

N6196P
AIRCRAFT REGISTRATION NO.

172S10754
AIRCRAFT SERIAL NO.

172S
TYPE AIRCRAFT



2004-10-14 Corr. R
AD NUMBER

Lycoming Engine

If multi-engine: Left Right Front Rear

Engine Model: TIO-360-L2A Serial No: L-341060-51E

DATE	TOTAL TIME AT COMPL.	TACH OR RECORDING METER TIME AT COMPL.	METHOD OF COMPLIANCE	NEXT COMPL	DUE AT	AUTHORIZED SIGNATURE & NUMBER
				TOTAL TIME	DATE, TACH, OR RECORDING METER TIME	

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Amendment 39-13644. Docket No. 89-ANE-10-AD. Supersedes AD 91-14-22, Amendment 39-6916.

Effective Date

(a) This AD becomes effective June 25, 2004.

Affected Ads

(b) This AD supersedes AD 91-14-22.

Applicability

(c) This AD applies to Lycoming Engines (formerly Textron Lycoming), direct-drive reciprocating engines (except O-145, O-320-H, O-360-E, LO-360-E, LTO-360-E, TO-360-E, O-435, and TIO-541 series engines).

Unsafe Condition

(d) This AD results from a change to the definition of a propeller strike or sudden stoppage. The actions specified in this AD are intended to prevent loosening or failure of the crankshaft gear retaining bolt, which may cause sudden engine failure.

Compliance

(e) Compliance with this AD is required as indicated before further flight if the engine experiences a propeller strike after the effective date of this AD, as defined in paragraphs (i) and (j) of this AD.

(f) Inspect, and if necessary repair, the crankshaft counter bored recess, the alignment dowel, the bolt hole threads, and the crankshaft gear for wear, galling, corrosion, and fretting in accordance with steps 1 through 5 of Lycoming Mandatory Service Bulletin (MSB) No. 475C, dated January 30, 2003.

(g) Remove the existing gear retaining bolt and lockplate from service, and install a new bolt and lockplate, in accordance with steps 6 and 7 of Lycoming MSB No. 475C, dated January 30, 2003.

Prohibition of Retaining Bolt and Lockplate

(h) Do not install the gear retaining bolt and lockplate that were removed in paragraph (g) of this AD, into any engine.

Definition of Propeller Strike

(i) For the purposes of this AD, a propeller strike is defined as follows:

(1) Any incident, whether or not the engine is operating, that requires repair to the propeller other than minor dressing of the blades.

(2) Any incident during engine operation in which the propeller impacts a solid object that causes a drop in revolutions per minute (RPM) and also requires structural repair of the propeller (incidents

requiring only paint touch-up are not included). This is not restricted to propeller strikes against the ground.

(3) A sudden RPM drop while impacting water, tall grass, or similar yielding medium, where propeller damage is not normally incurred.

(j) The preceding definitions include situations where an aircraft is stationary and the landing gear collapses causing one or more blades to be substantially bent, or where a hanger door (or other object) strikes the propeller blade. These cases should be handled as sudden stoppages because of potentially severe side loading on the crankshaft flange, front bearing, and seal.

Alternative Methods of Compliance

(k) The Manager, New York Aircraft Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Material Incorporated by Reference

(l) You must use Lycoming MSB No. 475C, dated January 30, 2003, to perform the inspections and repairs required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You can get a copy from Lycoming Engines, 652 Oliver Street, Williamsport, PA 17701, U.S.A; telephone (570) 323-6181; fax (570) 327-7101. You can review copies at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to:

http://www.archives.gov/federal_register/code_of_federal_regulations/br_locations.html

Related Information

(m) None.

Issued in Burlington, Massachusetts, on May 12, 2004. Peter A. White, Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

CORRECTION: [Federal Register: June 28, 2004 (Volume 69, Number 123); Page 36007; www.access.gpo.gov/su_docs/aces/aces140.html] Go to the attached "pdf" for full correction text. This copy reflects the correction.

N6196P
AIRCRAFT REGISTRATION NO.

172S10754
AIRCRAFT SERIAL NO.

177 \$
TYPE AIRCRAFT



2008-14-7 R
AD NUMBER

Lycoming Engine

If multi-engine: Left Right Front Rear

Engine Model: IO-360-L2A Serial No: L-341600-51E

DATE	TOTAL TIME AT COMPL.	TACH OR RECORDING METER TIME AT COMPL.	METHOD OF COMPLIANCE	NEXT COMPL	DUE AT	AUTHORIZED SIGNATURE & NUMBER
				TOTAL TIME	DATE, TACH, OR RECORDING METER TIME	
8/4/08	95.9	95.9	INSPECTED PER MSB 342E	195.9	195.9	[Signature] 3171122
9/4/08	192.3	192.3	INSPECTED PER MSB 342E	292.3	292.3	[Signature] 3211891
9/28/08	289.5	289.5	INSPECTED PER MSB 342E	389.5	389.5	[Signature] HP 3193440
10/24/08	387.0	387.0	INSPECTED PER MSB 342E	487.0	487.0	[Signature] 3255805
11/25/08	485.9	485.9	INSPECTED PER MSB 342E	585.9	585.9	[Signature] 3171122
1/27/09	581.8	581.8	INSPECTED PER MSB 342E	681.8	681.8	[Signature] 11285724450
3/2/09	680.8	680.8	INSPECTED PER MSB 342E	780.8	780.8	[Signature] HP 3193440
4/14/09	780.2	780.2	INSPECTED PER MSB 342E	880.2	880.2	[Signature] HP 3193440

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Amendment 39-15602. Docket No. FAA-2007-0218; Directorate Identifier 92-ANE-56-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective August 14, 2008.

Affected ADs

(b) This AD supersedes AD 2002-26-01, Amendment 39-12986.

Applicability

(c) This AD applies to fuel injected reciprocating engines manufactured by Lycoming Engines that incorporate externally mounted fuel injection lines (engines with an "I" in the prefix of the engine model designation) as listed in the following Table 1:

Aerotech Note: Table 1 that was in this location in the FAA's Original version of this airworthiness directive has been moved to pg. 2 to facilitate compilation of this adNote™.

Engine models in Table 1 are installed on, but not limited to, Piper PA-24 Comanche, PA-30 and PA-39 Twin Comanche, PA-28 Arrow, and PA-23 Aztec; Beech 23 Musketeer; Mooney 20, and Cessna 177 Cardinal airplanes.

(d) This AD is not applicable to engines having internally mounted fuel injection lines, which are not accessible.

(e) This AD is not applicable to engines that have a Maintenance and Overhaul Manual with an Airworthiness Limitations Section that requires inspection of externally mounted fuel injector lines. Those engines models are not included in Table 1 of this AD.

Unsafe Condition

(f) This AD results from Lycoming Engines revising their Mandatory Service Bulletin (MSB) to add new engine models requiring inspection, and from the need to clarify a repetitive inspection compliance time. We are issuing this AD to prevent failure of the fuel injector fuel lines that would allow fuel to spray into the engine compartment, resulting in an engine fire.

Compliance

(g) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

Engines That Have Had Initial Inspections

(h) For engines that have had initial inspections in accordance with Textron Lycoming MSB No. 342, dated March 24, 1972; Textron Lycoming MSB No. 342A, dated May 26, 1992; Textron Lycoming MSB No. 342B, dated October 22, 1993; Supplement No. 1 to MSB No. 342B, dated April 27, 1999; Textron Lycoming MSB No. 342C, dated April 28, 2000; Textron Lycoming MSB No. 342D, dated July 10, 2001; and Lycoming Engines MSB No. 342E, dated May 18, 2004, inspect in accordance with paragraph (j) of this AD.

Engines That Have Not Had Initial Inspections

(i) For engines that have not had initial inspections previously done in accordance with Textron Lycoming MSB No. 342, dated March 24, 1972; Textron Lycoming MSB No. 342A, dated May 26, 1992; Textron Lycoming MSB No. 342B, dated October 22, 1993; Supplement No. 1 to MSB No. 342B, dated April 27,

1999; Textron Lycoming MSB No. 342C, dated April 28, 2000; Textron Lycoming MSB No. 342D, dated July 10, 2001; or Lycoming Engines MSD No. 342E, dated May 18, 2004, inspect as follows:

(1) For engines that have not yet had any fuel line maintenance done, or have not had any fuel line maintenance done since new or since the last overhaul, inspect in accordance with paragraph (k) of this AD within 50 hours time-in-service (TIS) after the effective date of this AD.

(2) For all other engines, inspect in accordance with paragraph (k) of this AD within 10 hours TIS after the effective date of this AD.

Repetitive Inspections

(j) Thereafter, inspect at intervals of 100 hours TIS (not to exceed 110 hours), at each engine overhaul, and after any maintenance has been done on the engine where any clamp (or clamps) on a fuel injector line (or lines) has been disconnected, moved, or loosened, in accordance with paragraph (k) of this AD.

Inspection Criteria

(k) Inspect the fuel injector fuel lines and clamps between the fuel manifold and the fuel injector nozzles, and replace as necessary any fuel injector fuel line and clamp that does not meet all conditions specified in Lycoming Engines MSB No. 342E, dated May 18, 2004.

Alternative Methods of Compliance

(l) The Manager, New York Aircraft Certification Office, FAA, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Related Information

(m) FAA Special Airworthiness Information Bulletin No. NE-07-49, dated September 20, 2007, is not mandatory, but has additional information on this subject.

(n) Contact Norm Perenson, Aerospace Engineer, New York Aircraft Certification Office, FAA, Engine & Propeller Directorate, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; e-mail: Norm.perenson@faa.gov; telephone (516) 228-7337; fax (516) 794-5531, for more information about this AD.

Material Incorporated by Reference

(o) You must use Lycoming Engines Mandatory Service Bulletin No. 342E, dated May 18, 2004, to perform the actions required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Lycoming Engines, 652 Oliver Street, Williamsport, PA 17701, or go to <http://www.lycoming.textron.com> for a copy of this service information. You may review copies at the FAA, New England Region, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on June 24, 2008.
Peter A. White, Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.

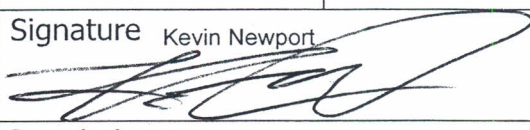
(See Table 1 on page 2)

Table 1.--Engine Models Affected

Engine	Model
AEIO-320	-D1B, -D2B, -E1B, -E2B
AIO-320	-A1B, -B1B, -C1B
IO-320	-B1A, -B1C, -C1A, -D1A, -D1B, -E1A, -E1B, -E2A, -E2B
LIO-320	-B1A, -C1A
AEIO-360	-A1A, -A1B, -A1B6, -A1D, -A1E, -A1E6, -B1F, -B2F, -B1G6, -B1H, -B4A, -H1A, -H1B
AIO-360	-A1A, -A1B, -B1B
HIO-360	-A1A, -A1B, -B1A, -C1A, -C1B, -D1A, -E1AD, -E1BD, -F1AD, -G1A
IO-360	-A1A, -A1B, -A1B6, -A1B6D, -A1C, -A1D, -A1D6, -A2A, -A2B, -A3B6, -A3B6D, -B1B, -B1D, -B1E, -B1F, -B1G6, -B2F, -B2F6, -B4A, -C1A, -C1B, -C1C, -C1C6, -C1D6, -C1E6, -C1F, -C1G6, -C2G6, -F1A, -J1A6D, -M1B, -L2A, -M1A
IVO-360	-A1A
LIO-360	-C1E6
TIO-360	-A1B, -C1A6D
IGO-480	-A1B6
AEIO-540	-D4A5, -D4B5, -D4D5, -L1B5, -L1B5D, -L1D5
IGO-540	-B1A, -B1C
IO-540	-A1A5, -AA1A5, -AA1B5, -AB1A5, -AC1A5, -AE1A5, -B1A5, -B1C5, -C1B5, -C4B5, -C4D5D, -D4A5, -E1A5, -E1B5, -G1A5, -G1B5, -G1C5, -G1D5, -G1E5, -G1F5, -J4A5, -V4A5D, -K1A5, -K1A5D, -K1B5, -K1C5, -K1D5, -K1E5, -K1E5D, -K1F5, -K1H5, -K1J5, -K1F5D, -K1G5, -K1G5D, -K1H5, -K1J5D, -K1K5, -K1E5, -K1E5D, -K1F5, -K1J5, -L1C5, -M1A5, -M1B5D, -M1C5, -N1A5, -P1A5, -R1A5, -S1A5, -T4A5D, -T4B5, -T4B5D, -T4C5D, -V4A5, -V4A5D, -W1A5, -W1A5D, -W3A5D
IVO-540	-A1A
LTIO-540	-F2BD, -J2B, -J2BD, -N2BD, -R2AD, -U2A, -V2AD, -W2A
TIO-540	-A1A, -A1B, -A2A, -A2B, -A2C, AE1A5, -AE2A, -AH1A, -AA1AD, -AF1A, -AF1B, -AG1A, -AB1AD, -AB1BD, -AH1A, -AJ1A, -AK1A, -C1A, -E1A, -G1A, -F2BD, -J2B, -J2BD, -N2BD, -R2AD, -S1AD, -U2A, -V2AD, -W2A
TIVO-540	-A2A
IO-720	-A1A, -A1B, -D1B, -D1BD, -D1C, -D1CD, -B1B, -B1BD, -C1B

Aerotech Note: We have highlighted the additional engines that we have found to be added to this airworthiness directive as compared with table 1 of the superseded AD. This may not be all inclusive. Please check carefully.

Aircraft Weight and Balance Revision

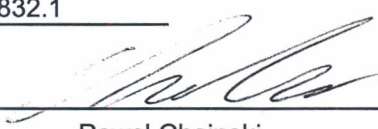
Tail Number: N6196P			Date: 10/10/11		
Prepared by: Epic Aviation			Work Order No:		
			Type Certificate Data No: 3A12		
Aircraft Make: Cessna	Model: 172S	Serial No: 172S10754	Time:		
Registered Owner: Halcyon Flight LLC		Address: P.O. Box 771 Winter Park, Fl. 32790			
Maximum Weight 2550		CG Range FWD AFT			
As Received; Date of Previous Weight and Balance: 10/12/08		Useful Load: 832.1	EW: 1717.9	EWCG: 41.47	Moment: 71247.44
Notes:					
			Weight	Arm	Moment
Installed MLG wheel pants and fairings			12.0	56.7	680.40
Installed NLG wheel pant			3.8	-5.5	-20.90
			0.00	0.00	0.00
			0.00	0.00	0.00
			0.00	0.00	0.00
			0.00	0.00	0.00
			0.00	0.00	0.00
			0.00	0.00	0.00
			0.00	0.00	0.00
			0.00	0.00	0.00
<input checked="" type="checkbox"/> As Calculated <input type="checkbox"/> As Weighed		Moment 71906.94 <hr/> Weight 1733.70	New Empty Weight CG 41.48		New Useful Load 816.30
Signature Kevin Newport 					
Repair Agency AP521138641 or License No:					

AIRCRAFT WEIGHT AND BALANCE UPDATE

N 6196P **A/C MFG** Cessna
S/N: 172S10754 **MODEL** 172S
DATE 10/12/2008 **TACH** 337.5

ITEM	WEIGHT	ARM	MOMENT
Aircraft	1733.7	41.476	71906.94
Removed Items			
LH Wheel Fairing	-5.4	56.7	-306.18
RH Wheel Fairing	-5.4	56.7	-306.18
Nose Wheel Fairing	-3.8	-5.5	20.9
LH and RH Brake Fairing	-1.2	56.7	-68.04
Installed Items			0
			0
			0
			0
			0
TOTALS	1717.9	41.47	71247.44

New Empty Weight 1717.9
 New Empty C.G. 41.47
 New Moment 71247.44
 Useful Load. 832.1

Prepared by  Pawel Choinski
 Certificate # A&P 3193440

Substituted
10/10/11
10/10/11

WEIGHT & BALANCE AND INSTALLED EQUIPMENT DATA

CESSNA AIRCRAFT COMPANY
SINGLE ENGINE DIVISION



MODEL	SERIAL & REGISTRATION		WEIGHT	ARM	MOMENT
172S	172S10754	N6196P	(lbs)	(in)	(lb-in)
(calculated)	STANDARD EMPTY WEIGHT		1,702.2	41.011	69,809
INSTALLED EQUIPMENT			<i>Net Change from Standard Aircraft</i>		
BAGGAGE NET			0.0	0.000	0
FUEL SAMPLING CUP			0.0	0.000	0
PILOT'S CHECKLIST			0.0	0.000	0
POH AND FAA APPROVED AIRPLANE FLIGHT MANUAL			0.0	0.000	0
TOW BAR, NOSE GEAR (STOWED)			0.0	0.000	0
AIRSPEED INDICATOR			0.0	0.000	0
ALTIMETER WITH 20 FT MARKING, DUAL WINDOW, 20000 FT			0.0	0.000	0
ARTEX 2 FREQUENCY ELT (STANDARD EQUIPMENT)			0.0	0.000	0
ATTITUDE INDICATOR			0.0	0.000	0
COMPONENTS REQUIRED FOR FRONT SEAT INFLATABLE RESTRAINT			0.3	45.300	14
ENGINE, LYCOMING IO-360-L2A			0.0	0.000	0
GDL-69A WEATHER DATALINK RECEIVER			4.0	47.000	188
GFC-700 AUTOPILOT			6.9	139.600	963
PROPELLER ASSY, MCCAULEY, FIXED PITCH, 1A170E/JHA7660			0.0	0.000	0
STC SA01700LA FRONT SEAT INFLATABLE RESTRAINT SYSTEM			3.8	45.300	172
VINYL/LEATHER SEATS			0.0	0.000	0
WHEEL FAIRING INSTALLATION			16.5	46.100	761
FIRE EXTINGUISHER INSTALLATION			0.0	0.000	0
INTERIOR INSTALLATION			0.0	0.000	0

The weight and balance data shown in this report are computed on the basis of Federal Administration approved procedures for establishing fleet weight averages. [Far 21.327(f)(2)]

Weighed: 05/01/2008

Printed: 06/18/2008

This list contains all installed optional equipment and avionics. All weights and arms are the installed difference from a standard equipped aircraft. For a detailed list of aircraft equipment weight and balance data, please refer to the comprehensive equipment list in the pilots operating handbook.

BASIC EMPTY WEIGHT	1,733.7	41.476	71,907
USEFUL LOAD	824.3		
MAXIMUM RAMP WEIGHT	2,558.0		
MAXIMUM TAKE-OFF WEIGHT	2,550.0		

Revised 27 Aug. 2005

Numerical values shown may be rounded from actual values. Therefore, the product of weight times arm may not equal the listed be rounded from actual values. Therefore, the product of weight times arm may not equal the listed moment.

University of Dubuque
2000 University Ave, Dubuque, IA 52001-5099

Weight and Balance Change

and
Equipment List Revision

A/C Registration Number: N6196P
A/C Serial Number: 172S10754
A/C Make: Cessna
A/C Model: 172S
A/C Year: 2008
WB Date: 6-Nov-14

Previous data taken from document dated: 6-Nov-12

Description of work: Remove rear passenger seat (one piece back) and seat belt and shoulder harness, inertia reel (left & right)

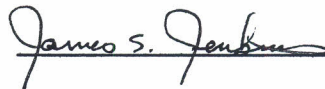
		WEIGHT	ARM	MOMENT
Previous data:	6-Nov-12	1720.45	41.39	71214.00
Items removed:				
Seat, rear passenger, one-piece back		-38.70	79.50	-3076.65
Seat belt and shoulder harness, inertia reel (See/reference POH, pg 6-20, fig 6-9 sheet 2)		-5.2	90.00	-468.00
Items installed:				

1676.55

67669.35

Aircraft max ramp weight: 2558.00 Max Ramp Weight (Max take off weight 2550.0)
New A/C empty weight: 1676.55
New A/C empty weight CG: 40.36
New A/C useful load: 881.45

AP:



James S. Jenkins AP3015266

University of Dubuque
2000 University Ave, Dubuque, IA 52001-5099

Weight and Balance Change

and
Equipment List Revision

A/C Registration Number: N6196P
A/C Serial Number: 172S10754
A/C Make: Cessna
A/C Model: 172R
A/C Year: 2008
WB Date: 6-Nov-14

Previous data taken from document dated: 6-Nov-12

Description of work: Remove rear passenger seat (one piece back) and seat belt and shoulder harness, inertia reel (left & right)

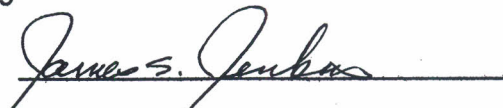
		WEIGHT	ARM	MOMENT
Previous data:	6-Nov-12	1720.45	41.39	71214.00
Items removed:				
Seat, rear passenger, one-piece back		-38.70	79.50	-3076.65
Seat belt and shoulder harness, inertia reel (See/reference POH, pg 6-20, fig 6-9 sheet 2)		-5.2	90.00	-468.00
Items installed:				

1676.55

67669.35

Aircraft max ramp weight: 2558.00 Max Ramp Weight (Max take off weight 2550.0)
New A/C empty weight: 1676.55
New A/C empty weight CG: 40.36
New A/C useful load: 881.45

AP:


James S. Jenkins AP3015266

Weight and Balance Change And Equipment List Revision

Date: 11/6/2012

A/C Make: Cessna

Year: 2008

Model: 172S

Owner: University of Dubuque

Serial No: 172S10754

Registration: N6196P

Last Revised W & B Dated: 9/13/2012

Description of Work: Installed Tanis Preheater

	WEIGHT	ARM	MOMENT
Previous A/C Empty WGT:	1719.00	41.4	71240.9
Items Removed:			
	0.00	0.0	0.0
	0.00	0.0	0.0
	0.00	0.0	0.0
	0.00	0.0	0.0
	0.00	0.0	0.0
	0.00	0.0	0.0 Total
Items Installed:			
Tanis Preheat System	1.25	-18.6	-23.3
Plug mount & Indicator Light	0.20	-18.6	-3.7
			0.0
			0.0
	1.45	-18.6	-27.0 Total
New Data:	1720.45	41.39	71214.0

Aircraft Gross WGT:	2558.0
New A/C Empty WGT:	1720.45
New A/C Empty E.W.C.G.:	41.39
New A/C Useful Load:	837.55

Inspector: Paul M. Kounle
 Number: RS # YQYR 343B
 W/O: _____

University of Dubuque
2000 University Ave, Dubuque, IA 52001-5099

Weight and Balance Change

and
 Equipment List Revision

A/C Registration Number: N6196P
A/C Serial Number: 172S10754
A/C Make: Cessna
A/C Model: 172R
A/C Year: 2008
WB Date: 13-Sep-12

Previous data taken from document dated: 10-Oct-11

Description of work: Remove left, right & nose wheel fairings and related hardware


		WEIGHT	ARM	MOMENT
Previous data:	10-Oct-11	1733.70	41.47	71906.94
Items removed:				
Left & Right MLG wheel fairings		-10.10	61.10	-617.11
Brake fairings		-1.10	55.60	-61.16
Nose wheel fairing		-3.5	-3.5	12.25
(See/reference - POH, pg 6-21, fig 6-9 sheet 3)				
Items installed:				

1719.00

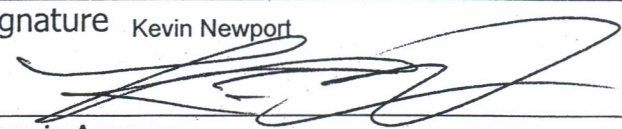
71240.92

Aircraft max ramp weight: 2558.00 Max Ramp Weight (Max take off weight 2550.0)
 New A/C empty weight: 1719.00
 New A/C empty weight CG: **41.44**
 New A/C useful load: 839.00

AP:


 James S. Jenkins AP3015266

Aircraft Weight and Balance Revision

Tail Number: N6196P			Date: 10/10/11		
Prepared by: Epic Aviation			Work Order No:		
			Type Certificate Data No: 3A12		
Aircraft Make: Cessna	Model: 172S	Serial No: 172S10754	Time:		
Registered Owner: Halcyon Flight LLC		Address: P.O. Box 771 Winter Park, Fl. 32790			
Maximum Weight 2550		CG Range FWD		AFT	
As Received; Date of Previous Weight and Balance: 10/12/08		Useful Load: 832.1	EW: 1717.9	EWCG: 41.47	Moment: 71247.44
Notes:					
			Weight	Arm	Moment
Installed MLG wheel pants and fairings			12.0	56.7	680.40
Installed NLG wheel pant			3.8	-5.5	-20.90
			0.00	0.00	0.00
			0.00	0.00	0.00
			0.00	0.00	0.00
			0.00	0.00	0.00
			0.00	0.00	0.00
			0.00	0.00	0.00
			0.00	0.00	0.00
			0.00	0.00	0.00
			0.00	0.00	0.00
			0.00	0.00	0.00
<input checked="" type="checkbox"/> As Calculated <input type="checkbox"/> As Weighed		Moment 71906.94 <hr/> Weight 1733.70	New Empty Weight CG 41.48		New Useful Load 816.30
			Signature Kevin Newport		
					
			Repair Agency or License No: AP521138641		

Superseded
9-13-12

~~Moment 71917.376~~

copy

AIRCRAFT WEIGHT AND BALANCE UPDATE

N 6196P **A/C MFG** Cessna
S/N: 172S10754 **MODEL** 172S
DATE 10/12/2008 **TACH** 337.5

ITEM	WEIGHT	ARM	MOMENT
Aircraft	1733.7	41.476	71906.94
Removed Items			
LH Wheel Fairing	-5.4	56.7	-306.18
RH Wheel Fairing	-5.4	56.7	-306.18
Nose Wheel Fairing	-3.8	-5.5	20.9
LH and RH Brake Fairing	-1.2	56.7	-68.04
Installed Items			0
			0
			0
			0
			0
TOTALS	1717.9	41.47	71247.44

New Empty Weight 1717.9
 New Empty C.G. 41.47
 New Moment 71247.44
 Useful Load. 832.1

Prepared by Pawel Choinski

Certificate # A&P 3193440

5 copies
copy
10/10/11
ADP/MP/CFI

WEIGHT & BALANCE AND INSTALLED EQUIPMENT DATA

superceded

CESSNA AIRCRAFT COMPANY
SINGLE ENGINE DIVISION



MODEL	SERIAL & REGISTRATION		WEIGHT	ARM	MOMENT
172S	172S10754	N6196P	(lbs)	(in)	(lb-in)
(calculated)	STANDARD EMPTY WEIGHT		1,702.2	41.011	69,809
INSTALLED EQUIPMENT			Net Change from Standard Aircraft		
BAGGAGE NET			0.0	0.000	0
FUEL SAMPLING CUP			0.0	0.000	0
PILOT'S CHECKLIST			0.0	0.000	0
POH AND FAA APPROVED AIRPLANE FLIGHT MANUAL			0.0	0.000	0
TOW BAR, NOSE GEAR (STOWED)			0.0	0.000	0
AIRSPEED INDICATOR			0.0	0.000	0
ALTIMETER WITH 20 FT MARKING, DUAL WINDOW, 20000 FT			0.0	0.000	0
ARTEX 2 FREQUENCY ELT (STANDARD EQUIPMENT)			0.0	0.000	0
ATTITUDE INDICATOR			0.0	0.000	0
COMPONENTS REQUIRED FOR FRONT SEAT INFLATABLE RESTRAINT			0.3	45.300	14
ENGINE, LYCOMING IO-360-L2A			0.0	0.000	0
GDL-69A WEATHER DATALINK RECEIVER			4.0	47.000	188
GFC-700 AUTOPILOT			6.9	139.600	963
PROPELLER ASSY, MCCAULEY, FIXED PITCH, 1A170E/JHA7660			0.0	0.000	0
STC SA01700LA FRONT SEAT INFLATABLE RESTRAINT SYSTEM			3.8	45.300	172
VINYL/LEATHER SEATS			0.0	0.000	0
WHEEL FAIRING INSTALLATION			16.5	46.100	761
FIRE EXTINGUISHER INSTALLATION			0.0	0.000	0
INTERIOR INSTALLATION			0.0	0.000	0

The weight and balance data shown in this report are computed on the basis of Federal Administration approved procedures for establishing fleet weight averages. [Far 21.327(f)(2)]

Weighed: 05/01/2008
Printed: 06/18/2008

copy

This list contains all installed optional equipment and avionics. All weights and arms are the installed reference from a standard equipped aircraft. For a detailed list of aircraft equipment weight and balance data, please refer to the comprehensive equipment list in the pilots operating handbook.

BASIC EMPTY WEIGHT	1,733.7	41.476	71,907
USEFUL LOAD	824.3		
MAXIMUM RAMP WEIGHT	2,558.0		
MAXIMUM TAKE-OFF WEIGHT	2,550.0		

Revised 27 Aug. 2005

Numerical values shown may be rounded from actual values. Therefore, the product of weight times arm may not equal the listed be rounded from actual values. Therefore, the product of weight times arm may not equal the listed moment.

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1 NATIONALITY AND REGISTRATION MARKS N6196P	2 MANUFACTURER AND MODEL Cessna Aircraft Company 172S	3 AIRCRAFT SERIAL NUMBER 172S10754	4 CATEGORY Normal/Utility
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5 AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to 49 U.S.C. § 44704 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.

Exceptions:

None

6 TERMS AND CONDITIONS

Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the FAA, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE R/06/25/2008	FAA REPRESENTATIVE Ken W. Collie	DESIGNATION NUMBER NP-FSDO-05
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Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years or both.

THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

REGISTRATION NOT TRANSFERABLE

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
-- CERTIFICATE OF AIRCRAFT REGISTRATION

This certificate
must be in the air-
craft when operated.

NATIONALITY AND
REGISTRATION MARKS **N 6196P**

AIRCRAFT SERIAL NO.
172S10754

MANUFACTURER AND MANUFACTURER'S DESIGNATION OF AIRCRAFT
CESSNA 172S

ICAO Aircraft Address Code: **52011545**

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UNIVERSITY OF DUBUQUE
2000 UNIVERSITY AVE
DUBUQUE IA 52001-5050

Corporation

This certificate is
issued for
registration purposes
only and is not a
certificate of title.
The Federal Aviation
Administration does
not determine rights
of ownership as
between private
persons.



It is certified that the above described aircraft has been entered on the register of the Federal Aviation Administration, United States of America, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Title 49, United States Code.

AIRWORTHINESS DIRECTIVE COMPLIANCE RECORD

Aircraft, engine, Propeller, or Appliance/Component Make CESSNA Model 172S Ser. No. 172S10754

Number & Rev. Date	RECURRING Subject AD'S	Date and hours at compliance	Method of Compliance	One - Time	Recurring	Next compliance due Date/Hours	Authorized Signature and Number
93-05-06	ACS/Gerdes Ignition switch	10-27-16	PCW by install kit		X		
4-29-93		3945.4	SEE #3 AF LOG			5945.4	
01-06-17	Engine idle	09-21-12	PCW by insp - chk good		X	AS	
5-14-01		2473.7	SEE #3 AF LOG			REQUIRED	
13-11-11	Engine oil pressure switch	10-27-16	PCW Install new		X		
8-1-2013		3945.4	SEE #3 AF LOG			6945.4	
15-19-07	Fuel injector lines & Clamps	10-21-16	PCW by insp		X	4040.3	
11-3-15		3940.3	SEE #3 ENG LOG				
015-19-07	FUEL injection	3-1-17	INSPECTION FUEL LINES & CLAMPS		X	4139	Paul M. Kanno YQYR343B
		4039.9					

Handwritten notes and signatures:
 10-31-16
 Paul M. Kanno
 YQYR343B
 AP 3015366
 TRCN 59475-7



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

Report Produced By: James Jenkins

Content Revision: 9/24/2012

File ID: N6196P

Aircraft Registration: N6196P

FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By
Manufacturer Cessna Aircraft Company		Category Airframe		Model 172S		Part #: 172S Serial #: 172S10754
68-17-04 9/7/1968 ©ATP	TO ASSURE PROPER OPERATION OF THE STALL WARNING SYSTEM IN FLIGHT ©ATP	2484.1 TACH 9-25-2012	NA by aircraft serial number	Recur	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>
69-15-03 8/20/1969 ©ATP	TO DETECT CRACKS IN THE MUFFLER ASSEMBLY ©ATP		NA to aircraft STC not installed	Recur	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>
71-22-02 R(1) 11/9/1971 ©ATP	TO DECREASE THE POSSIBILITY OF FAILURE OF THE NOSE GEAR STRUCTURE ©ATP		NA by date of manufacture	Recur	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>
73-17-01 8/16/1973 ©ATP	TO ADVISE THE PILOT CONCERNING PROPER FUEL TRANSFER PUMP OPERATION ©ATP		NA to aircraft. Aircraft does not have auxiliary fuel tanks installed	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>
74-06-02 3/18/1974 ©ATP	TO PREVENT POSSIBLE LEAKAGE OF CARBON MONOXIDE INTO THE CABIN HEATER SYSTEM ©ATP		NA to aircraft STC not installed	Recur	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>
78-26-09 1/1/1978 ©ATP	Superseded by 79-10-14 ©ATP		Superseded by 79-10-14	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins Signature: <i>James S. Jenkins</i>
©ATP						

FAA Airworthiness Directive Compliance Record



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

Report Produced By: James Jenkins

Content Revision: 9/24/2012		File ID: N6196P		Aircraft Registration: N6196P			
FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By	
Manufacturer Cessna Aircraft Company		Category Airframe		Model 172S		Part #: 172S Serial #: 172S10754	
79-10-14 R1 5/30/1988 ©ATP	TO PROVIDE AN ALTERNATE SOURCE OF FUEL TANK VENTING IN CASE OF FUEL TANK VENT OBSTRUCTION BY FOREIGN MATERIAL, CONTD. ©ATP	<i>9-25-12 TACH 2484.1</i>	NA by aircraft serial number	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins ©ATP Signature: <i>James S. Jenkins</i>	
96-12-22 7/31/1996 ©ATP	TO PREVENT LOSS OF ENGINE OIL CAUSED BY LOOSE OR SEPARATED OIL FILTER ADAPTERS, WHICH COULD RESULT IN ENGINE, CONTD. ©ATP	<i>9-25-12 TACH 2484.1</i>	NA to aircraft by engine type	Recur	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins ©ATP Signature: <i>James S. Jenkins</i>	
2000-04-01 3/11/2000 ©ATP	To prevent failure of the engine oil pressure switch diaphragm, which results in loss of engine oil, contd. ©ATP	<i>9-25-12 TACH 2484.1</i>	NA by aircraft serial number	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins ©ATP Signature: <i>James S. Jenkins</i>	
2001-06-17 4/20/2001 ©ATP	To detect & correct an over-rich fuel mixture (improper fuel flow settings), which could result, contd. ©ATP	SEE RECURRING AD LIST	SEE RECURRING AD LIST	Recur	SEE RECURRING AD LIST	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins ©ATP Signature: SEE RECURRING AD LIST	
2003-24-13 1/20/2004 ©ATP	Superseded by 2004-15-18 ©ATP	<i>9-25-12 TACH 2484.1</i>	Superseded by 2004-15-18	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins ©ATP Signature: <i>James S. Jenkins</i>	
2003-24-13 C 1/20/2004 ©ATP	To prevent unintentionally engaging the KAP 140 autopilot computer system, which could case the pilot to take, contd. ©ATP	<i>9-25-12 TACH 2484.1</i>	Superseded by 2004-15-18	Once	NA	1. University of Dubuque 2. AP 3. 3015266 4. James S. Jenkins ©ATP Signature: <i>James S. Jenkins</i>	