Cessna 172F N5451R S/N 172-53005 actt: 4497.1

Airworthiness Directives: Compliance Report - Airframe --Recurring and Recent ADs Effective From 2023-01-01 To 2024-09-25

Make: Cessna Aircraft Co. (Textron Aviation) **Model:** 172F (USAF T-41A)	**N-No.:** 5451R **Serial:** 172-53005	**Total AC Hours:** 4497.1

AD 68-17-04	**Amdt.** 39-650	**Issued:** 1968	**Effective:** 09/07/1968	**Recurring:** Yes	**Hrs:** 4497.1
Subject: Stall warning system			**Supersedes:**		**Due:**
Method: N/A by A/C S/N					**SB#:**
Terminated by:					**SB#:**
Name: Kurt Korinko		**Sig.**		**Cert.** 3772484IA	**Date:** 9/25/24

AD 69-15-03	**Amdt.** 39-798	**Issued:** 1969	**Effective:** 08/20/1969	**Recurring:** Yes	**Hrs:** 4497.1
Subject: Muffler assembly			**Supersedes:**		**Due:**
Method:					**SB#:**
Terminated by: N/A by P/N					**SB#:**
Name: Kurt Korinko		**Sig.**		**Cert.** 3772484IA	**Date:** 9/25/24

AD 71-22-02	**Amdt.** 39-1327	**Issued:** 1971	**Effective:** 11/09/1971	**Recurring:** Yes	**Hrs:** 4497.1
Subject: Cracks in nose gear fork			**Supersedes:**		**Due:**
Method: N/A by P/N					**SB#:**
Terminated by:					**SB#:**
Name: Kurt Korinko		**Sig.**		**Cert.** 3772484IA	**Date:** 9/25/24

AD 72-03-03 R3	**Amdt.** 39-4930	**Issued:** 1972	**Effective:** 10/15/1984	**Recurring:** Yes	**Hrs:** 4497.1
Subject: Wing flap jack screw			**Supersedes:** 70-15-16		**Due:**
Method: N/A by S/N					**SB#:**
Terminated by:					**SB#:**
Name: Kurt Korinko		**Sig.**		**Cert.** 3772484IA	**Date:** 9/25/24

AD 74-06-02	**Amdt.** 39-1798	**Issued:** 1974	**Effective:** 03/18/1974	**Recurring:** Yes	**Hrs:** 4497.1
Subject: AVCON mufflers,			**Supersedes:**		**Due:**
Method: N/A by P/N					**SB#:**
Terminated by:					**SB#:**
Name: Kurt Korinko		**Sig.**		**Cert.** 3772484IA	**Date:** 9/25/24

AD 87-20-03 R2	**Amdt.** 39-6669	**Issued:** 1987	**Effective:** 09/24/1990	**Recurring:** Yes	**Hrs:** 4497.1
Subject: Superseded by 2011-10-09			**Supersedes:**		**Due:**
Method: See 2011-10-09					**SB#:**
Terminated by:					**SB#:**
Name: Kurt Korinko		**Sig.**		**Cert.** 3772484IA	**Date:** 9/25/24

AD 2011-06-02	**Amdt.** 39-16626	**Issued:** 04/21/2011	**Effective:** 05/26/2011	**Recurring:** Yes	**Hrs:** 4497.1
Subject: Full authority digital engine control backup battery			**Supersedes:**		**Due:**
Method: N/A NOT INSTALLED					**SB#:**
Terminated by:					**SB#:**
Name: Kurt Korinko		**Sig.**		**Cert.** 3772484IA	**Date:** 9/25/24

TCM 0-300- D S/N 33038-D-5-D ETT: 4497.1 SMOH: 267.8

Airworthiness Directives: Compliance Report - Engine --Recurring and Recent ADs Effective From 2023-01-01 To 2024-09-25		
Make: Teledyne Continental Motors (TCM) **Model:** O-300-D	**S/N:** 33038-D-5-D	**Total Hours:** 4497.1 **SMOH:** 267.8

AD 94-05-05 R1	**Amdt.** 39-9490	**Issued:** 02/13/1996	**Effective:** 02/13/1996	**Recurring:** Yes	**Hrs:** 4497.1
Subject: Cracks - cylinder rocker shaft bosses			**Supersedes:**		**Due:**
Method: Due @ overhaul or replacement					**SB#:**
Terminated by:					**SB#:**
Name: Kurt Korinko		**Sig.**		**Cert.** 3772484IA	**Date:** 9/25/24

AD 2023-17-04	**Amdt.** 39-22530	**Issued:** 09/21/2023	**Effective:** 10/26/2023	**Recurring:** No	**Hrs:** 4497.1
Subject: Oil filter adapter fiber gasket replacement			**Supersedes:** 2022-04-04		**Due:**
Method: PCW no action required - no oil change @ this time					**SB#:**
Terminated by:					**SB#:**
Name: Kurt Korinko		**Sig.**		**Cert.** 3772484IA	**Date:** 9/25/24

Number of ADs: Matched 2 of 13 total

N5451R Cessna 172F-53005 ACTT: 4492.2

Airworthiness Directives: Compliance Report - Airframe --Recurring and Recent ADs Since 01/01/22

Make: Cessna Aircraft Co. (Textron Aviation) **Model:** 172F (USAF T-41A)	**N-No.:** 5451R **Serial:** 172-53005	**Total AC Hours:** 4492.2

AD 68-17-04	**Amdt.** 39-650	**Issued:** 1968	**Effective:** 09/07/68	**Recurring:** Yes	**Hrs:** 4492.2
Subject: Stall warning system			**Supersedes:**		**Due:**
Method: N/A by A/C S/N					**SB#:**
Terminated by:					**SB#:**
Name: Kurt Korinko		**Sig.**		**Cert.** 3772484IA	**Date:** 8/17/23

AD 69-15-03	**Amdt.** 39-798	**Issued:** 1969	**Effective:** 08/20/69	**Recurring:** Yes	**Hrs:** 4492.2
Subject: Muffler assembly			**Supersedes:**		**Due:**
Method: N/A by P/N					**SB#:**
Terminated by:					**SB#:**
Name: Kurt Korinko		**Sig.**		**Cert.** 3772484IA	**Date:** 8/17/23

AD 71-22-02	**Amdt.** 39-1327	**Issued:** 1971	**Effective:** 11/09/71	**Recurring:** Yes	**Hrs:** 4492.2
Subject: Cracks in nose gear fork			**Supersedes:**		**Due:**
Method: N/A by P/N					**SB#:**
Terminated by:					**SB#:**
Name: Kurt Korinko		**Sig.**		**Cert.** 3772484IA	**Date:** 8/17/23

AD 72-03-03 R3	**Amdt.** 39-4930	**Issued:** 1972	**Effective:** 10/15/84	**Recurring:** Yes	**Hrs:** 4492.2
Subject: Wing flap jack screw			**Supersedes:** 70-15-16		**Due:**
Method: C/W by inspection & N/A by S/N					**SB#:**
Terminated by:					**SB#:**
Name: Kurt Korinko		**Sig.**		**Cert.** 3772484IA	**Date:** 8/17/23

AD 74-06-02	**Amdt.** 39-1798	**Issued:** 1974	**Effective:** 03/18/74	**Recurring:** Yes	**Hrs:** 4492.2
Subject: AVCON mufflers			**Supersedes:**		**Due:**
Method: N/A by P/N					**SB#:**
Terminated by:					**SB#:**
Name: Kurt Korinko		**Sig.**		**Cert.** 3772484IA	**Date:** 8/17/23

AD 87-20-03 R2	**Amdt.** 39-6669	**Issued:** 1987	**Effective:** 09/24/90	**Recurring:** Yes	**Hrs:** 4492.2
Subject: Superseded by 2011-10-09			**Supersedes:**		**Due:**
Method: See 2011-10-09					**SB#:**
Terminated by:					**SB#:**
Name: Kurt Korinko		**Sig.**		**Cert.** 3772484IA	**Date:** 8/17/23

AD 2011-06-02	**Amdt.** 39-16626	**Issued:** 04/21/11	**Effective:** 05/26/11	**Recurring:** Yes	**Hrs:** 4492.2
Subject: Full authority digital engine control backup battery			**Supersedes:**		**Due:**
Method: N/A not installed					**SB#:**
Terminated by:					**SB#:**
Name: Kurt Korinko		**Sig.**		**Cert.** 3772484IA	**Date:** 8/17/23

AD 2011-10-09	**Amdt.** 39-16690	**Issued:** 05/13/11	**Effective:** 06/17/11	**Recurring:** Yes	**Hrs:** 4492.2
Subject: Seat rail & seat rail holes; seat pin; seat rollers, etc.			**Supersedes:** 87-20-03 R2		**Due:** 4592.2
Method: C/W by insp & no defects noted					**SB#:**
Terminated by:					**SB#:**
Name: Kurt Korinko		**Sig.**		**Cert.** 3772484IA	**Date:** 8/17/23

TCM 0-300-D S/N 33038-D-5-D ETT: 4492.2

Airworthiness Directives: Compliance Report - Engine --Recurring and Recent ADs Since 01/01/22		
Make: Teledyne Continental Motors (TCM) **Model:** O-300-D	**S/N:** 33038-D-5-D	**Total Hours:** 4492.2

AD 94-05-05 R1	**Amdt.** 39-9490	**Issued:** 02/13/96	**Effective:** 02/13/96	**Recurring:** Yes	**Hrs:** 4492.2
Subject: Cracks - cylinder rocker shaft bosses			**Supersedes:**		**Due:**
Method: Superior cylinders installed					**SB#:**
Terminated by:					**SB#:**
Name: Kurt Konnko		**Sig.**		**Cert.** 3772484IA	**Date:** 8/17/23

AD 2022-04-04	**Amdt.** 39-21945	**Issued:** 02/22/22	**Effective:** 03/29/22	**Recurring:** No	**Hrs:** 4492.2
Subject: Superseded by 2023-17-04			**Supersedes:**		**Due:**
Method: See 2023-17-04					**SB#:**
Terminated by:					**SB#:**
Name: Kurt Konnko		**Sig.**		**Cert.** 3772484IA	**Date:** 8/17/23

AD 2023-17-04	**Amdt.** 39-22530	**Issued:** 09/21/23	**Effective:** 10/26/23	**Recurring:** No	**Hrs:** 4492.2
Subject: Oil filter adapter fiber gasket replacement			**Supersedes:** 2022-04-04		**Due:**
Method: n/a by Copper gasket + STC					**SB#:**
Terminated by:					**SB#:**
Name: Kurt Konnko		**Sig.**		**Cert.** 3772484IA	**Date:** 8/17/23

Number of ADs: 3

Cessna 172 F N5451R S/N 172 53005

Airworthiness Directives: Compliance Report - Airframe --Recurring and Recent ADs Since 06/01/21

Make: Cessna Aircraft Co. (Textron Aviation) **Model: 172F**	**N-No.: 5451R** **Serial: 172 53005**	**Total AC Hours: 4478.3**

AD 68-17-04	**Amdt.** 39-650	**Issued:** 1968	**Effective:** 09/07/68	**Recurring:** Yes	**Hrs:** 4478.3
Subject: Stall warning system			**Supersedes:**		**Due:**
Method: N/A by P/N					**SB#:**
Terminated by:					**SB#:**
Name: Kurt Korinko		**Sig.** KTK		**Cert.** 3772484	**Date:** 7/27/22

AD 69-15-03	**Amdt.** 39-798	**Issued:** 1969	**Effective:** 08/20/69	**Recurring:** Yes	**Hrs:** 4478.3
Subject: Muffler assembly			**Supersedes:**		**Due:**
Method: n/a by P/N					**SB#:**
Terminated by:					**SB#:**
Name: Kurt Korinko		**Sig.** KTK		**Cert.** 3772484	**Date:** 7/27/22

AD 71-22-02	**Amdt.** 39-1327	**Issued:** 1971	**Effective:** 11/09/71	**Recurring:** Yes	**Hrs:** 4478.3
Subject: Cracks in nose gear fork			**Supersedes:**		**Due:**
Method: N/A by P/N					**SB#:**
Terminated by:					**SB#:**
Name: Kurt Korinko		**Sig.** KTK		**Cert.** 3772484	**Date:** 7/27/22

AD 72-03-03 R3	**Amdt.** 39-4930	**Issued:** 1972	**Effective:** 10/15/84	**Recurring:** Yes	**Hrs:** 4478.3
Subject: Wing flap jack screw			**Supersedes:** 70-15-16		**Due:** 4578.3
Method: clean & lube					**SB#:**
Terminated by:					**SB#:**
Name: Kurt Korinko		**Sig.** KTK		**Cert.** 3772484	**Date:** 7/27/22

AD 74-06-02	**Amdt.** 39-1798	**Issued:** 1974	**Effective:** 03/18/74	**Recurring:** Yes	**Hrs:** 4478.3
Subject: AVCON mufflers			**Supersedes:**		**Due:** 4578.3
Method: no defects					**SB#:**
Terminated by:					**SB#:**
Name: Kurt Korinko		**Sig.** KTK		**Cert.** 3772484	**Date:** 7/27/22

AD 87-20-03 R2	**Amdt.** 39-6669	**Issued:** 1987	**Effective:** 09/24/90	**Recurring:** Yes	**Hrs:** 4478.3
Subject: Superseded by 2011-10-09			**Supersedes:**		**Due:**
Method: see 2011-10-09					**SB#:**
Terminated by:					**SB#:**
Name: Kurt Korinko		**Sig.** KTK		**Cert.** 3772484	**Date:** 7/27/22

AD 2011-06-02	**Amdt.** 39-16626	**Issued:** 04/21/11	**Effective:** 05/26/11	**Recurring:** Yes	**Hrs:** 4478.3
Subject: Full authority digital engine control backup battery			**Supersedes:**		**Due:**
Method: n/a not installed					**SB#:**
Terminated by:					**SB#:**
Name: Kurt Korinko		**Sig.** KTK		**Cert.** 3772484	**Date:** 7/27/22

AD 2011-10-09	**Amdt.** 39-16690	**Issued:** 05/13/11	**Effective:** 06/17/11	**Recurring:** Yes	**Hrs:** 4478.3
Subject: Seat rail & seat rail holes, seat pin, seat rollers, etc.			**Supersedes:** 87-20-03 R2		**Due:** 4578.3
Method: c/w by inspection . no defects noted					**SB#:**
Terminated by:					**SB#:**
Name: Kurt Korinko		**Sig.** KTK		**Cert.** 3772484	**Date:** 7/27/22

TCM 0-300-D S/N 33038-D-5-D TTE: 4478.3

Airworthiness Directives: Compliance Report - Engine --Recurring and Recent ADs Since 06/01/21		
Make: Teledyne Continental Motors (TCM) **Model:** O-300-D	**S/N:** 33038-D-5-D	**TOTAL Hours:** 4478.3

AD 94-05-05 R1	Amdt. 39-9490	Issued: 02/13/96	Effective: 02/13/96	Recurring: Yes	Hrs: 4478.3
Subject: Cracks - cylinder rocker shaft bosses			Supersedes:		Due:
Method: Due AD Removal on overhaul					SB#:
Terminated by:					SB#:
Name: Kurt Korinko		Sig.		Cert. 3772484	Date: 7/27/22

AD 2022-04-04	Amdt. 39-21945	Issued: 02/22/22	Effective: 03/29/22	Recurring: No	Hrs: 4478.3
Subject: Oil filter adapter fiber gasket replacement			Supersedes:		Due:
Method:					SB#:
Terminated by:					SB#:
Name: Kurt Korinko		Sig.		Cert. 3772484	Date: 7/27/22

Number of ADs: 2

Stratus Tool Technologies
Engineering solutions Achieving excellence

Stratus Tool Technologies, LLC

2208 Air Park Drive
Burlington, NC 27215, USA
Phone: 800-822-3200
Website: www.tempestplus.com

-MANDATORY-

Service Bulletin: SB-001 Rev B

Original Date: October 25, 2019

Revision Date: June 17, 2021

SUBJECT: OIL FILTER ADAPTER GASKETS

Applicability: Continental aircraft engines having any of the following F&M or Stratus oil filter adapters installed in accordance with STCs SE09356SC, SE8409SW & SE10348SC.

CO-300
STC# SE8409SW

C6LC-L
STC# SE09356SC

C6LC-S
STC# SE09356SC

C6SC
STC# SE8409SW

C6LC-11/15
STC# SE10348SC

For additional information regarding this Service Bulletin, contact:
Stratus Tool Technologies, LLC
2208 Air Park Drive
Burlington, NC 27215
800-822-3200

For the most up-to-date, model-specific Installation Instructions and Instructions for Continued Airworthiness, please visit TempestPlus.com/products/oil-filter-adapters/

Safety First: Stratus Tool Technologies, LLC is a customer-service orientated company committed to technical innovation in pursuit of aviation safety. While Stratus Tool Technologies has no authority to compel aircraft owners and/or operators to act responsibly and take prudent action to ensure their own safety and the safety of others, Stratus Tool Technologies believes that compliance with this MANDATORY service bulletin is important and will help ensure better maintained and better performing products.

Cessna 172F s/n 17253005 ACTT: 4446.6

Airworthiness Directives: Compliance Report - Airframe --Recurring and Recent ADs Since 01/01/21		
Make: Cessna Aircraft Co. (Textron Aviation) **Model:** 172F (USAF T-41A)	**N-No.:** 5415R **Serial:** 17253005	**Total AC Hours:** 4446.6

AD 68-17-04	**Amdt.** 39-650	**Issued:** 1968	**Effective:** 09/07/68	**Recurring:** Yes	**Hrs:** 4446.6
Subject: Stall warning system			**Supersedes:**		**Due:**
Method: N/A by A/C S/N					**SB#:**
Terminated by:					**SB#:**
Name: Kurt Konnko		**Sig.**		**Cert.** 3772484	**Date:** 7/30/21

AD 69-15-03	**Amdt.** 39-798	**Issued:** 1969	**Effective:** 08/20/69	**Recurring:** Yes	**Hrs:** 4446.6
Subject: Muffler assembly			**Supersedes:**		**Due:**
Method: N/A by P/N					**SB#:**
Terminated by:					**SB#:**
Name: Kurt Konnko		**Sig.**		**Cert.** 3772484	**Date:** 7/30/21

AD 71-22-02	**Amdt.** 39-1327	**Issued:** 1971	**Effective:** 11/09/71	**Recurring:** Yes	**Hrs:** 4446.6
Subject: Cracks in nose gear fork			**Supersedes:**		**Due:**
Method: N/A by P/N					**SB#:**
Terminated by:					**SB#:**
Name: Kurt Konnko		**Sig.**		**Cert.** 3772484	**Date:** 7/30/21

AD 72-03-03 R3	**Amdt.** 39-4930	**Issued:** 1972	**Effective:** 10/15/84	**Recurring:** Yes	**Hrs:** 4446.6
Subject: Wing flap jack screw			**Supersedes:** 70-15-16		**Due:** 4546.6
Method: cpw by Lubrication + inspection. no defects noted					**SB#:**
Terminated by:					**SB#:**
Name: Kurt Konnko		**Sig.**		**Cert.** 3772484	**Date:** 7/30/21

AD 74-06-02	**Amdt.** 39-1798	**Issued:** 1974	**Effective:** 03/18/74	**Recurring:** Yes	**Hrs:** 4446.6
Subject: AVCON mufflers			**Supersedes:**		**Due:**
Method: N/A by P/N					**SB#:**
Terminated by:					**SB#:**
Name: Kurt Konnko		**Sig.**		**Cert.** 3772484	**Date:** 7/30/21

AD 87-20-03 R2	**Amdt.** 39-6669	**Issued:** 1987	**Effective:** 09/24/90	**Recurring:** Yes	**Hrs:** 4446.6
Subject: Superseded by 2011-10-09			**Supersedes:**		**Due:**
Method: See 2011-10-09					**SB#:**
Terminated by:					**SB#:**
Name: Kurt Korinko		**Sig.**		**Cert.** 3772484	**Date:** 7/30/21

AD 2011-06-02	**Amdt.** 39-16626	**Issued:** 04/21/11	**Effective:** 05/26/11	**Recurring:** Yes	**Hrs:** 4446.6
Subject: Full authority digital engine control backup battery			**Supersedes:**		**Due:**
Method: N/A not installed					**SB#:**
Terminated by:					**SB#:**
Name: Kurt Korinko		**Sig.**		**Cert.** 3772484	**Date:** 7/30/21

AD 2011-10-09	**Amdt.** 39-16690	**Issued:** 05/13/11	**Effective:** 06/17/11	**Recurring:** Yes	**Hrs:** 4446.6
Subject: Seat rail & seat rail holes; seat pin; seat rollers, etc.			**Supersedes:** 87-20-03 R2		**Due:** 4546.6
Method: cpw by inspection - no defects noted. met dimensional limits					**SB#:**
Terminated by:					**SB#:**
Name: Kurt Korinko		**Sig.**		**Cert.** 3772484	**Date:** 7/30/21

TCM 0-300-D S/N 33038-D-S-D ETT: 4446.6

Airworthiness Directives: Compliance Report - Engine --Recurring and Recent ADs Since 01/01/21		
Make: Teledyne Continental Motors (TCM) **Model:** O-300-D	**S/N:** 33038-D-S-D	**Hours:** 4446.6

AD 94-05-05 R1	**Amdt.** 39-9490	**Issued:** 02/13/96	**Effective:** 02/13/96	**Recurring:** Yes	**Hrs:** 4446.6
Subject: Cracks - cylinder rocker shaft bosses			**Supersedes:**		**Due:**
Method: Per AD removal on overhaul					**SB#:**
Terminated by:					**SB#:**
Name: Kurt Korinko		**Sig.**		**Cert.** 3772484	**Date:** 7/30/21

Number of ADs: 1

FAA REGISTRY

N-Number Inquiry Results

N-NUMBER ENTERED: 5451R

AIRCRAFT DESCRIPTION

Serial Number	17253005	Status	Valid
Manufacturer Name	CESSNA	Certificate Issue Date	06/06/2016
Model	172F	Expiration Date	06/30/2022
Type Aircraft	Fixed Wing Single-Engine	Type Engine	Reciprocating
Pending Number Change	None	Dealer	No
Date Change Authorized	None	Mode S Code (base 8 / Oct)	51566412
MFR Year	1965	Mode S Code (Base 16 / Hex)	A6ED0A
Type Registration	Co-Owned	Fractional Owner	NO

REGISTERED OWNER

Name	LESURE JOHN C		
Street	3112 SCHOOL PL		
City	FINLEYVILLE	State	PENNSYLVANIA
County	WASHINGTON	Zip Code	15332-1355
Country	UNITED STATES		

AIRWORTHINESS

Type Certificate Data Sheet	None	Type Certificate Holder	None
Engine Manufacturer	CONT MOTOR	Classification	Standard
Engine Model	0-300-D	Category	Utility, Normal
A/W Date	08/03/1965	Exception Code	No

The information contained in this record should be the most current Airworthiness information available in the historical aircraft record. However, this data alone does not provide the basis for a determination regarding the airworthiness of an aircraft or the current aircraft configuration. For specific information, you may request a copy of the aircraft record at http://aircraft.faa.gov/e.gov/ND/

OTHER OWNER NAMES

Name	LESURE JOHN C	Serial Number	17253005
Manufacturer Name	CESSNA	Model	172F
Name	LESURE DEBORAH J	Serial Number	17253005
Manufacturer Name	CESSNA	Model	172F

TEMPORARY CERTIFICATES

None

FUEL MODIFICATIONS

None

DEREGISTERED AIRCRAFT

None

N5451R Cessna 172F S/N 17253005 ACTT: 3774.3 TACH: 765.5

Airworthiness Directives: Compliance Report - Airframe --Recurring and Recent ADs Since 01/01/18		
Make: Cessna Aircraft Co. (Textron Aviation) **Model:** 172F	**N-No.:** 5451R **Serial:** 17253005	**Total AC Hours:** 3774.3 **TACH;** 765.5

AD 68-17-04	**Amdt.** 39-650	**Issued:** 1968	**Effective:** 09/07/68	**Recurring:** Yes	**Hrs:** 3774.3
Subject: Stall warning system			**Supersedes:**		**Due:**
Method: c/w by operational checks ok					**SB#:**
Terminated by:					**SB#:**
Name: Kurt P Korinko		**Sig.**		**Cert.** 3772484	**Date:** 7/20/19

AD 69-15-03	**Amdt.** 39-798	**Issued:** 1969	**Effective:** 08/20/69	**Recurring:** Yes	**Hrs:** 3774.3
Subject: Muffler assembly			**Supersedes:**		**Due:**
Method: N/A not installed					**SB#:**
Terminated by:					**SB#:**
Name: Kurt P Korinko		**Sig.**		**Cert.** 3772484	**Date:** 7/20/19

AD 71-22-02	**Amdt.** 39-1327	**Issued:** 1971	**Effective:** 11/09/71	**Recurring:** Yes	**Hrs:** 3774.3
Subject: Cracks in nose gear fork			**Supersedes:**		**Due:**
Method: N/A by P/N					**SB#:**
Terminated by:					**SB#:**
Name: Kurt P Korinko		**Sig.**		**Cert.** 3772484	**Date:** 7/20/19

AD 72-03-03 R3	**Amdt.** 39-4930	**Issued:** 1972	**Effective:** 10/15/84	**Recurring:** Yes	**Hrs:** 3774.3
Subject: Wing flap jack screw			**Supersedes:** 70-15-16		**Due:** 7/2020
Method: cleaned + lubricated					**SB#:**
Terminated by:					**SB#:**
Name: Kurt P Korinko		**Sig.**		**Cert.** 3772484	**Date:** 7/20/19

AD 74-06-02	**Amdt.** 39-1798	**Issued:** 1974	**Effective:** 03/18/74	**Recurring:** Yes	**Hrs:** 3774.3
Subject: AVCON mufflers			**Supersedes:**		**Due:**
Method: N/A not installed					**SB#:**
Terminated by:					**SB#:**
Name: Kurt P Korinko		**Sig.**		**Cert.** 3772484	**Date:** 7/20/19

AD 87-20-03 R2	**Amdt.** 39-6669	**Issued:** 1987	**Effective:** 09/24/90	**Recurring:** Yes	**Hrs:** 3774.3
Subject: Superseded by 2011-10-09			**Supersedes:**		**Due:**
Method: See 2011-10-09					**SB#:**
Terminated by:					**SB#:**
Name: Kurt P Korinko		**Sig.**		**Cert.** 3772484	**Date:** 7/20/19

AD 2011-06-02	**Amdt.** 39-16626	**Issued:** 04/21/11	**Effective:** 05/26/11	**Recurring:** Yes	**Hrs:** 3774.3
Subject: Full authority digital engine control backup battery			**Supersedes:**		**Due:**
Method: N/A not installed					**SB#:**
Terminated by:					**SB#:**
Name: Kurt P Korinko		**Sig.**		**Cert.** 3772484	**Date:** 7/20/19

AD 2011-10-09	**Amdt.** 39-16690	**Issued:** 05/13/11	**Effective:** 06/17/11	**Recurring:** Yes	**Hrs:** 3774.3
Subject: Seat rail & seat rail holes; seat pin; seat rollers, etc.			**Supersedes:** 87-20-03 R2		**Due:** 3874.3
Method: c/w by inspection. no defects noted					**SB#:**
Terminated by:					**SB#:**
Name: Kurt P Korinko		**Sig.**		**Cert.** 3772484	**Date:** 7/20/19

TCM 0-300-D S/N 33038-D-5-D ETT: 3774.3 SMOH: 131.6

Airworthiness Directives: Compliance Report - Engine --Recurring and Recent ADs Since 01/01/18		
Make: Teledyne Continental **Model:** O-300-D-5-D	**S/N:** 33038-D-5-D	**TOTAL Hours:** 3774.3 **SMOH Hours:** 131.6

AD 94-05-05 R1	**Amdt.** 39-9490	**Issued:** 02/13/96	**Effective:** 02/13/96	**Recurring:** Yes	**Hrs:** 3774.3
Subject: Cracks - cylinder rocker shaft bosses			**Supersedes:**		**Due:**
Method: Due @ overhaul on Removal					**SB#:**
Terminated by:					**SB#:**
Name: Kurt P Korinko		**Sig.**		**Cert.** 3772484	**Date:** 7/20/19

Number of ADs: 1

Cessna 172F serial number 17253005 ACTT: 3740.6 hrs

Airworthiness Directives: Compliance Report - Airframe --with All ADs		
Make: Cessna Aircraft Co. (Textron Aviation) **Model:** 172F (USAF T-41A)	**N-No.:** 5451R **Serial:** 17253005	**Total AC Hours:** 3740.6

AD 68-17-04	**Amdt.** 39-650	**Issued:** 1968	**Effective:** 09/07/68	**Recurring:** Yes	**Hrs:** 3740.6
Subject: Stall warning system			**Supersedes:**		**Due:**
Method: N/A by A/C serial number.					**SB#:**
Terminated by:					**SB#:**
Name: Kurt P Korinko		**Sig.**		**Cert.** 3772484	**Date:** 7/1/18

AD 68-19-05	**Amdt.** 39-652	**Issued:** 1968	**Effective:** 09/13/68	**Recurring:** No	**Hrs:** 3740.6
Subject: Utility category placard			**Supersedes:**		**Due:**
Method: N/A. Franklin engine not installed in this A/C					**SB#:**
Terminated by:					**SB#:**
Name: Kurt P Korinko		**Sig.**		**Cert.** 3772484	**Date:** 7/1/18

AD 69-15-03	**Amdt.** 39-798	**Issued:** 1969	**Effective:** 08/20/69	**Recurring:** Yes	**Hrs:** 3740.6
Subject: Muffler assembly			**Supersedes:**		**Due:**
Method: N/A. STC not installed					**SB#:**
Terminated by:					**SB#:**
Name: Kurt P Korinko		**Sig.**		**Cert.** 3772484	**Date:** 7/1/18

AD 70-15-16	**Amdt.**	**Issued:** 1970	**Effective:** 01/01/70	**Recurring:** No	**Hrs:** 3740.6
Subject: Superseded by 72-03-03 R3			**Supersedes:**		**Due:**
Method: SEE 72-03-03 R3					**SB#:**
Terminated by:					**SB#:**
Name: Kurt P Korinko		**Sig.**		**Cert.** 3772484	**Date:** 7/1/18

AD 71-18-01	**Amdt.** 39-1275	**Issued:** 1971	**Effective:** 08/31/71	**Recurring:** No	**Hrs:** 3740.6
Subject: Fuel selector valve placard			**Supersedes:**		**Due:**
Method: Reviously complied with. No further action required.					**SB#:**
Terminated by:					**SB#:**
Name: Kurt P Korinko		**Sig.**		**Cert.** 3772484	**Date:** 7/1/18

AD 71-22-02	**Amdt.** 39-1327	**Issued:** 1971	**Effective:** 11/09/71	**Recurring:** Yes	**Hrs:** 3740.6
Subject: Cracks in nose gear fork			**Supersedes:**		**Due:**
Method: Previously complied with. No further action required					**SB#:**
Terminated by:					**SB#:**
Name: Kurt P Korinko		**Sig.**		**Cert.** 3772484	**Date:** 7/1/18

AD 72-03-03 R3	**Amdt.** 39-4930	**Issued:** 1972	**Effective:** 10/15/84	**Recurring:** Yes	**Hrs:** 3740.6
Subject: Wing flap jack screw			**Supersedes:** 70-15-16		**Due:** 7/2019
Method: Lubricated i.a.w. paragraph C. next due 7/2019					**SB#:**
Terminated by:					**SB#:**
Name: Kurt P Korinko		**Sig.**		**Cert.** 3772484	**Date:** 7/1/18

AD 72-07-02	**Amdt.** 39-1415	**Issued:** 1972	**Effective:** 03/25/72	**Recurring:** No	**Hrs:** 3740.6
Subject: Selector valve placard			**Supersedes:**		**Due:**
Method: Previously complied with. No further action required.					**SB#:**
Terminated by:					**SB#:**
Name: Kurt P Korinko		**Sig.**		**Cert.** 3772484	**Date:** 7/1/18

Cessna 172F serial number 17253005 ACTT: 3740.6 hrs

AD 73-17-01	Amdt. 39-1701	Issued: 1973	Effective: 08/16/73	Recurring: No	Hrs: 3740.6
Subject: Fuel transfer pump placard			Supersedes:		Due:
Method: N/A not installed					SB#:
Terminated by:					SB#:
Name: Kurt P Korinko		Sig.		Cert. 3772484	Date: 7/1/18

AD 74-04-01	Amdt. 39-1783	Issued: 1974	Effective: 02/12/74	Recurring: No	Hrs: 3740.6
Subject: Aft fuselage bulkhead assy			Supersedes:		Due:
Method: N/A by A/C S/N					SB#:
Terminated by:					SB#:
Name: Kurt P Korinko		Sig.		Cert. 3772484	Date: 7/1/18

AD 74-06-02	Amdt. 39-1798	Issued: 1974	Effective: 03/18/74	Recurring: Yes	Hrs: 3740.6
Subject: AVCON mufflers			Supersedes:		Due:
Method: N/A not installed					SB#:
Terminated by:					SB#:
Name: Kurt P Korinko		Sig.		Cert. 3772484	Date: 7/1/18

AD 78-26-09	Amdt.	Issued: 1978	Effective: 01/01/78	Recurring: No	Hrs: 3740.6
Subject: Superseded by 79-10-14 R1			Supersedes:		Due:
Method: see 79-10-14 R1					SB#:
Terminated by:					SB#:
Name: Kurt P Korinko		Sig.		Cert. 3772484	Date: 7/1/18

AD 79-10-14 R1	Amdt. 39-5901	Issued: 1979	Effective: 05/30/88	Recurring: No	Hrs: 3740.6
Subject: Fuel tank venting			Supersedes: 78-26-09		Due:
Method: Previously complied with. No further action required.					SB#:
Terminated by:					SB#:
Name: Kurt P Korinko		Sig.		Cert. 3772484	Date: 7/1/18

AD 82-07-02	Amdt. 39-4353	Issued: 1982	Effective: 04/08/82	Recurring: No	Hrs: 3740.6
Subject: Engine crankcase breather			Supersedes:		Due:
Method: N/A STC not installed.					SB#:
Terminated by:					SB#:
Name: Kurt P Korinko		Sig.		Cert. 3772484	Date: 7/1/18

AD 83-17-06	Amdt. 39-4716	Issued: 1983	Effective: 09/01/83	Recurring: No	Hrs: 3740.6
Subject: Aileron balance weights			Supersedes:		Due:
Method: N/A not installed					SB#:
Terminated by:					SB#:
Name: Kurt P Korinko		Sig.		Cert. 3772484	Date: 7/1/18

AD 86-24-07	Amdt. 39-5475	Issued: 1986	Effective: 01/07/87	Recurring: No	Hrs: 3740.6
Subject: Engine controls installation			Supersedes:		Due:
Method: Previously complied with. No further action required.					SB#:
Terminated by:					SB#:
Name: Kurt P Korinko		Sig.		Cert. 3772484	Date: 7/1/18

AD 86-26-04	Amdt. 39-5503	Issued: 1986	Effective: 01/06/87	Recurring: No	Hrs: 3740.6
Subject: Superseded by 2004-19-01			Supersedes:		Due:
Method: see 2004-18-01					SB#:
Terminated by:					SB#:
Name: Kurt P Korinko		Sig.		Cert. 3772484	Date: 7/1/18

Cessna 172F serial number 17253005 ACTT: 3740.6 hrs

AD 87-20-03 R2	Amdt. 39-6669	Issued: 1987	Effective: 09/24/90	Recurring: Yes	Hrs: 3740.6
Subject: Superseded by 2011-10-09			Supersedes:		Due:
Method: see 2011 -10-09					SB#:
Terminated by:					SB#:
Name: Kurt P Korinko		Sig.		Cert. 3772484	Date: 7/1/18

AD 93-24-15	Amdt. 39-8764	Issued: 02/11/94	Effective: 02/11/94	Recurring: No	Hrs: 3740.6
Subject: Replacement of existing rheostat			Supersedes:		Due:
Method: Previously complied with. No further action required.					SB#:
Terminated by:					SB#:
Name: Kurt P Korinko		Sig.		Cert. 3772484	Date: 7/1/18

AD 97-01-13	Amdt. 39-9884	Issued: 01/22/97	Effective: 02/03/97	Recurring: No	Hrs: 3740.6
Subject: P/N S51-10 hoses			Supersedes:		Due:
Method: N/A none installed of this type.					SB#:
Terminated by:					SB#:
Name: Kurt P Korinko		Sig.		Cert. 3772484	Date: 7/1/18

AD 99-27-02	Amdt. 39-11483	Issued: 12/29/99	Effective: 01/21/00	Recurring: No	Hrs: 3740.6
Subject: Fuel selector valve cams			Supersedes:		Due:
Method: N/A inspection and found not of affected p/n and date.					SB#:
Terminated by:					SB#:
Name: Kurt P Korinko		Sig.		Cert. 3772484	Date: 7/1/18

AD 2000-06-01	Amdt. 39-11641	Issued: 03/22/00	Effective: 05/05/00	Recurring: No	Hrs: 3740.6
Subject: Fuel strainer standpipe assembly			Supersedes:		Due:
Method: Previously complied with. No defects. No further action.					SB#:
Terminated by:					SB#:
Name: Kurt P Korinko		Sig.		Cert. 3772484	Date: 7/1/18

AD 2004-19-01	Amdt. 39-13795	Issued: 09/17/04	Effective: 11/01/04	Recurring: No	Hrs: 3740.6
Subject: Upper shoulder harness adjusters			Supersedes: 86-26-04		Due:
Method: N/A previously complied with.					SB#:
Terminated by:					SB#:
Name: Kurt P Korinko		Sig.		Cert. 3772484	Date: 7/1/18

AD 2008-02-18	Amdt. 39-15348	Issued: 01/24/08	Effective: 02/28/08	Recurring: No	Hrs: 3740.6
Subject: BRS Parachute Systems - STCs SA01679CH & SA01999CH			Supersedes:		Due:
Method: N/A not installed.					SB#:
Terminated by:					SB#:
Name: Kurt P Korinko		Sig.		Cert. 3772484	Date: 7/1/18

AD 2008-10-02	Amdt. 39-15508	Issued: 05/02/08	Effective: 05/12/08	Recurring: No	Hrs: 3740.6
Subject: Superseded by 2008-26-10			Supersedes:		Due:
Method: see 2008-26-10					SB#:
Terminated by:					SB#:
Name: Kurt P Korinko		Sig.		Cert. 3772484	Date: 7/1/18

Cessna 172F serial number 17253005 ACTT: 3740.6 hrs

AD 2008-26-10	**Amdt.** 39-15776	**Issued:** 12/24/08	**Effective:** 01/05/09	**Recurring:** No	**Hrs:** 3740.6
Subject: Alternate static air source selector valve			**Supersedes:** 2008-10-02		**Due:**
Method: **N/A by date and installation.**					**SB#:**
Terminated by:					**SB#:**
Name: Kurt P Korinko		**Sig.**		**Cert.** 3772484	**Date:** 7/1/18

AD 2011-06-02	**Amdt.** 39-16626	**Issued:** 04/21/11	**Effective:** 05/26/11	**Recurring:** Yes	**Hrs:** 3740.6
Subject: Full authority digital engine control backup battery			**Supersedes:**		**Due:**
Method: **N/A not installed**					**SB#:**
Terminated by:					**SB#:**
Name: Kurt P Korinko		**Sig.**		**Cert.** 3772484	**Date:** 7/1/18

AD 2011-10-09	**Amdt.** 39-16690	**Issued:** 05/13/11	**Effective:** 06/17/11	**Recurring:** Yes	**Hrs:** 3740.6
Subject: Seat rail & seat rail holes; seat pin; seat rollers, etc.			**Supersedes:** 87-20-03 R2		**Due:** 7/19 or 3840.6
Method: **C/W by inspection. Meets minimum dimensional checks. No defects noted. Rails recently replaced.**					**SB#:**
Terminated by:					**SB#:**
Name: Kurt P Korinko		**Sig.**		**Cert.** 3772484	**Date:** 7/1/18

Number of ADs: 28

TCM 0-300-D serial number 33038-D-5-D ETT: 3740.6 SMOH: 97.9

Airworthiness Directives: Compliance Report - Engine --with All ADs		
Make: Teledyne Continental Model: O-300-D	S/N: 33038-D-5-D	ETT Hours: 3740.6 SMOH Hours: 97.9

AD 93-10-02	Amdt. 39-8603	Issued: 07/28/93	Effective: 08/12/93	Recurring: No	Hrs: 3740.6
Subject: Valve retainer key			Supersedes:		Due:
Method: N/A by time and engine S/N					SB#:
Terminated by:					SB#:
Name: Kurt P Korinko		Sig.		Cert. 3772484	Date: 7/1/18

AD 93-11-03	Amdt. 39-8600	Issued: 06/28/93	Effective: 07/13/93	Recurring: No	Hrs: 3740.6
Subject: Connecting rod			Supersedes:		Due:
Method: N/A by time and engine S/N					SB#:
Terminated by:					SB#:
Name: Kurt P Korinko		Sig.		Cert. 3772484	Date: 7/1/18

AD 93-11-03 L	Amdt.	Issued: 06/01/93	Effective: 06/01/93	Recurring: No	Hrs: 3740.6
Subject: Replaced by 93-11-03			Supersedes:		Due:
Method: see 93-11-03					SB#:
Terminated by:					SB#:
Name: Kurt P Korinko		Sig.		Cert. 3772484	Date: 7/1/18

AD 94-05-05 R1	Amdt. 39-9490	Issued: 02/13/96	Effective: 02/13/96	Recurring: Yes	Hrs: 3740.6
Subject: Cracks - cylinder rocker shaft bosses			Supersedes:		Due:
Method: due at replacement, overhaul or next removal					SB#:
Terminated by:					SB#:
Name: Kurt P Korinko		Sig.		Cert. 3772484	Date: 7/1/18

AD 94-14-12 L	Amdt.	Issued: 06/23/94	Effective: 06/23/94	Recurring: No	Hrs: 3740.6
Subject: Superseded by 95-21-15			Supersedes:		Due:
Method: see 95-21-15					SB#:
Terminated by:					SB#:
Name: Kurt P Korinko		Sig.		Cert. 3772484	Date: 7/1/18

AD 95-21-15	Amdt. 39-9402	Issued: 11/13/95	Effective: 11/28/95	Recurring: No	Hrs: 3740.6
Subject: Contiminated Aviation Fuel			Supersedes: 94-14-12 L		Due:
Method: N/A by N Number					SB#:
Terminated by:					SB#:
Name: Kurt P Korinko		Sig.		Cert. 3772484	Date: 7/1/18

AD 98-17-11	Amdt. 39-10713	Issued: 08/20/98	Effective: 10/19/98	Recurring: No	Hrs: 3740.6
Subject: Crankshafts serviced by Nelson Balancing			Supersedes:		Due:
Method: N/A by facility					SB#:
Terminated by:					SB#:
Name: Kurt P Korinko		Sig.		Cert. 3772484	Date:

AD 98-17-11 C1	Amdt. 39-10713	Issued: 10/19/98	Effective: 10/19/98	Recurring: No	Hrs: 3740.6
Subject: Crankshafts serviced by Nelson Balancing			Supersedes:		Due:
Method: N/A by Facility					SB#:
Terminated by:					SB#:
Name: Kurt P Korinko		Sig.		Cert. 3772484	Date: 7/1/18

TCM 0-300-D serial number 33038-D-5-D ETT: 3740.6 SMOH: 97.9

AD 2000-11-51 E	Amdt.	Issued: 06/07/00	Effective: 06/07/00	Recurring: No	Hrs: 3740.6
Subject: Superseded by 2002-13-04			Supersedes:		Due:
Method: see 2002-13-04					SB#:
Terminated by:					SB#:
Name: Kurt P Korinko		Sig.		Cert. 3772484	Date: 7/1/18

AD 2002-13-04	Amdt. 39-12792	Issued: 06/27/02	Effective: 07/12/02	Recurring: No	Hrs: 3740.6
Subject: Superseded by 2011-26-07			Supersedes: 2000-11-51 E		Due:
Method: see 2011-26-07					SB#:
Terminated by:					SB#:
Name: Kurt P Korinko		Sig.		Cert. 3772484	Date: 7/1/18

AD 2011-26-07	Amdt. 39-16897	Issued: 12/20/11	Effective: 01/24/12	Recurring: No	Hrs: 3740.6
Subject: Slick Magnetos, models 6314, 6324 and 6364			Supersedes: 2002-13-04		Due:
Method: N/A by part number.					SB#:
Terminated by:					SB#:
Name: Kurt P Korinko		Sig.		Cert. 3772484	Date: 7/1/18

Number of ADs: 11

McCauley 1C172/EM7653 serial S1016 ACTT: 3740.6

Airworthiness Directives: Compliance Report - Propeller --with All ADs		
Make: McCauley **Model:** 1C172 / EM7653	**S/N:** S1016	**ACTT Hours:** 3740.6

AD 2003-13-17	**Amdt.** 39-13219	**Issued:** 07/03/03	**Effective:** 07/18/03	**Recurring:** No	**Hrs:** 3740.6
Subject: Props serviced by T and W Propellers			**Supersedes:**		**Due:**
Method: N/A by facility					**SB#:**
Terminated by:					**SB#:**
Name: Kurt P Korinko		**Sig.**		**Cert.** 3772484	**Date:** 7/1/18

AD 2005-14-11	**Amdt.** 39-14188	**Issued:** 07/13/05	**Effective:** 08/17/05	**Recurring:** No	**Hrs:** 3740.6
Subject: Blades serviced by Southern Calif. Prop. Service			**Supersedes:**		**Due:**
Method: N/A by facility					**SB#:**
Terminated by:					**SB#:**
Name: Kurt P Korinko		**Sig.**		**Cert.** 3772484	**Date:** 7/1/18

Number of ADs: 2

CESSNA 172F N5451R TACH 601.7 5/1/12
S/N17253005
C/W AD's Dennis Conner
AP 1964440431A

72-03-03R3	Wing Flap Jack Screw 5/[redacted]/12 Verified Found C/W 601.7	Due AT 701.7
87-20-03R2	Seat Track 5/[redacted]/12 Verified C/W 601.7	701.7
2011-10-09	Seat Track Rollers, Pin. Latches. Verified & Measured C/W 601.7 5/1/12	701.7

S/N 33036-0-5-0 ENGINE O300 D Due AT

98-01-06	CARBURATOR Venture ONE piece VENTURI Install	
94-05-05-R1	Cyl Head Stud Boss AT Teardown or Oh C	
94-14-12	Engine Teardown. N/A By Number.	
96-12-22	Oil Filter Adapter N/A NOT Installed	701.7
76-07-12	Ignition Switch. OPS 601.7 5/1/12	
96-09-06	Oxygen Gasket Verified 601.7	701.7

CONT NEXT PAGE

CESSNA 172F
S/N 17253005

N 5451R 6/11

71-22-03 NOSE GEAR FORK 0543043-498 INSTALLED N/A AP19644293

72-03-03R3 WING FLAP 7/11 Visual Get SCREW 560.8 Clean & Lube. Due next 622.3 AP19644293 FA

Due 622.3 AP19644293

87-20-03R2 SEAT TRACKS 7/11 Visual No Crack x Seat Hair Pin 560.8 Engagement

11-06-02 AFM, Electrical procedures 7/11 560.8 TO FADEC (STC SA01303WI) N/A NOT Installed AP19644293 FA

ENGINE

94-05-05-R1 Cyl Rocker Shaft 6/11 560.8 1500 AT Next Teardown or Overhaul AP19644293FA

94-14-12 Engine Teardown 6/11 N/A 560.8 By N Vendor AP19644293FA

96-12-22 Oil Filter Adapter N/A NOT INSTALLED

76-07-12 B1 Ignition Switch 6/11 560.8 OPO V Due 622.3 AP19644293FA

96-09-06 Neoprene GASKET Visual Inspection 560.8 Good 6/11 622.3 AP19644293FA

98-01-06 CARB 7 Piece Venturi ONE piece Venturi INSTALLED

AIRFRAME

Company
Manufacturer CESSNA AIRCRAFT CORP.
Model 172F
Serial # 17253005 Tach Time 522.3
A/C Cert. Date Total Time 3531.3 Tail Number N5451R

AD# Effective	Subject	Date & Hours @ Compliance	Method Of Compliance	O	R	Next Comp @ Hrs/Date	Authorized Signature & Number
*71-22-02 11/09/71	[R1] NOSE GEAR FORK/	—	0543043 448 installed NA		X	—	RS — AP1865269991A
*72-03-03 R3 10/15/84	WING FLAP ACTUATOR JACK SCREW/	6/10 522.3	Clean + lube √ OK		X	6/11 622.3	RS — AP1865269991A
*87-20-03 R2 09/24/90	SEAT TRACKS AND SEAT PIN ENGAGEMENT/	6/10 522.3	Visual insp cracks + wear		X	6/11 622.3	RS — AP1865269991A

APPLIANCES

Company
Tail # N5451R

AD# Effective	Subject	Date & Hours @ Compliance	Method Of Compliance	O	R	Next Comp @ Hrs/Date	Authorized Signature & Number
*76-07-12 08/30/77	[R1] IGNITION SWITCHES/	6/10 522.3	Ops √ switch		X	6/11 622.3	RS — AP1865269991A
*96-09-06 06/07/96	NEOPRENE GASKET/	6/10 522.3	Visual insp gasket		X	6/11 622.3	RS — AP1865269991A
*98-01-06 02/13/98	CARBURETOR 2 PIECE VENTURI/	6/10 522.3	one piece venturi installed		X	—	—

  Prepared by RS Date 6/10

AD NOTES COMPLIANCE RECORD

Page 1 of 1 Date 6/4/09 Tach 447.5 T.T. 4082.37

Reg # 5451R A/C Make/Model/Popular Name CESSNA 172F S/N 17253005

A/C Cert. Date 1965 Eng. Model O-300D Prop. Model LC12-7/EM7653

S/N 33038-D-5-D S/N 5016

AD #	Rev. Date	Applicable S.B. # & Subject	Date & Hours @ Comp.	Method of Compliance	One Time	Recurring	Next Comp. @ Hrs/Date	Authorized Signature & Number
2005-14-11		FAILED PROPELLER BLADE		N/A BY OVERHAUL				
2004-02-18		PICK-UP COLLAR SUPPORT AND NYLON SCREWS		N/A BY NO PARACHUTE SYSTEM				
2004-19-01		UPPER SHOULDER HARNESS ADJUSTER		N/A BY NO SHOULDER HARNESS				
72-03-03R3		WING FLAP JACK SCREW	6/4/09 TACH: 447.5	VISUAL + LUBE		✓	ANNUAL OR TACH: 547.5	
96-09-06		BRACKET AIRINLET FILTER GASKET	6/4/09 TACH: 447.5	VISUAL		✓	ANNUAL OR TACH: 547.5	
87-20-03R2		SEAT TRACK	6/4/09 TACH: 447.5	VISUAL		✓	ANNUAL TACH: 547.5	

Airworthiness Directive Compliance Record

AIRCRAFT RECORDS - DO NOT DESTROY **airframe**

Company	AEROTECH SUPPORT LLC.
Manufacturer	CESSNA AIRCRAFT CORP.
Model	172F
Tail #	N5451R
Serial #	17253005
Current Time	TT 3555.42 SLA 114.47
Total Time	On TACH 1216.05
A/C Cert. Date	8/3/65

***68-17-04** **09/07/68** **STALL WARNING SYSTEM/**
Method of Compliance N/A - Pneumatic Stall Warning System not installed
SB # **Date** 5/1/04 **Next Due** N/A
Signature **Cert. #** 193504480 IA

68-19-05 **09/13/68** **UTILITY CATEGORY PLACARD/**
Method of Compliance N/A by manufacturer - Continental installed
SB # **Date** 5/1/04 **Next Due** N/A
Signature **Cert. #** 193504480 IA

***69-15-03** **08/20/69** **MUFFLER ASSEMBLY/**
Method of Compliance N/A by manufacturer - Continental installed
SB # **Date** 5/1/04 **Next Due** N/A
Signature **Cert. #** 193504480 IA

71-18-01 **08/31/71** **FUEL SELECTOR VALVE PLACARD/**
Method of Compliance C/W by installing filler neck placards, selector valve placard previously installed
SB # SE68-12 **Date** 5/1/04 **Next Due** N/A
Signature **Cert. #** 193504480 IA

***71-22-02** **11/09/71** **[R1] CRACKS IN NOSE GEAR FORK/**
Method of Compliance C/W by inspection of gear fork
SB # 63-31 **Date** 5/1/04 **Next Due** 1316.05
Signature **Cert. #** 193504480 IA

N/A SEE L&E ENTRY 11-18-71

***72-03-03 R3** **10/15/84** **WING FLAP JACK SCREW/**
Method of Compliance N/A - Manual flaps installed, inspected manual flaps
SB # **Date** 5/1/04 **Next Due** Recommend 100 hour inspection
Signature **Cert. #** 193504480 IA

72-07-02 **03/25/72** **SELECTOR VALVE PLACARD/**
Method of Compliance P/C/W placard already installed
SB # SE72-7 **Date** 5/1/04 **Next Due** N/A
Signature **Cert. #** 193504480 IA

73-17-01 **08/16/73** **FUEL TRANSFER PUMP PLACARD/**
Method of Compliance N/A Auxillary fuel tank not installed
SB # SE69-24 **Date** 5/1/04 **Next Due** N/A
Signature **Cert. #** 193504480 IA

Prepared by _____ Date _____

* Indicates possible recurring inspections

Airworthiness Directive Compliance Record

***74-06-02** 03/18/74 **AVCON MUFFLERS/**
Method of Compliance N/A Avcon kit not installed
SB # **Date** 5/1/04 **Next Due** N/A
Signature **Cert. #** 193504480 IA

77-02-09 02/03/77 **WING FLAP SYSTEM/**
Method of Compliance N/A by Serial Number
SB # SE76-25 **Date** 5/1/04 **Next Due** N/A
Signature **Cert. #** 193504480 IA

79-08-03 06/06/79 **CIGAR LIGHTER WIRING MODIFICATION/**
Method of Compliance N/A by Serial Number
SB # **Date** 5/1/04 **Next Due** N/A
Signature **Cert. #** 193504480 IA

79-10-14 R1 05/30/88 **FUEL TANK VENTED CAPS/**
Method of Compliance C/W Installed placard, recommended to owner to replace fuel caps
SB # SE77-6 **Date** 5/1/04 **Next Due** N/A
Signature **Cert. #** 193504480 IA

82-07-02 04/08/82 **ENGINE CRANKCASE BREATHER/**
Method of Compliance P/C/W Hole drilled and cut
SB # **Date** 5/1/04 **Next Due** N/A
Signature **Cert. #** 193504480 IA

83-17-06 09/01/83 **AILERON BALANCE WEIGHTS/**
Method of Compliance N/A No work done at Robertson Repair Station
SB # 20 **Date** 5/1/04 **Next Due** N/A
Signature **Cert. #** 193504480 IA

86-24-07 01/07/87 **ENGINE CONTROL ATTACHMENT MODIFICATION/**
Method of Compliance P/C/W Hardware already installed
SB # SE79-6 **Date** 5/1/04 **Next Due** N/A
Signature **Cert. #** 193504480 IA

86-26-04 01/06/87 **SHOULDER HARNESS ADJUSTER/**
Method of Compliance N/A No shoulder harness kit installed
SB # **Date** 5/1/04 **Next Due** N/A
Signature **Cert. #** 193504480 IA

***87-20-03 R2** 09/24/90 **SEAT TRACKS AND SEAT PIN ENGAGEMENT/**
Method of Compliance C/W Seat rails replaced
SB # SE83-6 **Date** 5/1/04 **Next Due** C/W lock pins AD @
1216.05, C/W seat rails @ 2216.05
Signature **Cert. #** 193504480 IA
C/W 3555.42 T/T N/O 4555.42 T/T

93-24-15 02/11/94 **INSTRUMENT PANEL LIGHT DIMMING RHEOSTAT/**
Method of Compliance P/C/W by intalling RD0015H1600 Rhiostat See records dated 6/2/95
SB # 92-33 Rev. 1 **Date** 5/1/04 **Next Due** N/A
Signature **Cert. #** 193504480 IA

Prepared by _____ Date _____

3555.42 1216.05 105.8

Airworthiness Directive Compliance Record

97-01-13 **02/03/97** **S51-10 TYPE OIL, FUEL AND HYDRAULIC HOSES/**
Method of Compliance N/A No entry of hose replacement during specified time of AD
SB # 96-15 **Date** 5/1/04 **Next Due** N/A
Signature **Cert. #** 193504480 IA

99-27-02 **01/21/00** **FUEL SELECTOR VALVE/**
Method of Compliance N/A No entries of change during those dates
SB # 99-7 **Date** 5/1/04 **Next Due** N/A
Signature **Cert. #** 193504480 IA

00-06-01 **05/05/00** **FUEL STRAINER ASSEMBLY/**
Method of Compliance N/A No fuel strainer installed after Dec. 12, 1996
SB # 97-12 **Date** 5/1/04 **Next Due** N/A
Signature **Cert. #** 193504480 IA

Prepared by _____ Date _____

CESSNA MODEL#172F SERIAL# 17253005 REG#N5451R

Date	Tach	Description	AD # SB #
09/29/65		Installed Narco mark 12. power supply and VOA-U converter.	
09/07/71		Notice; A/C should not be flown. Carburetor is floating. Probably needles & seat or bad carb.	
03/12/67		Installed L & R fuel tanks quick drains.	AP10583
04/11/67		Installed KMA 12, ADF31, UD14 and Brittian Auto Pilot see 337 this date	
06/16/67	113	Installed Alcor mixture control EGT indicator as per STC-SA533sw, and alcor installation manual .Revised WT.& BAL.	AP1365687
11/06/67	270.50	Installed heater pilot & stall warning kit AK172-72A	AP699789
08/12/70		Rebuilt nose strut, all new o-rings,back up rings, scraper ring and a new lower strut bushing. Service MIL-5606 and serviced shimmy dampener, also shimed torque links, and new 3/16 bolts at torque link pivot.	AP1914455
04/08/71	102163	C/W by inspection and lub of wing flap jackscrew .	70-15-16 revision 70-23
11/18/71	1186.09	Installed new quick drains in both main fuel tanks	
		C/W by removing flag screwjack cleaning and inspecting . lubricated with approved grease.	70-15-16
		C/W by proper placards installed as prescribed in ad"s note	71-18-1
		N/A by part number	71-22-2
04/12/72	1245	Installed new o-rings in shimmy dampener.	AP1988345
06/15/72	1406.19	Replaced all bonding straps at engine mounts.	Ap2052188
		C/W Installed kit on flaps jackscrew.	70-15-16
06/16/72	1306	C/W Replaced fuel selector placard as per instructed	71-18-1 and 72-7-2
07-11-73	1503.0	Removed and installed turn coordinator P/n#TC100 SN#603611C	AP1347888
12/1/73	1673	Installed E.LT Alert 50	AP2207508
02/12/75		Installed norco AT50A transponder. See form 337 W&T and Bal.	2086877AI
06/06/75		Replaced part#C661002-0101 Directional Gyro air driven with standard new type 4000B Directional Gyro S/N#10013	AP1989224
04-27-77		Repaired LT. Wing tips & installed Nav. Light assy. Installed 25 AMP.	AP1888002

Cessna Aircraft Log

Type c172f Serial # 17253005 Registration.# N5451R

Date	Tack	Description	AD # S/B #
03/11/77			
04/27/77		Repaired LT wing tip& installed nav. Light assy.	1888002 IA
9/01/77	212.18	Installed new E.G.T. System and clock wt & bal changed	
4/16/79	321.2	Fuel tank vent	78-26-09
4/16/79		ELT. Removed	79-05-02
6/13/79		Aircraft stripped and repainted	
3/16/83		Removed narcovgi-4ame systems installed narco890 DME in center radio panel + ka-60 antenna on lower fuselage at station for details see F.A.A. form 337 this date	
7/29/85	522.86	Replaced gyro HORIZONAL	
11/14/85	524.80	Installed new BENDIX ignition switch p/n 10-357200	76-07-12
		C/w by installation of new filter	84-26-02
12-4-86	2299.51	Installed new map light switch removed wheel fairing installed placard in accordance with	Sb-86-5a
6/13/88		Removed rt. 514 NAV com and indicator installed MK 12d, 1d825, spa400 intercom AR 850 encoder units installed as per AC	43-13-2a
1/3/88	2330.36	Seat track a LATEL by insp. for time	87-20-03
		By installation a new controller not on throttle linkage	86/24/03
5/26/89	2338	Ck seat track	87/20/03
		BENDIX MAG. switch due again 2438	76/07/12
5/31/90	2339.37	Seat track by inspection due again at 676.27	87-20-03
		BENDIX switch due 686.27	76-12-02
7/9/91	594.74	C/w seat track due 7/92	87/20/03
		C/w BENDIX switch due 7/92	76-12-02
10/26/92	2935.20	C/w seat track due 10/93	87-20-03
		C/w BENDIX MAG. switch 10-93	76-12-02
6/2/95	2938.47	C/w seat track by inspection	87-20-02
		C/w bracket air filter by inspection	95-03-02
		C/w Cessna SB by inspection	SEB94-8
		C/w by installing rd0015h-1600rhiostat	93-24-15
8/15/96	3007.57	C/w seat track by inspection	87-20-03 R2
		Brackett air filter by inspection	95-03-02
9/5/97	3066.32	Seat track by inspection	87-20-03 R2
		Bracket air filter by inspection	95-03-02
		Oil lines n/a oil lines not replaced in time window	97-01-03
		ELT test installed new ELT bat due 9/99	91-207d
9/20/97		Removed plastic overlay on instrument panel. Installed aluminum overlay on copilot side weight negligible. Re cut and installed aluminum instrument panel on pilot side to put instrument in T configuration for training. Weigh change negligible removed MK12 voa4 and t12mp12 installed rt328c	43-13-2a

		and in514 voril8 indicator unit installed as per AC 43.13-2A and manufacturers installation manual weight and balance and equip. List revised. This install considered a minor alteration No. 337 initiated. Approval for NAV. COM. Based on original NAV. COM. Approval only model changed.	
10/20/98	3121.27	C/W seat track by inspection due again 10/99	87-20-03
		C/W bracket air filter by replacement of air filter assembly	95-03-02
		C/W ELT. Test battery due 9/99	91.207d
10/20/98		Note: As of this date the static system and the transponder system has not been checked in the preceding 24 mos. There for no IFR flight is allowed.	
12/14/98		Installed Peterson auto fuel STC. Installed placards on wings next to fuel filler. 337 completed this date.	STC. SA1948CE
4/01/00	3218.3	Performed annual inspection IAWFAR43 APD "D" checked Ad's through 2000-2004.	
		C/W Seat track due again 4/01	87-20-03 R2
		Checked fuel selector valve n/a	99-27-02
		C/W ELT. Battery September 1999 owner notified.	91.207d
10/03/00	907.83	Installed new E.LT. Probe. Installed new ELT. Battery due 7/2002.	
6/01/02	3440.95	C/W by operational check	76-07-12
		Seat tracks c/w inspection	87-20-03 R2
		Brackett	95-03-02
		Top overhaul completed on engine. ELT. Tested per FAR 91.207 (d) found airworthy. Battery exp. June 02	
	1101.58	Subject: utility placard. C/W: n/a see previous list	68-19-05
	"	" Muffler assembly. C/W n/a see previous list	69-15-03
	"	" Fuel SELEE placard. C/W/P see previous list	71-18-01
	"	" Crack nose gear. n/a see previous list	71-22-02

Cessna 172 Model F
Serial # 53005

2008-02-18	02/28/2008	Pick-up collar support and nylon screws not applicable	
2004-19-01	11/01/2004 not applicable		Upper shoulder harness adjusters
2000-06-01	05/05/2000		Fuel Strainer Assembly
99-27-02	01/21/2000 not applicable		Fuel Selector Valves
97-01-13	02/03/1997 -		Fuel, Oil and Hydraulic Hoses
93-24-15	02/11/2001		Instrument Panel Light Rheostat
87-20-03 R2	09/24/1990 - completed		Seat Tracks
86-24-07	01/07/1987		Engine Controls Installation
83-17-06	09/01/1983 - N A		Aileron Balance Weights
82-07-02	04/08/1982		Engine Crankcase Breather
72-07-02	03/25/1972 - completed		Selector Value Placard
72-03-03 R3	10/15/1984 - completed		Wing Flap Actuators Jack Screw
68-19-05	09/13/1968 - not applicable		Utility Category Placard

172F (USAF T-41A)

- 150A
- 150B
- 150C
- 150D
- 150E
- 150F
- 150G
- 150H
- 150J
- 150K
- 150L
- 150M
- 152
- 170
- 170A
- 170B
- 172

C172 Model F
Serial # 53005

- 172 Model/Series (all)

99-27-02 •	01/21/2000	Fuel Selector Valves
97-01-13 – not applicable	02/03/1997	Fuel, Oil and Hydraulic Hoses
90-06-03 R1	03/27/1991	Exhaust Heater/Muffler Assembly
87-20-03 R2 – completed	09/24/1990	Seat Tracks
83-17-06 — does not apply	09/01/1983	Aileron Balance Weights
82-07-02 • —	04/08/1982	Engine Crankcase Breather
79-10-14 R1 • —	05/30/1988	Fuel Tank Venting
79-08-03 • —	06/06/1979	Electrical System
77-02-09 – not by serial #	02/03/1977	Wing Flap System
74-06-02 — not applicable	03/18/1974	AVCON Mufflers
74-04-01 – not by serial #	02/12/1974	Aft Fuselage Bulkhead Assembly
73-23-07 – not by serial #	11/19/1973	Defective Spar Attachment Fittings
73-17-01 – does not apply	08/16/1973	Fuel Transfer Pump Placard
72-07-02 • – done	03/25/1972	Selector Value Placard
71-22-02 • — not by serial #	11/09/1971	Cracks In Nose Gear Fork
71-18-01 • —	08/31/1971	Fuel Selector Valve Placard
69-15-03 – not by type	08/20/1969	Muffler Assembly
68-17-04 – not by serial #	09/07/1968	Stall Warning System
59-10-03 – not by serial #	Upon Receipt	Flasher Switch

- 172A
- 172B
- 172C
- 172D

Airworthiness Directive Compliance Record

AIRCRAFT RECORDS - DO NOT DESTROY **engine**

Company	AEROTECH SUPPORT LLC.
Manufacturer	TELEDYNE CONTINENTAL MOTORS
Model	O-300 SERIES
Location	Front
Serial #	33038-D-5-D
TSMOH	1161.1
Total Time	3555.42 SLA 114.47

***49-50-01** **05/02/49** **GENERATOR DRIVE INSPECTION/**
Method of Compliance P/C/W by date of overhaul see records dated 1/16/75
SB # **Date** 5/1/04 **Next Due** N/A
Signature **Cert. #** 193504480 IA

***50-20-01** **06/01/50** **CRANKCASE/CYLINDER BARREL INSPECTION/**
Method of Compliance N/A BY S/N
SB # **Date** 5/1/04 **Next Due** N/A
Signature **Cert. #** 193504480 IA

93-10-02 **08/12/93** **CYLINDER VALVE RETAINER KEY/**
Method of Compliance P/C/W by date of overhaul see records dated 6/1/02
SB # MSB93-12 **Date** 5/1/04 **Next Due** N/A
Signature **Cert. #** 193504480 IA

93-11-03 **07/13/93** **CONNECTING ROD AND CRANKSHAFT INSPECTION/**
Method of Compliance N/A BY S/N
SB # **Date** 5/1/04 **Next Due** N/A
Signature **Cert. #** 193504480 IA

***94-05-05 R1** **02/13/96** **CYLINDER ROCKER SHAFT BOSSES/**
Method of Compliance P/C/W by date of overhaul see records dated 6/1/02
SB # **Date** 5/1/04 **Next Due** N/A
Signature **Cert. #** 193504480 IA

95-21-15 **11/28/95** **ENGINE TEARDOWN AND INSPECTION/**
Method of Compliance N/A BY REGISTRATION NUMBER
SB # M84-15, M88-10 **Date** 5/1/04 **Next Due** N/A
Signature **Cert. #** 193504480 IA

***96-12-22** **07/31/96** **OIL FILTER ADAPTER/**
Method of Compliance N/A No filter adapter installed
SB # **Date** 5/1/04 **Next Due** N/A
Signature **Cert. #** 193504480 IA

98-17-11 **10/19/98** **CRANKSHAFT CRACKS/**
Method of Compliance N/A Crankshaft not repaired by Nelson Balancing Service
SB # **Date** 5/1/04 **Next Due** N/A
Signature **Cert. #** 193504480 IA

Prepared by _____ Date _____

Airworthiness Directive Compliance Record

00-11-51 06/07/00 SUPERSEDED BY AD 2002-13-04/

Method of Compliance
SB #
Signature

Date 5/1/04

Next Due N/A
Cert. #

02-13-04 07/12/02 MAGNETO IMPULSE COUPLING STOP PIN/

Method of Compliance P/C/W by date of overhaul see records dated 1/16/75
SB # 1-00B, 00-6A
Signature

Date 5/1/04

Next Due N/A
Cert. # 193504480 IA

Prepared by _____ Date _____

* Indicates possible recurring inspections

ENGINE LOG

Model# 0-300D SERIAL#33038-D-5-D N5451R

DATE	Tack	DESCRIPTION	AD #SB#
01/16/75	1753	Installed rebuilt tack reading 000. Engine major overhauled all steel parts magnafluxed, all parts miked within MFG tolerance .the following parts replaced new –all main & rod bearings, all pistons rings 6 intake valves, 6 exh valves,6exh valve guides, all rocker arm bushings all rocker boss bushings all value keepers camshaft 1cam follower all gskt, hoses seals all spark plugs. Starter, mags and alt checked new impulse installed on mags, exhaust checked carb checked	AP1630495
03/11/77	1896.5 TTSMOH148.1	C/w Bendix mag by inspection	76-07-12 AP7086877
03/27/78	1990 TTSMOH237.0	C/w by inspection due again at 337.0	76-07-12
06/21/79	TTSMOH360.32	Removed rocker box cover, removed exhaust valve, reamed valve guide, polished valve, reassembled#6 exhaust valve. Ran up checked ok.	
04/23/80	TTSMOH 441.75	Left mag to engine gasket changed repaired leak at carburetor fuel inlet Repaired leak at carb. fuel inlet. Repaired carb, air screen seal #2 cyl removed and rebuilt because of leaking exhaust valve. Freed all cables for engine operation .Ran engine in after rebuilding #2cyl	AP1407336
08/25/83	TTSMOH507.5	Replaced left mag with new overhauled unit P/N 664R S/N 3069012,replaced both leads#1cyl	AP2148494IA
12/04/86	TT2299.51 TTSMOH546.51	C/w ALL AD'S	76-07-12------86-20 AP159300454IA
01/03/88	TT2330.36 TTSMOH577.36	C/w by ck mag switch	76-07-12
		C/W by ck throttle control	86-24-03 Ck all AD'S though 87-24 AP159300454
05/26/89	TT2338 TTSMOH 584.90		

ENGINE LOG

Model# 0-300D SERIAL#33038-D-5-D N5451R

DATE	TACH	DESCRIPTION	AD#SB#
05/26/89	TT2338 TTSMOH584.90	Replaced air filter with bracket B5110. AD'S through issu 89-08	159300454IA
05/31/90	TT2339.37 TTSMOH 586.27	Replaced rocker gaskets on #1-3-6.Replaced exh gaskets #4-2. AD'STHROUGH 90-11	159300454IA
07/09/91	TT2347.84 TTSMOH594.74	CKED AD'S through 91-12	159300454IA
10/26/92	TT2348.93 TTSMOH595.83	Cked ad's through 92-21	207340238IA
06/02/95	TT2352.20 TTSMOH 599.1	CKED AD'S through 95-10. due at overhaul	94-05-03
		C/W has one piece venturi	93-18-03
08/15/96	TT2421.3 TTSMOH668.2	Removed cylinders#3,4,5,6 cleaned valve guides & valve stems. Replaced 'O' seals & gasket.	
		Checked all AD'S through 96-16	207340238IA
09/05/97	TT2480.05 TTSMOH726.95	Cleaned exhaust valve guides #2 &#6. Installed new blow proof exhaust gaskets #2,4,6. Installed new rings set #6.Checked all AD'S through 97-17	207340238IA
10/20/98	TT2535.0 TTSMOH 781.9	Checked AD'S through 98-20	207340238IA
		N/A crank shaft cracks	98-17-11
12/14/98		Installed auto fuel stc. ID tag installed on engine oil filter. STC SE 2006 CE. See 337 complete on date	207340238
04/01/00	TT2577.08 TTSMOH878.93	Checked AD'S Through 2000-04	207340238IA
01/05/01	TTSMOH907.83	Installed newly overhauled carb P/N 10-4895-1 S/N BF02409	207340238IA

ENGINE LOG

Model# 0-300D SERIAL#33038-D-5-D N5451R

Date	Tack	Description	AD # SB #
06/01/02	TT3440.95 SMOH 1046.63	Top overhaul complete using 6 new cylinder assemblies P/N 654377A11BP This includes new piston pins, rocker pins, piston, rings, cylinders ,gaskets and hoses. New 3"scat hose installed on all but one section. All new cowl seal installed new baffle and fitting to cowling. Engine serviced with aeroshell 100 mineral oil. 12 new REM40 E spark plugs installed. Carburetor drained note;some water was in carb. New bracket air filter refilled BA 6108. See AD list in AC list in AC record. Engine run up complete. No excessive oil leaks noted.	AP1084812231A

Airworthiness Directive Compliance Record

AIRCRAFT RECORDS - DO NOT DESTROY **propeller**

Company	AEROTECH SUPPORT LLC.
Manufacturer	MCCAULEY INDUSTRIAL CORP.
Model	1C172 SERIES
Location	Front
Tail #	N5451R
Serial #	E3072
Blade	
TSMOH	3555.42
Total Time	3555.42

03-13-17 **07/18/03** **MAINTENANCE REPAIR BY T AND W PROPELLERS, INC./**

Method of Compliance N/A by hub S/N

SB # **Date** 5/1/04 **Next Due** N/A

Signature **Cert. #** 193504480 IA

Prepared by _____ Date _____

Airworthiness Directive Compliance Record

AIRCRAFT RECORDS - DO NOT DESTROY **appliances**

Company AEROTECH SUPPORT LLC.
Tail # N5451R

69-24-03 **11/29/69** **PRECISION AIRMOTIVE (FORMERLY FACET, MARVEL SCHEBLER)**
MA-3 SERIES CARBURETORS
CARBURETOR DRAIN PLUG AND CAVITY/
Method of Compliance N/A by S/N - BF02409 installed
SB # **Date** 5/1/04 **Next Due** N/A
Signature **Cert. #** 193504480 IA

72-06-05 R2 **07/03/86** **PRECISION AIRMOTIVE (FORMERLY FACET, MARVEL SCHEBLER)**
MA-3 SERIES CARBURETORS
CARBURETOR THROTTLE ARM ATTACHMENT/
Method of Compliance N/A by overhaul date, new style arm installed
SB # **Date** 5/1/04 **Next Due** N/A
Signature **Cert. #** 193504480 IA

***74-18-05** **08/28/74** **SLICK ELECTRO, INC.**
MAGNETOS
MAGNETO IMPULSE COUPLING/
Method of Compliance N/A by Model Number - 6364 model installed
SB # **Date** 5/1/04 **Next Due** N/A
Signature **Cert. #** 193504480 IA

80-06-05 **03/28/80** **SLICK ELECTRO, INC.**
MAGNETOS
MAGNETOS/
Method of Compliance N/A by Model Number - 6364 model installed
SB # **Date** 5/1/04 **Next Due** N/A
Signature **Cert. #** 193504480 IA

81-15-03 **07/20/81** **BRACKETT AIRCRAFT SPECIALTIES, INC.**
AIR FILTERS
STC SA693CE, SA71GL/
Method of Compliance P/C/W Revision H Air Filter is installed with Gasket Retainer
SB # 3 Rev 1, 5, 6 Rev 1 **Date** 5/1/04 **Next Due** N/A
Signature **Cert. #** 193504480 IA

81-16-05 **08/06/81** **SLICK ELECTRO, INC.**
MAGNETOS
MAGNETO COIL/
Method of Compliance N/A by Model Number - 6364 model installed
SB # **Date** 5/1/04 **Next Due** N/A
Signature **Cert. #** 193504480 IA

Prepared by _____ Date _____

* Indicates possible recurring inspections

Airworthiness Directive Compliance Record

88-02-04 02/01/88 **PRECISION AIRMOTIVE (FORMERLY FACET, MARVEL SCHEBLER)**
MA-3 SERIES CARBURETORS

CARBURETOR MIXTURE CONTROL/
Method of Compliance N/A BY P/N
SB #
Signature
Date 5/1/04
Next Due N/A
Cert. # 193504480 IA

93-19-04 10/18/93 **PRECISION AIRMOTIVE (FORMERLY FACET, MARVEL SCHEBLER)**
MA-3 SERIES CARBURETORS

CONSOLIDATED FUEL SYSTEMS FLOAT/
Method of Compliance N/A by date of overhaul - 1/5/01
SB #
Signature
Date 5/1/04
Next Due N/A
Cert. # 193504480 IA

***96-09-06** 06/07/96 **BRACKETT AIRCRAFT SPECIALTIES, INC.**
FILTER ASSEMBLIES W/NEOPRENE GASKET

NEOPRENE GASKET/
Method of Compliance C/W BY INSPECTION
SB # I-194
Signature
Date 5/1/04
Next Due 100 Hours
Cert. # 193504480 IA

***98-01-06** 02/13/98 **PRECISION AIRMOTIVE (FORMERLY FACET, MARVEL SCHEBLER)**
MA-3 SERIES CARBURETORS

CARBURETOR 2 PIECE VENTURI/
Method of Compliance 1 piece venturi installed
SB #
Signature
Date 5/1/04
Next Due At engine power loss (paragraph A3)
Cert. # 193504480 IA

00-11-51 06/07/00 **SLICK ELECTRO, INC.**
MAGNETOS

SUPERSEDED BY AD 2002-13-04/
Method of Compliance
SB #
Signature
Date 5/1/04
Next Due N/A
Cert. #

02-13-04 07/12/02 **SLICK ELECTRO, INC.**
MAGNETOS

MAGNETO IMPULSE COUPLING STOP PIN/
Method of Compliance N/A by S/N - AD applies to 99110001 through 9912999
SB #
Signature
Date 5/1/04
Next Due N/A
Cert. # 193504480 IA

02-26-03 02/18/03 **BRACKETT AIRCRAFT SPECIALTIES, INC.**
BA-2410

SINGLE SCREEN AIR FILTERS/
Method of Compliance N/A BA-5110 installed
SB #
Signature
Date 5/1/04
Next Due N/A
Cert. # 193504480 IA

Prepared by _____ Date _____

* Indicates possible recurring inspections

SUPERIOR AIR PARTS, INC.

Service Letter

No. L96-06A
Replaces No. ServL96-006
Product and Application are FAA Approved

DATE: October 23, 2003

SUBJECT: Teledyne Continental Aircraft Engine's Service Bulletin SB96-12 and its effect on Superior Air Parts, Inc.'s Millennium ® Cylinder's overhaul and repair procedures.

ENGINE APPLICATIONS:

Cylinder/Stud Assemblies	Applications
SA65000-A1	A-65-1, 3, 6, 7, 8, 9, 12 and 14
SA10200-A1	O-200; C-75, 85, 90, 125 and 145; O and GO-300
SA47000S-A1	O-470- G, K, L, M, P R, and S; IO-470-C, G, P, and R.
SA47000L-A1	O-470-U; IO-470- D, E, F, H, L, M, N, S, U, and V
SA52000-A1	IO-520-A, B, BA, C, D, E, F, J, K, L, M, BB, CB, and MB TSIO-520-AF, B, BB, C, CE, D, DB, E, EB, G, H, J, JB, K, KB, L, LB, M, N, NB, P, R, T, UB, VB and WB IO-550-A, B, and C
SA55000-A1	IO-550-D, E, F, and L

COMPLIANCE: Any time the above cylinders are removed for overhaul or repair they **ARE NOT** subject to the airworthiness constraints outlined in Teledyne Continental's Service Bulletin SB96-12.

Corporate Office • 621 S. Royal Lane, Suite 100, Coppell, Texas 75019 • 972-829-4600

SUPERIOR AIR PARTS, INC.

Service Letter

No. L96-06A
Replaces No. L96-006

Millennium® Cylinders can be repaired in accordance with any FAA approved repair procedures currently being used.

Please reference the following Superior Air Parts, Inc. Service Letters:

95-012 - A65 Series Overhaul and Repair Procedures
93-002 - O-200, C Series, O & GO-300 Overhaul and Repair Procedures
96-004 - O & IO-470 Series Overhaul and Repair Procedures
95-013 - IO & TSIO-520 and IO-550 Series Overhaul and Repair Procedures
99-003 - IO-550 Series Overhaul and Repair Procedures

All other specific procedure not addressed in the above Service Letters are applicable to the procedures in the original equipment manufacturer's current overhaul manual. The cylinders are identified by part number and serial number on the cylinder flange, as shown in Figure 1.

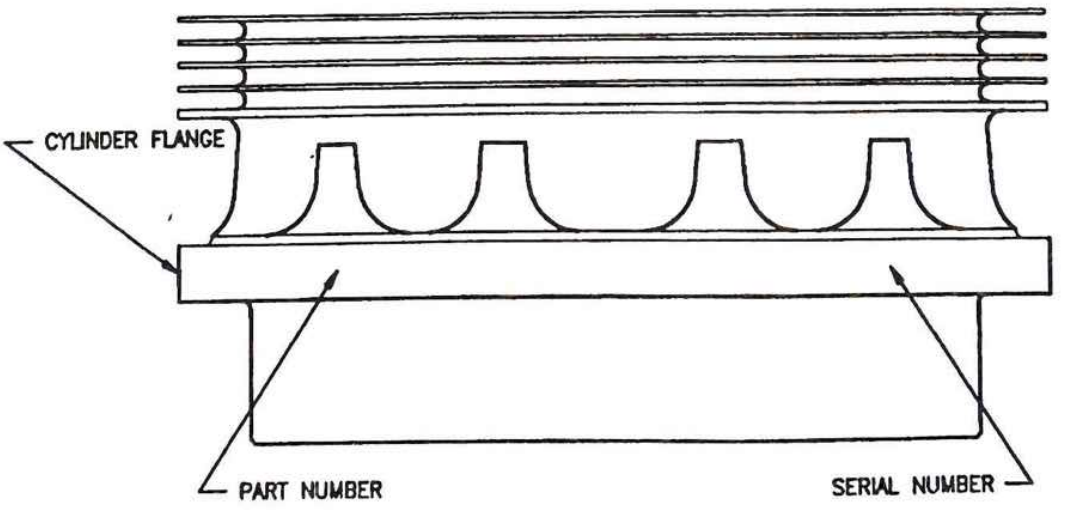

Figure 1

The following is for SAP reference only:
CR No. 2512, August 15, 2003

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SUPERIOR AIR PARTS, INC.

Service Letter

No. SrvL 92-001E
Replaces No. 92-001D
Product and Application are FAA Approved

Date: June 27, 2003

Subject: Installation, operation and maintenance information for Cylinder Power Assemblies using P/N SA10200-A1 Cylinder Stud Assemblies

Engine Applications:

CYLINDER/STUD ASSEMBLY	**APPLICATIONS**	**CYLINDER POWER ASSEMBLY**
SA10200-A1	O-200-A, B C-145-2, 2H O-300-A, B, C, D	SA10200-A20P (Piston P/N SA530348)
SA10200-A1	C75-8, 12, 14, 16, 8F, 12F, 14F, 16F C85-8, 12, 14, 16, 8F, 12F, 14F, 16F C-125-2	SA10200-A21P (Piston P/N 646287 or P/N 654841)
SA10200-A1	C90-8, 12, 14, 16, 8F, 12F, 14F, 16F	SA10200-A22P (Piston P/N SA530348)

NOTE: Superior is not recommending the use of P/N SA10200-A1 cylinder assemblies for the GO-300 series engines.

These Millennium Cylinder® power assemblies are approved replacements for those equivalent TCM parts that have the same engine model eligibilities as those listed above. A Millennium Cylinder® may be used individually or in sets.

These Millennium Cylinder® assemblies are to be installed, operated and maintained in accordance with the applicable original equipment manufacturer's overhaul and operators manuals or other applicable service documents. Failure to comply with these instructions may result in damage to the cylinders and/or engine and render them unsafe. Differences between a Millennium Cylinder® and the OEM products are listed below.

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SUPERIOR AIR PARTS, INC.

Service Letter

The Superior Millennium cylinders incorporate the following important features:

- **May be operated at 28° ignition advance (O-200-A and B)**

  Please refer to Superior Service Letter No. 93-004 and Supplemental Type Certificate No. SE8675SW

- **Ni-Resist exhaust guide SA10205**

  Ni-Resist is a high nickel cast iron that will greatly extend the service life but must be used with a chrome plated exhaust valve SA10204.

- **Rocker shaft bushings**

  Bushings provide a superior bearing surface and greatly simplify the repair process.

- **Choked barrel**

  A slight .002 choke extends the service life of the cylinder barrel.

- **Improved exhaust guide boss**

  The guide boss in the exhaust port has been extended to completely surround the exhaust guide. The additional mass helps conduct heat away from the guide and reduce guide wear.

The following is for SAP reference only:
DCR No. 3699, June 20, 2003

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SUPERIOR® AIR PARTS, INC.

Service Letter

No. 96-007
Products and Applications are FAA approved.

DATE: November 12, 1996

SUBJECT: FAA's **AD 96-12-06** regarding Teledyne Continental Aircraft Engine's O-200 Cylinders and timing changes and the effect upon Superior Air Parts, Inc.'s Millennium ® Cylinders

ENGINE APPLICATIONS:

Cylinder/Stud Assemblies	Applications
SA10200-A1	O-200; C-75, 85, 90, 125 & 145; O & GO-300

COMPLIANCE: AD-96-12-06 has **NO** affect upon Superior Air Parts, Inc.'s Millennium ® Cylinders, STC SE8675SW, or the installer's ability to advance the engine's timing to 28° BTC. Attached please find the FAA's letter validating the fact that the AD has no effect in regard to Millennium ® cylinders.

All other specific procedure not addressed in the above Service Letters are applicable to the procedures in the original equipment manufacturer's current overhaul manual. The cylinders are identified by part number and serial number on the cylinder flange, as shown in Figure 1.

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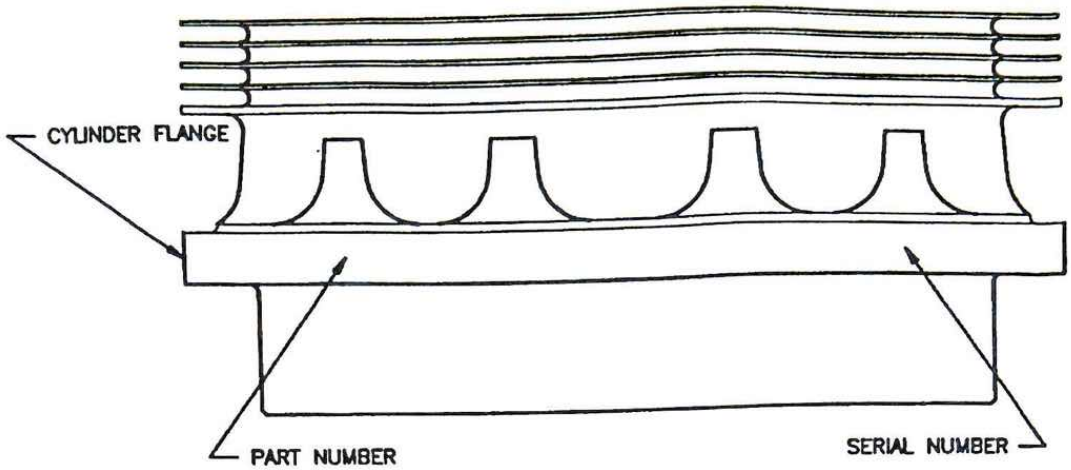

Figure 1

U.S. Department
of Transportation
**Federal Aviation
Administration**

Small Airplane Directorate
Atlanta Aircraft Certification Office
Campus Building
1701 Columbia Avenue, Suite 2-160
College Park, GA 30337-2748

AUG 1 3 1996

Mr. Mark Niehaus
Superior Air Parts, Inc.
14280 Gillis Road
Dallas, TX 75244-3792

Dear Mr. Niehaus:

This is in regard to AD 96-12-06 which concerns engine timing for Teledyne Continental Motors (TCM) models O-200-A and O-200-B engines. This AD allows the timing on the effected engines to be changed from 24° before top center (BTC) to 28° BTC as long as certain P/N TCM cylinders are installed.

As you know, Superior received an STC (SE8675SW) to allow this same timing change when four Superior P/N SA10200 Series Millennium Cylinders are installed on the TCM O-200-A and O-200-B engines. Although the AD does not address Superior parts and therefore is not applicable to Superior parts; the AD has nonetheless led to some confusion in the field because of the NOTE at the beginning of the AD. The NOTE, which is standard in all ADs, indicates that a FAA evaluation of a given modification, alteration or repair is required. Based on this evaluation, the FAA determines if an alternate means of compliance (AMOC) is required.

The AD does not in any way affect STC SE8675SW; the timing change in accordance with this STC is FAA approved. An AMOC with the AD is not required.

Owners/technicians may ensure that an engine is in compliance with the AD by installing the appropriate TCM cylinders or may ensure that the AD is not applicable by installing the appropriate Superior cylinders.

You may provide a copy of this letter to your customers and it should be included in the engine maintenance records/log books to indicate the nonapplicibility of AD 96-12-06 when the appropriate Superior cylinders are installed.

Sincerely,

for Roger D. Anderson
Manager, Atlanta Aircraft
Certification Office

SUPERIOR AIR PARTS INC.

Service Letter

No. L93-02 E
Replaces No. 93-002D
Product and Application are FAA Approved

Date: October 22, 2003

Subject: Overhaul and repair procedures for the following cylinder assemblies: SA10200-A1 stud assembly and SA10200-A2 valve assembly.

Engine Application:

ENGINE APPLICATIONS: (See Note)

CYLINDER/STUD ASSEMBLY	APPLICATIONS	CYLINDER/VALVE ASSEMBLY
SA10200-A1	0-200-A,B C-125-2 C-145-2, 2H 0-300-A,B,C,D	SA10200-A20 ★
SA10200-A1	C75-8,12,14,16,8F,12F 14F, 16F C85- 8,12,14,16,8F,12F,14F,16F	SA10200-A21 ★
SA10200-A1	C90- 8,12,14,16,8F,12F,14F,16F	SA10200-A22 ★

Note: Due to supplier issues, Superior has elected to remove the eligibility for use of these cylinder assemblies for the GO-300 series engines (SA10200-A23).

★ See Parts List below for proper valve springs.

Compliance: This service letter covers specific differences between a Superior Air Parts, Inc. SA10200 series Millennium Cylinder®, and the original equipment manufacturer's cylinder, as it pertains to repair and overhaul. If a specific procedure is not addressed in this Service Letter, the applicable procedure in the original equipment manufacturer's current overhaul manual applies. The cylinders are identified by part number and serial number on the cylinder flange, as shown in Figure 1.

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No. L93-02E

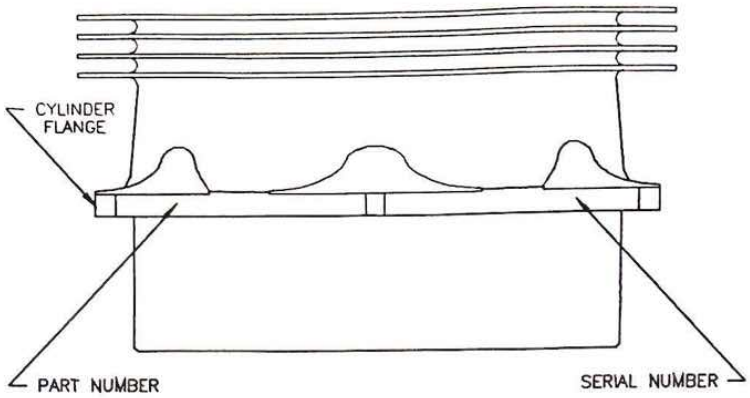

FIGURE 1

Cylinder Bore

The Millennium Cylinder® barrels are manufactured from AMS 6382 steel and through-hardened with a choke bore, which should be maintained during any boring or honing operation. See Figure 2 for standard cylinder dimensions and finish specifications.

Any time a cylinder is removed, the diameter and out-of-round condition should be checked as well as cylinder scoring, galling, low spots and ring step. Inspection results should be compared to the dimensions in Figure 2 and in the original equipment manufactures current overhaul manual. Worn through-hardened steel cylinders can be oversized to .015 or chrome plated back to standard dimensions. Piston rings listed for use in steel cylinder barrels must be used in through-hardened steel barrels.

Millennium Cylinder® may have the cylinder bore returned to new limits by having the cylinder barrel replaced by a Superior Air Parts licensed FAA Repair Station. The old worn barrel is removed and a new Superior Air Parts FAA-PMA Millennium Cylinder® barrel (the same high quality barrel used in new Millennium Cylinder® assemblies) is installed. This procedure returns the cylinder bore to the new steel limits shown in Figure 2, as well as, assuring that other critical dimensions, such as, compression height and cylinder barrel flange hole alignment, are returned to new limits. Superior Air Parts Customer Service may be contacted for approved sources of this repair.

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Cylinder Heads

The Superior Air Parts, Inc. Millennium Cylinder® heads for the engines listed in this service letter have been manufactured using AMS 4220 Aluminum Alloy.

Valve Guide

The Millennium Cylinder® listed in this service letter is being manufactured with reamed Ni-Resist exhaust valve guides for improved durability. Replacement reamable or pre-reamed Ni-Resist valve guides, including oversizes, are available from Superior. Consult the current Superior Air Parts, Inc. service letters and price catalog for part numbers and available oversizes.

CAUTION

Superior Air Parts, Inc. exhaust valves with chrome flashed stems must be used with the Ni-Resist exhaust valve guides.

Intake guides supplied with the new cylinders are also reamed at assembly. Intake guides are available in both reamable or pre-reamed in standard and oversizes. Consult the current Superior service letters and price catalogue for part numbers and available oversizes.

Valve Seats

The listed Millennium Cylinder® is supplied with a 30° intake valve seat and a 45° exhaust valve seat. Intake seats and exhaust valve seats are available in oversizes for future repair. Consult the current Superior service letters and price catalog for part numbers and available oversizes.

Rocker Boss Bushings

During manufacturing, to provide a better bearing surface and simplify the repair process, rocker boss bushings are installed in new Superior Air Parts, Inc. Millennium Cylinder® for the engines listed in this service letter. During the overhaul process, if bushings are worn beyond the service tolerances called out in the original equipment manufacturer's overhaul manual, they must be replaced. It is recommended that a piloted removal/installation tool be used to avoid damage to the rocker shaft bosses. A taper or pilot has been provided on one end of the Superior replacement bushing to assist in installation. Installed bushings should be reamed, as stated in the overhaul manual. Consult the current Superior Air Parts, Inc. service letters and price catalog for part numbers and available rocker boss bushing oversizes.

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Cylinder Parts

- The Superior stud assembly SA10200-A1 includes:

*	SA10205-1	Ni-Resist Exhaust Guide
*	SA10209-1	Intake Guide
	SA2106	Exhaust Seat
	SA21284	Push Rod Tubes
	SA22949	Rocker Shaft Bushings
	SA401870	Intake Studs
	SA402151	Exhaust Studs
	MS9018-05/2-52	Helical Coil Inserts
	SA629518-1H	Plug
	SA641793	30° Intake Seat

Note that the SA10205 Ni-Resist exhaust guide must use the SA10204 exhaust valve with chrome plated stem.

* Pre-reamed replacement guides are available under part numbers SA10205 and SA10209

- The Superior cylinder valve assembly assemblies include all parts installed in the SA10200-A1 stud assembly plus the following (as applicable):

	SA10204	Chromed Stem Exhaust Valve
	SA21361	Keepers
	SA24026	Spring Seat
★	SA24029	Valve Spring (A20, A21, A22)
★	SA24030	Valve Spring (A21, A22)
★	SA24031	Valve Spring (A20, A22)
★	SA625958	Valve Spring (A20)
	SA24044	Spring Seat
	SA625961	Valve Spring Retainers
	SA641792	30° Intake Valve

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U.S. Department of Transportation
Federal Aviation Administration

Small Airplane Directorate
Atlanta Aircraft Certification Office
Campus Building
1701 Columbia Avenue, Suite 2-160
College Park, GA 30337-2748

FEB 14 1996

Mr. John P. Lauer
Superior Air Parts
14280 Gillis Road
Dallas, TX 75244-3792

Dear Mr. Lauer:

This is in response to your February 14, 1996, facsimile letter concerning the applicability of AD 94-05-05 R1. Your concern is that Superior parts are not excluded from the AD.

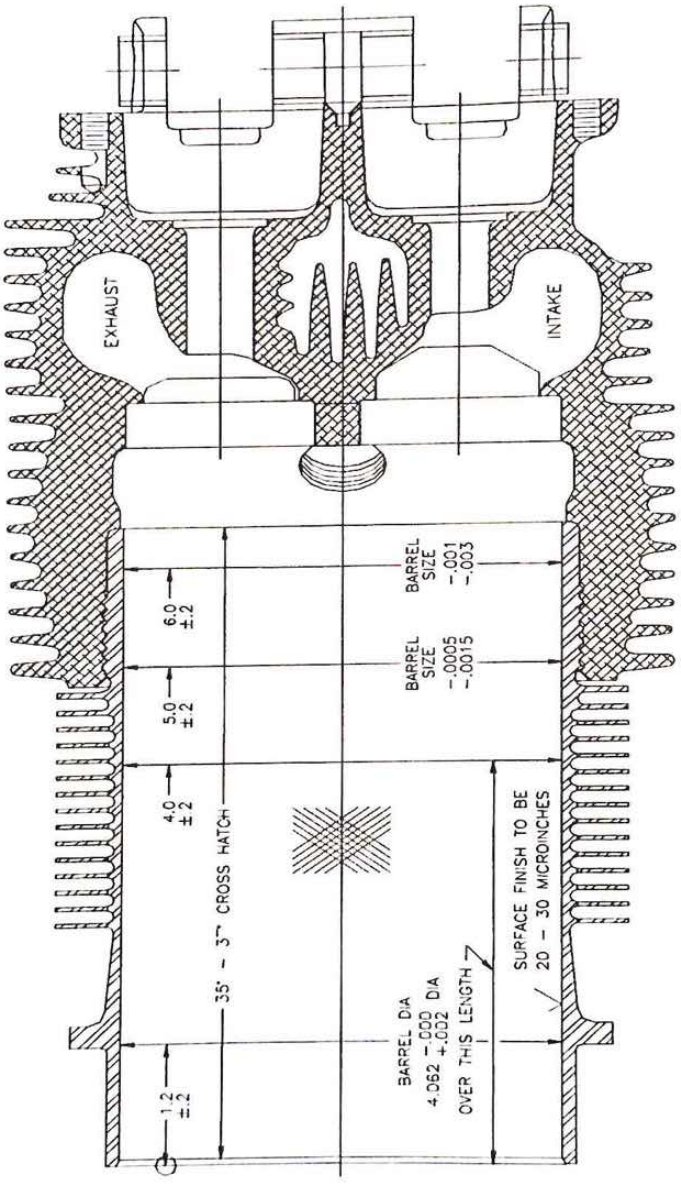
AD's are applicable only to the manufacturer listed on the AD. If a particular manufacturer is not listed, then the AD does not apply. This has been true since the inception of the AD process. This AD is no different than any of the hundreds of others that have been written.

Should you have any questions, please feel free to contact Jerry Robinette at (404) 305-7371 of fax (404) 305-7348.

Sincerely,

for Paul C. Sconyers
Associate Manager, Atlanta
Aircraft Certification Office

The following SAP reference only
CR No. 5273, October 22, 2003



CYLINDER DIMENSIONS – STANDARD

FIGURE 2

SUPERIOR AIR PARTS, INC.

Service Letter

No. SrvL 96-008C
Replaces No. 96-008B
Product and Application are FAA Approved

DATE: June 20, 2003

SUBJECT: Millennium Cylinder On-Aircraft Break-In Procedure

APPLICATION: All engines with newly installed Millennium cylinders that are to be broken-in on the aircraft.

To achieve satisfactory ring seating and long cylinder life, after top overhaul or a major engine overhaul, break-in is critical. The aircraft can be a suitable test stand for running-in cylinders. All original equipment manufacturer's and Superior Air Parts service information should be followed for a successful break-in. The following are some general guidelines for break-in.

PRIOR TO START-UP:

- Engine should be filled, according to the operator's manual, with 100% mineral oil (specific grade depending on ambient temperature).
- Engine must be pre-oiled and oil pressure obtained prior to start-up. See appropriate service data for procedures.
- Engine baffles and seals must be in good condition and properly installed.
- Verify accuracy of instruments.

GROUND RUN:

- Flight propeller may be used if test club is not available.
- Head aircraft into the wind.
- Start engine and observe oil pressure. Oil pressure should be indicated within 30 seconds – if not, shut down engine and determine cause.
- Run engine just long enough to confirm everything is properly adjusted, secured and there are no fuel and/or oil leaks.
- Install cowling.
- Operate engine at 1000-RPM until oil has reached minimum operating temperature.
- Check magneto drop at normal RPM.
- If engine is equipped with a controllable pitch propeller, cycle only to a 100-RPM drop.
- Shut down engine and check for fuel and/or oil leaks and repair any discrepancies.
- At no time should cylinder head temperature be allowed to exceed original airframe equipment manufacturer recommended maximum cruise limit.

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BREAK-IN FLIGHT OPERATION:

- Perform normal pre-flight and run-up in accordance with engine operator's manual (remember: only cycle prop to a 100 RPM drop if you have a controllable pitch propeller). Keep ground runs to a minimum.
- Conduct normal take-off at full power, full rich mixture, to a safe altitude.
- Maintain a shallow climb at full power. Use caution to avoid overheating the cylinders. Should overheating occur, reduce power and adjust mixture appropriately. Refer to Pilot's Operating Handbook for specific procedures and temperatures including leaning to a fuel flow meter or leaning without EGT or fuel flow meters.
- Monitor RPM, oil pressure, oil temperature & cylinder temperature.
- During the first hour of operation, maintain level flight at 75% power. Vary the power setting every 15 minutes during the second hour between 65-75%.
- Avoid long descents at cruise RPM and low manifold pressure (could cause ring flutter).
- After landing, check again for any fuel and/or oil leaks, or other discrepancies, and repair.
- Continue flying at 65-75% power with mixture adjusted to approximately 75°F rich of peak EGT on subsequent flights until rings have seated, oil consumption stabilizes, and cylinder head temperatures drop. This is a sign that the cylinders are broken in. Refer to Pilots Operating Handbook for leaning with fuel a flow meter or leaning without fuel flow or EGT meters.
- After break-in, oil may be changed to ashless dispersent of the proper grade.
- At no time should cylinder head temperature be allowed to exceed original airframe equipment manufacturer recommended maximum cruise limit.

NOTE:

Verify that crankcase breather and vent lines are correctly installed and positioned. Excessive oil discharge through the breather can often be directly related to an improperly installed or restricted breather line.

CAUTION:

Break-in of an engine in frigid conditions can lead to cylinder glazing and failed break-in due to low oil temperature. It is recommended that oil temperature be maintained between 180° and 190° F.

The following is for SAP reference only:
DCR No. 3513, June 20, 2003

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SUPERIOR® AIR PARTS, INC.

Service Letter

Service Letter No. 93-004
Products and Applications are FAA approved.

DATE: August 24, 1993

SUBJECT: Optional Advancement of timing on the Teledyne Continental O-200A, B

COMPLIANCE: Any time a complete set of Superior Air Parts, Inc. SA10200 Series Millennium™ Cylinders are installed on the O-200A, B engine.

During the development of the SA10200 Series Millennium™ Cylinder, Superior Air Parts, Inc. incorporated many improvements to increase strength and service life. Requests from the field have prompted us to conduct an additional test for timing advancement. Recently, Superior has received STC SE8675SW approval to advance the magneto timing on both magnetos, from the present position of 24 degrees B.T.C., to the original timing of 28 degrees B.T.C.

NOTE

The timing change from 24 degrees B.T.C. to 28 degrees B.T.C. can only be accomplished on O-200 A, B engines containing four Superior Air Parts, Inc. SA10200 Series Millennium™ Cylinders.

PROCEDURES:

1. Remove all upper spark plugs.

2. Position the No. 1 piston on its compression stroke, aligning the 28 degree B.T.C. crankshaft flange index with the bottom split on the crankcase.

3. Refer to the appropriate service information for the particular magneto in use, to properly connect a timing light. Loosen magneto retaining nuts. Rotate the magneto case until the timing light indicates that the points are just opening. If there is not enough limit allowed by the slotted flange holes, then the magneto must be removed from its pad and the magneto drive gear repositioned with the camshaft gear so that the points are just opening in the number 1 magneto firing position. Refer to the appropriate service information for the particular magneto in use to reposition the magneto.

621 South Royal Lane . Suite 100 . Coppell, Texas 75019-3805 . 972-829-4600

4. Check for proper alignment of Bendix or Slick timing indicators. Tighten the magneto retaining nuts to hold the magneto in place.

5. Back up the crankshaft 10 degrees. Tap the crankshaft carefully forward until the timing light indicates that the breaker points have just opened. Check that the 28 degree B.T.C. flange index is aligned with the bottom split in the crankcase. If it is not correct, loosen the magneto retaining nuts and repeat steps 2, 3, and 4.

6. Make a log-book entry showing compliance with the STC.

United States of America
Department of Transportation — Federal Aviation Administration

Supplemental Type Certificate

Number SE8675SW

This certificate, issued to Superior Air Parts, Inc.
P. O. Box 363
Addison, TX 75001

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 13 of the Civil Air Regulations.

Original Product — Type Certificate Number: E-252
Make: Teledyne
Model: O-200

Description of Type Design Change:
The magneto timing for the Teledyne Continental Motors O-200 engine to be set at 28 degrees before top dead center (BTC). The setting is to be made in accordance with Superior Air Parts, Inc. Service Letter 93-004, dated 08/24/93.

Limitations and Conditions:
The magneto timing may be set at 28 degrees BTC only when Four Superior Air Parts, Inc. SA10200 Series Millinnium O-200 cylinders are installed in the Teledyne Contenintal O-200 engine. Compatibility of this modification with previously installed equipment must be determined by installer.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: July 1, 1993
Date issued:
Date of issuance: August 24, 1993
Date amended:

By direction of the Administrator

Mark R Schilling
(Signature)
Mark R. Schilling, Manager
Special Certification Office
(Title)

Any alteration of this certificate is punishable by a fine of not exceeding $1,000, or imprisonment not exceeding 3 years, or both.

This certificate may be transferred in accordance with FAR 21.47.

FAA Form 8110-2 (10-68)

US Department of Transportation Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

OMB No. 2120-0020 Exp. 8/31/2014 | Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft

Nationality and Registration Mark	Serial No.
N5451R	17253005
Make	**Model** / **Series**
CESSNA	172 / F

2. Owner

Name *(As shown on registration certificate)*: LESURE JOHN C

Address *(As shown on registration certificate)*: 3112 SCHOOL PL, FINLEYVILLE, PA, 15332-1355, USA

3. For FAA Use Only

The data identified herein complies with applicable airworthiness requirements and is approved only for the above described aircraft subject to a conformity inspection by a person authorized in Title 14 CFR §43.7. Allegheny Flight Standards District Office, AFG-AGC-FSDO-EA-03.

LAURA L DELEWSKI

Digitally signed by LAURA L DELEWSKI
Date: 2020.12.04 09:18:23 -05'00'

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☒	AIRFRAME	———	*(As described in Item 1 above)*	———
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type / Manufacturer		

6. Conformity Statement

A. Agency's Name and Address

Name: JOHNNIE B. SMITH
Address: 117 LEGACY DR
City: CANONSBURG State: PA
Zip: 15317 Country: USA

B. Kind of Agency

- ☒ U. S. Certificated Mechanic
- ☐ Foreign Certificated Mechanic
- ☐ Certificated Repair Station
- ☐ Certificated Maintenance Organization
- ☐ Manufacturer

C. Certificate No.: AP214769163

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B ☐

Signature/Date of Authorized Individual: Johnnie B. Smith DECEMBER 8, 2020

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ Approved ☐ Rejected

BY

- ☐ FAA Flt. Standards Inspector
- ☐ FAA Designee
- ☐ Manufacturer
- ☒ Repair Station
- ☐ Maintenance Organization
- ☐ Inspection Authorization
- ☐ Persons Approved by Canadian Department of Transport
- Other *(Specify)*

Certificate or Designation No.: 214769163IA

Signature/Date of Authorized Individual: Johnnie B. Smith DECEMBER 8, 2020

FAA Form 337 (10/06)

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

N5451R	NOVEMBER 30, 2020
Nationality and Registration Mark	Date

1. REMOVED EXISTING KING KMA-24 AUDIO CONTROL PANEL AS INSTALLED PER FAA FORM 337 DATED 22 NOV 04. REFERENCE LINE TITLED: Installed: ....King KMA 24; and Item 16: stipulates revisions to Instructions for Continued Airworthiness.

2. INSTALLED PS ENGINEERING PMA7000M-S AUDIO CONTROL PANEL, P/N: 7000MS. INSTALLATION PER INTENT OF PS ENGINEERING INSTALLATION AND OPERARTOR'S MANUAL; DOCUMENT P/N: 200-070-0012, REV. 12, DATED SEPTEMBER 2000. REFER TO PARA. 2.4.2, PAGE 2-3, FOR REPLACEMENT OF " Existing KMA-24 Installation " .

3. THIS UNIT IS FAA-APPROVED UNDER TSO C50c FOR AUDIO AMPLIFIERS, TSO C35d FOR MARKER BEACON RECEIVERS, AND MEETS APPROPRIATE ENVIRONMENTAL QUALIFICATIONS OUTLINED IN RTCA DO-160C AS APPROPRIATE FOR THIS AIRCRAFT.

4. INSTALLED AUDIO CONTROL PANEL IN INSTRUMENT PANEL: STATION +15.0, BL 0.0 USING EXISTING AIRFRAME MOUNT RACK ASSEMBLY AND STANDARD HARDWARE. PERFORMED OPERATIONAL CHECKOUT PER INTENT OF PARA. 2.11.1, PAGE 2-11. PERFORMED FINAL INSPECTION PER INTENT OF PARA. 2.15, PAGE 2-12.

5. CIRCUIT PROTECTION PROVIDED BY A 3 AMP CIRCUIT BREAKER. BREAKER IS LABELED: AUDIO PANEL.

6. ELECTRICAL LOAD ANALYSIS: CONSIDERED NEGLIGIBLE DUE TO REMOVAL OF EXISTING KMA-24 AUDIO PANEL.

7. INSTRUCTIONS FOR CONTINUED AIRWORTHINESS: REFER TO PS ENGINEERING DOCUMENT P/N: 200-070-0012, REV. 12, DATED SEPTEMBER 2000; APPENDIX E, SECTION 9.2.

8. WEIGHT & BALANCE: CONSIDERED NEGLIGIBLE DUE TO REMOVAL OF EXISTING KMA-24 AUDIO PANEL.

----------END----------

☐ Additional Sheets Are Attached

US Department of Transportation Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

OMB No. 2120-0020 Exp. 8/31/2014 | Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft

Nationality and Registration Mark	Serial No.	
N5451R	17253005	
Make CESSNA	**Model** 172F	**Series**

2. Owner

Name *(As shown on registration certificate)*	Address *(As shown on registration certificate)*
LESURE JOHN C	Address 3112 SCHOOL PL City FINLEYVILLE State PA Zip 15332-1355 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☒	AIRFRAME	———	*(As described in Item 1 above)*	———
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type Manufacturer		

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency			
Name JOHNNIE B. SMITH	X	U. S. Certificated Mechanic		Manufacturer
Address 117 LEGACY DR		Foreign Certificated Mechanic	C. Certificate No.	
City CANONSBURG State PA		Certificated Repair Station	AP214769163	
Zip 15317 Country USA		Certificated Maintenance Organization		

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B ☐

Signature/Date of Authorized Individual: Johnnie B. Smith DECEMBER 9, 2020

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ Approved ☐ Rejected

BY								
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	☐	Maintenance Organization	☐	Persons Approved by Canadian Department of Transport
	☐	FAA Designee	☐	Repair Station	X	Inspection Authorization		Other *(Specify)*

Certificate or Designation No. 214769163IA

Signature/Date of Authorized Individual: Johnnie B. Smith DECEMBER 9, 2020

FAA Form 337 (10/06)

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

N5451R	DECEMBER 9, 2020
Nationality and Registration Mark	Date

1.0 GARMIN GPS 175 INSTALLED PER INTENT OF STC #SA02636SE. CONFIGURATION, ALIGNMENT, AND POST INSTALLATION PER INTENT OF GARMIN INSTALLATION MANUAL: 190-02207-A1, REV. 4, DATED 07/24/2019. UNIT LABELED AS: #1GPS/ NAV 1. CIRCUIT PROTECTION PROVIDED BY 2 AMP BREAKER. BREAKER LABLED AS #1 GPS. INSTALLED PLACARD IN CLEAR VIEW OF PILOT: IFR.

1.1 INSTALLED BENDIX/KING KI209 INDICATOR PER INTENT OF INSTALLATION MANUAL #IM 006-00140-0004, REV 4, DATED AUG/2002. ADDITION INTERFACE REQUIREMENTS PER INSTALLATION MANUAL REFERENCED IN PARA. 1.0 ABOVE.

1.2 INSTALLED GA35/WAAS ANTENNA PER INTENT OF GARMIN DOCUMENT # 190-00848-00, REV F, DATED 7/25/14. ANTENNA INSTALLED ON PREVIOUSLY INSTALLED MOUNT AT STA. +33.0 BL 0.0. ROUTED AND INSTALLED COAX CABLE FROM GPS UNIT TO ANTENNA.

1.31. UNIT WIRED AND INTERFACED PER PS ENGINEERING PMA 7000 BOTTOM CONNECTOR WIRING, DOCUMENT # 120-070-0204, REV. 4, DATED 07/01/98.

2.0 FLIGHT MANUAL SUPPLEMENT, PILOT'S GUIDE, GARMIN DOCUMENT 190-02207-A3, REV B. OR LATER FOR IFR OPERATIONS PLACED IN COCKPIT AND MUST BE AVAILABLE TO PILOT.

3.0 ELECTRICAL LOAD ANALYSIS: LOAD REQUIREMENT DOES NOT EXCEED 80% OF ALTERNATOR OUTPUT. OTHER ELECTRICAL EQUIPMENT HAS BEEN PERMENANTLY REMOVED LOWERING AMPERAGE REQUIREMENT.

4.0 WEIGHT & BALANCE: REVISED WEIGHT & BALANCE TO REFLECT INSTALLATION. UPDATED EQUIPMENT LIST.

5.0 INSTRUCTIONS FOR CONTINUED AIRWORTHINESS: REFERENCE GARMIN INSTALLATION MANUAL: 190-02207-A1, REV. 4, DATED 07/24/2019, PARA. 6.7.2 AND GARMIN DOCUMENT 190-02207-A3, REV B. OR LATER, APPENDIX A.

----------END----------

☐ Additional Sheets Are Attached

US Department of Transportation **Federal Aviation Administration**

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

OMB No. 2120-0020 Exp. 8/31/2014 | Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft

Nationality and Registration Mark	Serial No.
N5451R	17253005
Make CESSNA	**Model** 172F / **Series**

2. Owner

Name *(As shown on registration certificate)*	Address *(As shown on registration certificate)*
LESURE JOHN C	Address 3112 SCHOOL PL City FINLEYVILLE State PA Zip 15332-1355 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☒	AIRFRAME	———	*(As described in Item 1 above)*	———
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type / Manufacturer		

6. Conformity Statement

A. Agency's Name and Address

Name JOHNNIE B. SMITH
Address 117 LEGACY DR
City CANONSBURG State PA
Zip 15317 Country USA

B. Kind of Agency

- ☒ U. S. Certificated Mechanic
- ☐ Foreign Certificated Mechanic
- ☐ Certificated Repair Station
- ☐ Certificated Maintenance Organization
- ☐ Manufacturer

C. Certificate No. AP214769163

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B ☐

Signature/Date of Authorized Individual: Johnnie B. Smith DECEMBER 16, 2020

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ Approved ☐ Rejected

BY							
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	☐	Maintenance Organization	☐ Persons Approved by Canadian Department of Transport
	☐	FAA Designee	☐	Repair Station	X	Inspection Authorization	Other *(Specify)*

Certificate or Designation No. 214769163IA

Signature/Date of Authorized Individual: Johnnie B. Smith DECEMBER 16, 2020

FAA Form 337 (10/06)

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

N5451R	DECEMBER 16, 2020
Nationality and Registration Mark	Date

1. REFERENCE LOGBOOK ENTRY DATED DECEMBER 8, 2020: SOME EQUIPMENT INSTALLED ON THE FOLLOWING FAA FORM 337 ' S HAS BEEN PERMANENTLY REMOVED:
--DATED 6-13-88 --DATED 22 NOV 04 --DATED MARCH 16, 1983 --DATED SEPTEMBER 29, 1965
SEE FAA FORM 337 DATED DECEMBER 16, 2020 TO UPDATE PERMANENT HISTORICAL RECORDS. EQUIPMENT LIST AND MOST CURRENT WEIGHT & BALANCE FORM DATED 01-04-2006 REVISED; SEE SEPERATE WORKSHEET FOR DETAILS.

----------END----------

☐ Additional Sheets Are Attached

Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

OMB No. 2120-0020
Exp. 8/31/2014

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft

Nationality and Registration Mark	Serial No.
USA N5451R	17253005
Make CESSNA	**Model** 172F / **Series**

2. Owner

Name *(As shown on registration certificate)*	Address *(As shown on registration certificate)*
LESURE JOHN C	Address 3112 SCHOOL PL City FINLEYVILLE State PA Zip 15332-1355 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☐	AIRFRAME	———	*(As described in Item 1 above)*	———
☐	☒	POWERPLANT	TELEDYNE CONTENINTAL	0-300-D	33038-D-5-D
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type / Manufacturer		

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency		
Name JOHNNIE B. SMITH	x	U. S. Certificated Mechanic	☐ Manufacturer
Address 117 LEGACY DRIVE	☐	Foreign Certificated Mechanic	C. Certificate No.
City CANONSBURG State PA	☐	Certificated Repair Station	AP214769163
Zip 15317 Country USA	☐	Certificated Maintenance Organization	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B ☐

Signature/Date of Authorized Individual: Johnnie B. Smith JULY 20, 2020

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ Approved ☐ Rejected

BY								
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	☐	Maintenance Organization	☐	Persons Approved by Canadian Department of Transport
	☐	FAA Designee	☐	Repair Station	X	Inspection Authorization		Other *(Specify)*

Certificate or Designation No. 214769163

Signature/Date of Authorized Individual: Johnnie B. Smith JULY 20, 2020

FAA Form 337 (10/06)

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

USA N5451R	JULY 20, 2020
Nationality and Registration Mark	Date

1) THIS ENGINE HAS BEEN ALTERED BY INSTALLATION OF STRATUS TOOL TECHNOLOGIES SPIN ON OIL FILTER CONVERSION KIT PER STC SE8409SW, REV. 3, DATED JULY 18, 2017. KIT MODEL CO-300 INSTALLED PER INTENT OF STRATUS INSTALLATION INSTRUCTIONS (DNST006 REV-), PAGES 1-5.

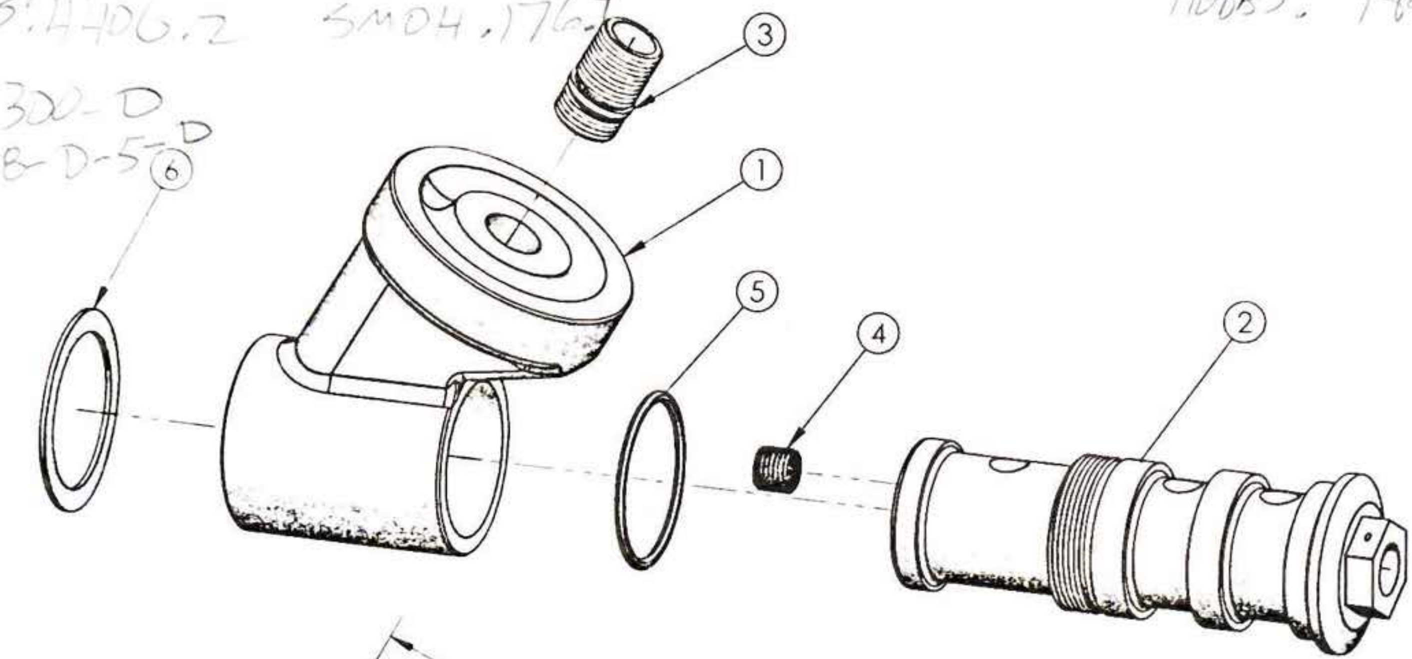
2) STC MANDATED NOTICE: "A MINIMUM OF 1/2-INCH CLEARANCE MUST BE MAINTAINED BETWEEN THE OIL FILTER AND ADJACENT COMPONENTS. MAKE SURE THAT ADEQUATE CLEARANCE EXISTS ON ALL SIDES OF THE FILTER TO ALLOW FOR THE ENTINE'S MOVEMENT IN ITS MOUNTS SO THAT THAT NO INTERFERENCE OCCURS WITH CONTROLS, CABLES, WIRES OR OTHER ITEMS. IF THE OIL FILTER ADAPTER IS LOOSENED, OR REMOVED FROM THE ENGINE FOR ANY REASON, IT MUST BE REINSTALLED USING NEW GASKETS AND TIGHTENED IN ACCORDANCE WITH THESE INSTRUCTIONS AND PROPERLY SAFETY-WIRED".

3) INSTRUCTIONS FOR CONTINUED AIRWORTHINESS: STATUS TOOL TECHNOLOGIES, LLC, OIL FILTER ADAPTER, DOCUMENT DN ST001, REV. A, DATED 08/02/2017. MAINTENANCE INSPECTION PER STEP 4. MUST BE ACCOMPLISHHED AT EACH OIL CHANGE AND EACH 100 HOUR OR ANNUAL INSPECTION.

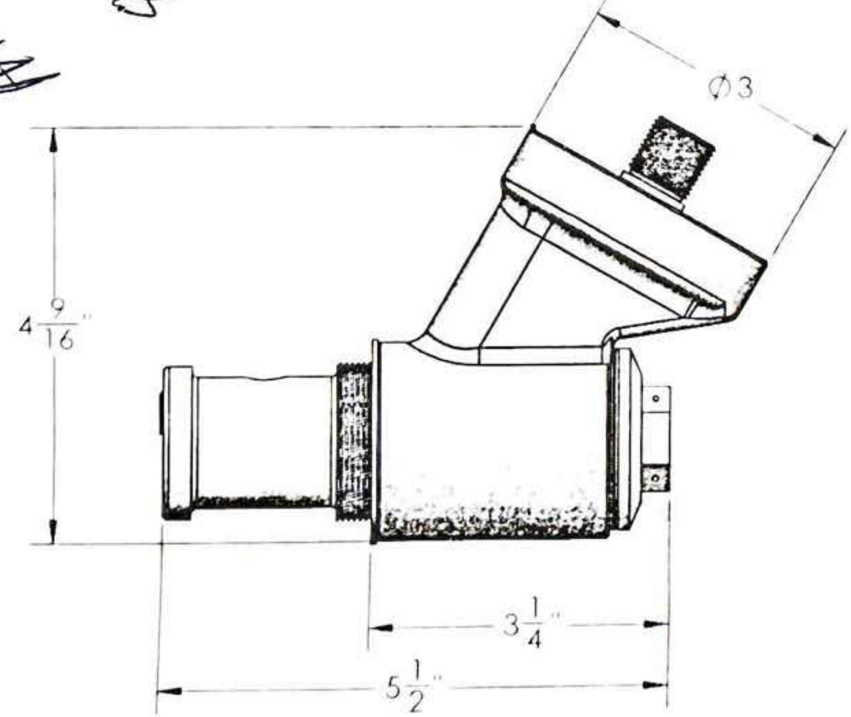
----------END----------

☑ Additional Sheets Are Attached

N5451R CESSNA 172F AATT IS: 4406.2 TACH: 3102.8
HOBBS: 795.3
ENG TT IS: 4406.2 SMOH .1769
TCM O-300-D
S/N: 33038-D-5-D



A748108-2
1.45 lbs
80oz 3.2



ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	CO-300-2	BODY	1
2	CO-300-3	CYLINDER	1
3	990431	STUD	1
4	AN932-3	1/4 PIPE PLUG	1
5	AN900-28	COPPER GASKET	1
6	FM07	FIBER GASKET	1

Stratus
Engineering solutions Achieving excellence

CO-300 BASIC ASSEMBLY

United States of America
Department of Transportation
Federal Aviation Administration

Supplemental Type Certificate

Number: SE3409SW

This certificate issued to: Stratus Tool Technologies, LLC
90 Glenda Trace
Newman, GA 30265

certifies that the change in the type design for the following product with the limitations and conditions therefore as specified hereon meets the airworthiness requirements of Part ____ of the * Regulations.

Original Product – Type Certificate Number: Make *
Model

*(See FAA AML, Sheet 3)

Description of Type Design Change:

Installation of Stratus Tool Technologies, LLC Model CO-300 or C6SC spin-on oil filter adapter, in accordance with Stratus Tool Technologies, LLC Installation Instructions for Model CO-300 or C6SC (dated April 06, 2017), or later FAA approved revisions.

Limitations and Conditions:

(See continuation Sheet 3 of 4)

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, and revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of Application: April 20, 1992

Date Reissued: May 08, 1998, January 6, 2016

Date of Issuance: July 15, 1992

Date Amended: July 24, 1998, March 1, 1999, August 23, 2006
Rev. 3, July 18, 2017

By Direction of the Administrator

Signature _____

Title Christina Underwood, Manager,
Atlanta Aircraft Certification Office

United States of America
Department of Transportation
Federal Aviation Administration

Supplemental Type Certificate

(Continuation Sheet)

Number: SE84095W

FAA APPROVED MODEL LIST (AML

SE84095W
Date of Issuance: July 15, 1992
Date Amended: August 23, 2005
Date Reissued: January 6, 2016

Stratus Tool Technologies, LLC
90 Glenda Trace
Newman, GA 30265

Item	Engine Make	Engine Model	Original Type Certificate Number	Regulation/Part
1	Teledyne Continental	O-125 Series	E-236	CAR 13
2	Teledyne Continental	O-145 Series	E-253	CAR 13
3	Teledyne Continental	O-300 Series	E-253	CAR 13
4	Teledyne Continental	GO-300 Series	E-232	CAR 13
5	Teledyne Continental	IO-360 Series	E1CE	CAR 13
6	Teledyne Continental	TSIO-360 Series	E9CE	CAR 13

-END-

Supplemental Type Certificate

(Continuation Sheet)

Number: SE840959W

Limitations and Conditions (Continued):

Stratus Tech Technologies, LLC Installation Instructions and Instructions for Continued Airworthiness supersede those of the original STC holder, FLM Enterprises. Engines modified in accordance with this STC will not differ in performance or operating limitations from unmodified engines. Installation of the modified engine in the airframe is considered to be a minor change by definition in accordance with FAR Part 21.93. Due to the nature of the modification, no further FAA approval is required for the airplane. The installer must determine whether this design change is compatible with previously approved modifications. If the holder agrees to permit another person to use this certificate to alter a product, the holder must give the other person written evidence of that permission.

Instructions for Continued Airworthiness

1. DESCRIPTION

This modification removes the oil screen and replaces it with an oil filter adapter.

2. CONTROL, OPERATION INFORMATION / SPECIAL PROCEDURES

Refer to table 1 on page 6 for applicable installation instructions.

3. SERVICING INFORMATION

The applicable installation instructions contain the information necessary to perform maintenance.

4. MAINTENANCE INSTRUCTIONS

At each oil change and each 100 hour or annual inspection

a) Reference page 5 for C style and TAF adapters: Inspect the oil filter adapter for oil seepage. If oil seepage is detected, replace the fiber and copper gaskets on the transfer cylinder with new gaskets. Reinstall the adapter in accordance with the applicable Stratus Tool Technologies LLC Installation Instructions. Use of a torque wrench is mandatory when installing or reinstalling the filter adapter. Safety-wire the transfer cylinder **to an appropriate safety-wire location on the engine accessory case.** Run the engine and check for oil leaks.

b) Check safety-wire for proper installation and security. **Do not safety-wire the transfer cylinder to the body of the adapter. The transfer cylinder must be safety-wired to an appropriate safety-wire location on the engine accessory case.**

c) Check and verify that the body does not move (rotate around the transfer cylinder) when 10 to 20 pounds of force is applied to the body in a manner that would tend to rotate it around the transfer cylinder. If the body rotates around the transfer cylinder, remove the safety-wire and tighten the adapter in accordance with the applicable Stratus Tool Technologies, LLC Installation Instructions. Use of a torque wrench is mandatory when tightening the transfer cylinder. Safety-wire the transfer **to an appropriate safety-wire location on the engine accessory case.** Run the engine and check for oil leaks.

d) Always install new fiber and copper (where used) gaskets each time the filter adapter is removed and reinstalled on the engine. (Ref. page 5)

e) For TAF style adapters: Ensure that the mounting hardware is securely tightened and that there are no oil leaks.

f) Use of a torque wrench is mandatory when installing, tightening or reinstalling the filter adapter on the engine.

5. REMOVAL AND REPLACEMENT INFORMATION

Refer to table 1 on page 6 for applicable installation instructions.

6. DIAGRAMS

Refer to CMI's overhaul, service and maintenance instructions for applicable engine Diagrams

7. LIST OF SPECIAL TOOLS

Refer to table 1 on page 6 for applicable installation instructions.

8. ADDITIONAL INFORMATION FOR COMMUTER CATEGORY AIRCRAFT

Not Applicable.

9. RECOMMENDED OVERHAUL PERIODS

"Recommended time between overhaul for the Stratus Tool Technologies LLC. oil filter adapters is the same as identified in CMI data for the affected engine models. Refer to CMI's service instructions for engine overhaul."

REVISIONS

Any Revisions to this document will be logged in the Log of Revisions sheet and a copy of the revised document should be distributed as required.

11.Airworthiness Limitations

NOTE: The Airworthiness Limitations section is FAA approved and specifies maintenance required under Parts 43.16 and 91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved.

There are no mandatory replacement times for any components.

END

For additional information, please call 843-991-1199 or visit

www.tempestplus.com .

Stratus Tools Technologies
90 Glenda Trace Suite F, Box 352 Newnan, Ga. 30265

Stratus Tool Technologies
Engineering solutions Achieving excellence

NOV 08 2004

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This form is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: **Cessna**	Model: **172F**
	Serial No.: **17253005**	Nationality and Registration Mark: **N5451R**
2. Owner	Name *(As shown on registration certificate)*: **John F Marshall**	Address *(As shown on registration certificate)*: **9888 Rte 322, Shippenville PA 16254**

3. For FAA Use Only

THE TECHNICAL DATA IDENTIFIED HEREIN HAS BEEN FOUND TO COMPLY WITH APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS HEREBY APPROVED FOR USE ONLY ON THE ABOVE DESCRIBED AIRCRAFT, SUBJECT TO CONFORMITY INSPECTION BY A PERSON IN 14 CFR PART 65.7.

DATE NOV 09 2004 APPROVING INSPECTOR Robert L Jones Jr
AEA FSDO 23

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~~~~~~~~~~ *(As described in item 1 above)* ~~~~~~~~~~~~~~				X
POWERPLANT					
PROPELLER					
APPLIANCE	**Type** / **Manufacturer**				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Dunkirk Avioncs L.L.C. **CRS# DKZR372X** **3389 Middle Road** **Dunkirk, NY 14048**	[ ] U.S. Certificated Mechanic [ ] Foreign Certificated Mechanic [X] Certificated Repair Station [ ] Manufacturer	**DKZR372X**

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
22 Nov 04	Garry B. Mitcham

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is [X] APPROVED [ ] REJECTED

BY						
	[ ] FAA Flt. Standards Inspector		[ ] Manufacturer		[ ] Inspection Authorization	Other (Specify)
	[ ] FAA Designee	X	[ ] Repair Station		[ ] Person Approved by Transport Canadian Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
22 Nov 04	DKZR372X	

FAA Form 337 (12-88)

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Removed: KMA 12 Audio Panel, ADF 31 System

Installed: Garmin GTX 250XLGPS/COMM System, King KMA 24, GA 56 GPS antenna, DMC70-1/A Comm Antenna, CI 105 Transponder antenna.

This installation was accomplished in accordance with Garmin GNC 250XL installation manual #190-00067-62 Rev E, King installation manual #006-0180-00 AC43.13-1B, chapters 11 and 12, AC43.13-2A, chapters 1, 2, 3, 13, FAR 23.1431, and current accepted industry standards.

The GPS is installed for VFR only, and is not connected to any other aircraft avionics systems. A placard was installed stating "GPS for VFR use Only".

An electrical system load analysis was conducted to insure that the load does not exceed 80% of the charging system capacity.

This installation has been functionally tested and found to operate normally and is in compliance with FAR 23.1301.

These units will be maintained in accordance with the manufacturer's maintenance instructions and inspected in accordance with FAR Part 43 Appendix D(j).

The aircraft Weight and Balance and Equipment List have been updated to reflect these changes. An entry was made in the airframe logbook referring to alterations detailed on this FAA Form 337.

Instructions For Continued Airworthiness:

ICA Checklist; Reference FAA Order 8300.10 Change 15.

Item 1and 2: Introduction and Description of the Alteration are adequately detailed above.
Item 3. Controls, Operation Information: Operation of the GNC 250XL System is described in the Operations Manual.
Item 4. Servicing: Servicing of the installed equipment is required if equipment failures occur, or mandatory service bulletins are issued. Servicing must be accomplished by an appropriately rated facility.
Item 5. Maintenance Instructions: To insure integrity, the system must be checked in accordance with the manufacturer's post-maintenance procedures following any maintenance performed on the system. This functional check must follow the maintenance and precede any operational use of the system.
Item 6. Troubleshooting: Appropriately rated facilities will be capable troubleshooting the installed equipment with manufacturer documents.
Item 7. Removal and Replacement: Appropriately rated facilities will be capable of removing and Installing equipment with manufacturer documents.
Item 8-15: N/A
Item 16: To revise this ICA, submit a letter, a copy of the FAA 337, and the revised ICA to the local FAA FSDO. After acceptance of the revision, a maintenance entry will be made identifying the revision, its location, and the date on the FAA 337 form.

Details of work performed are on file under work order #1949

----------E N D----------

☐ Additional Sheets Are Attached

U S GOVERNMENT PRINTING OFFICE 1992-769-012/60157

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only
Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each violation (Section 901 of Federal Aviation Act of 1958).

1. Aircraft	Make: CESSNA	Model: 172F
	Serial No.: 17253005	Nationality and Registration Mark: N5451R
2. Owner	Name *(As shown on registration certificate)*: LESURE, JOHN C	Address *(As shown on registration certificate)*: RR#1 BOX 255A, COMMODORE, PA. 15729

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~~~~~~ *(As described in Item 1 above)* ~~~~~~~~~~				X
POWERPLANT	CONTINENTAL	O-300-D	33038-D-5-D		X
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
JOHN BRUNO DANIEL 398 AIRPORT RD INDIANA PA. 15701	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certified Repair Station Manufacturer	A&P 207 34 0238

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date: 12/14/98

Signature of Authorized Individual: John Bruno Daniel

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☑ APPROVED ☐ REJECTED

BY						
	FAA Flt. Standards Inspector		Manufacturer	X	Inspection Authorization	Other *(Specify)*
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection: 12/14/98

Certificate or Designation No.: 207 34 0238

Signature of Authorized Individual: John Bruno Daniel

FAA Form 337 (12-88)

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

A) Peterson Auto fuel STC
Installed placards on wings next to fuel fillers. Installed ID tag on engine oil fill.

B) STC SE2006CE PETERSEN AVIATION INC. for the engine modification.
STC SA1948CE PETERSEN AVIATION INC. for the airframe

C) Confermed that STC's were purchased by aircraft owner.

D) Wt and BAL change neg.. Equipment list requires no change. Log book entry made.

---------- END ----------

☐ Additional Sheets are Attached

United States of America

Department of Transportation — Federal Aviation Administration

Supplemental Type Certificate

Number SE2006CE

This certificate, issued to Petersen Aviation, Inc.
Route 1, Box 18
Minden, NE 68959

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 13 *of the* Civil Air *Regulations.* (See Type Certificate Data Sheet E-253 for complete certification basis)

Original Product — Type Certificate Number: E-253

Make: Continental

Model: O-300-A, -B, -C, -D, -E, C145-2, -2H, -2HP

Description of Type Design Change: Add the following approved fuel: unleaded automotive gasoline, 87 minimum antiknock index and leaded automotive gasoline, 88 minimum antiknock index, (RON + MON)/2, per ASTM Specification D-439. Intermixing with aviation gasoline also approved. Data Required: 1. A copy of this certificate. 2. Petersen Drawing List Continental C-145/O-300 dated July 19, 1984.

11824383

Limitations and Conditions: This approval should not be extended to other specific engines of the models on which other previously approved modifications are incorporated, unless it is determined that the interrelationship between this change and any of those other previously approved modifications will introduce no adverse effect upon the airworthiness of the engine. Specific approval must be obtained for each model aircraft to insure compatibility with its fuel system.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: February 15, 1984

Date of issuance: August 21, 1984

Date reissued:

Date amended:

By direction of the Administrator

Robert E. Whittington
(Signature)

Robert E. Whittington
Director, New England Region
(Title)

Any alteration of this certificate is punishable by a fine of not exceeding $1,000, or imprisonment not exceeding 3 years, or both.

This certificate may be transferred in accordance with FAR 21.47.

FAA Form 8110-2 (10-68)

Petersen Aviation, Inc.

Auto Fuel STC's
984 K Road
Minden, NE 68959

Phone 308-832-2050
Fax 308-832-2311
Pete@WebworksLtd.com
www.WebworksLtd.com

Permission Certificate

This certificate constitutes permission for John Lesure to apply Supplemental Type Certificate (STC) number SA1948CE to one aircraft, serial number 17253005, Registration number N 5451R and engine STC number SE2006CE to one engine, serial number 33028-D-5-D,

This certificate is required by order 8110.69 and as such is to remain part of the permanent aircraft maintenance records along with the STC paperwork. This document is invalid without an **original** signature of the STC holder and the corporate seal of Petersen Aviation, Inc.

Petersen Tracking Number 11824383.

Date: November 4, 1998

Todd L. Petersen
Petersen Aviation, Inc.

Petersen Aviation, Inc.

Auto Fuel STC's

984 K Road
Minden, NE 68959
Phone 308-832-2050
Fax 308-832-2311
http://www.WebworksLtd.com
Pete@WebworksLtd.com

Your auto fuel STC is enclosed. Thank you for ordering. Please read through all the paperwork carefully to insure that the information on your STC is correct. Check to make certain that the serial numbers match those of your airplane. Check also the final paragraph on the airframe STC to make certain that if a specific engine model number is called for that it corresponds to the model number of your engine. If you have an engine with a model number other than what is listed on the Airframe STC, but one that is listed on the Engine STC then you must take the paperwork to your local FAA office to obtain field approval. Other aircraft may require different model number engines, or may not specify a model number at all.

If you have purchased an engine STC only then it will be necessary for you to obtain airframe approval from the FAA if you intend to use the STC in a certificated airplane. This can be in the form of an airframe STC or field approval. One way or another airframe approval must be obtained to legally install the engine STC and use auto fuel in certificated aircraft.

An IA mechanic or Certified Repair Station must install these STC's, make a log book entry and send in FAA form 337. (Canadians, please see page 4 for information unique to your country). The paperwork in the clear report folder becomes a permanent part of your aircraft paperwork. If a Flight Manual Supplement is enclosed with this STC paperwork, place it in your Airplane Flight Manual.

Not all airplanes require Flight Manual Supplements. Some airplanes require Flight Manual Supplements only for certain serial numbers; this is why we request your airplane serial number. If a Flight Manual Supplement is not included with your paperwork, it is because your serial number does not indicate that it is required. On other STC's the airframe serial number indicates to us which parts are necessary for your particular airplane.

Should you eventually exchange your engine for one of the same horsepower, send us the old engine paperwork, the new engine serial number, and include a check for $35.00. We will then revise our computer records and send you new paperwork to reflect the engine change. A change from an 87 octane engine to one requiring 91 octane such as the 160 hp 0-320 or the 0-360 requires a completely new STC at $1.00 per horsepower. The red number on your STC paperwork is used by us to look up your file. Please refer to the red number or your "N" number when requesting information regarding your paperwork.

Pay close attention to the octane called for on the engine STC and the fuel placards which are enclosed. Do not use an octane lower than what is called for on the engine STC. The placards that are enclosed must match the octane listed on the engine STC, and should be installed near the fuel filler openings. Placards that do not originate at Petersen Aviation cannot be used in conjunction with the STC's.

Avoid fuel containing alcohol. Alcohol is corrosive and can damage the fuel system. Run the alcohol test (instructions enclosed on a separate card) on all the fuel you intend to use. We recommend using fuel produced by any of the major refiners. Avoid cut-rate stations. MTBE and ETBE are approved for use with the STC's.

ENGINE OVERHAUL

Lead content of fuel (per gallon)
100LL = 2 grams
80/87 = 1/2 gram
Regular mogas = 1/10 gram maximum
Unleaded mogas = .001 gram

Following the lead phase out rules imposed over the past few years, it is now virtually impossible to obtain leaded auto fuel in the U.S. Avgas is therefore the only source of lead that remains available.

When you overhaul your engine use avgas for the first 25 hours, to insure adequate lead during the break-in period. Radial engines should have lead provided constantly. A mixture of 25% 100LL and 75% unleaded auto fuel would yield a lead content equivalent to leaded 80/87 octane avgas. Flat engines should have lead provided either as suggested above for radials, or by using a tank full of 100LL approximately every 75 hours. Depending on the spec. number used during production of the valves and seats some flat engines will not require any lead whatsoever. However, since it is impossible for the aircraft owner to determine which spec. number was used on the engine valves and seats, one fillup with 100LL every 75 hours should solve the problem and insure adequate lead regardless of the spec. number of these parts. Since leaded avgas will be phased out within the next few years it is recommended that, at engine overhaul, you should obtain complete cylinder assembly's direct from Lycoming or Continental to insure that the parts are compatible with the use of 100% unleaded fuel.

COMPOSITE FLOATS - 100LL and auto fuel are absorbed by composite materials at identical rates. According to several Service Bulletins issued by the carb manufacturer, all composite floats are supposed to be removed and replaced with metal floats during the next overhaul or immediately if any of the following occur: 1) Flooding carburetor, 2) Rough engine at low throttle settings, 3) Inconsistent engine shutdown. One or more of these symptoms are suppose to develop prior to a float failure. These warnings can however be quite subtle. Petersen Aviation, Inc. recommends that you change your float now rather than wait for a symptom to appear. Other symptoms can be: fuel flowing from the cowling following engine shutdown, and/or a progressively richer running mixture. How do you tell if your carburetor has a metal float? According to the same Service Bulletin's the carburetor should have a metal float if: 1) It has an MF stamped or etched on the lower portion of the Marvel Shebler name plate. 2) It has a Facet Aerospace, or Precision Airmotive name plate.

VAPOR LOCK - Under the right conditions vapor lock can occur with either avgas or autogas. Due to its higher volatility auto fuel has more potential for vapor lock. High wing gravity feed fuel systems are less prone to vapor formation than are low wing pump fed systems. Vapor lock is a product of the fuel delivery system. Agitation of hot fuel or boiling of the fuel can result in vapor blockages in the fuel system which in turn starves the engine of a constant supply of liquid fuel. The situation most conducive to the formation of vapor lock is using winter blend fuel during hot weather. Spring is the time of year when this combination of circumstances is most likely to be encountered. Caution should be exercised when flying with winter grade gasoline during warm days. Before takeoff conduct a full power run-up to determine that full

power is being developed. A full power run-up will remove hot fuel from within the engine compartment and replace it with fresh fuel from the tanks. Do not attempt to take off if full power cannot be obtained.

Avgas is blended with a Reid Vapor Pressure of 7 year around. Auto fuel, however, is blended with a RVP of up to 15 during the winter and as low as 8 during the summer depending upon geographic location. There is nothing wrong with using winter blend fuel in the winter. Storing fuel purchased between October and March, and then using it in your airplane during operations in an O.A.T. exceeding 75 is, however, not recommended. This is another reason for purchasing your fuel from someone who has a high turnover rate to insure that you are obtaining fresh fuel.

The best method of avoiding vapor lock is to obtain and use a Hodges Volatility Tester. This instrument enables the pilot to test the fuel for vapor lock potential. Please see the enclosed brochure which describes this tester. Other things which can be done to help avoid vapor lock include checking the condition of all fuel system hoses, and fittings. Be sure the hoses have not collapsed, or that old hoses are not allowing air to enter the fuel system through the hose wall. Fittings must be very tight to prevent air from entering the fuel system. Any unnecessary bends or elbows in the fuel system increase turbulence and increase the possibility of vapor lock. Also check to be sure that fuel system lines cannot shift in flight and come into contact with hot spots within the engine compartment. Fuel lines should be secured in place in a manner that prevents the line from vibrating and hence adding turbulence to the fuel. Adding firesleeve to fuel lines within the engine compartment will insulate the lines and cut down on heat absorbed from the engine. Vent position and condition should also be checked.

The most likely scenario for vapor lock occurs during a subsequent takeoff. That is, when the airplane is flown, and then parked for a short time and then restarted for the next flight. Following engine shutdown, the temperature of the engine compartment will actually rise due to the sudden loss of cooling air flow and the thermal mass of the hot engine. If the engine is started again shortly thereafter, the temperature of the fuel in the engine compartment may be beyond its initial boiling point, and thus the risk of vapor lock is at its highest. The risk is greater with auto fuel than with avgas due to it's lower initial boiling point. Cooling the engine compartment after shutdowns of short duration and prior to the re-start will help to alleviate this condition. Opening the cowling, or oil filler access door between flights provides a means for excess heat to exit the engine compartment and cuts down on heat soak. Draining the gascolator prior to starting the engine can make the re-start easier. Always make sure you have full power before going through with the take-off.

If the fuel becomes hot not from the heat within the engine compartment, but from sitting on a hot ramp in direct sunlight, then no amount of run-up will clear the hot fuel from the system. To prevent this situation, one should wait to fuel the airplane until the time comes to make the flight. In this way the fuel temp. will be that of the storage container, be it a truck or underground tank. When fueling in this manner one must be more cognizant of water in the fuel due to condensation within the partially filled tanks of the airplane, and take appropriate measures. Again, use of the Hodges Tester simplifies the issue considerably.

If vapor lock is encountered in flight, the first signs would be an increase in exhaust gas temperature (EGT) readings, since fuel flow would be restricted due to vapor formation. If the vapor lock becomes severe enough the engine runs rough, much as it would if too lean, or it

quits altogether. Once the engine begins to run rough, the pilot should immediately reduce the throttle to the minimum required to sustain flight to reduce the fuel flow and thus reduce the formation of vapor. Normal throttle settings could be resumed when smooth running returns.

CARB ICE - The higher volatility of auto fuel allows the fuel to absorb more heat from the mixing air when vaporizing, resulting in ice accumulation at higher ambient temperatures. Therefore the likelihood of carb icing is higher on auto fuel than on avgas. The severity of the carb icing and the methods for dealing with it are similar for both avgas and auto fuel, but its onset is likely to occur at higher ambient temperatures and at lower humidity with auto fuel. This may result in the need to select "carb heat on" in less severe icing conditions and for a longer duration when using auto fuel. Total carburetor ice accumulation with auto fuel is no worse than with avgas. Existing standard cockpit instrumentation is adequate to detect carb ice formation with auto fuel or avgas. You should select carb heat at the earliest onset of icing whether or not the obvious symptoms of loss of power are experienced. Review the procedures outlined in your owners manual for dealing with carb ice.

Lycoming no longer issues new data plates when the engine is overhauled and the compression and power increased. Therefore it would be possible for a 160 hp 0-320 engine to have a model number indicating 150 hp. If you have what you think is a 150 hp 0-320, make certain, by thoroughly examining the engine logbooks, and/or by contacting the overhaul shop, that the horsepower is indeed 150, not 160. If your Lycoming 0-320 has been ungraded to 160 hp, then it must use 91 octane automotive fuel rather than 87/88 octane automotive fuel. A change from an 87 octane engine to one requiring 91 octane requires a new STC. Please call if you have any questions.

SPECIAL CONSIDERATIONS FOR CANADIAN MOGAS USERS:

The requirements of Transport Canada in regard to the installation of auto fuel STC's are outlined in TP 10737 Canadians should refer to this document for instructions on installation of the auto fuel STC's and proper log book entries which need to be made in conjunction with these STC's.

If you have any questions regarding your auto fuel STC please do not hesitate to call, 308/832-2050 or fax 308/832-2311. Email may be addressed to Pete@Webworksltd.com.

Thank you.

FAA - PMA

Petersen Aviation, Inc.

Identification Plate #C891278

For Installation on:

O-300-A, -B, -C, -D, -E,

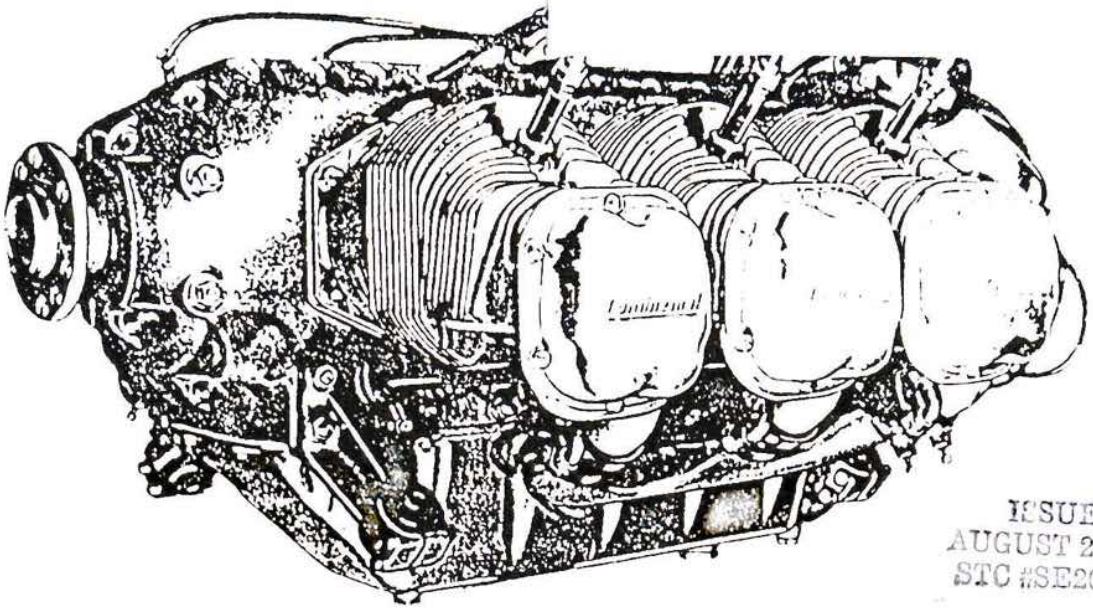
C145-2, -2H, -2HP

GO-300-A, -B, -C, -D, -E, -F

INSTALLATION INST

Install enclosed MS21919-DG26 Clamp-Identification P

Complete FAA form 337 and make entry in logbook.



ISSUED
AUGUST 21, 1984
STC #SE2006CE

ENGINE SERIAL NO. 33028-D-5-D

11824383

This paperwork is invalid without the corporate seal of Petersen Aviation,Inc.

Date	07/19/84	Installation Instructions	Petersen Aviation Route 1 Box 18 Minden, NE. 68959
Scale	None		
Draftsman	L. Petersen	Continental C-145/0-300 ( ) Engines	Drawing Number C791277
Check	C O Petersen		

United States of America

Department of Transportation — Federal Aviation Administration

Supplemental Type Certificate

Number SA1948CE

This certificate, issued to Petersen Aviation, Inc.
~~Route 1, P.O. Box 18~~ 984 K Road
Minden, Nebraska 68959

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 3 *of the* Civil Air *Regulations.*

Original Product — Type Certificate Number: 3A12
Make: Cessna
Model: 172, 172A, B, C, D, E, F, G, H, I, K, L, M

Description of Type Design Change: Operation of airplane on unleaded automotive gasoline, 87 minimum antiknock index and leaded automotive gasoline, 88 minimum antiknock index (RON + MON)/2 per ASTM Specification D-439. Intermixing with aviation gasoline also approved. DATA REQUIRED: Petersen Drawing List Cessna 172 dated December 12, 1983, or later FAA Approved revision.

11824383

Limitations and Conditions: Limited to those airplanes equipped with gravity fuel feed to the carburetor and certificated (original or STC) or FAA Field Approved engine installations. All engines must have separate approval for operation on automotive gasoline in the form of Supplemental or Type Certificate approval. This approval should not be extended to other specific airplanes on which other previously approved modifications are incorporated, unless it is determined that the interrelationship between this change and any of those other previously approved modifications will introduce no adverse effect upon the airworthiness of the airplanes.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: November 6, 1983

Date of issuance: March 23, 1984

Date reissued:

Date amended: March 30, 1990, August 27, 1984 June 23, 1992

By direction of the Administrator

(Signature)

for Lawrence A. Herron, Manager
Wichita Aircraft Certification Office

(Title)

Any alteration of this certificate is punishable by a fine of not exceeding $1,000, or imprisonment not exceeding 3 years, or both.

This certificate may be transferred in accordance with FAR 21.47.

FAA Form 8110-2 (10-68)

FAA - PMA
Petersen Aviation, Inc.
Fuel Placard #V674903
For Installation on:
Cessna 172

INSTALLATION I

Kit AF C-172

Step 1:
Install fuel placard V674903 (enclosed) near each fuel filler opening.

This airframe STC must only be installed in conjunction with an auto fuel STC for the specific engine installed in the airplane.

Double check the engine model numbers to make certain that the engine STC is being applied to an approved model listed on the engine STC document.

N 5451R

ISSUED
MARCH 23, 1984
STC #SA1948CE

The installation of this STC is limited to those airplanes equipped with gravity fuel feed to the carburetor and certificated (original or STC) or FAA Field Approved engine installations.

1 1 8 2 4 3 8 3

F. A. A.
APPROVED
Wichita Aircraft Certification
Office, ACE-115W
Central Region
R C Bendlleton
Date April 22, 1993

Note: When Kit AF Cessna 172 is installed, complete FAA form 337 and make entry in logbook.

This paperwork is invalid without the corporate seal of Petersen Aviation, Inc.

	Date	12/12/83	Inst. Instr./Drawing List	Petersen Aviation, Inc. ~~Route 1, Box 18~~ Minden, NE 68959 984 K Road
	Scale	None		
	Draftsman	TLP	Cessna 172	Drawing Number LC81084A
Revised 12/15/92	Check	COP		

ENGINEERING CHANGE NOTICE

NO. 4

SHEET 2 OF 2

F. A. A.
APPROVED
Wichita Aircraft Certification
Office, ACE-115W
Central Region
P O Pendleton
Date May 30, 1995

REVISED

NO.	DATE	BY
A	April 1, 1995	TLP

PRODUCT Adel Clamp/Engine placard

EFFECTIVITY DATE: 10/01/91

CHANGED BY: TLP DATE: 10/01/91

APPROVED BY: TLP DATE: 10/01/91

SUBJECT OF CHANGE: Change of part numbers on Adel Clamps.

REASON FOR CHANGE: Adel Clamps previously sold using a "DG" number are increasingly difficult to obtain. "WDG" clamps may be used in lieu of "DG" clamps.

Inst. Drawing No.	Clamp Drawing No.	STC No.	New Clamp No.	Engine		DISTRIBUTION (YES or NO) PRIMARY FILE	FAA/WICHITA	FAA/KC-MIDC
L-764878	L-764877A	SE2407CE	MS21919-WDG-12	R-680 Lycoming		yes	yes	no
L-764878	L-764877A	SE2408CE	MS21919-WDG-12	R-680 Lycoming		yes	yes	no
L-764878	L-764877A	SE2409CE	MS21919-WDG-12	R-680 Lycoming		yes	yes	no
L-764878	L-764877A	SE2410CE	MS21919-WDG-12	R-680 Lycoming		yes	yes	no
L-764878	L-764877A	SE2411CE	MS21919-WDG-12	R-680 Lycoming		yes	yes	no
L-764878	L-764877A	SE2412CE	MS21919-WDG-12	R-680 Lycoming		yes	yes	no
L-764878	L-764877A	SE2413CE	MS21919-WDG-12	R-680 Lycoming		yes	yes	no
L-764878	L-764877A	SE2414CE	MS21919-WDG-12	R-680 Lycoming		yes	yes	no
L-764878	L-764877A	SE2415CE	MS21919-WDG-12	R-680 Lycoming		yes	yes	no
L-P60Z	P-159Z	SE1860CE	AN742D16 or MS21919-WDG-16	R-985		yes	yes	no
L-62240	P-62238	SE1864CE	AN742D16 or MS21919-WDG-16	R-1340		yes	yes	no
P-764928	P-764927	SE1943CE	AN742D16 or MS21919-WDG-16	R-1830		yes	yes	no

ENGINEERING CHANGE NOTICE

NO. 4

SHEET 1 OF 2

F. A. A.
APPROVED
Wichita Aircraft Certification
Office, ACE-115W
Central Region
Po Pendleton
Date May 30, 1995

REVISED

NO.	DATE	BY
A	April 1, 1995	TLP

PRODUCT Adel Clamp/Engine placard

EFFECTIVITY DATE: 10/01/91

CHANGED BY: TLP DATE: 10/01/91

APPROVED BY: TLP DATE: 10/01/91

SUBJECT OF CHANGE: Change of part numbers on Adel Clamps.

REASON FOR CHANGE: Adel Clamps previously sold using a "DG" number are increasingly difficult to obtain. "WDG" clamps may be used in lieu of "DG" clamps.

Inst. Drawing No.	Clamp Drawing No.	STC No.	New Clamp No.	Engine		DISTRIBUTION (YES or NO) PRIMARY FILE	FAA/WICHITA	FAA/KC-MIDO
SS-50-2	SS-50-1	SE2590CE	MS21919-WDG-12	Warner		yes	yes	no
SS-50-2	SS-50-1	SE2591CE	MS21919-WDG-12	Warner		yes	yes	no
SS-50-2	SS-50-1	SE2592CE	MS21919-WDG-12	Warner		yes	yes	no
SS-50-2	SS-50-1	SE2593CE	MS21919-WDG-12	Warner		yes	yes	no
F-97210	F-97211	SE2127CE	MS21919-WDG-26 MS21919-WDG-29	Franklin		yes	yes	no
J-764878	J-764877A-E	SE2416CE	MS21919-WDG-12	Jacobs		yes	yes	no
J-764878	J-764877A-E	SE2417CE	MS21919-WDG-12	Jacobs		yes	yes	no
J-764878	J-764877A-E	SE2418CE	MS21919-WDG-12	Jacobs		yes	yes	no
J-764878	J-764877A-E	SE2419CE	MS21919-WDG-12	Jacobs		yes	yes	no
J-764878	J-764877A-E	SE2420CE	MS21919-WDG-12	Jacobs		yes	yes	no
A-65	C8915	SE2029CE	MS21919-WDG-26	A-65		yes	yes	no
A-75	C8918	SE2030CE	MS21919-WDG-26	A-75		yes	yes	no
C-75/C-85	C8914	SE2030CE	MS21919-WDG-24	C-75/C-85		yes	yes	no
C-90/0-200	C8912	SE2031CE	MS21919-WDG-24	C-90/0-200		yes	yes	no
C-115/C-125	C8913	SE2032CE	MS21919-WDG-24	C-115/C-125		yes	yes	no
C-165/185	C8919	SE2033CE	MS21919-WDG-12	E-165/E-185		yes	yes	no
C-225	C8920	SE2034CE	MS21919-WDG-12	E-225		yes	yes	no
C791277	C891278	SE2006CE	MS21919-WDG-26	0-300/C-145		yes	yes	no
C791277	C891278	SE2105CE	MS21919-WDG-26	G0-300		yes	yes	no
P-764956	P-764957	SE1997CE	MS21919-WDG-28	0-470		yes	yes	no
P-764956	P-764957	SE2094CE	MS21919-WDG-28	0-470		yes	yes	no
P-764956-10	P-764957	SE2016CE	MS21919-WDG-28	I0-470		yes	yes	no
C-764878	C-764877	SE2028CE	MS21919-WDG-12	W-670		yes	yes	no
LO-764878	LO-764877	SE2466CE	MS21919-WDG-10	0-145-A1		yes	yes	no
LO-764878	LO-764877	SE2465CE	MS21919-WDG-10	0-145-B1		yes	yes	no
L-235	C8916	SE2035CE	MS21919-WDG-12	0-235		yes	yes	no
235-2-91	235-1-91	SE2606CE	MS21919-WDG-12	0-235		yes	yes	no
L-290	C8917	SE2036CE	MS21919-WDG-12	0-290		yes	yes	no
L742	P-91084	SE1931CE	MS21919-WDG-12	0-320		yes	yes	no
320-2-91	320-91	SE2587CE	MS21919-WDG-12	0-320-91		yes	yes	no
360-4	360-3	SE2574CE	MS21919-WDG-12	0-360		yes	yes	no
360-2	360-1	SE2563CE	MS21919-WDG-12	0-360-91		yes	yes	no
L-435	C8917	SE2278CE	MS21919-WDG-12	0-435		yes	yes	no
P-91084	P-91084A	SE1909CE	MS21919-WDG-12	0-540		yes	yes	no
540-2	540-1	SE2653CE	MS21919-WDG-12	0-540-91		yes	yes	no

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE: Cessna	MODEL: 172F
	SERIAL NO.: 17253005	NATIONALITY AND REGISTRATION MARK: N 5451R
2. OWNER	NAME (As shown on registration certificate): King, Sandra H.	ADDRESS (As shown on registration certificate): 535 Tioga Street, Johnstown, Pa 15905

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: ALTERATION
AIRFRAME	◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆ (As described in item 1 above) ◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE:				
	MANUFACTURER:				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Airwork Avionics 398 Airport Road Indiana, Pa 15701	U.S. CERTIFICATED MECHANIC	
	FOREIGN CERTIFICATED MECHANIC	
	XX CERTIFICATED REPAIR STATION	114-56
	MANUFACTURER	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
6-13-88	Ronald S. Yvanek

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☐ APPROVED ☐ REJECTED

BY							OTHER (Specify)
		FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	
		FAA DESIGNEE	XX	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
6-13-88	114-56	Ronald S. Yvanek

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED *(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)*

Removed ARC 514 Nav/Com and indicator. Installed Narco MK12D Nav/Com and ID825 indicator, SPA 400 Sigtronics Intercom, Narco AR850 Altitude Reporter. Units installed as per AC43.13=2A fig 2-2 and 2-5, and Manufacturers wiring diagrams; MK12D figs 2-3 and 2-12, SPA 400 fig 4, AR850 fig2-6. Circuit breaker protection provided for as recommended by manufacturers and electrical load within80 % alternator capacity. Compass deviation within limits of AC 43.13-2A Chapter 2 para f. Weight and balance, equipment list revised. Log entry made. Transponder system check and static check performed in accordance with FAR 91.172 and 91.171 and Part 43 Appedicies E & F.

**********END**********

☐ ADDITIONAL SHEETS ARE ATTACHED

☆U.S. GOVERNMENT PRINTING OFFICE: 1986-659-121/40260

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE: Cessna	MODEL: 172F
	SERIAL NO.: 17253005	NATIONALITY AND REGISTRATION MARK: N 5451 R
2. OWNER	NAME (As shown on registration certificate): James E. Moreland	ADDRESS (As shown on registration certificate): 948 Edgewood Drive, Homer, Louisiana 71040

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / **5. TYPE**

UNIT	MAKE	MODEL	SERIAL NO.	5. REPAIR	5. ALTERATION
AIRFRAME	◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆ (As described in item 1 above) ◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆				XXX
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY		C. CERTIFICATE NO.
Capital Aircraft Electronics, Inc. 4808 E. Fifth Avenue Columbus Int'l Airport Columbus, Ohio 43219		U.S. CERTIFICATED MECHANIC	
		FOREIGN CERTIFICATED MECHANIC	
	X	CERTIFICATED REPAIR STATION	1106
		MANUFACTURER	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
March 16, 1983	R L Butler

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is [X] APPROVED [ ] REJECTED

BY							OTHER (Specify)
		FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	
		FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
March 16, 1983	1106	R L Butler

FAA Form 337 (7-67)

GPO : 1972 O - 475-509

(8320)

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED *(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)*

1. Removed Narco UDI-4 DME system.

2. Installed Narco DME-890 in center radio panel in accordance with AC 43.13-2, Chapter 2.

3. Installed King KA-60 DME Antenna on lower fuselage, left side at station 30.0 in accordance with AC 43.13-2, Chapter 3.

4. All fuses, circuit breakers, switches, wires and methods of installation are in accordance with AC 43.13-1, Chapter 11, Sections 2 and 3.

5. Electrical load check completed in accordance with AC 43.13-2, Chapter 2, Paragraph 27 and is within limits.

6. Moment 51045.8 = Empty Weight CG 35.79 = New Useful Load 873.9
   Weight 1426.1

END

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE: Cessna	MODEL: 172F
	SERIAL NO.: 17253005	NATIONALITY AND REGISTRATION MARK: N5451R
2. OWNER	NAME (As shown on registration certificate): Moreland, James E.	ADDRESS (As shown on registration certificate): 402 Holswade Drive, Huntington, West Virginia 25701

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: ALTERATION
AIRFRAME	◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆ (As described in item 1 above) ◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆			X	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
L. H. Morrison c/o Modern Aero Inc. Redbird Airport Dallas, Texas 75232	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A&P 1123811

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
6-15-77	L. H. Morrison

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is [X] APPROVED [ ] REJECTED

BY						
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE		REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
6-15-77	A&P 1123811	L. H. Morrison

FAA Form 337 (7-67) (8320)

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED *(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)*

This aircraft has been repaired by replacing the following right wing parts. 0522003-57, 0523515-4, 0720608-23, 0720608-7. 0523317-1 repaired in accordance with 100 series service manual figure 19-7.

All repairs were made in accordance with applicable portions of AC 43.13-1A. and Cessna 172 Service Manual.

☐ ADDITIONAL SHEETS ARE ATTACHED

★1975-G.P.O.-1703-M/673-200/175

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE: CESSNA	MODEL: 172 F
	SERIAL NO.: 17253005	NATIONALITY AND REGISTRATION MARK: N 5451 R
2. OWNER	NAME (As shown on registration certificate): Goodall, Vernon G. Adams, Roy B.	ADDRESS (As shown on registration certificate): 944 Norway Ave Huntington, W Va 25705

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION				5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆ (As described in item 1 above) ◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
George B. Morrone Box 464 Ceredo, W Va 25507	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	2086877

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
Feb 12, 1975	

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is [X] APPROVED [ ] REJECTED

BY						
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE		REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
2/12/75	2086877	

FAA Form 337 (7-67) (8320)

GPO : 1971 O - 410-878

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED *(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)*

1. TRANSPONDER INSTALIATION

A. Installed narco AT50A transponder in instrument panel radio rack using 2 amp fuse, work done in/a/w manufacturors recommendations and ac 43.13-2

B. Equipment list and weight and balance revised.

C. Electrial load computed to be less than 80 o/o of generator output.

END

SEE ~~Pilot~~ AIRCRAFT Log Book

DATED 2/12/75

☐ ADDITIONAL SHEETS ARE ATTACHED

FEDERAL AVIATION AGENCY

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE: Cessna	MODEL: 172F
	SERIAL NO.: 17253005	NATIONALITY AND REGISTRATION MARK: N5451R
2. OWNER	NAME (As shown on registration certificate): D.L. Cyrus, H.A. Latimer, R.L. Fink	ADDRESS (As shown on registration certificate): 678 Gordan Drive Charleston, W. Va.

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: ALTERATION
AIRFRAME	••••••••••••••••••••••• (As described in item 1 above) •••••••••••••••••••••••				XX
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Joseph F. Adams Huntington, Airmotive, Inc. P.O. Box 434 Huntington, W. Va. 25709	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	AP 1365687

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
June 16, 1967	Joseph F Adams

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is ☒ APPROVED ☐ REJECTED

BY						
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE		REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
6-16-67	IA 1365687	Joseph F Adams

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED *(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)*

Installed Alcor mixture control EGT indicator as per STC-SA522SW, and Alcor installation manual.

Revised equipment list.

Entered in log book.

Revised weight and balance, weight neglect.

THE END

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1965 OF—761-748

FEDERAL AVIATION AGENCY

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE: Cessna	MODEL: 172 J
	SERIAL NO.: S/N 172-53005	NATIONALITY AND REGISTRATION MARK: N 5451R
2. OWNER	NAME (As shown on registration certificate): Cyrus, David L. CO OW Latimer, Hugh B., Fink, Robert L.	ADDRESS (As shown on registration certificate): 678 Gordon Drive Charleston, West Virginia

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / **5. TYPE**

UNIT	MAKE	MODEL	SERIAL NO.	5. REPAIR	5. ALTERATION
AIRFRAME	••••••••••••••••••••••• (As described in item 1 above) •••••••••••••••••••••••				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Cincinnati Avionics Hangar #7 - Lunken Airport Cincinnati, Ohio 45226	[ ] U.S. CERTIFICATED MECHANIC [ ] FOREIGN CERTIFICATED MECHANIC [X] CERTIFICATED REPAIR STATION [ ] MANUFACTURER	CRS 1083

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
April 11, 1967	James W Lewis

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is [X] APPROVED [ ] REJECTED

BY						OTHER (Specify)
	[ ] FAA FLT. STANDARDS INSPECTOR		[ ] MANUFACTURER		[ ] INSPECTION AUTHORIZATION	
	[ ] FAA DESIGNEE	[X]	REPAIR STATION		[ ] CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
4-11-67	#1083	James W Lewis Installation Inspector

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. **DESCRIPTION OF WORK ACCOMPLISHED** *(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)*

Installed U D 9-4 DME. Unit is installed in panel stack. Unit has a 10 amp circuit breaker. Installed K M A 12. Unit is installed in panel stack. Unit has a 5 amp circuit breaker. Narco 31 ADF is installed in lower right panel. Loop is mounted to belly of aircraft. Installed Brittain C S A-1 Auto pilot. Per S T C SA 1308 W E. Electrical load is 28 amps. Generator is 35 amp.

Weight and Balance

Empty weight	1427.4
Empty weight C G	36.2
Moment	51673.7
Useful load	872.6

W.T. & BALANCE REVISED 12/1/73 [signature] SEE LOG BOOK ENTRY

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1965 OF—761-748

FEDERAL AVIATION AGENCY	*Form Approved* *Budget Bureau No. 04-R060.1*
MAJOR REPAIR AND ALTERATION **(Airframe, Powerplant, Propeller, or Appliance)**	*FOR FAA USE ONLY* OFFICE IDENTIFICATION

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE Cessna	MODEL 172F
	SERIAL NO. 172-53005	NATIONALITY AND REGISTRATION MARK N5451R
2. OWNER	NAME (*As shown on registration certificate*) Tesco Corporation	ADDRESS (*As shown on registration certificate*) 4650 Indianola Avenue Columbus, Ohio

3. FOR FAA USE ONLY

Superseded 4-11-67 JWS

4. UNIT IDENTIFICATION / **5. TYPE**

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				XX
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY	C. CERTIFICATE NO.
ElectroSonics Division		U.S. CERTIFICATED MECHANIC	Repair Station
ElectroSonics Hangar		FOREIGN CERTIFICATED MECHANIC	#1009
4885 Sawyer Road, Port Columbus	X	CERTIFICATED REPAIR STATION	Radio Class 1,2
Columbus, Ohio 43219		MANUFACTURER	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
September 29,1965	Wesley S. Shires

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is ☒ APPROVED ☐ REJECTED

BY						
		FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (*Specify*)
		FAA DESIGNEE	X	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
September 29,1965	1009	Wesley S. Shires

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED *(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)*

1. Installed Narco Mark 12 in center radio stack using manufacturers mounting equipment.
2. Installed Mark 12 power supply on aft side of left hand firewall using Narco mounting.
3. Installed Narco VOA-4 in vacant instrument hole. Installed new antenna on upper fuselage. All units installed in accordance with good mechanical procedure and in accordance with FAR Part 43.
4. All wire, circuit breakers and method of installation complies with FAR Part 23 (23-1357-23-1365-23-1367).
5. This aircraft is equipped with a 35 amp generator. Based on factory specifications for actual equipment installed, maximum continuous electrical load is 20.2 amps. (less than 80% generator rating). This aircraft falls within limits per CAM-18-30-12.

New E.W. 1398 New E.W.C.G. 36.5 New Useful 902 New Moment 51093

☐ ADDITIONAL SHEETS ARE ATTACHED