

FAA Airworthiness Directive Compliance Record

	11236 Ivy Creek Trail Wake Forest, NC 27587 919-614-0909	Report Produced By: Plane Design
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Content Revision: 5/6/2016	File ID: N6386Ka	Aircraft Registration: N6386K
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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
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Manufacturer Republic	Category Airframe	Model RC-3	Part #: RC-3 Serial #: 615			
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47-21-11 1/1/1947 ©ATP	TO PREVENT SHORT CIRCUITING OF TERMINAL STUDS ON THE FIREWALL ©ATP		Does not apply due to airframe serial number.	Once ©ATP		1. Plane Design 2. A & P 3. 3453613 4. Richard C. Pahnke Signature: <i>Richard C. Pahnke</i>
47-21-12 1/1/1947 ©ATP	TO CORRECT A PRODUCTION ERROR ©ATP		Does not apply due to airframe serial number.	Once ©ATP		1. Plane Design 2. A & P 3. 3453613 4. Richard C. Pahnke Signature: <i>Richard C. Pahnke</i>
47-21-13 1/1/1947 ©ATP	ELEVATOR PUSH-PULL TUBE RIVETS ©ATP		Does not apply due to airframe serial number.	Once ©ATP		1. Plane Design 2. A & P 3. 3453613 4. Richard C. Pahnke Signature: <i>Richard C. Pahnke</i>
47-21-14 1/1/1947 ©ATP	TO PREVENT FOULING OF THE LOWER ELEVATOR CABLE ON THE ELEVATOR BALANCE WEIGHT IN THE TAIL BOOM ©ATP		Does not apply due to airframe serial number.	Once ©ATP		1. Plane Design 2. A & P 3. 3453613 4. Richard C. Pahnke Signature: <i>Richard C. Pahnke</i>
47-21-15 1/1/1947 ©ATP	TO MINIMIZE THE POSSIBILITY OF A SHORT CIRCUIT ©ATP		Does not apply due to airframe serial number.	Once ©ATP		1. Plane Design 2. A & P 3. 3453613 4. Richard C. Pahnke Signature: <i>Richard C. Pahnke</i>
47-21-16 1/1/1947 ©ATP	TO PROVIDE A FUEL STRAINER DRAIN WHICH IS LEAKPROOF AND AIRTIGHT ©ATP		Does not apply due to airframe serial number.	Once ©ATP		1. Plane Design 2. A & P 3. 3453613 4. Richard C. Pahnke Signature: <i>Richard C. Pahnke</i>

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Manufacturer Republic		Category Airframe		Model RC-3		Part #: RC-3 Serial #: 615
47-21-17 1/1/1947	TO PROVIDE AN IMPROVED BACKFIRE SCREEN		Does not apply due to airframe serial number.	Once		1. Plane Design 2. A & P 3. 3453613 4. Richard C. Pahnke
©ATP	©ATP			©ATP	Signature: <i>Richard C. Pahnke</i>	
47-21-18 1/1/1947	MIXTURE CONTROL SUPPORT BRACKET		Does not apply due to airframe serial number.	Recur		1. Plane Design 2. A & P 3. 3453613 4. Richard C. Pahnke
©ATP	©ATP			©ATP	Signature: <i>Richard C. Pahnke</i>	
47-21-19 1/1/1947	CONTROL CLAMPS OR BRASS FERRULES		Does not apply due to airframe serial number.	Once		1. Plane Design 2. A & P 3. 3453613 4. Richard C. Pahnke
©ATP	©ATP			©ATP	Signature: <i>Richard C. Pahnke</i>	
47-21-20 1/1/1947	TO PREVENT EXCESSIVE LOSS OF OIL THROUGH OIL PRESSURE GAGE LINE IN CASE OF ITS FAILURE		Does not apply due to airframe serial number.	Once		1. Plane Design 2. A & P 3. 3453613 4. Richard C. Pahnke
©ATP	©ATP			©ATP	Signature: <i>Richard C. Pahnke</i>	
47-21-21 1/1/1947	TIP FLOAT STRUTS INSPECTION		Does not apply due to airframe serial number.	Recur		1. Plane Design 2. A & P 3. 3453613 4. Richard C. Pahnke
©ATP	©ATP			©ATP	Signature: <i>Richard C. Pahnke</i>	
47-21-22 1/1/1947	ENGINE MOUNTING BOLT LOCK WASHERS		Does not apply due to STC engine installation.	Recur		1. Plane Design 2. A & P 3. 3453613 4. Richard C. Pahnke
©ATP	©ATP			©ATP	Signature: <i>Richard C. Pahnke</i>	
©ATP						

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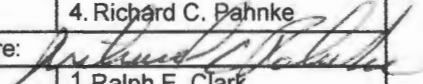
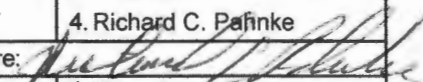
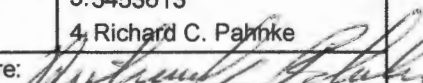
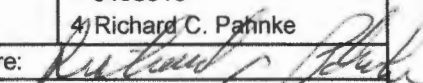
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Manufacturer Republic		Category Airframe		Model RC-3		Part #: RC-3 Serial #: 615
47-21-23 1/1/1947 ©ATP	ENGINE COOLING FAN ©ATP		Does not apply due to airframe serial number.	Recur ©ATP		1. Plane Design 2. A & P 3. 3453613 4. Richard C. Pahnke Signature: 
47-47-10 1/1/1947 ©ATP	TO PREVENT POSSIBLE FLOAT STRUT FAILURES DURING ROUGH WATER LANDINGS ©ATP	7/31/1959 170.0 TTAF	Complied with by installing strut braces.	Once ©ATP		1. Ralph E. Clark 2. A & P 3. 1237945 4. Signature:
47-47-11 1/1/1947 ©ATP	TO PREVENT INADVERTENT REVERSAL OF PROPELLER IF PROPELLER REVERSE CONTROL WIRES FAIL AT CONTROL, CONTD. ©ATP	7/31/1959 170.0 TTAF	Complied with by installing spring.	Once ©ATP		1. Ralph E. Clark 2. A & P 3. 1237945 4. Signature:
47-47-12 1/1/1947 ©ATP	TO PREVENT EXCESSIVE DROP-OFF IN ENGINE R.P.M. WHEN CARBURETOR HEAT IS USED ©ATP		Does not apply due to stc engine installation.	Once ©ATP		1. Plane Design 2. A & P 3. 3453613 4. Richard C. Pahnke Signature: 
47-47-13 1/1/1947 ©ATP	PROPELLER HUB COUNTERWEIGHT ©ATP		Does not apply due to STC propeller installation.	Once ©ATP		1. Plane Design 2. A & P 3. 3453613 4. Richard C. Pahnke Signature: 
47-47-14 1/1/1947 ©ATP	OIL SCREEN INSPECTION ©ATP		Does not apply due to airframe STC.	Recur ©ATP		1. Plane Design 2. A & P 3. 3453613 4. Richard C. Pahnke Signature: 

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Manufacturer Republic		Category Airframe		Model RC-3		Part #: RC-3 Serial #: 615
47-51-08 1/1/1947 ©ATP	TO PRECLUDE THE POSSIBILITY OF THE STEERABLE TAILWHEEL CONTROL CABLE FOULING ON THE TAILWHEEL QUADRANT ARMS ©ATP	7/31/1959 170.0 TTAF	Complied with per AD.	Once ©ATP		1. Ralph E. Clark 2. A & P 3. 1237945 4. Signature:
48-01-03 1/1/1948 ©ATP	ELEVATOR TRIM TAB BUSHING ©ATP	7/31/1959 170.0 TTAF	Complied with by installing new bushing.	Recur ©ATP	No longer applies	1. Ralph E. Clark 2. A & P 3. 1237945 4. Signature:
48-11-04 1/1/1948 ©ATP	TO PROVIDE SECURITY FOR THE HYDRAULIC PUMP HANDLE ATTACHMENT ©ATP	7/31/1959 170.0 TTAF	Complied with per AD.	Once ©ATP		1. Ralph E. Clark 2. A & P 3. 1237945 4. Signature:
48-26-02 1/1/1948 ©ATP	Superseded by 49-03-01 ©ATP		Superseded	Once ©ATP		1. Plane Design 2. A & P 3. 3453613 4. Richard C. Pahnke Signature: <i>Richard C. Pahnke</i>
49-03-01 1/1/1949 ©ATP	TO PREVENT POSSIBLE FAILURE OF THE DIAPHRAGMS IN THE TWO AC FUEL PUMPS ON FRANKLIN ENGINES AND TO PROVIDE A DRAIN, CONTD. ©ATP		Does not apply due to STC engine installation.	Once ©ATP		1. Plane Design 2. A & P 3. 3453613 4. Richard C. Pahnke Signature: <i>Richard C. Pahnke</i>
49-31-02 1/1/1949 ©ATP	TO ELIMINATE THE POSSIBILITY OF ENGINE FAILURES RESULTING FROM FUEL STARVATION DUE TO INCORRECT PROCEDURES, CONTD. ©ATP	7/31/1959 170.0 TTAF	Complied with by installing placard.	Once ©ATP		1. Ralph E. Clark 2. A & P 3. 1237945 4. Signature:
©ATP						

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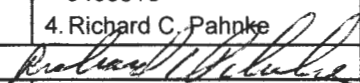
1236 Ivy Creek Trail Wake Forest, NC 27587
919-614-0909

Report Produced By: Plane Design

Content Revision: 1/30/2017

File ID: N6386Ka

Aircraft Registration: N6386K

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Manufacturer Republic		Category Airframe		Model RC-3		Part #: RC-3 Serial #: 615
50-30-01 1/1/1950 ©ATP	Superseded by 53-23-03 ©ATP		Superseded	Once		1. Plane Design 2. A & P 3. 3453613 4. Richard C. Pahnke Signature: 
53-23-03 1/1/1953 ©ATP	LIFT STRUT FITTINGS INSPECTION ©ATP	2/8/2017 2237.3 TTAF	Complied with by inspection.	Recur	Each 25 Hours or 6 months	1. Plane Design 2. A & P 3. 3453613 4. Richard C. Pahnke Signature: _____

FAA Airworthiness Directive Compliance Record

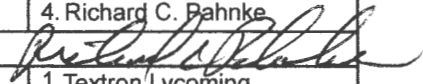
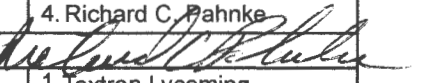
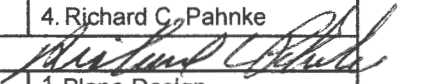
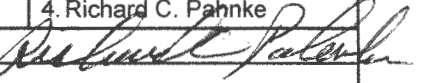
11236 Ivy Creek Trail Wake Forest, NC 27587
919-614-0909

Report Produced By: Plane Design

Content Revision: 5/6/2016

File ID: N6386Ke

Aircraft Registration: N6386K

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 Textron Lycoming		Category Engine		Model GO-480-G2D6		Part #: GO-480-G2D6 Serial #: RL-1339-34
59-10-07 7/1/1959 ©ATP	CYLINDER BAFFLE CLAMPS ©ATP		Does not apply due to part number cylinder baffles installed.	Once ©ATP		1. Plane Design 2. A & P 3. 3453613 4. Richard C. Pahnke Signature: 
60-11-06 7/1/1960 ©ATP	TO PREVENT EXCESSIVE CRANKSHAFT COUNTERWEIGHT BUSHING WEAR AND SUBSEQUENT DETUNING OF THE COUNTERWEIGHTS ©ATP	4/14/1982 286.3 TTAf	Complied with at engine overhaul.	Once ©ATP		1. Textron Lycoming 2. PC 3. 4. Signature:
62-23-05 11/14/1962 ©ATP	TO DETECT EXCESSIVE WEAR OF THE PROPELLER SHAFT OIL SEAL RINGS, CONTD. ©ATP		Does not apply due to engine serial number.	Recur ©ATP		1. Plane Design 2. A & P 3. 3453613 4. Richard C. Pahnke Signature: 
69-25-08 2/19/1970 ©ATP	TO PREVENT FAILURE OF THE REDUCTION GEAR ASSEMBLY ©ATP	4/14/1982 286.3 TTAf	Complied with at engine overhaul.	Once ©ATP		1. Textron Lycoming 2. PC 3. 4. Signature:
92-12-05 7/10/1992 ©ATP	TO PREVENT PISTON PIN FAILURE, OR PISTON RELEASE, AND ENGINE FAILURE ©ATP		Does not apply due to engine overhaul date.	Once ©ATP		1. Plane Design 2. A & P 3. 3453613 4. Richard C. Pahnke Signature: 
97-01-03 1/21/1997 ©ATP	Superseded by 97-15-11 ©ATP		Superseded	Once ©ATP		1. Plane Design 2. A & P 3. 3453613 4. Richard C. Pahnke Signature: 

©ATP

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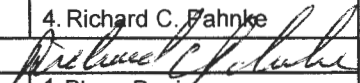
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Manufacturer Textron Lycoming		Category Engine		Model GO-480-G2D6		Part #: GO-480-G2D6 Serial #: RL-1339-34
97-15-11 8/12/1997 ©ATP	TO PREVENT PISTON PIN FAILURE, WHICH COULD RESULT IN ENGINE FAILURE ©ATP		Does not apply due to engine overhaul date.	Once ©ATP		1. Plane Design 2. A & P 3. 3453613 4. Richard C. Pahnke Signature: 
98-18-12 9/28/1998 ©ATP	Superseded by 2003-14-03 ©ATP		Superseded	Recur ©ATP		1. Plane Design 2. A & P 3. 3453613 4. Richard C. Pahnke Signature:
2003-14-03 8/14/2003 ©ATP	To prevent rotary fuel pump leaks, which could result in an engine failure, engine fire, and damage to or, contd. ©ATP	2/8/2017 2237.3 TTAF	Complied with by torque inspection.	Recur ©ATP	Each 50 hours	1. Plane Design 2. A & P 3. 3453613 4. Richard C. Pahnke Signature:
2012-03-07 3/27/2012 ©ATP	To prevent engine in-flight shutdown, power loss, and reduced control of the airplane ©ATP		Does not apply due to part number carburetor installed.	Once ©ATP		1. Plane Design 2. A & P 3. 3453613 4. Richard C. Pahnke Signature:

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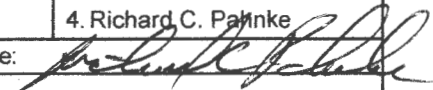
11236 Ivy Creek Trail Wake Forest, NC 27587 919-614-0909	Report Produced By: Plane Design
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Content Revision: 5/6/2016	File ID: N6386Kp	Aircraft Registration: N6386K
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Manufacturer Hartzell Propeller	Category Propeller	Model HC-A3MVF-3	Part #: HC-A3MVF-3L/LMV9333N Serial #: DHA35
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85-14-10 R2 9/25/1986 ©ATP	TO PREVENT PROPELLER BLADE CLAMP FAILURE ©ATP	10/22/1999 866.3 TTAF	Complied with by installing new clamp assemblies serial numbers 2277A, 2285A, and 2278A.	Recur ©ATP	No longer applies Signature:	1. Hartzell Propeller, Inc. 2. 3. 4. Work order # 0901008
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2005-14-11 8/17/2005 ©ATP	To prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane ©ATP		Does not apply due to no propeller work done by Southern California Propeller Service	Once ©ATP	Signature: 	1. Plane Design 2. A & P 3. 3453613 4. Richard C. Patinke
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