



RED EAGLE AVIATION
 1880 HWY. 93-SOUTH
 KALISPELL, MT 59901
 USA

FAA Airworthiness Directives Compliance Record

Company:

Category: Airframe

Manufacturer: American Champion Aircraft Corp.

Model: 8GCBC

Aircraft Registration No:



ATP Revision: 10/21/2022

Position:

P/N:

S/N: 464-2004

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
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,cond.	10/25/2022 Hrs: 995.8 C: --	AD2022-03-15 is N/A. Garmin G3X is not installed at this time.	No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc 3344089/AP/1A Logan Bost Mathieu Logan Bost <i>Mathieu</i>
2009-22-02 12/3/2009	[Recurring] To detect and correct cracking of the rear seat back hinge area and excessive elongation of the rear seat hinge,cond.	10/25/2022 Hrs: 995.8 C: --	AD2009-22-02 is N/A due to Aircraft Manufacture year of 2004.	Yes	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc 3344089/AP/1A Mathieu Logan Bost Mathieu Logan Bost <i>Mathieu</i>
2005-24-10 1/17/2006	To detect & correct incorrect swaging width of the flight control cable Nicopress sleeves, which could,cond.	3/1/2006 Hrs: 103.1 C: --	PCW via ACAC Service Letter #427. See entry dated 03/01/2006 for details.	No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc 3344089/AP/1A Mathieu Logan Bost Mathieu Logan Bost <i>Mathieu</i>
2000-25-02 R1 7/13/2001	[Recurring] To detect & repair or replace damaged wood wing spars	-- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp
98-05-04 4/17/1998	Superseded by 2000-25-02	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
96-18-02 C 9/20/1996	[Recurring] TO PREVENT STRUCTURAL FAILURE OF A WING ASSEMBLY CAUSED BY CRACKED WING FRONT STRUT ATTACH FITTINGS, WHICH,CONTD.	10/25/2022 Hrs: 995.8 C: --	C/W AD96-18-02 via Yes replacement of R/H and L/H Wing Attach strut Brackets. Installed New Units P/N: 3-1692.	No	D: -- Hrs: 1995.80 C: --	Red Eagle Aviation, Inc 3344089/AP1A Mathieu Logan Bost Mathieu Logan Bost 
96-03-11 2/26/1996	Superseded by 96-18-02	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp
89-18-06 9/21/1989	[Recurring] TO PREVENT FAILURE OF THE SEAT BACK WHICH COULD RESULT IN LOSS OF CONTROL OF THE AIRPLANE	-- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp
87-18-09 10/15/1987	Superseded by 98-05-04	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp
79-22-01 10/29/1979	TO PREVENT EXHAUST SYSTEM CRACKING	10/25/2022 Hrs: 995.8 C: --	AD79-22-01 is N/A via Aircraft S/N.	No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc 3344089/AP1A Mathieu Logan Bost Mathieu Logan Bost 
76-22-01 11/21/1976	TO DETECT PERMANENT DEFORMATION AND/OR CRACKS IN THE LOWER FRAME SIDE TUBES ON THE ADJUSTABLE FRONT SEAT	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp
75-17-16 8/12/1975	[Recurring] TO PREVENT POSSIBLE ENGINE POWER LOSS DUE TO FATIGUE FAILURE OF THE CARBURETOR ALTERNATE AIR VALVES	-- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp
75-04-12 2/21/1975	TO PREVENT POSSIBLE RESONANT VIBRATORY CONDITIONS	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp
75-09-02 1/1/1975	Superseded by 75-17-16	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
74-15-07 7/26/1974	PROPELLER MOUNTING	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp

Category: Engine
Manufacturer: Lycoming Engines
Model: O-360-C1G

Position:
P/N:
S/N: L-39914-36A

ATP Revision: 10/21/2022

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2020-25-12 1/15/2021 2020-25-12	To Prevent Failure of the Crankshaft Assembly, The Unsafe Condition, if Not Addressed, Could Result in Failure of the Engine, Inflight Shutdown, and Loss of the Airplane	-- Hrs: 956.5 C: --	N/A, Lycoming Crankshaft installed new at factory in 10-8-2004	No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp
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: --		No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp
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: --		No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp
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: --		No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp
2012-03-07 3/27/2012	To prevent engine in-flight shutdown, power loss, and reduced control of the airplane	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp
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: --		Yes	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp
2008-19-05 10/20/2008	[Recurring] Superseded by 2009-26-12	-- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp
2007-04-19 R1 5/7/2007	To prevent cylinder separation that can lead to engine failure, possible engine compartment fire, and,contd.	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No./ Type Authorized By Signed
2006-20-09 11/3/2006	Superseded by 2012-19-01	Hrs: -- C: --		No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp
2006-12-07 7/11/2006	To prevent loss of engine power due to cracks in the cylinder assemblies & possible engine failure caused,contd.	Hrs: -- C: --		No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp
2006-10-21 C2 6/22/2006	To prevent fatigue failure of the connecting rod & possible uncommanded shutdown of the engine	Hrs: -- C: --		No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp
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: --		No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp
2005-26-10 1/31/2006	Superseded by 2006-12-07	Hrs: -- C: --		No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp
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: --		No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp
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: --		Yes	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp
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: --		No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp
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: --		Yes	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
97-15-11 8/12/1997	TO PREVENT PISTON PIN FAILURE, WHICH COULD RESULT IN ENGINE FAILURE	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp
97-01-03 1/21/1997	Superseded by 97-15-11	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp
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: --		No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp
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: --		No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp
92-12-05 7/10/1992	TO PREVENT PISTON PIN FAILURE, OR PISTON RELEASE, AND ENGINE FAILURE	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp
91-14-22 8/19/1991	[Recurring] Superseded by 2004-10-14	-- Hrs: -- C: --		Yes	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp
90-04-06 R1 5/28/1991	TO PREVENT OIL LINE FRACTURE AND LOSS OF ENGINE OIL	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp
87-10-06 R1 9/1/1989	TO PREVENT POSSIBLE ROCKER ARM FAILURE AND LOSS OF ENGINE POWER, INSPECT AND REWORK OR REPLACE ROCKER ARM, CONTD.	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp
81-18-04 R2 6/7/1982	Superseded by 96-09-10	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
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: --		No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp
66-20-04 8/27/1966	TO PREVENT FURTHER FAILURES OF OIL FILTER ADAPTER GASKET, P/N 74904	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp
64-16-05 7/10/1964	TO PRECLUDE THE POSSIBILITY OF ENGINE OIL BEING DRAINED OVERBOARD AS A RESULT OF OIL SEAL FAILURE, CONTD.	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp
59-10-07 7/1/1959	CYLINDER BAFLE CLAMPS	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp

Category: Carburetors

Position:

ATP Revision: 10/21/2022

Manufacturer: Marvel-Schebler

P/N: 10-4164-1

Model: MA-4-5

S/N: 75671901

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
89-04-02 3/8/1989	TO PREVENT POSSIBLE JAMMING OF THE CARBURETOR THROTTLE	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp
72-06-05 R2 7/3/1986	TO PREVENT LOOSENESS OR SEPARATION OF THE THROTTLE ARM	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp
69-24-03 11/29/1969	TO PREVENT POSSIBLE POWER LOSSES DUE TO BLOCKAGE OF CARBURETOR METERING PASSAGES BY THREAD LUBRICANT, CONTD.	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp
63-22-03 12/2/1963	ERRATIC ENGINE OPERATION OR COMPLETE ENGINE STOPPAGE	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743547/1A Chris Lipp

Category: Governors

ATP Revision: 10/21/2022

Manufacturer: Onite Engineering and Man

P/N:

Model: T210761

S/N: 00019

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2010-13-10 8/5/2010 39-16341	To prevent loss of propeller pitch control, damage to the propeller governor, and internal damage to the,contd.	10/19/2021 Hrs: Tach-956.5 C: --	DNA by S/N per service bulletin SB- DES-353 Rev.: A 12- 16-09	No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc AP3743457/1A Chris Lipp

Category: Propeller

Position:



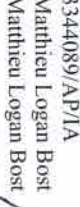

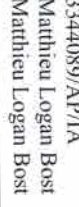
ATP Revision: 10/21/2022

Manufacturer: MT-Propeller Entwicklung GmbH

P/N:

Model: MTV-9

S/N: 110285

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2022-18-02 9/16/2022	To Prevent In-Flight Blade Detachment, the Unsafe Condition, if Not Addressed, Could Lead to Release of the Propeller, Damage to the Airplane, and Reduced Control of the Airplane	10/21/2022 Hrs: 995.8 C: --	AD2022-18-02 is N/A due to Manufacture date of Propeller (04/19/2011) and last Repair date of Propeller (02/07/2012).	No	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc 3344089/AP/1A Logan Bost Mathieu Logan Bost 
2007-26-13 1/31/2008	[Recurring] To prevent erosion sheath separation leading to damage of the airplane	10/21/2022 Hrs: 995.8 C: --	AD2007-26-13 is N/A due to Manufacture date (04/19/2011) and last Repair date (02/07/2012).	Yes	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc 3344089/AP/1A Mathieu Logan Bost Mathieu Logan Bost 
2006-05-05 4/10/2006	[Recurring] Superseded by 2007-26-13	-- Hrs: -- C: --	Superseded by 2007-26-13	Yes	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc 3344089/AP/1A Mathieu Logan Bost Mathieu Logan Bost 
2002-23-09 C2 12/30/2002	[Recurring] To prevent blade root lag screw failure, which could result in propeller blade separation and loss of,contd.	10/21/2022 Hrs: 995.8 C: --	AD2002-23-09C2 is N/A due to Propeller Model Number (MTV-9-B), Blade Model Number (198-52) and Blade S/N's (ACB-42066, ACB-42067, ACB-42068).	Yes	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc 3344089/AP/1A Mathieu Logan Bost Mathieu Logan Bost 
99-14-06 7/23/1999	[Recurring] Superseded by 2002-23-09	10/21/2022 Hrs: 995.8 C: --	Superseded by 2002-23-09	Yes	D: -- Hrs: -- C: --	Red Eagle Aviation, Inc 3344089/AP/1A Mathieu Logan Bost Mathieu Logan Bost 

Category: Magnetos

Manufacturer: Slick

Model: 4371

Position: Left

P/N:

S/N: 04080875

ATP Revision: 10/21/2022

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility/ Cert No. / Type Authorized By Signed
		D: -- Hrs: -- C: --			D: -- Hrs: -- C: --	

Category: Magnetos

ATP Revision: 10/21/2022

Manufacturer: Slick

P/N:

Model: 4371

S/N: 04081821

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
--		Hrs: -- C: --		--	D: -- Hrs: -- C: --	

Category: Air Filter

Position:

ATP Revision: 10/21/2022

Manufacturer: BRACKETT AERO FILTERS

P/N:

Model: BA-8010

S/N:

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No./ Type Authorized By Signed
--		Hrs: -- C: --		--	D: -- Hrs: -- C: --	



RED EAGLE AVIATION
1880 HWY. 93-SOUTH
KALISPELL MT 59901
USA
Phone: 406-755-2376

FAA Airworthiness Directives Compliance Record

Company:
Category: ELT Systems
Manufacturer: Ameri-King
Model: AK-450
Position:
P/N: 450001
S/N: 473208
Aircraft Registration No:
ATP Revision: 10/21/2022

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2017-16-01 10/24/2017 39-18978	[Recurring] To detect and correct nonfunctioning ELTs, which, if not corrected, could delay or impede the rescue of. contd.	10/25/2022 Hrs: 995.8 C: --	C/W AD2017-16-01 IAW Par. g of this AD and AmeriKing Doc# IM-450, Rev: A, DTD: 10/18/95. Function test was performed by Rocky Mountain Aircraft services. Results as follows: Freq: 121.5000, RF Output: 135 mW, Duty Cycle: 45.02%.	Yes	D: 10/25/2023 Hrs: -- C: --	Red Eagle Aviation, Inc 3344089/AP/IA Mathieu Logan Bost Mathieu Logan Bost