

**RECORD of ACCESSORIES
AND
MAJOR PARTS SHIPPED with ENGINE**

652 Oliver Street Williamsport, PA 17701 U.S.A.

Model No: **IO-540-C4D5D**Serial No: **L - 15176-48E**Enpl: **HENPL-RT8542**Order No **AR339795**TC No: **1E4**Date: **10/23/08**

Part Name	Part Number	Manufacturer	Serial	Setting
CARBURETOR				
INJECTOR	73937	<u>PAM</u>	<u>70D41809</u>	2524054-11
LT ALTERNATOR RT ALTERNATOR	32C19553	KELLY	I081714	
MAGNETO LEFT MAGNETO RIGHT MAGNETO DUAL LASER IGN CONT	66E21576	TCM	G08EA039	
STARTER	31B22474	KELLY	I052126	
FUEL PUMP	LW-15473	LYC	3608	
IGN HARNESS L IGN HARNESS R LASER IGN HARNESS	67H21475	TCM		
SPARK PLUG	1182-F7	Champion		
LT TURBOCHARGER RT TURBOCHARGER				
BYPASS VALVE				
DENSITY CONTR.				
PRESS. CONTR.				
AB PRESS REL.				
#1 INTERCOOLER #2 INTERCOOLER				

CRANKCASE MATCH NO. **K0085**CRANKSHAFT SERIAL NO. **V13474**

All accessories listed are 0 (zero) time since New or 0 (zero) time since Overhaul.
All accessories are new unless part number is succeeded by -85 or -70.

Released: Inspector

Date: **10/23/2008**

C of A Issued Date: _____



NOTE: Form to be used on all New, Overhauled, Rebuilt Engine Models.

10/23/08

652 Oliver Street

Williamsport, PA 17701 U.S.A.

Engine Model No: **IO-540-C4D5D**Engine SN: **L-15176-48E**

Page 1 of 2

AD NO. / SB	RV	Description / Method of Compliance	Next Due	Once	Rec	Code	Sign
2002-12-07 543	B	OIL FILTER CONVERTER PLATE GASKET REPLACEMENT NEW P/N CONVERTER PLATE INSTALLED	N/A	X		1	
2004-10-14 475	C	CRANKSHAFT GEAR MODIFICATION AND ASSY PROCEDURES NEW P/N INSTALLED	N/A	X		1	
2005-12-06 425	C	Inspection of impulse couplings and stop pins New snap ring configured magneto installed	as per AD		X	1	
2005-19-11 566		Crankshaft replacement Replace Crankshaft	N/A	X		1	
2006-20-09 569	A	CRANKSHAFT REPLACEMENT REPLACE CRANKSHAFT	N/A	X		1	
2008-08-14 581		Inspection of Precision Airmotive Hex Plug in regulator cover Inspection per latest revision PRS-107	50 HOURS		X	1	
2008-14-07 342	E	FUEL LINE AND SUPPORT CLAMP INSPECTION & INSTALL. NEW LINES INST. WITH NEW CLAMP	100 HOURS		X	1	
63-14-03 295		OIL PUMP DRIVE SHAFT NEW CONF. PART INSTALLED	N/A	X		1	
66-20-04 307		OIL FILTER ADAPTER GASKET NEW CONF. GASKET INSTALLED	N/A	X		1	
73-23-01 367	F	INSP FOR CRACKS IN PISTON PINS INST NEW PARTS	N/A	X		1	
75-09-15 382		BENDIX FUEL INJ RS-43 INSP OF MOD OF FLOW DIVIDERS NEW P/N GASKET INSTALLED	N/A	X		1	
79-04-05 433	A	BENDIX FUEL INJ. BULLETIN RS-57 NEW P/N INSTALLED	N/A	X		1	
87-10-06 477	R1 A	INSPECTION AND REWORK OF LW-18790 ROCKER ARM ASSY NEW CONFIGURATION P/N INST.	N/A	X		1	
92-12-05 501	B	LW-14077 PISTON PIN NEW PARTS INSTALLED	N/A	X		1	
95-07-01 N/A		CONNECTING ROD BOLT FAILURE LYCOMING PART INSTALLED	N/A	X		1	
96-23-03 525	A	HIGH PRESSURE FUEL PUMP INSTALLED LW-15473 NEWLY MANUFACTURED PUMPS INST.	N/A	X		1	
97-15-11 527	C	RECALL OF PISTON PIN P/N LW-14077 NEW CONFIGURATION P/N INST.	N/A	X		1	
2003-14-03 529	B	ROTARY FUEL PUMP TORQUE. NEW PUMP WITH 'M' SUFFIX INSTALLED	N/A		X	2	

Codes:

- 1 AD Applicable to Engine
- 2 AD Not Applicable to Engine
- 3 Field Compliance where applicable



10/23/08

652 Oliver Street

Williamsport, PA 17701 U.S.A.

Engine Model No: **IO-540-C4D5D**Engine SN: **L-15176-48E**

Page 2 of 2

AD NO. / SB	RV RV	Description / Method of Compliance	Next Due	Once	Rec	Code	Sign
2004-05-24 554		CRANKSHAFT GEAR RETAINING BOLT REPLACEMENT. NEW BOLT P/N INSTALLED.	N/A	X		2	
64-16-05 298	Inactive	AC FUEL PUMP OIL SEAL NEW CONF. FUEL PUMP INSTALLED	N/A	X		2	
67-22-06 305	4 B	REPLACEMENT OF BENDIX FUEL DIAPHRAGM ASSY NEW OR NEWLY O/H INSTALLED	N/A	X		2	
78-23-08 421		FUEL LINE BETWEEN FUEL PUMP AND FUEL INJECTOR NEW FLEXIBLE HOSE USED	N/A	X		2	
78-23-10 428		BENDIX FUEL INJ. BULLETIN RS-42 NEW P/N INSTALLED	N/A	X		2	
81-03-05 444	A	BENDIX FUEL INJ BULL. #RS-62 REV 2 NEW P/N INSTALLED	N/A	X		2	
83-22-04 467		BENDIX BULLETIN #RS-88 BENDIX INJ NOT INSTALLED	N/A	X		2	
94-01-03 N/A	R2	DEFECTIVE IGN COILS AND ROTATING MAGNETS NEW CONFIGURATION PART INST.	N/A	X		2	
94-06-09 517		INCOMPLETE INTERNAL GROUNDING ON MAG CAPACITORS NEW CONF. CAPACITORS INSTALLED	N/A	X		2	
95-26-02 398		ENGINES OPERATED WITH LOW OCTANE FUEL ENGINE IS NEW OR HAS BEEN REBUILT AT MANUFACTURER	N/A	X		2	
96-09-10 524		REPLACEMENT OF OIL PUMP IMPELLERS STEEL IMPELLERS INSTALLED	N/A	X		2	
98-17-11 N/A		CRANKSHAFT REPAIRED BY NELSON BALANCING SERVICE MAG/PARTICLE INSP OF C/SHAFT	N/A	X		2	
99-04-04 537		MAGNETO IMPLUSE COUPLING NEW OR NEWLY OVERHAULED MAGNETO INSTALLED	250 HOURS		X	2	
2002-19-03 553		CRANKSHAFT INSP. FOR LYC. 6 CYL. TURBO ENGINES CRANKSHAFT INSTALLED NOT AFFECTED BY THIS AD	N/A	X		3	
69-08-09 N/A		INSTALLATION OF MANIFOLD PRESSURE PLACARD FIELD COMPLIANCE	10 HOURS	X		3	

Codes:

- 1 AD Applicable to Engine
- 2 AD Not Applicable to Engine
- 3 Field Compliance where applicable



Engine # : L-15176-48E	Model # : IO-540-C4D5D	Order # : AR339795	Preservation : LPS 486
Operator 1 : J. McCracken	Accept/Date : <i>J. McCracken</i>	Test Mode : Final	Part 3.2 Test
Operator 2 :	Accept/Date : <i>10-21-08</i>	BOM : HENPL-RT8542	Sign : <i>C. Brown</i>
Fuel Serial # : 70D41809	Ignition Left : G08EA039	Ignition Right :	<i>10-22-08</i>
Fuel Slave : NO	Ignit_L Slave : NO	Ignit_R Slave : NO	SW Rev : 300-100195 H
Fuel Curve : C-12906-E540	Float Bowl Connected to Fuel Pump Inlet : YES		Barometer : 29.36
Pre-Oil Temp : 167	Pre-Oil Pres : 97	Setting # : 2524054-11	Read Time : 10/21/08 11:50
ETS # : 642	ETS Rev : ECO-26195	Date/Time : 10/21/08 11:12	Test Status : Pass

Comments	Variations
	<p>The following minor variations to the applicable engine test specification were observed during this test and determined to be acceptable 'as is'. The acceptance of these variations will not affect air worthiness or performance.</p> <p>1) <i>1.2" HG low @ 1389 AF</i></p> <p>2) _____</p> <p>3) _____</p> <p>4) _____</p> <p>Engr. <i>J. McCracken</i> Q.C. <i>J. McCracken</i> Date <i>10/22/08</i></p>

When / Test	Low Limit	Value	High Limit	Status
2 Runin @ 1500 for 5 min				
Allowable Speed Variation (RPM)	-75	14.6	75	Pass
Cylinder Head Temperature (DegF)		275.8	500	Pass
Inlet Air Temp (DegF)	0	63.9	110	Pass
5 Runin @ 1800 for 10 min				
Allowable Speed Variation (RPM)	-75	8.4	75	Pass
Cylinder Head Temperature (DegF)		310.8	500	Pass
Inlet Air Temp (DegF)	0	65.3	110	Pass
8 Runin @ 2200 for 10 min				
Allowable Speed Variation (RPM)	-75	6.6	75	Pass
Cylinder Head Temperature (DegF)		373.6	500	Pass
Inlet Air Temp (DegF)	0	66	110	Pass
11 MagChk @ 2200 for 1 min				
Magneto Dropoff - Each Mag (RPM)		117.9	150	Pass
Magneto Dropoff - Difference (RPM)		32.5	35	Pass
Cylinder Head Temperature (DegF)		373.4	500	Pass
Inlet Air Temp (DegF)	0	66.1	110	Pass
15 Idle @ 0 for 4 min				
Idle Speed (RPM)	600	666.1	700	Pass
Cylinder Head Temperature (DegF)		268.5	500	Pass
Oil Pressure @ Idle (PSI)	35	52.1		Pass
Inlet Air Temp (DegF)	0	65.4	110	Pass

Engine # : L-15176-48E	Model # : IO-540-C4D5D	Order # : AR339795
Operator 1 : J.McCracken	Accept/Date : <i>JMcCracken</i>	Test Mode : Final
Operator 2 :	Accept/Date : <i>10-21-08</i>	BOM : HENPL-RT8542
Fuel Serial # : 70D41809	Ignition Left : G08EA039	Ignition Right :
Fuel Slave : NO	Ignit_L Slave : NO	Ignit_R Slave : NO
Fuel Curve : C-12906-E540	Float Bowl Connected to Fuel Pump Inlet : YES	SW Rev : 300-100195 H
Pre-Oil Temp : 167	Pre-Oil Pres : 97	Setting # : 2524054-11
ETS # : 642	ETS Rev : EC0-26195	Date/Time : 10/21/08 12:38
		Barometer : 29.36
		Read Time : 10/21/08 13:21
		Test Status : Review

Comments	Variations
	The following minor variations to the applicable engine test specification were observed during this test and determined to be acceptable 'as is'. The acceptance of these variations will not affect air worthiness or performance.
	1) _____
	2) _____
	3) _____
	4) _____
	Engr. _____ Q.C. _____ Date _____

When / Test	Low Limit	Value	High Limit	Status
2 Airflow @ AF-600 for 4 min				
Fuel Flow Limits (PPH)	54	56.72	62.0 @ AF-601	Pass
Fuel Nozzle Limits ("HG)	N/A	0.51	N/A	Pass
Cylinder Head Temperature (DegF)		324	500	Pass
Inlet Air Temp (DegF)	0	64.9	110	Pass
4 Airflow @ AF-1000 for 4 min				
Fuel Flow Limits (PPH)	86	87.88	95.0 @ AF-1001	Pass
Fuel Nozzle Limits ("HG)	N/A	3.79	N/A	Pass
Cylinder Head Temperature (DegF)		367.2	500	Pass
Inlet Air Temp (DegF)	0	65	110	Pass
6 Airflow @ AF-1400 for 4 min				
Fuel Flow Limits (PPH)	119.9	126.45	131.9 @ AF-1389	Pass
Fuel Nozzle Limits ("HG)	11.2	10	12.3 @ AF-1389	Review
Cylinder Head Temperature (DegF)		400.4	500	Pass
Inlet Air Temp (DegF)	0	64.8	110	Pass
10 Rated @ Rated for 15 min				
Rated Speed (RPM)	2525	2576.6	2625	Pass
Manifold Pressure @ Rated ("HG)	26.5	27.14	28.5	Pass
Fuel Pressure @ Rated (PSI)	18	19.7	28	Pass
Oil Pressure @ Rated (PSI)	75	78.8	85	Pass
Air Flow Limits (PPH)	1464.5	1481.5		Pass
Cylinder Head Temperature (DegF)		414.4	500	Pass
Oil Gallery Temp @ Rated (DegF)	165	167.1	215	Pass
Inlet Air Temp (DegF)	0	65.7	110	Pass
13 Final Idle @ 0 for 4 min				
Idle Speed (RPM)	600	668	700	Pass
Cylinder Head Temperature (DegF)		301.4	500	Pass
Oil Gallery Temp @ Final Idle (DegF)	140	174.4	215	Pass
Oil Pressure @ Idle (PSI)	35	53		Pass
Manifold Pressure @ Final Idle (In Hg)	8	14.8	17	Pass
Inlet Air Temp (DegF)	0	66.2	110	Pass
15 Manual @ N/A for 0 min				
Acceleration Check (sec)	0	4	5	Pass
Idle Cut-off Time (sec)	0	4	5	Pass

FAA Airworthiness Directive Compliance Record



2000 University Ave. Dubuque, IA 52004
563-589-3812

Report Produced By: James Jenkins

Content Revision: 4/6/2012

File ID: N1866S

Aircraft Registration: N1866S

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 Socata Groupe		Category Airframe		Model TB 20		Part #: TB-20 Serial #: 1866
86-17-03 9/22/1986 ©ATP	TO ASSURE THE INTEGRITY OF THE TRIM CONTROL SYSTEM ©ATP	TACH 1767.6 4-10-2012	NA to aircraft by serial number	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>
86-21-08 10/24/1986 ©ATP	TO PREVENT POSSIBLE STRUCTURAL DAMAGE AND LOSS OF AIRFRAME INTEGRITY ©ATP		NA to aircraft by serial number	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>
87-03-11 3/11/1987 ©ATP	TO PREVENT LOOSE STABILATOR ROD ENDS THAT MAY RESULT IN LOSS OF PITCH CONTROL ©ATP		NA to aircraft by serial number	Recur	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>
87-12-09 R1 6/25/1989 ©ATP	TO PREVENT STRUCTURAL FAILURE OF THE AILERON, POSSIBLE FLUTTER, AND LOSS OF CONTROL ©ATP		NA to aircraft by serial number	Recur	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>
87-22-02 R1 2/26/1990 ©ATP	TO PREVENT STRUCTURAL FAILURE OF THE HORIZONTAL STABILIZER/ ELEVATOR ATTACHMENT AND LOSS OF PITCH CONTROL ©ATP		NA to aircraft by serial number	Recur	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>
88-02-05 2/20/1988 ©ATP	TO DETECT INTERFERENCE BETWEEN THE MOVEABLE PORTIONS OF THE LANDING GEAR STRUCTURE THAT MAY PREVENT EXTENSION, CONTD. ©ATP		NA to aircraft by serial number	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>
©ATP						

FAA Airworthiness Directive Compliance Record



2000 University Ave. Dubuque, IA 52004
563-589-3812

Report Produced By: James Jenkins

Content Revision: 4/6/2012 File ID: N1866S Aircraft Registration: N1866S

FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. By
Manufacturer Socata Groupe		Category Airframe		Model TB 20		Part #: TB-20 Serial #: 1866
90-02-18 R1 6/13/1990	TO PRECLUDE LOSS OF POWER DUE TO CONTAMINATION OF THE FUEL SYSTEM		NA to aircraft by date of manufacture	Recur	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
90-25-17 1/3/1991	TO PREVENT POSSIBLE UNCONTROLLED RELEASE OF FLAMMABLE FLUIDS INTO THE ENGINE COMPARTMENT, CONTD.		Complied with at date of manufacture	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
91-05-02 3/25/1991	TO PREVENT STRUCTURAL FAILURE OF THE FUSELAGE FRAME IN THE AREA OF THE LANDING GEAR ATTACHMENT		NA to aircraft by serial number	Recur	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
91-12-19 6/20/1991	Superseded by 91-15-10		Superseded by 91-15-10	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
91-15-10 8/10/1991	TO PREVENT ADVERSE AIRPLANE HANDLING QUALITIES AND POSSIBLE LOSS OF CONTROL OF THE AIRPLANE		NA to aircraft by serial number	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
98-04-03 3/24/1998	TO PREVENT FAILURE OF THE UPPER SEAT BELT ATTACHMENT CAUSED BY EXCESSIVE LOADS ON THE UPPER ATTACHMENT, CONTD.		NA to aircraft by serial number	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	

FAA Airworthiness Directive Compliance Record



2000 University Ave. Dubuque, IA 52004
563-589-3812

Report Produced By: James Jenkins

Content Revision: 4/6/2012

File ID: N1866S

Aircraft Registration: N1866S

FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. By
Manufacturer Socata Groupe		Category Airframe		Model TB 20		Part #: TB-20 Serial #: 1866
98-18-13 10/24/1998 ©ATP	TO DETECT AND CORRECT CRACKS IN THE MAIN LANDING GEAR (MLG) ATTACHMENT BEARING, WHICH COULD RESULT IN, CONTD. ©ATP	SEE RECURING AD LIST	SEE RECURRING AD LIST	Recur ©ATP	SEE RECURING AD LIST	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: SEE RECURRING AD LIST
2001-23-04 1/4/2002 ©ATP	To detect & correct fatigue cracks in the lower rudder hinge fitting ©ATP	SEE RECURING AD LIST	SEE RECURRING AD LIST	Recur ©ATP	SEE RECURING AD LIST	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: SEE RECURRING AD LIST
2001-23-05 1/4/2002 ©ATP	To eliminate the potential for the front seats to inadvertently unlock from their fixed positions, contd. ©ATP	4-10-12 TACH 1767.6	PCW by Socata S/B 10-115 25 SEE #1 AF LOG 1-13-04, tach 423.3	Once ©ATP		1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>
2003-04-03 4/7/2003 ©ATP	To prevent failure of the aileron control gimbal joint ©ATP	SEE RECURING AD LIST	SEE RECURRING AD LIST	Recur ©ATP	SEE RECURING AD LIST	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: SEE RECURRING AD LIST
2007-02-04 2/26/2007 ©ATP	The MCAI states there are reports of interference between the wing spar lower boom and the wheel, contd. ©ATP	4-10-12 TACH 1767.6	PCW by relocate screw holes per para (d) of SB 10-148. SEE #1 AF LOG 3-12-07, maint hobbs 198.3	Once ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>
9				Once		1. 2. 3. 4. Signature:

AIRWORTHINESS DIRECTIVE

repair

At date of engine ~~check~~: 08/14/2012

Engine Model: IO-540-C4B5D

Authorized Signature: 

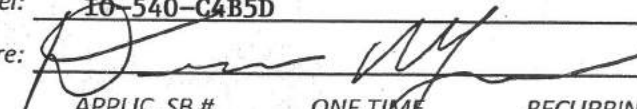
AD & REV#	REV DATE	APPLIC. SB #	ONE TIME	RECURRING
92-12-05		501B	X	
95-07-01		95-002	X	
96-09-10		456F 524	X	
97-15-11		527C	X	
98-17-11		-----	X	
2002-12-07		543A		X
2004-05-24		554	X	
2004-10-14		475C	X	
2005-19-11		566	X	

AIRWORTHINESS DIRECTIVE

repair

At date of engine ~~check~~: 08/14/2012

Engine Model: IO-540-C4B5D

Authorized Signature: 

AD & REV#	REV DATE	APPLIC. SB #	ONE TIME	RECURRING
2006-20-09		569A	X	
2009-02-03		PRS107 R4	X	
2011-26-04		342E		X
82-12-06 R1	11/12/81	618 619	X	
82-20-01		623	X	
2005-12-06		MSB645		X
END				

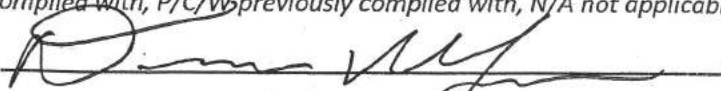
COMPLIANCE RECORD

S/N L-15176-48E

W/O 68818

C/W complied with, P/C/W previously complied with, N/A not applicable

CRS MW2R020L



	N/A by P/N
	C/W new lycoming rod bolts installed
	P/C/W
	N/A by P/N
	C/W crankshaft inspected
next overhaul	P/C/W
	N/A by model
	C/W crank & gear inspected
	N/A by S/N

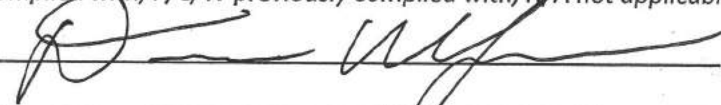
COMPLIANCE RECORD

S/N L-15176-48E

W/O 68818

C/W complied with, P/C/W previously complied with, N/A not applicable

CRS MW2R020L



	N/A by S/N
	P/C/W
next 100 hour annual overhaul any fuel line maint.	C/W fuel inj lines clamps inspected
	P/C/W
	P/C/W
500 hours	C/W cam assy checked ok
END	

FAA Airworthiness Directive Compliance Record



2000 University Ave. Dubuque, IA 52004
563-589-3812

Report Produced By: James Jenkins

Content Revision: 4/6/2012

File ID: N1866S

Aircraft Registration: N1866S

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 IO-540-C4D5D		Part #: IO-540-C4D5D Serial #: L-15176-48E
63-14-03 7/6/1963	OIL PUMP DRIVE SHAFT		NA by engine serial number	Recur	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
66-20-04 8/27/1966	TO PREVENT FURTHER FAILURES OF OIL FILTER ADAPTER GASKET, P/N 74904		NA by engine serial number	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
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		NA by engine serial number	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
75-09-15 4/30/1975	TO PREVENT POSSIBLE FUEL STARVATION TO THE ENGINE		NA by engine serial number	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
78-23-10 11/7/1978	TO PREVENT AN IN-FLIGHT POWER LOSS DUE TO AN OVER RICH CONDITION, CONTD.		NA by parts list number	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
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		NA by parts list number	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
©ATP						

FAA Airworthiness Directive Compliance Record



2000 University Ave. Dubuque, IA 52004
563-589-3812

Report Produced By: James Jenkins

Content Revision: 4/6/2012

File ID: N1866S

Aircraft Registration: N1866S

FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. By
Manufacturer Textron Lycoming		Category Engine		Model IO-540-C4D5D		Part #: IO-540-C4D5D Serial #: L-15176-48E
81-18-04 R2 6/7/1982 ©ATP	Superseded by 96-09-10 ©ATP		Superseded by 96-09-10	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>
87-10-06 R1 9/1/1989 ©ATP	TO PREVENT POSSIBLE ROCKER ARM FAILURE AND LOSS OF ENGINE POWER, INSPECT AND REWORK OR REPLACE ROCKER ARM, CONTD. ©ATP		NA by engine serial number	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>
91-14-22 8/19/1991 ©ATP	Superseded by 2004-10-14 ©ATP		Superseded by 2004-10-14	Recur	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>
92-12-05 7/10/1992 ©ATP	TO PREVENT PISTON PIN FAILURE, OR PISTON RELEASE, AND ENGINE FAILURE ©ATP		NA by engine serial number	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>
93-02-05 6/14/1993 ©ATP	Superseded by 2002-26-01 ©ATP		Superseded by 2002-26-01	Recur	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>
94-14-13 L 6/23/1994 ©ATP	Superseded by 95-26-02 ©ATP		Superseded by 95-26-02	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>
©ATP						

FAA Airworthiness Directive Compliance Record



2000 University Ave. Dubuque, IA 52004
563-589-3812

Report Produced By: James Jenkins

Content Revision: 4/6/2012

File ID: N1866S

Aircraft Registration: N1866S

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 IO-540-C4D5D		Part #: IO-540-C4D5D Serial #: L-15176-48E
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.		NA no "Superior Air Parts" parts installed	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
95-26-02 1/24/1996	TO PREVENT DETONATION DUE TO LOW OCTANE, WHICH CAN RESULT IN SEVERE ENGINE DAMAGE AND SUBSEQUENT FAILURE		NA by aircraft registration	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
96-09-10 C 7/15/1996	TO PREVENT OIL PUMP FAILURE DUE TO IMPELLER FAILURE, WHICH COULD RESULT IN AN ENGINE FAILURE		NA to engine by model (-C4D5D)	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
96-23-03 12/17/1996	TO PREVENT AN INFLIGHT ENGINE FAILURE DUE TO FUEL STARVATION, WHICH COULD RESULT IN A FORCED LANDING		NA by date of manufacture	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
97-01-03 1/21/1997	Superseded by 97-15-11		Superseded by 97-15-11	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
97-15-11 8/12/1997	TO PREVENT PISTON PIN FAILURE, WHICH COULD RESULT IN ENGINE FAILURE		NA by engine serial number	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	

FAA Airworthiness Directive Compliance Record



2000 University Ave. Dubuque, IA 52004
563-589-3812

Report Produced By: James Jenkins

Content Revision: 4/6/2012

File ID: N1866S

Aircraft Registration: N1866S

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 IO-540-C4D5D		Part #: IO-540-C4D5D Serial #: L-15176-48E
98-17-11 C 10/19/1998 ©ATP	TO PREVENT CRANKSHAFT FAILURE DUE TO CRACKING, WHICH COULD RESULT IN AN INFLIGHT ENGINE FAILURE AND POSSIBLE,CONTD. ©ATP	1767.6	PCW @ OH. SEE Lycoming AD LIST	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>
98-18-12 9/28/1998 ©ATP	Superseded by 2003-14-03 ©ATP	TAM	Superseded by 2003-14-03	Recur	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>
2000-18-53 E 9/5/2000 ©ATP	Superseded by 2002-12-07 ©ATP	4-10-13	Superseded by 2002-12-07	Recur	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>
2002-12-07 7/3/2002 ©ATP	To prevent complete loss of engine oil and subsequent seizing of the engine and possibility of fire,contd. ©ATP	4-10-13	PCW at OH. New PN converter plate installed. SEE Lycoming AD LIST	Recur	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>
2002-19-03 9/20/2002 ©ATP	To prevent crankshaft failure, which could result in total engine power loss, in-flight engine failure and,contd. ©ATP	4-10-13	NA to engine - no turbo charger installed	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>
2002-20-51 E 10/1/2002 ©ATP	Superseded by 2002-23-06 ©ATP	4-10-13	Superseded by 2002-23-06	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>
©ATP						

FAA Airworthiness Directive Compliance Record



2000 University Ave. Dubuque, IA 52004
563-589-3812

Report Produced By: James Jenkins

Content Revision: 4/6/2012 File ID: N1866S Aircraft Registration: N1866S

FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. By
Manufacturer Textron Lycoming		Category Engine		Model IO-540-C4D5D		Part #: IO-540-C4D5D Serial #: L-15176-48E
2002-23-06 11/19/2002	Superseded by 2004-05-24		Superseded by 2004-05-24	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
2002-26-01 1/31/2003	To prevent failure of the fuel injector fuel lines allowing fuel to spray into the engine compartment, resulting, contd.		Superseded by 2008-14-07	Recur	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
2003-14-03 8/14/2003	To prevent rotary fuel pump leaks, which could result in an engine failure, engine fire, and damage to or, contd.		NA by fuel pump type / PN	Recur	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
2004-05-24 C 3/30/2004	To prevent the loss of all engine power and possible forced landing		NA to engine per para (c) (4)	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
2004-10-14 C 6/25/2004	To prevent loosening or failure of the crankshaft gear retaining bolt, which may cause sudden engine failure		DUE AT PROPELLER STRIKE OR OVERHAUL (OH)	Once	ON CONDITION	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
2005-12-06 7/19/2005	To prevent failure of the magneto impulse coupling assembly and possible engine failure		SEE RECURRING AD LIST PCW @ OH	Recur	SEE RECURRING AD LIST	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: SEE RECURRING AD LIST	

4-10-12 TACH 1767.6

FAA Airworthiness Directive Compliance Record



2000 University Ave. Dubuque, IA 52004

563-589-3812

Report Produced By: James Jenkins

Content Revision: 4/6/2012

File ID: N1866S

Aircraft Registration: N1866S

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 IO-540-C4D5D		Part #: IO-540-C4D5D Serial #: L-15176-48E	
2005-19-11 10/21/2005 ©ATP	To prevent failure of the crankshaft, which could result in total engine power loss, in-flight failure, and,contd. ©ATP	1767.6 TACH 4-10-12	PCW at OH. Replaced crankshaft. SEE Lycoming AD LIST	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>	
2005-26-10 1/31/2006 ©ATP	Superseded by 2006-12-07 ©ATP		Superseded by 2006-12-07	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>	
2006-10-21 C2 6/22/2006 ©ATP	To prevent fatigue failure of the connecting rod & possible uncommanded shutdown of the engine ©ATP		NA to engine. No - ECi parts installed	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>	
2006-12-07 7/11/2006 ©ATP	To prevent loss of engine power due to cracks in the cylinder assemblies & possible engine failure caused,contd. ©ATP		NA to engine. No - ECi parts installed	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>	
2006-20-09 11/3/2006 ©ATP	To prevent failure of the crankshaft, which will result in total engine power loss, in-flight engine,contd. ©ATP		PCW at OH. Replaced crankshaft. SEE Lycoming AD LIST *SUPERSEDED by 2012-19-01*	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>	
2007-04-19 R1 5/7/2007 ©ATP	To prevent cylinder separation that can lead to engine failure, possible engine compartment fire, and,contd. ©ATP		NA to engine. NO - Superior Air Parts (SAP) cylinder assemblies installed	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>	
©ATP							

FAA Airworthiness Directive Compliance Record



2000 University Ave. Dubuque, IA 52004
563-589-3812

Report Produced By: James Jenkins

Content Revision: 4/6/2012

File ID: N1866S

Aircraft Registration: N1866S

FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. By
Manufacturer Textron Lycoming		Category Engine		Model IO-540-C4D5D		Part #: IO-540-C4D5D Serial #: L-15176-48E
2008-06-51 E 3/12/2008	Superseded by 2008-08-14		Superseded by 2008-08-14	Recur	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
2008-08-14 4/29/2008	To prevent a lean running engine, which could result in a substantial loss of engine power and substantial, contd.		Superseded by 2009-02-03	Recur	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
2008-14-07 8/14/2008	To prevent failure of the fuel injector fuel lines that would allow fuel to spray into the engine compartment, contd.		Superseded by 2011-26-04	Recur	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
2008-19-05 10/20/2008	To prevent loss of engine power due to cracks at the head-to-barrel interface in the cylinder assemblies, contd.		Superseded by 2009-26-12	Recur	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
2009-02-03 2/9/2009	To prevent a lean running engine, which could result in a substantial loss of engine power and subsequent, contd.		NA has "G" stamped on hex plug	Recur	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
2009-26-12 2/4/2010	To prevent loss of engine power due to cracks at the head-to-barrel interface and possible engine failure, contd.		NA to engine. No - ECi parts installed	Recur	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	

©ATP

Printed 4/10/2012 7:42:32AM

Page 7 of 12

FAA Airworthiness Directive Compliance Record



2000 University Ave. Dubuque, IA 52004
563-589-3812

Report Produced By: James Jenkins

Content Revision: 4/6/2012

File ID: N1866S

Aircraft Registration: N1866S

FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. By
Manufacturer Textron Lycoming		Category Engine		Model IO-540-C4D5D		Part #: IO-540-C4D5D Serial #: L-15176-48E
2011-15-10 8/16/2011 ©ATP	To correct an AFS fuel servo diaphragm ©ATP	4-10-12 TACH 1767.6	Superseded by 2012-03-06C	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>
2011-26-04 1/25/2012 ©ATP	To prevent failure of the fuel injector fuel lines that would allow fuel to spray into the engine compartment, contd. ©ATP	SEE RECURRING AD LIST	SEE RECURRING AD LIST	Recur	SEE RECURRING AD LIST	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: SEE RECURRING AD LIST
2012-03-06 C 2/24/2012 ©ATP	To prevent an in-flight engine shutdown due to a failed fuel servo diaphragm, and damage to the airplane ©ATP	<i>TACH 1767.6</i>	NA to fuel servo by serial number IAW AVStar AFS-SB6 and Lycoming SB-596	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>
2012-03-07 3/27/2012 ©ATP	To prevent engine in-flight shutdown, power loss, and reduced control of the airplane ©ATP	<i>4-10-12</i>	NA HA-6 carburetor NOT installed	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>
9 2012-19-01 10/24/2012	To prevent failure of the crankshaft, which will result in total engine power loss, in-flight engine ... CONT	2-7-2013 maint tobbs 1954.4	NA to engine serial number	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. JENKINS Signature: <i>James S. Jenkins</i>
9				Once		1. 2. 3. 4. Signature: <i>James S. Jenkins</i>

FAA Airworthiness Directive Compliance Record



2000 University Ave. Dubuque, IA 52004
563-589-3812

Report Produced By: James Jenkins

Content Revision: 4/6/2012

File ID: N1866S

Aircraft Registration: N1866S

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
73-10-02 5/16/1973	TO DETECT DEFECTIVE DIAPHRAGM ASSEMBLIES		NA - due to last OH date	Recur	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
79-21-08 10/24/1979	TO PREVENT A FUEL FLOW CUTOFF TO THE ENGINE AND SUBSEQUENT LOSS OF POWER		NA to fuel servo by part number	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
79-26-03 12/26/1979	REGULATOR STEM AND LOCK		NA to fuel servo by part number	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
2008-06-51 E 3/12/2008	Superseded by 2008-08-14		Superseded by 2008-08-14	Recur	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
2008-08-14 4/29/2008	To prevent a lean running engine, which could result in a substantial loss of engine power and substantial,contd.		Superseded by 2009-02-03	Recur	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
2009-02-03 2/9/2009	To prevent a lean running engine, which could result in a substantial loss of engine power and subsequent,contd.		NA not rebuilt, overhauled, or repaired since August 22, 2006.	Recur	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	

©ATP

Printed 4/10/2012 7:42:32AM

Page 10 of 12

FAA Airworthiness Directive Compliance Record



2000 University Ave. Dubuque, IA 52004
563-589-3812

Report Produced By: James Jenkins

Content Revision: 4/6/2012 File ID: N1866S Aircraft Registration: N1866S

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 Precision Airmotive	Category Fuel Injected System	Model RSA-5AD1	Part #: Serial #:			
-------------------------------------	----------------------------------	-------------------	----------------------	--	--	--

2012-03-06 C 2/24/2012 ©ATP	To prevent an in-flight engine shutdown due to a failed fuel servo diaphragm, and damage to the airplane ©ATP	4-10-12 TACH 1767.6	NA to fuel servo by serial number IAW AVStar AFS-SB6 and Lycoming SB-596	Once ©ATP		1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>
9				Once		1. 2. 3. 4. Signature:

Manufacturer Textron Lycoming	Category Fuel Pumps	Model LW15473	Part #: Serial #:			
----------------------------------	------------------------	------------------	----------------------	--	--	--

92-20-07 L 10/5/1992 ©ATP	Superseded by 93-05-21 ©ATP	4-10-12 TACH 1767.6	Superseded by 93-05-21	Once ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>
93-05-21 L 3/25/1993 ©ATP	Superseded by 93-11-11 ©ATP		Superseded by 93-11-11	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>
93-11-11 6/21/1993 ©ATP	TO PREVENT DISRUPTION OF FUEL FLOW TO THE ENGINE, WHICH CAN RESULT IN A LOSS OF ENGINE POWER ©ATP		SEE Lycoming ENG AD LIST NA by diaphragm fuel pump part number and new pump installed at time of engine OH. New AC F/P inst. when applic.	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>

FAA Airworthiness Directive Compliance Record



2000 University Ave. Dubuque, IA 52004
563-589-3812

Report Produced By: James Jenkins

Content Revision: 4/6/2012 File ID: N1866S Aircraft Registration: N1866S

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 Bendix Corporation	Category Magnetos	Model D-3000 SERIES	Part #: BL-682560-11 Serial #: G02JA156			
-------------------------------------------	-----------------------------	-------------------------------	----------------------------------------------------------	--	--	--

78-09-07 R3 1/17/1983 ©ATP	Superseded by 96-12-07 ©ATP		Superseded by 96-12-07	Recur	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
81-12-06 R1 11/12/1981 ©ATP	TO DETECT LOOSE DISTRIBUTOR GEAR ROTATING ELECTRODES ON MAGNETOS ©ATP	TACH 1767.6	NA by magneto part number.	Recur		1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
82-20-01 6/14/1983 ©ATP	TO PREVENT FAILURE OF IMPULSE COUPLING DUE TO IMPROPERLY HEAT TREATED (SOFT) FLYWEIGHTS RESULTING IN ENGINE, CONTD. ©ATP	4-10-12	NA by serial number	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
96-12-07 7/18/1996 ©ATP	Superseded by 2005-12-06 ©ATP		Superseded by 2005-12-06	Recur	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
2005-12-06 7/19/2005 ©ATP	To prevent failure of the magneto impulse coupling assembly and possible engine failure ©ATP	SEE RECURRING AD LIST	SEE RECURRING AD LIST PCW @ OH	Recur	SEE RECURRING AD LIST	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
						©ATP Signature: SEE RECRRING AD LIST

PROPELLER & ACCESSORIES

N1866S

FAA Airworthiness Directive Compliance Record



2000 University Ave. Dubuque, IA 52004
563-589-3812

Report Produced By: James Jenkins

Content Revision: 4/6/2012 File ID: N1866S Aircraft Registration: N1866S

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 Hartzell Propeller		Category Propeller		Model HC-C2YK-1		Part #: HC-C2YK-1BF/F8477-4 Serial #: NS153B
64-20-01 8/28/1964	PLASTIC PITCH CHANGE BLOCKS		NA to propeller by model number (-1BF)	Recur	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
70-02-01 1/1/1970	Superseded by 73-10-03		Superseded by 73-10-03	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
70-16-03 R 1/1/1970	Superseded by 77-12-06		Superseded by 77-12-06	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
73-10-03 1/1/1973	Superseded by 77-12-06		Superseded by 77-12-06	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
74-15-02 1/1/1974	Superseded by 77-12-06		Superseded by 77-12-06	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
75-07-05 5/1/1977	Superseded by 77-12-06		Superseded by 77-12-06	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	

©ATP

Printed 4/10/2012 7:43:24AM

Page 1 of 7

FAA Airworthiness Directive Compliance Record



2000 University Ave. Dubuque, IA 52004
563-589-3812

Report Produced By: James Jenkins

Content Revision: 4/6/2012

File ID: N1866S

Aircraft Registration: N1866S

FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. By
Manufacturer Hartzell Propeller		Category Propeller		Model HC-C2YK-1		Part #: HC-C2YK-1BF/F8477-4 Serial #: NS153B
77-12-06 R(2) 12/21/1977	Superseded by 2002-09-08		Superseded by 2002-09-08	Recur	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
90-02-23 L 2/5/1990	Superseded by 2001-23-08		Superseded by 2001-23-08	Recur	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
2001-07-03 C 6/4/2001	To prevent propeller failure of the propellers returned to service by BASCO, & possible loss of airplane control		NA to propeller by not haveing ever been to "BASCO" repair facility or by serial number	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
2001-23-08 12/24/2001	To prevent failure of the propeller hub resulting from cracks, that can cause blade separation & subsequent, contd.		NA to propeller by aircraft installation also NA by engine horsepower rating (not over 300)	Recur	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
2002-09-08 6/13/2002	To prevent failure of the propeller blade from fatigue cracks in the blade shank radius, which can, contd.		Superseded by 2007-26-09	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
2003-01-03 1/23/2003	To prevent in-flight propeller blade separation resulting in airframe and engine damage, & possible loss of the airplane		NA to propeller by hub serial number	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
©ATP	©ATP			©ATP	Signature: <i>James S. Jenkins</i>	
©ATP						

1767.6
 TACH
 4-10-12

FAA Airworthiness Directive Compliance Record



2000 University Ave. Dubuque, IA 52004
563-589-3812

Report Produced By: James Jenkins

Content Revision: 4/6/2012

File ID: N1866S

Aircraft Registration: N1866S

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 Hartzell Propeller		Category Propeller		Model HC-C2YK-1		Part #: HC-C2YK-1BF/F8477-4 Serial #: NS153B
2003-06-02 4/29/2003 ©ATP	To prevent propeller blade separation, damage to the airplane, and possible loss of the airplane ©ATP		Propeller NEW and deice boots installed by Aircraft Propeller Services Inc, IAW Hartzel maint manuals	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>
2003-13-17 7/18/2003 ©ATP	To detect unsafe conditions that could result in separation of a propeller blade & loss of control, contd. ©ATP		NA to propeller by prop never being serviced by T and W Propellers, Inc.	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>
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		NA to propeller by prop never being serviced by Southern California Propeller Service of Inglewood, CA.	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>
2006-18-15 9/25/2006 ©ATP	To prevent failure of the propeller hub causing blade separation and subsequent loss of airplane control ©ATP		Superseded by 2009-22-03	Recur	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>
2006-24-07 1/3/2007 ©ATP	To detect potentially unsafe conditions that could result in a propeller blade separating from the hub, contd. ©ATP		NA to propeller by never being serviced by Oxford Aviation Limited, doing business as CSE Aviation	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>
2007-26-09 1/30/2008 ©ATP	To prevent failure of the propeller blade from fatigue cracks in the aluminum blade shank radius, which can, contd. ©ATP		NA to propeller by blade serial numbers	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>
©ATP						

FAA Airworthiness Directive Compliance Record



2000 University Ave. Dubuque, IA 52004
563-589-3812

Report Produced By: James Jenkins

Content Revision: 4/6/2012

File ID: N1866S

Aircraft Registration: N1866S

FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. By
Manufacturer Hartzell Propeller		Category Propeller		Model HC-C2YK-1		Part #: HC-C2YK-1BF/F8477-4 Serial #: NS153B
2009-22-03 11/12/2009 ©ATP	To prevent failure of the propeller hub causing blade separation and subsequent loss of airplane control ©ATP	4-10-12 TACH 1767.6	NA to propeller by engine model installed on	Recur	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
9				©ATP	Signature: <i>James S. Jenkins</i>	1. 2. 3. 4.
Manufacturer Induction Air Filters		Category Air Filter		Model Any Model		Part #: Serial #:
84-26-02 1/29/1985 ©ATP	TO PREVENT POSSIBLE ENGINE POWER LOSS OR STOPPAGE CAUSED BY ENGINE INGESTION OF FRAGMENTS, CONTD. ©ATP	4-10-12 TACH 1767.6	NA to aircraft. Paper induction filter not installed	Recur	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
				©ATP	Signature: <i>James S. Jenkins</i>	

FAA Airworthiness Directive Compliance Record



2000 University Ave. Dubuque, IA 52004
563-589-3812

Report Produced By: James Jenkins

Content Revision: 4/6/2012 File ID: N1866S Aircraft Registration: N1866S

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 Any Manufacturer	Category Alternators	Model	Part #: Serial #:
----------------------------------	-------------------------	-------	----------------------

72-01-05 1/1/1972 ©ATP	Superseded by 72-15-02 ©ATP	TACH 1767.6 4-10-12	Superseded by 72-15-02	Once ©ATP	NA Signature: <i>James S. Jenkins</i>	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
----------------------------------	------------------------------------	-------------------------------	------------------------	------------------	----------------------------------------------	------------------------------------------------------------------------

72-15-02 9/1/1972 ©ATP	TO PRECLUDE IN-SERVICE FAILURES OF ALTERNATOR COOLING FANS ©ATP	4-10-12	NA to alternator by fan part number	Recur ©ATP	NA Signature: <i>James S. Jenkins</i>	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
----------------------------------	------------------------------------------------------------------------	---------	-------------------------------------	-------------------	----------------------------------------------	------------------------------------------------------------------------

76-02-07 2/2/1976 ©ATP	TO DETECT DEFECTIVE ALTERNATOR SLIP RING END BEARINGS AND MINIMIZE THE PROBABILITY OF IN-SERVICE FAILURES ©ATP	4-10-12	NA to alternator by model number installed	Recur ©ATP	NA Signature: <i>James S. Jenkins</i>	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
----------------------------------	-----------------------------------------------------------------------------------------------------------------------	---------	--------------------------------------------	-------------------	----------------------------------------------	------------------------------------------------------------------------

Manufacturer Garmin International	Category GPS/NAV/COM	Model GNS 430	Part #: Serial #:
--------------------------------------	-------------------------	------------------	----------------------

2001-23-17 12/28/2001 ©ATP	To prevent external noise from causing inaccurate course deviation displays in the GNS 430 unit's course,contd. ©ATP	4-10-12 TACH 1767.6	NA to GNS-430 by part number	Once ©ATP	NA Signature: <i>James S. Jenkins</i>	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
--------------------------------------	-----------------------------------------------------------------------------------------------------------------------------	---------------------------	------------------------------	------------------	----------------------------------------------	------------------------------------------------------------------------

Manufacturer Anjou Aeronautique	Category Safety Belts	Model Any Model	Part #: Serial #:
------------------------------------	--------------------------	--------------------	----------------------

2003-26-06 2/17/2004 ©ATP	To detect and correct defective safety belts and restraint systems, which could result in failure of,contd. ©ATP	4-10-12 TACH 1767.6	NA in front by buckle type. NA to rear by manufacture - Pacific Scientific and AM Safe	Recur ©ATP	NA Signature: <i>James S. Jenkins</i>	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
-------------------------------------	-------------------------------------------------------------------------------------------------------------------------	---------------------------	----------------------------------------------------------------------------------------	-------------------	----------------------------------------------	------------------------------------------------------------------------

FAA Airworthiness Directive Compliance Record



2000 University Ave. Dubuque, IA 52004
563-589-3812

Report Produced By: James Jenkins

Content Revision: 4/6/2012 File ID: N1866S Aircraft Registration: N1866S

FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. By
Manufacturer Bendix/King		Category Transponder		Model KT 76A		Part #: 066-1062-00 Serial #: 116770
98-14-03 8/16/1998 ©ATP	TO PREVENT THE TRANSMISSION OF MISLEADING ENCODING ALTIMETER INFORMATION BETWEEN AFFECTED AIRCRAFT CAUSED BY THE, CONTD. ©ATP	4-10-12 TACH 1767.6	NA by transponder SN. See AF log #1 for SN, 3-14-08, 642.5	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>
Manufacturer Am-Safe, Inc.		Category Safety Belts		Model Any Model		Part #: Serial #:
87-17-06 9/22/1987 ©ATP	TO ELIMINATE RESTRAINT SYSTEM CONNECTORS WITH THE INCORRECT DIMENSIONS, WHICH COULD ALLOW INADVERTENT OPENING, CONTD. ©ATP	4-10-12 TACH 1767.6	NA by part number	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>

FAA Airworthiness Directive Compliance Record



2000 University Ave. Dubuque, IA 52004
563-589-3812

Report Produced By: James Jenkins

Content Revision: 4/6/2012 File ID: N1866S Aircraft Registration: N1866S

FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. By
Manufacturer Pacific Scientific Co.		Category Safety Belts		Model SAFETY BELTS		Part #: Serial #:
80-01-05 R1 7/10/1980 ©ATP	TO PREVENT FAILURE TO OPEN OF THE FLIGHT CREW AND ATTENDANTS' SEAT BELTS ©ATP	<i>1767.6</i>	NA by part number	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins ©ATP Signature: <i>James S. Jenkins</i>
83-11-03 7/18/1983 ©ATP	TO PREVENT THE ENTRAPMENT OF OCCUPANTS CAUSED BY THE INABILITY TO RELEASE THE RESTRAINT SYSTEM ASSEMBLY ©ATP	<i>TACH</i>	NA by part number	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins ©ATP Signature: <i>James S. Jenkins</i>
87-20-05 10/26/1987 ©ATP	TO ELIMINATE LAP BELT ASSEMBLIES WITH BELT RETRACTOR SHAFTS WHICH DO NOT PROVIDE ADEQUATE STRENGTH ©ATP	<i>4-10-12</i>	NA by part number and manufacture date	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins ©ATP Signature: <i>James S. Jenkins</i>
94-21-06 11/25/1994 ©ATP	TO PREVENT THE INABILITY OF PASSENGERS OR CREW TO EGRESS FROM THEIR SEATS DURING AN EMERGENCY SITUATION, CONTD. ©ATP	<i>4-10-12</i>	NA by part number	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins ©ATP Signature: <i>James S. Jenkins</i>

AIRWORTHINESS DIRECTIVE COMPLIANCE RECORD

Aircraft, engine, Propeller, or Appliance/Component Make SOCATA Model TB-20 Ser. No. 1866

AD Number & Rev. Date	RECURRING Subject AD'S	Date and hours at compliance	Method of Compliance	One - Time	Recurring	Next compliance due Date/Hours	Authorized Signature and Number
98-18-13	Main landing gear bearing	@ 4000	DUE @ 4000 hr ACTT		X	@4000	
10-24-98	LEFT side	Hr ACTT				Hr ACTT	
05-12-06	Mag impulse coupling	8-14-2012	PCW by inspection		X		
7-19-05		1851.0	SEE G&N AD LIST			2351.0	
01-23-04	Rudder hinge	04-08-2014	PCW by insp lower hinge		X		
1-4-02		2247.0	SEE #1 AF LOG			4-2015	
03-04-03	Aileron gimbal joint	04-08-2014	PCW by insp		X		
4-7-03		2247.0	SEE #1 AF LOG			2347.0	
11-26-04	Fuel injection lines	04-08-2014	PCW by insp		X		
1-25-12		2247.0	SEE #2 ENG LOG			2347.0	
2005-12-06	MAGNETO	8-19-14	INSP IMPULSE COUPLING FOR WEAR		X		
		2346.1				2346.1	
03-04-03	AILERON GIMBAL	8-19-14	INSP GIMBAL JOINT FOR WEAR		X		
		2346.1				2446	
11-26-04	FUEL INJECTION	8-19-14	INSP FUEL LINES + CLAMPS		X		
		2346.1				2446	
03-04-03	AILERON GIMBAL	8-13-15	INSP GIMBAL JOINT FOR WEAR		X		
		2446.1				2546.1	
11-26-04	FUEL INJECTION	8-24-16	INSP FUEL LINES + CLAMPS		X		
		2446.1				2546.1	
01-23-04	Rudder hinge	7/14/2015	INSPECTED LOWER HINGE		X		
		2545.4				7-2016	
03-04-03	AILERON GIMBAL	7-14-15	INSP FOR WEAR + SECURITY		X		
		2545.4				2645	
11-26-04	FUEL INJECTION	7-14-15	INSP FUEL LINES + CLAMPS		X		
		2545.4				2645	
2005-12-06	impulse coupling	9-1-15	INSP FOR WEAR + SECURITY		X		
		2621.4				3/21	

James S. Paul M. Kaune
 4/14/14
 10YR 343B

Paul M. Kaune
 10YR 343B

Paul M. Kaune
 10YR 343B

Paul M. Kaune
 10YR 343B

Paul M. Kaune
 10YR 343B