CASCADE AIRCRAFT
MANAGEMENT
3901 AVIATION WAY
CALDWELL ID 83605

Phone: 208-649-5106

FAA Airworthiness Directives Compliance Record

Company:
Category: Airframe
Manufacturer: Cessna Aircraft Company
Model: 177RG

Position:
P/N:
S/N: 177RG0803

Aircraft Registration No: N7504V
ATP Revision: 8/3/2023

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2023-10-02 5/26/2023	To Address Radio Altimeter Anomalies That Are Undetected by the Automation or Pilot, Particularly Close to the Ground (e.g., Landing Flare), Could Lead to Loss of Continued Safe Flight and Landing. Additionally, Radio Altimeter Anomalies Could,contd.	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	3182026 AP IA
2023-02-17 3/20/2023	To Detect and Correct Cracking, Corrosion, and Other Damage of the Carry-Thru Spar Lower Cap, Which, if Not Corrected, Could Lead to the Carry-Thru Spar Being Unable to Support the Required Structural Loads and Could Result in Separation of the,contd.	3/14/2022 Hrs: AFTT 3163.9 C: --	Verified previous compliance of this AD by completion of Cessna SEL-57-07	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
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: --	N/A	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
2021-23-12 12/9/2021	To Address the Radio Altimeter Anomalies That Are Undetected by the Automation or Pilot, Particularly Close to the Ground (e.g., Landing Flare), Could Lead to Loss of Continued Safe Flight and Landing	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway

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2011-10-09 6/17/2011	[Recurring] To prevent seat slippage or the seat roller housing from departing the seat rail, which may consequently cause,contd.	8/3/2023 Hrs: 25.1 C: --	CW by inspection	Yes	D: 8/2/2024 Hrs: 125.10 C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
2008-26-10 C 1/5/2009	To prevent erroneous indications from the altimeter, airspeed, and vertical speed,contd.	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
2000-06-01 5/5/2000	To prevent foreign material from entering the fuel system and engine, which could result in loss of engine power,contd.	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
97-01-13 2/3/1997	TO PREVENT FUEL, OIL, OR HYDRAULIC SYSTEMS FAILURE CAUSED BY A COLLAPSED HOSE	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
96-12-22 7/31/1996	[Recurring] TO PREVENT LOSS OF ENGINE OIL CAUSED BY LOOSE OR SEPARATED OIL FILTER ADAPTERS, WHICH COULD RESULT IN ENGINE,CONTD.	-- Hrs: -- C: --	N/A	Yes	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
87-20-03 R2 9/24/1990	[Recurring] Superseded by 2011-10-09	-- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
88-12-12 7/5/1988	TO PREVENT POWER LOSS OR ENGINE STOPPAGE DUE TO WATER CONTAMINATION OF THE FUEL SYSTEM	-- Hrs: -- C: --	PCW	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
79-10-14 R1 5/30/1988	TO PROVIDE AN ALTERNATE SOURCE OF FUEL TANK VENTING IN CASE OF FUEL TANK VENT OBSTRUCTION BY FOREIGN MATERIAL, CONTD.	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
86-24-07 1/7/1987	TO PREVENT ENGINE POWER INTERRUPTION DUE TO LOSS OF ATTACHMENT OF THE ENGINE CONTROLS	-- Hrs: -- C: --	PCW	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway

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86-19-11 10/4/1986	TO ELIMINATE THE POSSIBILITY OF ENGINE POWER REDUCTION DUE TO CONTAMINATED FUEL	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
72-03-03 R3 10/15/1984	[Recurring] TO PREVENT INADVERTENT RETRACTION OF WING FLAP AND TO INSURE POSITIVE OPERATION OF THE ELECTRICAL WING, CONTD.	-- Hrs: -- C: --	N/A	Yes	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
79-08-03 C 6/6/1979	TO PREVENT ELECTRICAL SYSTEM FAILURE, SMOKE IN THE COCKPIT, AND/OR FIRE IN THE WIRE BUNDLE BEHIND THE INSTRUMENT PANEL	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
78-26-09 1/1/1978	Superseded by 79-10-14	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
77-12-08 6/27/1977	TO PREVENT UNWANTED PROPELLER ROTATION	-- Hrs: -- C: --	PCW	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
76-21-06 10/26/1976	TO PREVENT LOSS OF ENGINE OIL	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
76-14-08 7/22/1976	TO ASSURE PROPER ATTACHMENT OF THE STABILATOR TRIM TAB ACTUATOR TO THE TRIM TAB LINKAGE	-- Hrs: -- C: --	PCW	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
76-04-03 2/26/1976	[Recurring] TO PRECLUDE RESTRICTIONS OF CONTROL MOVEMENT DUE TO JAMMING OF THE ARC PA-500A ACTUATOR GEAR TRAIN	-- Hrs: -- C: --	N/A	Yes	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
75-07-02 3/26/1975	TO PRECLUDE SEPARATION OF THE FOAM RUBBER AIR FILTER SEAL	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway

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74-16-06 8/9/1974	TO PREVENT FAILURE OR CHAFING OF THE OIL PRESSURE GAGE LINE LOCATED BETWEEN THE FIREWALL AND THE OIL PRESSURE GAGE	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
71-01-03 1/5/1971	TO PREVENT CRACKS IN THE STABILATOR ATTACHMENT ANGLES P/N 1712108	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
70-24-04 12/8/1970	[Recurring] TO ASSURE THAT THE FUEL SHUTOFF VALVE WILL RETURN TO THE FULL OPEN POSITION AFTER BEING SHUT OFF	-- Hrs: -- C: --	N/A	Yes	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
70-15-16 1/1/1970	Superseded by 72-03-03	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
68-17-04 9/7/1968	[Recurring] TO ASSURE PROPER OPERATION OF THE STALL WARNING SYSTEM IN FLIGHT	-- Hrs: -- C: --	N/A	Yes	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway

Category: Engine
Manufacturer: Lycoming
Model: IO-360-A1B6
Position:
P/N:
S/N: L-26387-51AC
ATP Revision: 8/3/2023

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2022-16-03 8/15/2022	To Prevent Failure of the Magneto. The Unsafe Condition, if Not Addressed, Could Result in Failure of One or More Engines, In -Flight Shutdown, and Loss of the Airplane	-- Hrs: -- C: --	N/A per S/N of Mags	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
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: --	N/A	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway

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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.	8/3/2023 Hrs: 25.1 C: --		Yes	D: -- Hrs: 135.10 C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
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: --	N/A	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
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: --	N/A	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
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: --	N/A	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
2011-26-04 1/25/2012	[Recurring] Superseded by 2015-19-07	-- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	
2011-15-10 8/16/2011	Superseded by 2012-03-06	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	
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: --	Terminating action PCW	Yes	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
2008-14-07 8/14/2008	[Recurring] Superseded by 2011-26-04	-- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	
2008-08-14 4/29/2008	[Recurring] Superseded by 2009-02-03	-- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	

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2008-06-51 E 3/12/2008	[Recurring] Superseded by 2008-08-14	-- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	
2006-20-09 11/3/2006	Superseded by 2012-19-01	-- Hrs: -- C: --		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	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
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	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
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	Yes	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
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	Yes	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
2002-26-01 1/31/2003	[Recurring] Superseded by 2008-14-07	-- Hrs: -- C: --		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: --	PCW	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
98-18-12 9/28/1998	[Recurring] Superseded by 2003-14-03	-- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	

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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: --	N/A	Yes	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
97-15-11 8/12/1997	TO PREVENT PISTON PIN FAILURE, WHICH COULD RESULT IN ENGINE FAILURE	-- Hrs: -- C: --	PCW	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
97-01-03 1/21/1997	Superseded by 97-15-11	-- Hrs: -- C: --		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: --	PCW	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
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	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
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: --	PCW	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
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	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
94-14-13 L 6/23/1994	Superseded by 95-26-02	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	
93-02-05 6/14/1993	[Recurring] Superseded by 2002-26-01	-- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
92-12-05 7/10/1992	TO PREVENT PISTON PIN FAILURE, OR PISTON RELEASE, AND ENGINE FAILURE	-- Hrs: -- C: --	PCW	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
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	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
81-18-04 R2 6/7/1982	Superseded by 96-09-10	-- Hrs: -- C: --		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: --	N/A	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
78-23-10 11/7/1978	TO PREVENT AN IN-FLIGHT POWER LOSS DUE TO AN OVER RICH CONDITION, CONTD.	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
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	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
73-23-01 R(4) 1/13/1977	TO PREVENT PISTON PIN FAILURES RESULTING FROM GRINDING CRACKS WHICH OCCURRED DURING MANUFACTURE	-- Hrs: -- C: --	PCW	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
75-09-15 4/30/1975	TO PREVENT POSSIBLE FUEL STARVATION TO THE ENGINE	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway

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71-05-02 R(4) 2/13/1973	[Recurring] TO PREVENT SHIFTING AND POSSIBLE FAILURES OF THE CRANKCASE MAIN BEARINGS	-- Hrs: -- C: --	N/A	Yes	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
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: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
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: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway

Category: Propeller **Position:** **ATP Revision:** 8/3/2023

Manufacturer: Hartzell Propeller **P/N:**

Model: HC-C2YR-1 **S/N:** NS6812B

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
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	Yes	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
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: --	PCW	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
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	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
2006-18-15 9/25/2006	[Recurring] Superseded by 2009-22-03	-- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
71-05-02 R(4) 2/13/1973	[Recurring] TO PREVENT SHIFTING AND POSSIBLE FAILURES OF THE CRANKCASE MAIN BEARINGS	-- Hrs: -- C: --	N/A	Yes	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
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: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
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: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway

Category: Propeller **Position:** **ATP Revision:** 8/3/2023

Manufacturer: Hartzell Propeller **P/N:**

Model: HC-C2YR-1 **S/N:** NS6812B

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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	Yes	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
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: --	PCW	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
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	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
2006-18-15 9/25/2006	[Recurring] Superseded by 2009-22-03	-- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	

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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	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
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	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
2003-06-02 4/29/2003	To prevent propeller blade separation, damage to the airplane, and possible loss of the airplane	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
2003-01-03 1/23/2003	To prevent in-flight propeller blade separation resulting in airframe and engine damage, & possible loss of the airplane	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
2002-09-08 6/13/2002	Superseded by 2007-26-09	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	
2001-23-08 12/24/2001	[Recurring] To prevent failure of the propeller hub resulting from cracks, that can cause blade separation & subsequent,contd.	-- Hrs: -- C: --	N/A	Yes	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
2001-07-03 C 6/4/2001	To prevent propeller failure of the propellers returned to service by BASCO, & possible loss of airplane control	-- Hrs: -- C: --	N/A	No	D: -- Hrs: -- C: --	CASCADE AIRCRAFT MANAGEMENT 3682026/A&P IA Joseph Tway
90-02-23 L 2/5/1990	[Recurring] Superseded by 2001-23-08	-- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	
77-12-06 R(2) 12/21/1977	[Recurring] Superseded by 2002-09-08	-- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
75-07-05 5/1/1977	Superseded by 77-12-06	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	
74-15-02 1/1/1974	Superseded by 77-12-06	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	
73-10-03 1/1/1973	Superseded by 77-12-06	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	
70-02-01 1/1/1970	Superseded by 73-10-03	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	
70-16-03 R 1/1/1970	Superseded by 77-12-06	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	

nextant aerospace

Eddy Current Testing Examination Report

Customer / Company Name Jeff Doran	Repair Station Work Order/Discrepancy No. CAS-N18294 / 1.1		Part Name Carry-Thru Spar
Work Site 3323 Columbus Rd Centerburg, OH 43011 – 6CM	Customer Work Order / Discrepancy No. N/A / N/A		Part Number N/A
NDT Technician Alexander J. Baker	NDT Level 2	Date 03/02/2022	Part Serial Number N/A
A/C Mfg. Cessna	A/C Model 177RG	A/C Serial Number 177RG0803	A/C Registration Number N7504V
A/C Total Time Tachometer Time of 3,163.8	A/C Total Cycles Unknown	Engine Total Time N/A	Engine Total Cycles N/A
Test Procedure High Frequency Eddy Current Surface Scan (HFEC)	Technique Sheet Number N/A	Acceptance Criteria No cracks allowed	
Eddy Current Unit Mfg Olympus	Unit Model Number N600S	Eddy Current Unit Serial Number 60004172834	Unit Calibration Due Date 05/14/2022
Eddy Current Probe Mfg Olympus	Probe Model Number MTF905-30 50KHz-500KHz	Probe Serial Number K25601	Probe Type Double Absolute Bridge – Shielded
Reference Standard Mfg. VM Products	Ref. Stnd. Model No. VMA3RS-1.0	Ref. Stnd. Serial No. AS-170328-01	Test Frequency 200KHz	Mechanical Probe Drive Unit Utilized For Inspection ☐YES ☒NO
Probe Drive Unit Mfg N/A	Drive Unit Model Number N/A	Drive Unit Serial Number N/A	Drive Unit Calibration Due Date N/A
Manual Identification (NDT, MM, SRM, SIRM, CMM, etc.) Cessna Single Engine Service Letter SEL-57-07, Rev Date 06/24/19: Wings – Model 177 Carry-Thru Spar one-time Eddy Current Inspection			
Part Location (FS, BL, WL, etc.) As installed on the aircraft, on the lower surface of the Carry-Thru Spar, with all surfaces being bare metal and clean.			

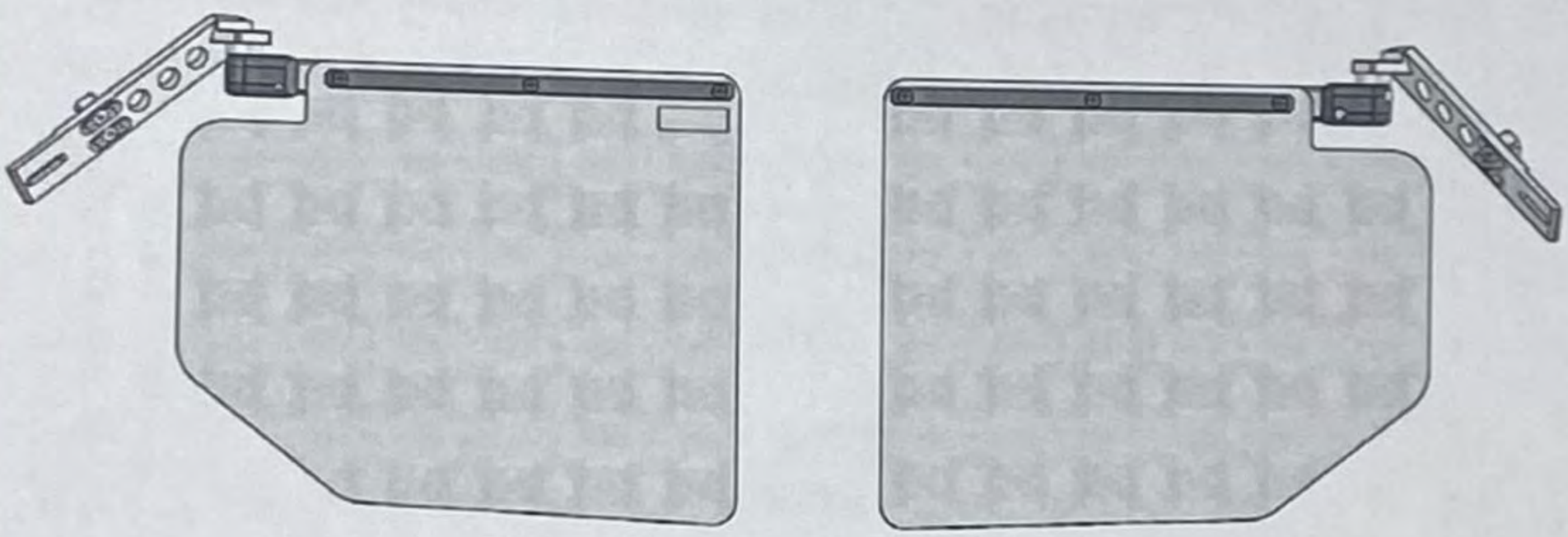
General Inspection Description	Exam Results ACC	Exam Results REJ	Inspection Notes and Comments
Performed High Frequency Eddy Current Surface Scan (HFEC) inspection on the Carry-Thru Spar, IAW Cessna Single Engine Service Letter SEL-57-07, Rev Date 06/24/19: Wings – Model 177 Carry-Thru Spar one-time Eddy Current Inspection, to detect cracks.	√		No defect indications detected.

Inspection Performed By: _____ M/I C.A.C. 435 CRS# WC7R346J

Rosen®
SUNVISOR SYSTEMS

Cardinal 177 Monorail Sunvisor System

Rosen Part Number R1180005-0



Component Maintenance Manual
with Illustrated Parts List
and Instructions for Continued Airworthiness

Manual Number
Rosen 9051-0118-019
Revision E

September 19, 2014

Rosen Sunvisor Systems LLC
86365 College View Road
Eugene, Oregon 97405 USA

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

OMB No. 2120-0020
Exp. 5/31/2018

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark: USA N7504V	Serial No.: 177RG0803	
	Make: Cessna	Model: 177RG	Series:
2. Owner	Name *(As shown on registration certificate)*: Rittenhouse Richard P	Address *(As shown on registration certificate)*: Address: 15191 Trinity Ln; City: Caldwell; State: ID; Zip: 83607; Country: USA	

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☐	AIRFRAME	Cessna	*(As described in Item 1 above)*	177RG0803
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type: / Manufacturer:		

6. Conformity Statement

A. Agency's Name and Address: Name: Cascade Aircraft Management; Address: 3901 Aviation Way; City: Caldwell; State: ID; Zip: 83605; Country: USA

B. Kind of Agency

	U. S. Certificated Mechanic		Manufacturer
	Foreign Certificated Mechanic	C. Certificate No.	
X	Certificated Repair Station	5C2R7150	
	Certificated Maintenance Organization		

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B ☐

Signature/Date of Authorized Individual: Dan Rittenhouse 08/01/2023

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ Approved ☐ Rejected

BY		FAA Flt. Standards Inspector		Manufacturer		Maintenance Organization	Persons Approved by Canadian Department of Transport
		FAA Designee	X	Repair Station		Inspection Authorization	Other *(Specify)*

Certificate or Designation No. 5C2R7150

Signature/Date of Authorized Individual: Dan Rittenhouse 08/01/2023

8. **Description of Work Accomplished**
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

USA N7504V	08/01/2023
Nationality and Registration Mark	Date

A. Removed: (1)Garmin GNS 430W Nav/Com/GPS S/N: 23402896, (2)Bendix KX 155A S/N: 64141, (3)Navomatic 300A S/N: 5016 w/ Actuator S/N: 2008, (4)RT-359A Transponder S/N: 5903 w/ Altitude Digitizer S/N: 002197 and Antenna S/N: unreadable, (5)ELT S/N: unreadable, (6)Wingtip Nav/Stobes w/ strobe ballast, (7)Tail Nav light, (8)Landing and Taxi lights, (9)Existing C/B's and lower brow switches.
B. Installed: (1) Garmin GTN 750Xi Nav/Com/GPS IFR Navigator S/N: 5FR050525 w/ GA 35 WAAS Antenna S/N: 191165 IAW Garmin Part 23 AML STC Installation Manual 190-01007-C0 Rev. 6, (2) Garmin GNC 255A Com/Nav S/N: 6MM013026 IAW Garmin GTR 225/GNC 255 TSO Installation Manual 190-01182-02 Rev. L, (3) Garmin GTX 345 Transponder S/N: 7KV000660 w/ Alt. Enc. S/N: 3T6026904 and CI 102 Antenna S/N: 107509 IAW Garmin GTX 3XX Part 23 AML STC Installation Manual 190-00734-10 Rev.16, (4) Garmin GFC 500 2-axis Autopilot w/ Pitch trim- GMC 507 S/N: 5H1102297, Three GSA 28 Servos S/N's: 6N2008800, 6N2008805, 6N2008843 w/ Garmin install Kits #52 and #53 IAW Garmin GFC 500 Autopilot w/ ESP Part 23 AML STC Installation Manual 190-02291-00 Rev. 20 and Garmin GFC Install Manual Addendum 190-02291-40 Rev.3, (5) Dual Garmin G5's S/N: 4JQ064931 and 4JQ061581, GAD 29B S/N: 5DL018645, GMU 11S/N: 56J107975, GAD 13 S/N: 5YG101443 w/ GTP 59 OAT S/N: 47981235 IAW Garmin G5 Electronic Flight Instrument Part 23 AML STC Installation Manual 190-01112-10 Rev.29, (6) AeroLeds Pulsar Wingtip Nav/Strobe S/N: 7849309-086 and 7849310-098, AeroLeds Suntail rear Position light S/N: M24216-018, AeroLeds Sun Spot 36-4519 Taxi Light S/N: M24168-008 and Sun Spot 36-4509 Landing Light S/N: M23980-002 IAW Applicable Installation Manuals that can be found on AeroLeds website, (7) MidContinent True Blue USB/Clock and a standard USB charging ports, (8) MidContinent Turn Coordinator S/N: M22-12799, (9) Nulite Instrument Bezel LED's, (10) VAL Avionics CLA-500 Cockpit Lighting Assy., (11) Replaced existing C/B's with re-settable Klixon breakers as well as lower brow switches IAW AC 43.13-1B and AC 43.13-2B.
C. Post installations performed IAW applicable manuals and aircraft can return to service with regard to work that was performed.
D. Electrical load analysis shows that the before mentioned Installations to be well below 80% of Alternator output as per AC 43.13-1B
E. Structural aspects were performed IAW AC 43.13-1B and AC 43.13-2B
F. AFMS documentation supplied to aircraft owner.
G. Aircraft W&B performed 08/01/2023 and placed in POH

☐ Additional Sheets Are Attached

1. Approving Civil Aviation Authority/Country:	2.	3. Form Tracking Number:
FAA/United States	**AUTHORIZED RELEASE CERTIFICATE** FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG	206435702-5
4. Organization Name and Address: GARMIN International 1200 E. 151st St. Olathe, KS 66062 Certificate Number PT3742CE		5. Work Order/Contract/Invoice Number: 206435702

6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
1	GMA350c,Standard	010-00871-41 Includes 011-02385-40	1	1UF205978	New

12. Remarks:
Airworthiness Approval
TSO C139

13a. Certifies the items identified above were manufactured in conformity to:		14a. ☐ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 12 Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.	
☒ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 12.			
13b. Authorized Signature: Eric G. Austria	13c. Approval/Authorization No.: ODA-240087-CE	14b. Authorized Signature:	14c. Approval/Certificate No.:
13d. Name (Typed or Printed): Eric G. Austria	13e. Date (dd/mmm/yyyy): 20/May/2022	14d. Name (Typed or Printed):	14e. Date (dd/mmm/yyyy):

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

aero-space REPORTS
Aircraft Title & Escrow Services

50 Years
1969 — 2019

Aircraft Title Search

Issued To:

Mr. Jeff Doran
7800 Harlem Road
Westerville, OH 43081

Account: 16324

Dated this 7th day of December, 2020, as of 7:29 AM Central Time.

1. Aircraft:
FAA Registration: N7504V
MFR: CESSNA

Serial Number: 177RG0803
Model: 177RG

Registered Owner: Erdy Aviation, Ltd. and Flying Sales & Leasing Ltd.
8420 Todd Street Road
Sunbury, OH 43074

Date of Purchase: Undated
Type of Registration: CO-OWNERS

Previous Owner: J. Walter Erdy and Linda G. Erdy
8420 Todd Street Road
Sunbury, OH 43074

2. Liens or Encumbrances: No liens of record.

Aero-Space Reports, Inc.
Neal Snowden
SL / AM / KS

This report contains information acquired through examination of the records maintained by the FAA, including the indices of in-process documents. Because our examination is limited to records maintained by the FAA, this report does not cover any liens, claims, encumbrances or judgments that have not been filed with the FAA, or have not been indexed by the FAA under the description shown on this report.