

Category: Airframe

Manufacturer: Cessna Aircraft Company

Model: A185F

P/N:

S/N: 18502213

6/27/2011

FAA AD # Eff. Date	Description	Complied Date & Time	Amendment Number Method of Compliance / Applicability	One Time	Recurring	Next Due	Authorized Signature & Number
68-17-04 9/7/1968	TO ASSURE PROPER OPERATION OF THE STALL WARNING SYSTEM IN FLIGHT		N/A by S/N.		X		A&P 2100211 <i>[Signature]</i>
71-11-06 1/1/1971	Superseded by 80-10-01			X			
73-23-07 11/19/1973	TO PREVENT DEFECTIVE SPAR ATTACHMENT FITTING FROM REMAINING IN SERVICE	7/26/1974 Tach 140	P/C/W by installation of kit SK-150.	X			See log
75-09-06 5/5/1975	TO PRECLUDE THE COLLAPSE OF THE EXISTING FLEXIBLE ENGINE INDUCTION AIR DUCT		N/A, original air duct no longer installed.	X			A&P 2100211 <i>[Signature]</i>
75-16-01 7/30/1975	TO PRECLUDE INADVERTENT FUEL EXHAUSTION DUE TO INCORRECT FUEL PLACARDED CAPACITIES		N/A by S/N.	X			A&P 2100211 <i>[Signature]</i>
76-04-03 2/26/1976	TO PRECLUDE RESTRICTIONS OF CONTROL MOVEMENT DUE TO JAMMING OF THE ARC PA-500A ACTUATOR GEAR TRAIN		N/A, not installed.		X		A&P 2100211 <i>[Signature]</i>
77-04-05 3/1/1977	TO PREVENT INGESTION OF THE INDUCTION AIR BOX SEAL INTO THE CARBURETOR		N/A by S/N.	X			A&P 2100211 <i>[Signature]</i>
77-12-08 6/27/1977	TO PREVENT UNWANTED PROPELLER ROTATION		N/A by S/N.	X			A&P 2100211 <i>[Signature]</i>
78-26-09 1/1/1978	Superseded by 79-10-14			X			
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		N/A, not installed.	X			A&P 2100211 <i>[Signature]</i>
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.		N/A by S/N	X			A&P 2100211 <i>[Signature]</i>
79-25-07 12/13/1979	TO PRECLUDE THE POSSIBILITY OF ELECTRICAL OR ELECTRONIC COMPONENT DAMAGE OR AN IN-FLIGHT FIRE, CONTD.		P/C/W, strap installed.	X			A&P 2100211 <i>[Signature]</i>
80-10-01 5/12/1980	Superseded by 98-23-02				X		
83-17-06 9/1/1983	TO PREVENT POSSIBLE DESTRUCTIVE AILERON FLUTTER		N/A, correct weights are installed.	X			A&P 2100211 <i>[Signature]</i>
83-22-06 11/8/1983	TO PREVENT POSSIBLE LOSS OF AN AILERON HINGE PIN		N/A by S/N.	X			A&P 2100211 <i>[Signature]</i>
84-10-01 R1 7/5/1988	TO PREVENT POWER LOSS OR ENGINE STOPPAGE DUE TO WATER CONTAMINATION OF FUEL SYSTEM	8/23/1984 Tach 1246.9	P/C/W by installation of fuel drain modification kit. NO FURTHER ACTION REQUIRED.		X	None	See log
86-19-11 10/4/1986	TO ELIMINATE THE POSSIBILITY OF ENGINE POWER REDUCTION DUE TO CONTAMINATED FUEL	9/26/1987 Tach 1868.2	P/C/W paragraph (b).	X			See log
86-24-07 1/7/1987	TO PREVENT ENGINE POWER INTERRUPTION DUE TO LOSS OF ATTACHMENT OF THE ENGINE CONTROLS		P/C/W, proper hardware is installed.	X			A&P 2100211 <i>[Signature]</i>
87-20-03 R2 9/24/1990	TO ASSURE PROPER ENGAGEMENT OF THE SEAT LOCKING MECHANISM AND TO PRECLUDE INADVERTENT SEAT SLIPPAGE		Superseded by AD 2011-10-09.		X		
87-20-04 9/30/1987	TO PREVENT POWER LOSS OR ENGINE STOPPAGE DUE TO WATER CONTAMINATION OF THE FUEL SYSTEM	8/23/1984 Tach 1246.9	P/C/W by AD 84-10-01	X			See log
93-24-15 2/11/1994	TO PREVENT AN IN-FLIGHT FIRE CAUSED BY A SHORT IN THE ELECTRICAL WIRING CONTROLLED BY THE INSTRUMENT, CONTD		P/C/W by installation of different switches	X			A&P 2100211 <i>[Signature]</i>
97-01-13 2/3/1997	TO PREVENT FUEL, OIL, OR HYDRAULIC SYSTEMS FAILURE CAUSED BY A COLLAPSED HOSE		N/A, not installed	X			A&P 2100211 <i>[Signature]</i>

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98-16-04 9/21/1998	TO PREVENT WING FAILURE DURING FLIGHT CAUSED BY THE ABSENCE OF AN ANGLE STIFFENER, WHICH COULD CAUSE LOSS OF CONTD		N/A. not installed.	X			A&P 2100211 <i>[Signature]</i>
98-23-02 12/22/1998	TO PREVENT ONE OR BOTH WHEEL SKIS FROM ROTATING INTO A NOSE-DOWN POSITION DURING FLIGHT, WHICH COULD CONTD.		N/A. skis not installed.	X			A&P 2100211 <i>[Signature]</i>
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.		N/A by date.	X			A&P 2100211 <i>[Signature]</i>
2008-26-10 1/5/2009	To prevent erroneous indications from the altimeter, airspeed, and vertical speed, contd.		N/A by alternate static valve date of manufacture.	X			A&P 2100211 <i>[Signature]</i>
2008-26-10 C 1/5/2009	To prevent erroneous indications from the altimeter, airspeed, and vertical speed, contd.		N/A by alternate static valve date of manufacture.	X			A&P 2100211 <i>[Signature]</i>
2011-10-09 6/17/2011	To prevent seat slippage or the seat roller housing from departing the seat rail, which may consequently cause, contd.	7/1/2011 Tach 847.0	C/W by inspecting seat rails and seats. Due every 100 hours or 12 months.		X	947 or 7-12	A&P 2100211 <i>[Signature]</i>

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Note: 1 compliance document is hidden.

Category: Engine

Manufacturer: Teledyne Continental

Model: IO-550-D

P/N:

S/N: 680053

6/27/2011

FAA AD # Eff. Date	Description	Complied Date & Time	Amendment Number Method of Compliance / Applicability	One Time	Recurring	Next Due	Authorized Signature & Number
00-00-01 1/22/2001	Important for Cessna Oil Filter Adapter Assemblies listed in AD 96-12-22			X			
86-13-04 R3 2/24/1988	TO PREVENT POSSIBLE CYLINDER HEAD TO BARREL SEPARATION, ENGINE FAILURE AND/OR ENGINE COMPARTMENT FIRE				X		
88-03-06 4/15/1988	TO PREVENT POSSIBLE LOSS OF ENGINE OIL AND SUBSEQUENT ENGINE FAILURE			X			
91-19-03 9/29/1991	TO PREVENT OPERATION WITH COLLAPSED OIL FILTER ELEMENTS, WHICH CAN RESULT IN LOSS OF OIL PRESSURE, CONTD			X			
93-08-17 8/23/1993	TO PREVENT AN ENGINE FAILURE			X			
93-10-02 8/12/1993	TO PREVENT AN ENGINE FAILURE DUE TO A MISSING CYLINDER VALVE RETAINER KEY			X			
96-12-22 7/31/1996	TO PREVENT LOSS OF ENGINE OIL CAUSED BY LOOSE OR SEPARATED OIL FILTER ADAPTERS, WHICH COULD RESULT IN ENGINE, CONTD.	7/1/2011 Tach 847.0	C/W by inspecting oil filter adapter		X	Next filter char	A&P 2100211 <i>[Signature]</i>
99-09-17 L 4/22/1999	Superseded by 99-19-01			X			
99-19-01 9/30/1999	To prevent crankshaft failure due to crankshaft cheek cracks, which could result in total engine power loss, contd.			X			
2000-08-51 E 4/28/2000	Superseded by 2000-23-21			X			
2000-23-21 12/12/2000	To prevent crankshaft connecting rod journal fracture, which could result in total engine power, contd.		THIS ENGINE WAS MANUFACTURED ON 11-14-01. ALL PREVIOUS ADS ARE N/A	X			A&P 2100211 <i>[Signature]</i>
2004-08-10 5/5/2004	To prevent loss of engine power due to cracks in the cylinder head & possible engine failure caused, contd.		N/A. ECI cylinders not installed.	X			A&P 2100211 <i>[Signature]</i>
2007-04-19 R1 5/7/2007	To prevent cylinder separation that can lead to engine failure, possible engine compartment fire, and, contd.		N/A. Superior cylinders not installed.	X			A&P 2100211 <i>[Signature]</i>
2009-16-03 9/9/2009	To prevent the separation of the cylinder head, which could result in immediate loss of engine power, possible, contd.		N/A. Superior cylinders not installed		X		A&P 2100211 <i>[Signature]</i>

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Manufacturer: Teledyne Continental

Model: IO-550-D

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2009-19-07 C2 10/7/2009	To prevent loss of engine power due to cracks in the cylinder head, possible engine failure, and fire in contd.		N/A. TCM EQ3 cylinders not installed.		X		A&P 2100211
2009-24-52 E 11/18/2009	Superseded by 2010-11-04			X			A&P 2100211
2010-11-04 6/16/2010	To prevent excessive hydraulic lifter wear, which can result in loss of engine power & loss of control of the airplane		N/A by hydraulic lifters date of manufacture	X			A&P 2100211

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Category: Propeller

Manufacturer: Hartzell Propeller

Model: PHC-C3YF-1

P/N: PHC-C3YF-1RF

S/N: EE3832B

6/27/2011

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70-02-01 1/1/1970	Superseded by 73-10-03			X			
70-16-03 R 1/1/1970	Superseded by 77-12-06			X			
73-10-03 1/1/1973	Superseded by 77-12-06			X			
74-15-02 1/1/1974	Superseded by 77-12-06			X			
75-07-05 5/1/1977	Superseded by 77-12-06			X			
77-12-06 R(2) 12/21/1977	Superseded by 2002-09-08				X		
89-22-05 L 11/16/1989	Superseded by 93-16-14				X		
93-16-14 1/5/1994	Superseded by 94-17-13				X		
94-17-13 9/15/1994	TO PREVENT POSSIBLE PROPELLER HUB FAILURE DUE TO CRACKS THAT ORIGINATE IN THE GREASE FITTING HOLES ON THE CONTD.		N/A by S/N		X		A&P 2100211
2001-07-03 C 6/4/2001	To prevent propeller failure of the propellers returned to service by BASCO, & possible loss of airplane control		N/A, not repaired by BASCO.	X			A&P 2100211
2002-09-08 6/13/2002	To prevent failure of the propeller blade from fatigue cracks in the blade shank radius, which can contd.		N/A by blade S/Ns.	X			A&P 2100211
2003-13-17 7/18/2003	To detect unsafe conditions that could result in separation of a propeller blade & loss of control, contd.		N/A, not repaired by T&W Propellers.	X			A&P 2100211
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		N/A, not repaired by Southern California Propeller Service.	X			A&P 2100211
2006-24-07 1/3/2007	To detect potentially unsafe conditions that could result in a propeller blade separating from the hub, contd.		N/A, not repaired by Oxford Aviation, Ltd.	X			A&P 2100211
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.		N/A by blade S/Ns.	X			A&P 2100211

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