDO SPI	
@ATP	@ATP			@ATP	Signature: <i>[Signature]</i>		
74-15-02 1/1/1974	Superseded by 77-12-06		Superseded	Once		1. Image Air of Southwest Flo 2. 145 3. BNGR539C 4. FSDO SPI	
@ATP	@ATP			@ATP	Signature: <i>[Signature]</i>		
75-07-05 5/1/1977	Superseded by 77-12-06		Superseded	Once		1. Image Air of Southwest Flo 2. 145 3. BNGR539C 4. FSDO SPI	
@ATP	@ATP			@ATP	Signature: <i>[Signature]</i>		
77-12-06 R(2) 12/21/1977	Superseded by 2002-09-08		Superseded	Recur		1. Image Air of Southwest Flo 2. 145 3. BNGR539C 4. FSDO SPI	
@ATP	@ATP			@ATP	Signature: <i>[Signature]</i>		

# FAA Airworthiness Directive Compliance Record

2933 East Empire Street  
Bloomington, IL 61704  
309-663-2303

Report Produced By: Image Air

Content Revision: 3/27/2015		File ID: N37VM		Aircraft Registration:		
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 Category</b> Hartzell Propeller Propeller						
<b>Model</b> BHC-C2YF-1						
2001-07-03 C 6/4/2001	To prevent propeller failure of the propellers returned to service by BASCO, & possible loss of airplane control		N/A by aircraft repair facility	Once		1. Image Air of Southwest Flo 2. 145 3. BNGR539C 4. FSDO SPI
@ATP	@ATP			@ATP	Signature: <i>[Signature]</i>	
2001-23-08 12/24/2001	To prevent failure of the propeller hub resulting from cracks, that can cause blade separation & subsequent,contd.		N/A by aircraft M/N	Recur		1. Image Air of Southwest Flo 2. 145 3. BNGR539C 4. FSDO SPI
@ATP	@ATP			@ATP	Signature: <i>[Signature]</i>	
2002-09-08 6/13/2002	Superseded by 2007-26-09		Superseded	Once		1. Image Air of Southwest Flo 2. 145 3. BNGR539C 4. FSDO SPI
@ATP	@ATP			@ATP	Signature: <i>[Signature]</i>	
2003-01-03 1/23/2003	To prevent in-flight propeller blade separation resulting in airframe and engine damage, & possible loss of the airplane		N/A by hub S/N	Once		1. Image Air of Southwest Flo 2. 145 3. BNGR539C 4. FSDO SPI
@ATP	@ATP			@ATP	Signature: <i>[Signature]</i>	
2003-13-17 7/18/2003	To detect unsafe conditions that could result in separation of a propeller blade & loss of control,contd.		N/A by repair facility	Once		1. Image Air of Southwest Flo 2. 145 3. BNGR539C 4. FSDO SPI
@ATP	@ATP			@ATP	Signature: <i>[Signature]</i>	
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		N/A by repair facility	Once		1. Image Air of Southwest Flo 2. 145 3. BNGR539C 4. FSDO SPI
@ATP	@ATP			@ATP	Signature: <i>[Signature]</i>	

# FAA Airworthiness Directive Compliance Record

2933 East Empire Street  
Bloomington, IL 61704  
309-663-2303

Report Produced By: Image Air

Content Revision: 3/27/2015		File ID: N37VM		Aircraft Registration:		
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
<p><b>Manufacturer Category</b> Hartzell Propeller Propeller</p> <p><b>Model</b> BHC-C2YF-1</p>						
2006-18-15 9/25/2006	Superseded by 2009-22-03		Superseded	Recur		1. Image Air of Southwest Flo 2. 145 3. BNGR539C 4. FSDO SPI
@ATP	@ATP			@ATP	Signature: <i>[Signature]</i>	
2006-24-07 1/3/2007	To detect potentially unsafe conditions that could result in a propeller blade separating from the hub, contd.		N/A by repair facility	Once		1. Image Air of Southwest Flo 2. 145 3. BNGR539C 4. FSDO SPI
@ATP	@ATP			@ATP	Signature: <i>[Signature]</i>	
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.	03/28/2014 @1457.3 Hobbs	P/C/W @ overhaul	Once		1. Image Air of Southwest Flo 2. 145 3. BNGR539C 4. FSDO SPI
@ATP	@ATP			@ATP	Signature: <i>[Signature]</i>	