

PCW = Previously Complied With

N/A = Not Applicable

See MX Records for Further Details

Summary Compliance Report For Aircraft Registration N758QV

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Airframe | Textron Aviation Inc. | R172K | Part No. -- | Serial No. R1723284 | Position: n/a | TSN: -- | CSN: --

MFTT 2316.0 4/2025

As of --

Issue No. SB No. CAA No. Effective Date	Description	CW	Amendment No. Method of Compliance/Applicability	Recurring	Next Due	1. Facility 2. Cert. Type 3. Cert. No. 4. Authorized By
Issue# 2024-26-02 SB# -- CAA# -- 3/7/2025	The FAA is Issuing this AD to Inspect for Cracks and Thickness of the Buckle Handle. The Unsafe Condition, Could Prevent a Strap from Releasing When the Buckle is Rotated, Which Could Result in Occupants Not Being Able to Release the Buckle cont'd	-- Hrs: -- C: --	-- N/A	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>KS</u> 3711763
Issue# 2024-14-03 SB# -- CAA# -- 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	-- Hrs: -- C: --	-- N/A	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>KS</u> 3711763
Issue# 2023-10-02 SB# -- CAA# -- 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	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>KS</u> 3711763

Default

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Report created on 4/4/2025 by a.james@ajaviationservices.com

Recurring ADs
tracked in
QMX

Issue No. SB No. CAA No. Effective Date	Description	C/W	Amendment No. Method of Compliance/Applicability	Recurring	Next Due	1. Facility 2. Cert. Type 3. Cert. No. 4. Authorized By
Issue# 2002-26-03 SB# -- CAA# -- 2/18/2003	To detect & correct incorrect installation of the air filter, which could result in failure of the air filter	-- Hrs: -- C: --	-- -- N/A	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763
Issue# 96-09-06 SB# -- CAA# -- 6/7/1996	[Recurring] TO PREVENT GASKET PARTICLES FROM ENTERING THE CARBURETOR BECAUSE OF AIR FILTER GASKET FAILURE, WHICH COULD, CONTD.	-- Hrs: -- C: --	-- Replace filter element - tracked in QMX	Yes	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763
Issue# 81-15-03 SB# -- CAA# -- 7/20/1981	TO PREVENT POSSIBLE FAILURE OF THE ALUMINUM AIR FILTER RETAINER SCREEN OR GASKETS WITH POTENTIAL, CONTD.	-- Hrs: -- C: --	-- -- N/A	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763

Issue No SB No. CAA No. Effective Date	Description	C/W	Amendment No. Method of Compliance/Applicability	Recurring	Next Due	1. Facility 2. Cert. Type 3. Cert. No. 4. Authorized By
Issue# 2006-24-07 SB# -- CAA# -- 1/3/2007	To detect potentially unsafe conditions that could result in a propeller blade separating from the hub,contd.	-- Hrs: -- C: --	-- N/A N/A	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763
Issue# 2005-14-11 SB# -- CAA# -- 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	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763
Issue# 2001-07-03 C SB# -- CAA# -- 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	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763
Issue# 94-17-13 SB# -- CAA# -- 9/15/1994	[Recurring] TO PREVENT POSSIBLE PROPELLER HUB FAILURE DUE TO CRACKS THAT ORIGINATE IN THE GREASE FITTING HOLES ON THE,CONTD.	-- Hrs: -- C: --	-- N/A	Yes	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763

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Issue# 91-19-03 SB# -- CAA# -- 9/29/1991	TO PREVENT OPERATION WITH COLLAPSED OIL FILTER ELEMENTS, WHICH CAN RESULT IN LOSS OF OIL PRESSURE, CONTD.	-- Hrs: -- C: --	-- N/A	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763
Issue# 88-03-06 SB# -- CAA# -- 4/15/1988	TO PREVENT POSSIBLE LOSS OF ENGINE OIL AND SUBSEQUENT ENGINE FAILURE	-- Hrs: -- C: --	-- N/A	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763
Issue# 81-13-10 R1 SB# -- CAA# -- 11/20/1981	TO PREVENT OIL PUMP DRIVE SHAFT FAILURE AND SUBSEQUENT ENGINE FAILURE DUE TO OIL PRESSURE LOSS	-- Hrs: -- C: --	-- PCW	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763

Propeller | Hartzell Propeller | HC-C3YF-1 | Part No. -- | Serial No. PY999B | Position: n/a | TSN: -- | CSN: --

As of --

Issue No. SB No. CAA No. Effective Date	Description	C/W	Amendment No. Method of Compliance/Applicability	Recurring	Next Due	1. Facility 2. Cert. Type 3. Cert. No. 4. Authorized By
Issue# 2007-26-09 SB# -- CAA# -- 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	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763

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Issue# 2000-23-21 SB# -- CAA# -- 12/12/2000	To prevent crankshaft connecting rod journal fracture, which could result in total engine power, contd.	-- Hrs: -- C: --	-- N/A	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763
Issue# 98-19-02 SB# -- CAA# -- 11/9/1998	To prevent a piston pin failure from causing secondary engine damage that results in loss of oil or total, contd.	-- Hrs: -- C: --	-- PCW	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763
Issue# 97-26-17 C SB# -- CAA# -- 1/23/1998	[Recurring] TO PREVENT CRANKSHAFT FAILURE AND SUBSEQUENT ENGINE FAILURE	-- Hrs: -- C: --	-- PCW	Yes	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763
Issue# 93-10-02 SB# -- CAA# -- 8/12/1993	TO PREVENT AN ENGINE FAILURE DUE TO A MISSING CYLINDER VALVE RETAINER KEY	-- Hrs: -- C: --	-- PCW	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763
Issue# 92-04-09 SB# -- CAA# -- 6/22/1993	TO PREVENT ENGINE FAILURE CAUSED BY FAILURE OF THE ROCKER SHAFT HOLD DOWN STUD	-- Hrs: -- C: --	-- N/A	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763

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Issue# 2023-05-16 SB# -- CAA# -- 3/15/2023	To Prevent Departure of Counterweight and Retaining Hardware from the Crankshaft Assembly. The Unsafe Condition, if Not Addressed, Could Result in Loss of Engine Oil Pressure, Catastrophic Engine Damage, Engine Seizure, and Consequent Loss of the Aircraft	-- Hrs: -- C: --	-- N/A	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763
Issue# 2012-03-06 C SB# -- CAA# -- 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	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763
Issue# 2011-26-07 SB# -- CAA# -- 1/24/2012	To prevent engine failure and loss of control of the airplane due to migration of the magneto impulse, contd.	-- Hrs: -- C: --	-- N/A	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763
Issue# 2010-11-04 SB# -- CAA# -- 6/16/2010	To prevent excessive hydraulic lifter wear, which can result in loss of engine power & loss of control of the airplane	-- Hrs: -- C: --	-- PCW	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763

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Issue# 71-22-02 R(1) SB# -- CAA# -- 11/9/1971	[Recurring] TO DECREASE THE POSSIBILITY OF FAILURE OF THE NOSE GEAR STRUCTURE	-- Hrs: -- C: --	-- N/A	Yes	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3111763
Issue# 69-15-03 SB# -- CAA# -- 8/20/1969	[Recurring] TO DETECT CRACKS IN THE MUFFLER ASSEMBLY	-- Hrs: -- C: --	-- N/A	Yes	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3111763
Issue# 68-17-04 SB# -- CAA# -- 9/7/1968	[Recurring] TO ASSURE PROPER OPERATION OF THE STALL WARNING SYSTEM IN FLIGHT	-- Hrs: -- C: --	-- N/A	Yes	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3111763

As of --

Engine | Continental Motors | IO-360-KB | Part No. -- | Serial No. 356426 | Position: n/a | TSN: -- | CSN: --

Issue No. SB No. CAA No. Effective Date	Description	C/W	Amendment No. Method of Compliance/Applicability	Recurring	Next Due	1. Facility 2. Cert. Type 3. Cert. No. 4. Authorized By
Issue# 2023-17-04 SB# -- CAA# -- 10/26/2023	To Prevent Loss of Engine Power. The Unsafe Condition, if Not Addressed, Could Result in Failure of the Engine, In-Flight Shutdown, and Loss of Control of the Airplane	-- Hrs: -- C: --	-- N/A	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3111763

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Issue# 79-08-03 C SB# -- CAA# -- 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	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763
Issue# 77-12-08 SB# -- CAA# -- 6/27/1977	TO PREVENT UNWANTED PROPELLER ROTATION	-- Hrs: -- C: --	-- N/A	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763
Issue# 77-02-09 SB# -- CAA# -- 2/3/1977	WING FLAP ACTUATOR DATE CODE STAMP	-- Hrs: -- C: --	-- N/A	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763
Issue# 74-06-02 SB# -- CAA# -- 3/18/1974	[Recurring] TO PREVENT POSSIBLE LEAKAGE OF CARBON MONOXIDE INTO THE CABIN HEATER SYSTEM	-- Hrs: -- C: --	-- N/A	Yes	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763
Issue# 73-17-01 SB# -- CAA# -- 8/16/1973	TO ADVISE THE PILOT CONCERNING PROPER FUEL TRANSFER PUMP OPERATION	-- Hrs: -- C: --	-- N/A	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763

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Issue# 83-10-03 SB# -- CAA# -- 6/30/1983	TO PREVENT POSSIBLE JAMMING OF THE ELEVATOR CONTROL	-- Hrs: -- C: --	-- PCW	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763
Issue# 81-16-09 SB# -- CAA# -- 8/13/1981	TO ENSURE THE INTEGRITY OF THE ELEVATOR CONTROL SYSTEM	-- Hrs: -- C: --	-- PCW	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763
Issue# 81-05-01 SB# -- CAA# -- 3/2/1981	TO REDUCE THE POSSIBILITY OF FUEL DEPLETION DUE TO INCORRECT FUEL QUANTITY MARKINGS	-- Hrs: -- C: --	-- PCW	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763
Issue# 80-06-03 SB# -- CAA# -- 4/21/1980	TO ASSURE CONTINUED STRUCTURAL INTEGRITY OF THE WING FLAP DIRECT CABLE, THEREBY PREVENTING POSSIBLE, CONTD.	-- Hrs: -- C: --	-- N/A	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763
Issue# 80-07-03 SB# -- CAA# -- 3/31/1980	TO PRECLUDE FAILURE OF THE ENGINE OIL PRESSURE PUMP DRIVE SHAFT AND RESULTING OIL PRESSURE LOSS, CONTD.	-- Hrs: -- C: --	-- PCW	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763

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Issue# 97-01-13 SB# -- CAA# -- 2/3/1997	TO PREVENT FUEL, OIL, OR HYDRAULIC SYSTEMS FAILURE CAUSED BY A COLLAPSED HOSE	-- Hrs: -- C: --	-- PCW	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763
Issue# 96-12-22 SB# -- CAA# -- 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	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763
Issue# 86-24-07 SB# -- CAA# -- 1/7/1987	TO PREVENT ENGINE POWER INTERRUPTION DUE TO LOSS OF ATTACHMENT OF THE ENGINE CONTROLS	-- Hrs: -- C: --	-- N/A	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763
Issue# 86-19-11 SB# -- CAA# -- 10/4/1986	TO ELIMINATE THE POSSIBILITY OF ENGINE POWER REDUCTION DUE TO CONTAMINATED FUEL	-- Hrs: -- C: --	-- PCW	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763
Issue# 83-22-06 SB# -- CAA# -- 11/8/1983	TO PREVENT POSSIBLE LOSS OF AN AILERON HINGE PIN	-- Hrs: -- C: --	-- PCW	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763

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Issue# 2008-10-02 SB# -- CAA# -- 5/12/2008	To prevent erroneous indications from the altimeter, airspeed, and vertical speed,contd.	-- Hrs: -- C: --	-- N/A	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763
Issue# 2008-02-18 SB# -- CAA# -- 2/28/2008	To prevent premature separation of the collar, which could result in the parachute failing to,contd.	-- Hrs: -- C: --	-- N/A	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763
Issue# 2001-23-03 SB# -- CAA# -- 12/27/2001	[Recurring] To detect and correct any chafing between the map light switch and the bordering fuel line, which could,contd.	-- Hrs: -- C: --	-- C/W by inspection (insulator) per SEB00-1	Yes	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763
Issue# 2000-06-01 SB# -- CAA# -- 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	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763
Issue# 99-27-02 SB# -- CAA# -- 1/21/2000	Fuel selector valve cams or fuel selector valves, when installed, could result in an inadequate supply of,contd.	-- Hrs: -- C: --	-- N/A	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763

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Issue# 2022-03-15 SB# -- CAA# -- 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	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763
Issue# 2020-18-01 SB# -- CAA# -- 11/12/2020	[Recurring] To Detect and Address Cracking of the Wing Strut Attach Point. The Unsafe Condition, if Not Addressed, Could Result in Failure of the Wing in Operation, Which Could Result in Loss of Control of the Airplane	-- Hrs: -- C: --	-- Due at AFTT 4000	Yes	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763
Issue# 2011-10-09 SB# -- CAA# -- 6/17/2011	[Recurring] To prevent seat slippage or the seat roller housing from departing the seat rail, which may consequently cause, contd.	-- Hrs: -- C: --	-- Inspection <u>Due annually</u>	Yes	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763
Issue# 2008-26-10 C SB# -- CAA# -- 1/5/2009	To prevent erroneous indications from the altimeter, airspeed, and vertical speed, contd.	-- Hrs: -- C: --	-- PCW	No	-- Hrs: -- C: --	1. -- 2. -- 3. -- 4. -- Signed: <u>AS</u> 3711763

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