FAA Airworthiness Directive Compliance Record

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

Report Produced By: **James Jenkins**

Content Revision: **9/24/2012** File ID: **N6196P** Aircraft Registration: **N6196P**

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 Cessna Aircraft Company	**Category** Airframe	**Model** 172S				**Part #:** 172S **Serial #:** 172S10754
2004-15-18 **9/12/2004** ©ATP	To prevent unintentionally engaging the KAP 140 autopilot computer system, which could cause the pilot to take,contd. ©ATP	3484.1	NA by aircraft serial number	Once ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: James S. Jenkins
2005-05-53 R1 C **3/21/2005** ©ATP	To prevent loss of airplane control due to incorrect or inadequate rigging of critical flight systems ©ATP	Tach	NA by aircraft serial number	Once ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: James S. Jenkins
2005-13-10 **8/9/2005** ©ATP	To replace any incorrect circuit breaker installed in the MC01-3A main electrical power junction box,contd. ©ATP		NA by aircraft serial number	Once ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: James S. Jenkins
2006-17-04 **9/1/2006** ©ATP	Superseded by 2007-08-03 ©ATP	9-25-12	Superseded by 2007-08-03	Once ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: James S. Jenkins
2007-05-10 **4/11/2007** ©ATP	To prevent the crew seat cylinder lock assembly from bending, cracking, or failing. ©ATP		NA by aircraft serial number	Once ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: James S. Jenkins
2007-08-03 **5/2/2007** ©ATP	To detect & correct potential loss of fuel flow, which may result in partial or complete loss of engine power,contd. ©ATP		NA by aircraft serial number	Once ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: James S. Jenkins

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Manufacturer Cessna Aircraft Company	**Category** Airframe	**Model** 172S				**Part #:** 172S **Serial #:** 172S10754
2008-02-18 **2/28/2008** ©ATP	To prevent premature separation of the collar, which could result in the parachute failing to,contd. ©ATP	3484.1	NA to aircraft. Parachute STC not installed	Once ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: James S. Jenkins
2008-03-02 **3/6/2008** ©ATP	To detect and correct chafing of the fuel return line assembly, which could result in fuel leaking under,contd. ©ATP	TACH	Superseded by 2012-02-02	Once ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: James S. Jenkins
2008-05-09 **4/8/2008** ©ATP	To prevent failure of the seat base/back attach brackets, which could result in the seats collapsing,contd. ©ATP		NA by aircraft serial number	Once ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: James S. Jenkins
2008-10-02 **5/12/2008** ©ATP	To prevent erroneous indications from the altimeter, airspeed, and vertical speed,contd. ©ATP	9-25-12	NA by aircraft serial number	Once ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: James S. Jenkins
2008-26-10 **1/5/2009** ©ATP	To prevent erroneous indications from the altimeter, airspeed, and vertical speed,contd. ©ATP		NA to aircraft. Delivered from the manufacturer after March 31, 2008, and no modification/ rework done.	Once ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: James S. Jenkins
2008-26-10 C **1/5/2009** ©ATP	To prevent erroneous indications from the altimeter, airspeed, and vertical speed,contd. ©ATP		NA to aircraft. Delivered from the manufacturer after March 31, 2008, and no modification/ rework done.	Once ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: James S. Jenkins

FAA Airworthiness Directive Compliance Record

2000 University Ave. Dubuque, Iowa 52001
563-589-3812

Report Produced By: **University of Dubuque**

Content Revision: **10/4/2013** File ID: **N6196P** Aircraft Registration: **N6196P**

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 Cessna Aircraft Company	**Category** Airframe	**Model** 172S				**Part #:** 172S **Serial #:** 172S10754
2011-06-02 **5/26/2011** ©ATP	To prevent interruption of electrical power to the FADEC, which could result in an uncommanded engine,contd. ©ATP	2022.2	NA to aircraft STC not installed	Recur ©ATP	NA Signature:	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
2011-06-02 C **5/26/2011** ©ATP	To prevent interruption of electrical power to the FADEC, which could result in an uncommanded engine,contd. ©ATP	TACH	NA to aircraft FADEC - STC not installed	Recur ©ATP	NA Signature:	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
2012-02-02 **3/13/2012** ©ATP	To inspect the fuel return line assembly for chafing which could result in fuel leaking & fuel vapors,contd. ©ATP		Complied paragraph (g)(2) complied w/SB 07-28-01 SEE #2 AF LOG, 7-10-12, tach 2446.0	Once ©ATP	NA Signature:	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
2012-22-01 **12/28/2012** ©ATP	To inspect the fuel return line assembly for chafing; replace the fuel return line assembly if chafing,contd. ©ATP	10-7-2013	NA by aircraft serial number	Once ©ATP	NA Signature:	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
2013-03-15 **3/19/2013** ©ATP	To install the forward and aft fuel return line support clamps and brackets; inspect for a minimum clearance,contd. ©ATP		NA by aircraft serial number	Once ©ATP	NA Signature:	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
2013-11-11 **8/1/2013** ©ATP	To prevent failure of the engine oil pressure switch diaphragm, which results in loss of engine oil,contd. ©ATP	SEE RECURING AD LIST	SEE RECURRING AD LIST	Recur ©ATP	SEE RECURING AD LIST Signature: SEE RECURRING AD LIST	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins

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Manufacturer Cessna Aircraft Company	**Category** Airframe	**Model** 172S			**Part #:** **Serial #:**	172S 172S10754
9				Once		1. 2. 3. 4.
					Signature:	
9				Once		1. 2. 3. 4.
					Signature:	
9				Once		1. 2. 3. 4.
					Signature:	
9				Once		1. 2. 3. 4.
					Signature:	
9				Once		1. 2. 3. 4.
					Signature:	
9				Once		1. 2. 3. 4.
					Signature:	

ENGINE

N6196P

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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 3. Cert. Num. 2. Cert. Type 4. Author. By
Manufacturer Lycoming	**Category** Engine	**Model** IO-360-L2A				**Part #:** IO-360-L2A **Serial #:** L-34166-51E
66-20-04 **8/27/1966** ©ATP	TO PREVENT FURTHER FAILURES OF OIL FILTER ADAPTER GASKET, P/N 74904 ©ATP	3484.1	NA to engine. New config. gasket installed	Once ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: James S. Jenkins
73-23-01 R(4) **1/13/1977** ©ATP	TO PREVENT PISTON PIN FAILURES RESULTING FROM GRINDING CRACKS WHICH OCCURRED DURING MANUFACTURE ©ATP	TACH	NA to engine by serial number	Once ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: James S. Jenkins
75-08-09 R(3) **8/18/1977** ©ATP	TO PREVENT OIL PUMP FAILURES, INSPECT, REPLACE AND ASSEMBLE THE OIL PUMP DRIVE SHAFT AND DRIVE IMPELLER ©ATP		NA to engine by manufacture date	Once ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: James S. Jenkins
75-09-15 **4/30/1975** ©ATP	TO PREVENT POSSIBLE FUEL STARVATION TO THE ENGINE ©ATP	9-25-12	NA to fuel injector by part number	Once ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: James S. Jenkins
78-23-10 **11/7/1978** ©ATP	TO PREVENT AN IN-FLIGHT POWER LOSS DUE TO AN OVER RICH CONDITION, CONTD. ©ATP		NA to fuel injector by part number	Once ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: James S. Jenkins
79-04-05 **9/26/1979** ©ATP	TO PREVENT AN IN-FLIGHT POWER LOSS DUE TO THE SEPARATION OF THE P/N 2529192 REGULATOR DIAPHRAGM STEM ASSEMBLY ©ATP		NA to fuel injector by part number	Once ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: James S. Jenkins

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Manufacturer Lycoming	**Category** Engine	**Model** IO-360-L2A				**Part #:** IO-360-L2A **Serial #:** L-34166-51E
81-18-04 R2 **6/7/1982** ©ATP	Superseded by 96-09-10 ©ATP	3484.1	Superseded by 96-09-10	Once ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: James S. Jenkins
90-04-06 R1 **5/28/1991** ©ATP	TO PREVENT OIL LINE FRACTURE AND LOSS OF ENGINE OIL ©ATP	TACH	NA engine - no propeller governor installed	Once ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: James S. Jenkins
91-14-22 **8/19/1991** ©ATP	Superseded by 2004-10-14 ©ATP		Superseded by 2004-10-14	Recur ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: James S. Jenkins
92-12-05 **7/10/1992** ©ATP	TO PREVENT PISTON PIN FAILURE, OR PISTON RELEASE, AND ENGINE FAILURE ©ATP	9-25-12	NA to engine model (-L2A)	Once ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: James S. Jenkins
93-02-05 **6/14/1993** ©ATP	Superseded by 2002-26-01 ©ATP		Superseded by 2002-26-01	Recur ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: James S. Jenkins
96-09-10 C **7/15/1996** ©ATP	TO PREVENT OIL PUMP FAILURE DUE TO IMPELLER FAILURE, WHICH COULD RESULT IN AN ENGINE FAILURE ©ATP		PCW at OH. Steel impellers installed	Once ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: James S. Jenkins

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Manufacturer Lycoming	**Category** Engine	**Model** IO-360-L2A				**Part #:** IO-360-L2A **Serial #:** L-34166-51E
96-23-03 **12/17/1996** ©ATP	TO PREVENT AN INFLIGHT ENGINE FAILURE DUE TO FUEL STARVATION, WHICH COULD RESULT IN A FORCED LANDING ©ATP	3484.1	NA to engine. Engine shipped from Lycoming after August 14, 1996	Once ©ATP	NA Signature: James S. Jenkins	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
97-01-03 **1/21/1997** ©ATP	Superseded by 97-15-11 ©ATP	THCM	Superseded by 97-15-11	Once ©ATP	NA Signature: James S. Jenkins	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
97-15-11 **8/12/1997** ©ATP	TO PREVENT PISTON PIN FAILURE, WHICH COULD RESULT IN ENGINE FAILURE ©ATP		NA by engine model number.	Once ©ATP	NA Signature: James S. Jenkins	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
98-02-08 **3/30/1998** ©ATP	TO PREVENT CRANKSHAFT FAILURE, WHICH CAN RESULT IN ENGINE FAILURE, PROPELLER SEPARATION, FORCED LANDING, AND,CONTD. ©ATP	9-25-12	PCW at OH. SEE #2 ENG LOG, 5/12/2012	Recur ©ATP	NA Signature: James S. Jenkins	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
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		NA to engine by serial number and last OH date	Once ©ATP	NA Signature: James S. Jenkins	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
98-18-12 **9/28/1998** ©ATP	Superseded by 2003-14-03 ©ATP		Superseded by 2003-14-03	Recur ©ATP	NA Signature: James S. Jenkins	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins

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Manufacturer Lycoming	**Category** Engine	**Model** IO-360-L2A				**Part #:** IO-360-L2A **Serial #:** L-34166-51E
2002-26-01 **1/31/2003** ©ATP	Superseded by 2008-14-07 ©ATP	3484.1	Superseded by 2008-14-07	Recur ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: James S. Jenkins
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	THEN	NA to engine diaphragm fuel pump installed. NOT rotary pump	Recur ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: James S. Jenkins
2004-10-14 C **6/25/2004** ©ATP	To prevent loosening or failure of the crankshaft gear retaining bolt, which may cause sudden engine failure ©ATP		PCW by insp. at OH. "Gear mod P/C/W" SEE #2 ENG LOG, 5/12/2012	Recur ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: James S. Jenkins
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	9-25-12	NA to engine by model	Once ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: James S. Jenkins
2006-06-16 **4/27/2006** ©ATP	To prevent failure of the crankshaft, which could result in total engine power loss, in-flight engine,contd. ©ATP		NA to engine by model and serial number	Once ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: James S. Jenkins
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 ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: James S. Jenkins

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Manufacturer Lycoming	**Category** Engine	**Model** IO-360-L2A				**Part #:** IO-360-L2A **Serial #:** L-34166-51E
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	3484.1	NA to engine. NO - ECi parts installed	Once ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: James S. Jenkins
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	TACH	NA by engine model number (-L2A) *SUPERSEDED BY 2012-19-01*	Once ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: James S. Jenkins
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, Inc. (SAP), cylinder assemblies installed	Once ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: James S. Jenkins
2008-06-51 E **3/12/2008** ©ATP	Superseded by 2008-08-14 ©ATP	9-25-12	Superseded by 2008-08-14	Recur ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: James S. Jenkins
2008-08-14 **4/29/2008** ©ATP	Superseded by 2009-02-03 ©ATP		Superseded by 2009-02-03	Recur ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: James S. Jenkins
2008-14-07 **8/14/2008** ©ATP	To prevent failure of the fuel injector fuel lines that would allow fuel to spray into the engine compartment,contd. ©ATP		Superseded by 2011-26-04	Recur ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: James S. Jenkins

FAA Airworthiness Directive Compliance Record

	2000 University Ave. Dubuque, Iowa 52001 563-589-3812	Report Produced By: **University of Dubuque**

Content Revision: **5/20/2016** File ID: **N6196P** Aircraft Registration: **N6196P**

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 Lycoming	**Category** Engine	**Model** IO-360-L2A				**Part #:** IO-360-L2A **Serial #:** L-34166-51E
2008-19-05 **10/20/2008** ©ATP	To prevent loss of engine power due to cracks at the head-to-barrel interface in the cylinder assemblies,contd. ©ATP	3746	Superseded by 2009-26-12	Recur ©ATP	NA Signature:	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
2009-02-03 **2/9/2009** ©ATP	To prevent a lean running engine, which could result in a substantial loss of engine power and subsequent,contd. ©ATP	TACH	NA to fuel servo. Has a letter "G" on the fuel injection servo plug	Recur ©ATP	NA Signature:	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
2009-26-12 **2/4/2010** ©ATP	To prevent loss of engine power due to cracks at the head-to-barrel interface and possible engine failure,contd. ©ATP		NA as per para (c). NO - ECi parts installed	Recur ©ATP	NA Signature:	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
2011-15-10 **8/16/2011** ©ATP	To correct an AFS fuel servo diaphragm ©ATP	5-24-16	Superseded by 2012-03-06	Once ©ATP	NA Signature:	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
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		Superseded by 2015-19-07	Recur ©ATP	NA Signature:	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
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		NA to fuel servo by serial number IAW AVStar AFS-SB6 and Lycoming SB-596	Once ©ATP	NA Signature:	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins

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Content Revision: **5/20/2016** File ID: **N6196P** Aircraft Registration: **N6196P**

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 Lycoming	**Category** Engine	**Model** IO-360-L2A				**Part #:** IO-360-L2A **Serial #:** L-34166-51E
2012-03-07 **3/27/2012** ©ATP	To prevent engine in-flight shutdown, power loss, and reduced control of the airplane ©ATP	TACH 3741.6	NA HA-6 carberuator NOT installed	Once ©ATP	NA Signature: James S. Jenkins	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
2012-19-01 **10/24/2012** ©ATP	To prevent failure of the crankshaft, which will result in total engine power loss, in-flight engine,contd. ©ATP	5-24-16	NA by engine model	Once ©ATP	NA Signature: James S. Jenkins	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
2015-02-07 **3/11/2015** ©ATP	To prevent the propeller governor shaft set screw from coming loose, causing damage to the engine and,contd. ©ATP		NA engine not equipped with a front-mounted propeller governor	Once ©ATP	NA Signature: James S. Jenkins	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
2015-19-07 **11/3/2015** ©ATP	To prevent failure of the fuel injector fuel lines, which could lead to uncontrolled engine fire, engine,contd. ©ATP	SEE RECURING AD LIST	SEE RECURRING AD LIST	Recur ©ATP	SEE RECURING AD LIST Signature: SEE RECURRING AD LIST	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
9				Once		1. 2. 3. 4.
					Signature:	
9				Once		1. 2. 3. 4.
					Signature:	

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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 3. Cert. Num. 2. Cert. Type 4. Author. By
Manufacturer Precision Airmotive	**Category** Fuel Injected System	**Model** RSA-5AD1			**Part #:** **Serial #:**	
73-10-02 **5/16/1973** ©ATP	TO DETECT DEFECTIVE DIAPHRAGM ASSEMBLIES ©ATP	2484.1	In compliance with paragraph (a)	Recur ©ATP	NA Signature:	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
79-21-08 **10/24/1979** ©ATP	TO PREVENT A FUEL FLOW CUTOFF TO THE ENGINE AND SUBSEQUENT LOSS OF POWER ©ATP	TA CH	NA to fuel injector by PN	Once ©ATP	NA Signature:	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
79-26-03 **12/26/1979** ©ATP	REGULATOR STEM AND LOCK ©ATP		NA to fuel injector by PN	Once ©ATP	NA Signature:	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
2008-06-51 E **3/12/2008** ©ATP	Superseded by 2008-08-14 ©ATP		Superseded by 2008-08-14	Recur ©ATP	NA Signature:	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
2008-08-14 **4/29/2008** ©ATP	Superseded by 2009-02-03 ©ATP	9-25-12	Superseded by 2009-02-03	Recur ©ATP	NA Signature:	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
2009-02-03 **2/9/2009** ©ATP	To prevent a lean running engine, which could result in a substantial loss of engine power and subsequent,contd. ©ATP		NA to fuel servo. Has a letter "G" on the fuel injection servo plug	Recur ©ATP	NA Signature:	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins

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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 3. Cert. Num. 2. Cert. Type 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	9-25-12 TACH 2484.1	NA to fuel servo by serial number IAW AVStar AFS-SB6 and Lycoming SB-596	Once ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: James S. Jenkins
Manufacturer Textron Lycoming	**Category** Fuel Pumps	**Model** LW15473			**Part #:** **Serial #:**	
92-20-07 L **10/5/1992** ©ATP	Superseded by 93-05-21 ©ATP	2484.1	Superseded by 93-05-21	Once ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: James S. Jenkins
93-05-21 L **3/25/1993** ©ATP	Superseded by 93-11-11 ©ATP	TACH	Superseded by 93-11-11	Once ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: James S. Jenkins
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	9-25-12	NA to fuel pump - pump installed afer November 24, 1992	Once ©ATP	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: James S. Jenkins

PROPELLER & ACCESSORIES

N6196P

FAA Airworthiness Directive Compliance Record

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

Report Produced By: **James Jenkins**

Content Revision: **9/24/2012** File ID: **N6196P** Aircraft Registration: **N6196P**

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 Induction Air Filters	**Category** Air Filter	**Model** PAPER INDUCTION AIRFILTER				**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	SEE RECURING AD LIST 5-15-13 2756.1	~~SEE RECURRING AD LIST~~ NA to PN of synthetic air filter installed (AD NA to synthetic air filters)	Recur ©ATP	SEE RECURING AD LIST NA Signature: ~~SEE RECURRING AD LIST~~	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
Manufacturer ACS Products Company	**Category** Ignition Switches	**Model** IGNITION SWITCHES				**Part #:** **Serial #:**
93-05-06 **4/29/1993** ©ATP	TO PREVENT FAILURE OF IGNITION SWITCHES ©ATP	SEE RECURING AD LIST	SEE RECURRING AD LIST	Recur ©ATP	SEE RECURING AD LIST Signature: SEE RECURRING AD LIST	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins
Manufacturer Garmin International	**Category** Transponder	**Model** GTX 33				**Part #:** **Serial #:** 891
2005-01-19 **2/23/2005** ©ATP	To prevent interrogating aircraft from possibly receiving inaccurate replies, due to suppression,contd. ©ATP	9-25-12 TACH 2484.1	PCW at time of airworthiness. Current software version 5.00	Once ©ATP	NA Signature:	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins