

FAA Airworthiness Directives Compliance Record

Company:

Category: Airframe

Manufacturer: Piper Aircraft, Inc.

Model: PA-28-181

Position:

P/N:

S/N: 28-8290109

Aircraft Registration No: N8179X

Version Revision: 5/30/2025

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2020-26-16 2/16/2021	[Recurring] To Detect and Correct Fatigue Cracks in the Lower Main Wing Spar Cap Bolt Holes. The Unsafe Condition, if Not Addressed, Could Result in the Wing Separating from the Fuselage in Flight	1/20/2022 Hrs: -- C: --	P/C/W by Air Services, Inc. 01/20/2022. Right wing spar P/N 35168-801 replaced.	Yes	D: -- Hrs: -- C: --	pending/A&P Joel Murray <i>Joel Murray</i>
2020-26-16 2/16/2021	[Recurring] To Detect and Correct Fatigue Cracks in the Lower Main Wing Spar Cap Bolt Holes. The Unsafe Condition, if Not Addressed, Could Result in the Wing Separating from the Fuselage in Flight	1/20/2022 Hrs: -- C: --	P/C/W by Air Services, Inc. 01/20/2022. Right wing spar P/N 35168-801 replaced.	Yes	D: -- Hrs: -- C: --	pending/A&P Joel Murray <i>Joel Murray</i>
2017-14-04 8/15/2017	[Recurring] To prevent rupture or failure of the oil cooler hose assemblies, which could result in engine stoppage with, contd.	2/17/2025 Hrs: -- C: --	Hoses meet TSO-C53a, Type D requirements.	Yes	D: -- Hrs: -- C: --	pending/A&P Joel Murray <i>Joel Murray</i>
2013-02-13 3/11/2013	[Recurring] To prevent failures that may lead to failure of the horizontal stabilator control system and could result, contd.	5/4/2021 Hrs: 69.0 C: --	P/C/W per SB 1245A instructions, no cracks corrosion, or broken cables.	Yes	D: 5/4/2028 Hrs: -- C: --	pending/A&P Joel Murray <i>Joel Murray</i>
95-26-13 2/5/1996	[Recurring] Superseded by 2017-14-04	-- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	

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79-13-03 6/8/1979	[Recurring] TO PREVENT A POTENTIAL FIRE HAZARD	-- Hrs: -- C: --	N/A per aircraft serial number	Yes	D: -- Hrs: -- C: --	pending/A&P Joel Murray <i>Joel Murray</i>
64-06-06 4/6/1964	[Recurring] TO PRECLUDE FAILURE OF THE CONTROL WHEEL	-- Hrs: -- C: --	N/A per aircraft serial number	Yes	D: -- Hrs: -- C: --	pending/A&P Joel Murray <i>Joel Murray</i>

Category: Engine

Position:

Veryon Revision: 5/30/2025

Manufacturer: Lycoming

P/N:

Model: O-360-A4M

S/N: RL-14201-36E

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2024-21-02 12/5/2024	[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.	5/30/2025 Hrs: 840.8 C: --	C/W by inspection of filter, no bronze particles found. N/A by engine ship date.	Yes	D: -- Hrs: -- C: --	pending/A&P Joel Murray <i>Joel Murray</i>
2009-26-12 2/4/2010	[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, new engine installed 05/2020. C/W at engine O/H	Yes	D: -- Hrs: -- C: --	pending/A&P Joel Murray <i>Joel Murray</i>
2008-19-05 10/20/2008	[Recurring] Superseded by 2009-26-12	-- Hrs: -- C: --		Yes	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: --	Due at prop strike or sudden stoppage	Yes	D: -- Hrs: -- C: --	pending/A&P Joel Murray <i>Joel Murray</i>
98-02-08 3/30/1998	[Recurring] TO PREVENT CRANKSHAFT FAILURE, WHICH CAN RESULT IN ENGINE FAILURE, PROPELLER SEPARATION, FORCED LANDING, AND,CONTD.	-- Hrs: 0.0 C: --	P/C/W at engine O/H	Yes	D: -- Hrs: -- C: --	pending/A&P Joel Murray <i>Joel Murray</i>

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91-14-22 8/19/1991	[Recurring] Superseded by 2004-10-14	-- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	/

Category: Propeller

Position:

Veryon Revision: 5/30/2025

Manufacturer: Sensenich Corp.

P/N: 76EM8S5-0-62

Model: 76EM8

S/N: 35746K

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