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 Portland OR 97224
 United States

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FAA Airworthiness Directives Compliance Record

Company:
 Category: Airframe
 Manufacturer: Mooney International Corporation
 Model: M20J

Position:
 P/N:
 S/N: 24-1563

Aircraft Registration No: 5813F
 Veryon Revision: 6/16/2025

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2024-14-03 8/20/2024	To Address Autopilot Software That Does Not Properly Handle Certain Hardware Failures of the Primary Pitch Servo. The Unsafe Condition, if Not Addressed, Could Result in Un-Commanded Automatic Pitch Trim Runaway and Loss of Control of the Airplane	6/16/2025 Hrs: 3921.0 C: --	Inspected software version in GI 275 Current software is 3.20 dd76d45bf. GARMIN AUTOPILOT not installed.	No	D: -- Hrs: -- C: --	3508347/A&P DeLynn Elrod 
2023-09-09 7/17/2023	[Recurring] To Prevent Failure of the Spot-Welded, Multi-Segment Exhaust Tailpipe V-Band Coupling. The Unsafe Condition, if Not Addressed, Could Lead to Detachment of the Exhaust Tailpipe from the Turbocharger and Allow High Temperature Exhaust,contd.	-- Hrs: -- C: --	Does not apply. Turbo charger is not installed on this airframe.	No	D: -- Hrs: -- C: --	
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.	-- Hrs: -- C: --	Does not apply. Garmin G3X system not installed.	No	D: -- Hrs: -- C: --	
2012-05-09 3/20/2012	To inspect the trim fitting, hinge, and filler plate of the tail pitch trim assembly for correct positioning,contd.	-- Hrs: -- C: --	Previously complied with. See log entry June 1st 2012. Total Time 3397	No	D: -- Hrs: -- C: --	

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2004-25-04 1/21/2005	[Recurring] To assist in preventing water from entering the fuel bladders, which could result in rough engine,contd.	-- Hrs: -- C: --	Does not apply. Bladders not installed on this airframe.	No	D: -- Hrs: -- C: --	/
98-24-11 12/28/1998	[Recurring] TO DETECT AND CORRECT CRACKED AILERON CONTROL LINKS, WHICH COULD RESULT IN LOSS OF AILERON CONTROL AND,CONTD.	-- Hrs: -- C: --	Previously complied with . New links installed terminating inspection.	No	D: -- Hrs: -- C: --	/
98-21-26 11/26/1998	TO PREVENT FAILURE OF THE MAIN LANDING GEAR (MLG) SIDE BRACE BOLT CAUSED BY CRACKING OF THE MLG LEG BRACKET, WHICH,CONTD.	-- Hrs: -- C: --	N/A by serial #	No	D: -- Hrs: -- C: --	/
97-26-08 1/20/1998	TO PREVENT LOSS OF ENGINE POWER & FUEL DEPLETION DURING FLIGHT CAUSED BY A FALSE FUEL GAUGE READING	-- Hrs: -- C: --	Previously complied with. Lanyards are removed.	No	D: -- Hrs: -- C: --	/
95-26-16 R1 5/16/1996	[Recurring] TO PREVENT THE ALTERNATE AIR DOOR FROM SEPARATING AND RESTRICTING AIR FLOW TO THE ENGINE	-- Hrs: -- C: --	Previously complied with Kit installed M20-253-01A	No	D: -- Hrs: -- C: --	/
92-08-15 6/30/1992	TO PREVENT RUDDER IMBALANCE, WHICH COULD LEAD TO AERODYNAMIC PROBLEMS & LOSS OF CONTROL OF THE AIRPLANE	-- Hrs: -- C: --	N/A by serial#	No	D: -- Hrs: -- C: --	/
88-25-11 1/5/1989	TO PREVENT IN-FLIGHT OPENING OF THE BAGGAGE DOOR	-- Hrs: -- C: --	Previously complied with. SB M20-239 is installed	No	D: -- Hrs: -- C: --	/
85-24-03 1/6/1986	TO PRECLUDE FUEL CONTAMINATION AND WATER ENTRAPMENT IN THE FUEL TANKS	-- Hrs: -- C: --	Previously complied with by inspection. New O-rings are installed at 3682.2 Hobbs time.	No	D: -- Hrs: -- C: --	A&P # 3508347 /IA DeLynn Elrod <i>D Lynn Elrod</i>
80-17-03 8/18/1980	TO PREVENT TOTAL LOSS OF ENGINE OIL	-- Hrs: -- C: --	N/A Does not apply by serial #	No	D: -- Hrs: -- C: --	/

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80-13-03 6/20/1980	TO PREVENT LOSS OF BOTH FUEL PUMPS	-- Hrs: -- C: --	N/A Does not apply by serial #	No	D: -- Hrs: -- C: --	/
80-07-12 1/1/1980	Superseded by 80-17-03	-- Hrs: -- C: --	Superseded	No	D: -- Hrs: -- C: --	/
79-06-04 3/26/1979	TO PREVENT ELEVATOR CONTROL LOCK	-- Hrs: -- C: --	Does not apply by N number	No	D: -- Hrs: -- C: --	/
78-17-01 8/21/1978	TO ASSURE THAT THE EMERGENCY LOCATOR TRANSMITTER WILL RADIATE A PROPER SIGNAL WHEN ACTIVATED DURING, CONTD.	-- Hrs: -- C: --	N/A Does not apply by serial #	No	D: -- Hrs: -- C: --	/
78-15-02 8/1/1978	TO PREVENT POSSIBLE FAILURE OF THE MAIN LANDING GEAR SIDE BRACE BOLTS	-- Hrs: -- C: --	N/A Does not apply by serial #	No	D: -- Hrs: -- C: --	/
77-18-01 8/31/1977	TO PREVENT OVERHEATING OF ENGINE OIL	-- Hrs: -- C: --	N/A Does not apply by serial #	No	D: -- Hrs: -- C: --	/
77-08-06 7/25/1977	TO PREVENT LOSS OF ENGINE OIL	-- Hrs: -- C: --	N/A Does not apply by serial #	No	D: -- Hrs: -- C: --	/
77-06-01 3/18/1977	TO PREVENT FALSE ALTITUDE, AIRSPEED AND VERTICAL SPEED INDICATIONS FROM BEING PRESENTED TO THE PILOT	-- Hrs: -- C: --	N/A Does not apply by serial #	No	D: -- Hrs: -- C: --	/
75-23-04 12/8/1975	[Recurring] TO PREVENT FURTHER FAILURES OF THE ELECTRIC LANDING GEAR ACTUATOR, DUKES P/N 4196-00-1C	-- Hrs: -- C: --	N/A Does not apply by serial #	No	D: -- Hrs: -- C: --	/

Category: Engine
 Manufacturer: Lycoming Engines
 Model: IO-360-A3B6D

Position: #1 front
 P/N:
 S/N: L-241/81-51A

Veryon Revision: 6/16/2025

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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.	-- Hrs: -- C: --	N/A by date of overhaul 1992	No	D: -- Hrs: -- C: --	/
2017-16-11 8/15/2017	To prevent connecting rod failure which could result in uncontained engine failure, total engine power loss,contd.	-- Hrs: -- C: --	Does not apply by model number.	No	D: -- Hrs: -- C: --	/
2015-19-07 11/3/2015	[Recurring] To prevent failure of the fuel injector fuel lines, which could lead to uncontrolled engine fire, engine,contd.	6/16/2025 Hrs: -- C: --	Inspected clamp position and line condition.	Yes	D: -- Hrs: -- C: --	A&P # 3508347 /IA DeLynn Elrod <i>DeLynn Elrod</i>
2015-02-07 3/11/2015	To prevent the propeller governor shaft set screw from coming loose, causing damage to the engine and,contd.	-- Hrs: -- C: --	Does not apply. Does not have a front mounted governer.	No	D: -- Hrs: -- C: --	/
2012-19-01 10/24/2012	To prevent failure of the crankshaft, which will result in total engine power loss, in-flight engine,contd.	-- Hrs: -- C: --	Does not apply by serial #	No	D: -- Hrs: -- C: --	/
2012-03-06 C 2/24/2012	To prevent an in-flight engine shutdown due to a failed fuel servo diaphragm, and damage to the airplane	-- Hrs: -- C: --	Does not apply. not installed	No	D: -- Hrs: -- C: --	/
2011-26-04 1/25/2012	[Recurring] Superseded by 2015-19-07	-- Hrs: -- C: --	Superseded	No	D: -- Hrs: -- C: --	/
2011-15-10 8/16/2011	Superseded by 2012-03-06	-- Hrs: -- C: --	Superseded	No	D: -- Hrs: -- C: --	/

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2009-02-03 2/9/2009	[Recurring] To prevent a lean running engine, which could result in a substantial loss of engine power and subsequent,contd.	-- Hrs: -- C: --	Previously complied with ... G is stamped on the plug.	Yes	D: -- Hrs: -- C: --	/
2008-14-07 8/14/2008	[Recurring] Superseded by 2011-26-04	-- Hrs: -- C: --	Superseded	No	D: -- Hrs: -- C: --	/
2008-08-14 4/29/2008	[Recurring] Superseded by 2009-02-03	-- Hrs: -- C: --	Superseded.	No	D: -- Hrs: -- C: --	/
2008-06-51 E 3/12/2008	[Recurring] Superseded by 2008-08-14	-- Hrs: -- C: --	Superseded	No	D: -- Hrs: -- C: --	/
2006-20-09 11/3/2006	Superseded by 2012-19-01	-- Hrs: -- C: --	Superseded	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 by date or overhaul. No crankshaft work logged.	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 by date of overhaul	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: --	No action at this time. No sudden stop has occurred.	Yes	D: -- Hrs: -- C: --	A&P # 3508347 /1A DeLynn Ejrod <i>DeLynn Ejrod</i>
2003-14-03 8/14/2003	[Recurring] To prevent rotary fuel pump leaks, which could result in an engine failure, engine fire, and damage to or,contd.	-- Hrs: -- C: --	N/A Does not have a rotary pump installed.	No	D: -- Hrs: -- C: --	/

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2002-26-01 1/31/2003	[Recurring] Superseded by 2008-14-07	-- Hrs: -- C: --	Superseded	Yes	D: -- Hrs: -- C: --	/
2002-12-07 7/3/2002	[Recurring] To prevent complete loss of engine oil and subsequent seizing of the engine and possibility of fire,contd.	-- Hrs: -- C: --	Filter converter plate not changed.	Yes	D: -- Hrs: -- C: --	/
2000-18-53 E 9/5/2000	[Recurring] Superseded by 2002-12-07	-- Hrs: -- C: --	Superseded	Yes	D: -- Hrs: -- C: --	/
98-17-11 C 10/19/1998	TO PREVENT CRANKSHAFT FAILURE DUE TO CRACKING, WHICH COULD RESULT IN AN INFLIGHT ENGINE FAILURE AND POSSIBLE,CONTD.	-- Hrs: -- C: --	N/A by crankshaft work completed in1995	No	D: -- Hrs: -- C: --	/
98-18-12 9/28/1998	[Recurring] Superseded by 2003-14-03	-- Hrs: -- C: --	Superseded	Yes	D: -- Hrs: -- C: --	/
98-02-08 3/30/1998	[Recurring] TO PREVENT CRANKSHAFT FAILURE, WHICH CAN RESULT IN ENGINE FAILURE, PROPELLER SEPARATION, FORCED LANDING, AND,CONTD.	-- Hrs: -- C: --	Does not have a fixed pitch propeller	No	D: -- Hrs: -- C: --	/
97-15-11 8/12/1997	TO PREVENT PISTON PIN FAILURE, WHICH COULD RESULT IN ENGINE FAILURE	-- Hrs: -- C: --	N/A by cylinder change	No	D: -- Hrs: -- C: --	/
97-01-03 1/21/1997	Superseded by 97-15-11	-- Hrs: -- C: --	Superseded.	No	D: -- Hrs: -- C: --	/
96-23-03 12/17/1996	TO PREVENT AN INFLIGHT ENGINE FAILURE DUE TO FUEL STARVATION, WHICH COULD RESULT IN A FORCED LANDING	-- Hrs: -- C: --	N/A by inspection	No	D: -- Hrs: -- C: --	/

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96-09-10 C 7/15/1996	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 1/24/1996	TO PREVENT DETONATION DUE TO LOW OCTANE, WHICH CAN RESULT IN SEVERE ENGINE DAMAGE AND SUBSEQUENT FAILURE	-- Hrs: -- C: --	N/A by N number	No	D: -- Hrs: -- C: --	/
95-07-01 4/12/1995	TO PREVENT ENGINE FAILURE DUE TO CONNECTING ROD BOLT FAILURE, WHICH COULD RESULT IN DAMAGE TO OR LOSS, CONTD.	-- Hrs: -- C: --	N/A by OH 1992	No	D: -- Hrs: -- C: --	/
94-14-13 L 6/23/1994	Superseded by 95-26-02	-- Hrs: -- C: --	Superseded	No	D: -- Hrs: -- C: --	/
93-14-15 8/23/1993	TO PREVENT POSSIBLE PREMATURE ENGINE FAILURE	-- Hrs: -- C: --	Does not apply.	No	D: -- Hrs: -- C: --	/
93-02-05 6/14/1993	[Recurring] Superseded by 2002-26-01	-- Hrs: -- C: --	Superseded	Yes	D: -- Hrs: -- C: --	/
92-12-05 7/10/1992	TO PREVENT PISTON PIN FAILURE, OR PISTON RELEASE, AND ENGINE FAILURE	-- Hrs: -- C: --	N/A Previously signed off in low with letter.	No	D: -- Hrs: -- C: --	/
91-14-22 8/19/1991	[Recurring] Superseded by 2004-10-14	-- Hrs: -- C: --	Superseded	Yes	D: -- Hrs: -- C: --	/
90-04-06 R1 5/28/1991	TO PREVENT OIL LINE FRACTURE AND LOSS OF ENGINE OIL	-- Hrs: -- C: --	Previously compiled with	No	D: -- Hrs: -- C: --	/

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81-18-04 R2 6/7/1982	Superseded by 96-09-10	-- Hrs: -- C: --	Superseded	No	D: -- Hrs: -- C: --	/
79-04-05 9/26/1979	TO PREVENT AN IN-FLIGHT POWER LOSS DUE TO THE SEPARATION OF THE P/N 2529192 REGULATOR DIAPHRAGM STEM ASSEMBLY	-- Hrs: -- C: --	PCW	No	D: -- Hrs: -- C: --	/
78-23-10 11/7/1978	TO PREVENT AN IN-FLIGHT POWER LOSS DUE TO AN OVER RICH CONDITION, CONTD.	-- Hrs: -- C: --	See date of overhaul	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: --	PCW See date of overhaul	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: --	N/A	No	D: -- Hrs: -- C: --	/
75-09-15 4/30/1975	TO PREVENT POSSIBLE FUEL STARVATION TO THE ENGINE	-- Hrs: -- C: --	PCW See date of overhaul	No	D: -- Hrs: -- C: --	/
71-05-02 R(4) 2/13/1973	[Recurring] TO PREVENT SHIFTING AND POSSIBLE FAILURES OF THE CRANKCASE MAIN BEARINGS	-- Hrs: -- C: --	N?A	No	D: -- Hrs: -- C: --	/
71-11-02 3/14/1972	TO PREVENT VALVE FAILURES REPLACE THE INTAKE AND EXHAUST HYDRAULIC TAPPET PLUNGER ASSEMBLY P/N 76290, CONTD.	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	/
66-20-04 8/27/1966	TO PREVENT FURTHER FAILURES OF OIL FILTER ADAPTER GASKET, P/N 74904	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	/

Category: Propeller
Manufacturer: McCauley
Model: B2D34C214

Position:
P/N:
S/N: 850222

Veryon Revision: 6/16/2025

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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 by No work logged by CSE	No	D: -- Hrs: -- C: --	/
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 By no work order logged by SCPS	No	D: -- Hrs: -- C: --	/
2003-13-17 7/18/2003	To detect unsafe conditions that could result in separation of a propeller blade & loss of control,contd.	-- Hrs: -- C: --	N/A by no work order logged by T&W.	No	D: -- Hrs: -- C: --	/
82-27-02 R1 2/22/1983	TO PREVENT POSSIBLE PROPELLER BLADE SHANK FAILURE	-- Hrs: -- C: --	Complied with at Overhaul 1/18/90 Hobbs 1447.0	No	D: -- Hrs: -- C: --	/