

# **YOUR INTERNET AD SEARCH™ REPORT**

from

## **AIRCRAFT DATA RESEARCH**

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**Each report is current as of the date of issuance meaning that all AD's released by the FAA or published in the Federal Register on or before that date have been considered in creating this report.**

# THE AD SEARCH REPORT

This report is designed to provide aircraft owners, operators and maintenance personnel with a comprehensive survey of Airworthiness Directive (AD) applicability. It may be used as a guide for certifying an aircraft as airworthy and as a log for recording compliance with the various applicable AD's.

The report is presented in eight sections, as follows:

**Section 1** – Applicable - A listing of AD's that are likely to apply to this particular combination of airframe, engine(s) and propeller(s) together with any condition that affects or creates applicability.

**Section 2** – Not Applicable - A listing of AD's that seem to be applicable, but are not for various reasons.

**Section 3** – Documents - A listing of service documents (Service Bulletins, etc.) cited by the AD's listed in Section 1.

**Section 4** – Recurring Summary - A summary of AD's with more than a one time compliance requirement

**Section 5** – New AD's - A listing of AD's newly issued or revised since the last report on this aircraft or, alternatively, within the past calendar year.

**Section 6** – Proposed - A listing of proposed AD's that would have likely applicability to this aircraft if and when they are issued.

**Section 7** – Index - A numerical index of AD's covered in this report.

**Section 8** - Historical AD's - A listing of appliance AD's that are considered obsolete by age or application. While it is not likely that any of these have present applicability, they are still active and should be regarded as such.

A multi-page worksheet/sign-off report covering applicable and possibly applicable AD's is included. This report may be used to record observations pertinent to the AD's on this aircraft or, alternatively, as evidence of compliance by signing-off the various requirements.

## **SCOPE:**

Whenever possible, airframes, engines, propeller hubs and accessories are searched by serial numbers to determine applicability. For this reason each AD report is aircraft specific and users should not infer applicability between different aircraft simply because they may appear similar.

## **LIMITATIONS:**

**Specific engines, propellers, carburetors and magnetos.** The search covers the airframe and all engines, propellers, carburetors and magnetos installed on the aircraft. The printed report does not distinguish between which individual item caused the AD to appear in the report. For example, one engine may trigger an AD by its serial number where the other one on the aircraft does not. The AD will be shown on the report, but usually without indication as to which component is affected.

**337's.** Aircraft modifications made under authority of FAA Form 337, Major Repair and Alteration, are not searched. It is therefore possible for Airworthiness Directives not shown in this report to apply to aircraft modified in this manner.

**Historical AD's.** Certain AD's are considered obsolete by time, application or regulation. Because this is a subjective evaluation errors may exist. Users are urged to review this list carefully.

**Not Applicable.** This section shows AD's that are near misses. These may be either superseded, N/A by S/N, N/A by STC or N/A by Service Bulletin or for other reasons. Because an aircraft serial number series is used by the search process, some AD's that apply to other models in the serial number series may appear in this section.

**Combinations.** Some AD's apply as a result of combining certain airframes, engines and/or propellers. On multi-engine aircraft only engine #1 and propeller #1 are tested for AD's applicable by combination. It is therefore possible, although not very likely, that only engine #2 and/or propeller #2 may be involved in a combination AD and will thus not be shown in the report.

## **CONDITIONS:**

Because many AD's have subjective interpretations and/or varying methods of compliance, and because computer systems in general and this database system in particular are highly complex by nature, there may be inaccuracies, errors or omissions in the database or search methodology. Therefore, the information provided in this report should be regarded as informational and advisory only. It is the responsibility of the aircraft owner, operator or other person returning the aircraft to service to ensure that all applicable Airworthiness Directives have been complied with. No mechanical aid can replace the knowledge and experience of a trained aviation maintenance professional in determining applicability and compliance.

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# INTERNET AD SEARCH™ REPORT

Cover Page

Search Limitations

1. Search Report

- Applicable AD's
- N/A AD's
- Supporting Documents
- Summary of Recurring Requirements
- AD's Issued in Past 12 Months
- Proposed AD's
- Historical AD's
- Index to AD's in This Report

2. Sign-Off Sheets

- Worksheets
- Recurring AD Signoff
- N/A Sign-off Sheet
- Superseded List

3. Documents

- Copies of New AD's
- Copies of Proposed AD's
- Type Certificates
  - Airframe
  - Engine
  - Propeller

## Report Prepared By

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Friday, February 23, 2007

# AD Search Report

Airframe	Engines	Propellers
N Number: <b>193AJ</b>	Eng 1 MFG: <b>Continental</b>	Prop 1 MFG: <b>McCaughey</b>
A/C MFG: <b>Cessna</b>	Eng 1 Model: <b>GO-300-A</b>	Prop 1 Model: <b>1A175/FC</b>
A/C Model: <b>175</b>	Eng 1 S/N: <b>5276-B-A</b>	Prop 1 S/N: <b>74603</b>
A/C S/N: <b>55385</b>	Eng 2 MFG:	Prop 2 MFG:
	Eng 2 Model:	Prop 2 Model:
	Eng 2 S/N:	Prop 2 S/N:

This report is presented in 8 sections:

Section 1 - A numerical listing of the AD's that apply to the above airframe, engine(s) and propeller(s) together with any conditions that affect or create applicability.

Section 2 - A listing of AD's that may appear to apply but do not.

Section 3 - A listing of service bulletins or other manufacturer supplied documentation affecting the AD's cited in Section 1 of this report.

Section 4 - A summary of recurring AD requirements.

Section 5 - A listing of AD's new or revised since the last report was issued or dating from a specific date.

Section 6 - A listing of proposed rules (NPRM's) that will have likely applicability when and if issued as AD's.

Section 7 - A listing of appliance AD's apparently outmoded by time or usage.

Section 8 - An indexed numerical listing of AD's and NPRM's covered in this report.

## APPLICABLE AD'S

<b>Aircraft:</b> Cessna	175	193AJ	S/N 55385
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AD's checked through release of 2/23/2007 - (06-30 and later)

The following AD's have likely applicability to this airframe, engine(s) and propeller(s) if the listed condition is met.

<b>Airframe</b>
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			Recurring
62-22-01	Airborne Mech. Model 113A5 vacuum pump	If having Airborne113A5 vacuum pump	No
69-15-03	Cracks in muffler assembly	If having Piper muffler installed by STC	Yes
71-22-02	Early model nose gear fork cracks	If over 1,000 TIS w/early type landing gear nose forks	Yes
73-17-01	Fuel transfer pump placard	If having Javelin Aircraft Co. 18 gallon auxiliary tank	No
79-08-03	Cigar lighter wire		No
82-07-02	Engine crankcase breather	If engine change by STC - See AD for list	No
87-20-03 R2	Seat locking mechanism		Yes
97-01-13	Defective fuel, oil and hydraulic hose	If having Cessna P/N S51-10 hose installed 3/95 to 2-3-97	No
2004-19-01	Shoulder harness inspect and/or repair	If having accessory kit listed in AD	No

## APPLICABLE AD'S

<b>Aircraft:</b> Cessna	175	193AJ	S/N 55385
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AD's checked through release of 2/23/2007 - (06-30 and later)

The following AD's have likely applicability to this airframe, engine(s) and propeller(s) if the listed condition is met.

### Airframe Accessories

			Recurring
74-24-13	Defective United Instruments altimeters	If having P/N C661011, C661025 or C661014 altimeter	No
76-07-12	Defective Bendix ignition switch	If having certain Bendix ignition switches - see AD	Yes
80-05-04	EON seat belts and harnesses	If equipped with EON E2900 and E8000 seat belts & harnesses	No
86-05-02	Bad United Instruments 5394 srs altimeters	If equipped with P/N 5934xxx United Instrument altimeter	No
87-04-19	Defective EON safety belt assemblies	If fitted with EON TSO C22 safety belts with E6000 buckle	No
87-06-09	Defective Mechanical Products circuit break	If equipped with 4001, 4200, 4310 or 8500 series circuit breakers	No
87-17-06	AM-Safe safety belt connector	If equipped with certain AM-Safe seat belt connectors	No
87-20-05	Pacific Scientific weak restraint systems	If equipped with Pacific Scientific P/N 1107177 lap belt assemblies	No
89-09-02	Defective Davis seat belts	If fitted with certain Davis seat belts with black ultem latch-cover	No
93-05-06	Defective ACS or Gerdes ignition switches	If having ACS or Gerdes ignition switch - see AD	Yes
93-12-04	Precise Flight, Inc. pulselites	If Pulselights installed IAW STC SA40005NM	No
94-21-06	Pacific Scientific safety belt malfunctions	If having seat belts mentioned in Pacific Scientific S/B's - See AD	No
95-01-01	Terra transponder problems with TCAS	If equipped with Terra (Trimble) TRT 250 transponder	No
98-14-03	KT 76A transponder altitude discrepancy	If equipped with AlliedSignal KT 76A transponder	No
98-21-21 R1	Defective inflatable door seals	If having Bob Fields door seal IAW STC SA4177WE	Yes
98-23-01	Defective dry air pump flexible coupling	If having P/N Kit 300-2 or 350	No
98-25-10 R1	Defective seat belt locking systems	See AD for affected Aircraft Belts models.	No
99-24-10	Standby vac system inspection/placards	If having with Precise Flight III SVS standby vacuum system	Yes
2001-14-51	Incorrect radial bearing on VHF Nav/Com	If having Apollo SL30 VHF Nav/Comm Receiver	No
2003-26-14	Defective hand held halon fire extinguishers	If having Kidde hand held fire extinguisher P/N 898052	No
2004-21-04	Defective trancivers	If having Becker AR 4201 transceiver S/N 0150-0499	No
2005-01-19	Mandatory Software Revision	If having Garmin GTX-33/33D/330/33D transponder	No

### Engine

		Recurring
94-05-05 R1	Cylinder rocker shaft boss cracks	Yes

## APPLICABLE AD'S

<b>Aircraft:</b> Cessna	175	193AJ	S/N 55385
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AD's checked through release of 2/23/2007 - (06-30 and later)

The following AD's have likely applicability to this airframe, engine(s) and propeller(s) if the listed condition is met.

<b>Engine Accessories</b>
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			Recurring
63-22-03	Carburetor venturi wear	If not having 1 piece venturi	No
72-06-05 R2	Carburetor throttle arm security	If matching illustration in AD	No
79-13-08	Airborne dry air pump failure	See AD for affected Airborne dry air pumps	No
80-08-14	Defective Pure-Air carburetor air inlet filters	If Pure Air air filter installed per STC SA69NW	Yes
84-26-02	Paper induction air filters	If equipped with paper induction air filter	Yes
86-01-06	Defective Parker Hannifin dry air pumps	See AD for affected Airborne dry air pumps	No

<b>Propeller</b>
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			Recurring
2005-14-11	Defective propeller overhauls	If overhauled by So. Cal Propeller	No

## NOT APPLICABLE

<b>Aircraft:</b> Cessna	175	193AJ	S/N 55385
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AD's checked through release of 2/23/2007 - (06-30 and later)

The following AD's may appear to be applicable, but are not for the reason stated.

### Airframe

62-22-01	Airborne Mech. Model 113A5 vacuum pumps	N/A per STC cited in AD
74-06-02	Avcon Mufflers	N/A per STC SA777CE
79-10-14 R1	Fuel tank venting	N/A by S/N
99-27-02	Fuel selector valve inspect/replace	N/A by S/N

### Engine

95-21-15	Low octane fuel - Engine inspection/overhaul	N/A by N Number
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### Engine Accessories

74-18-05	Defective Slick magneto impulse couplings	N/A by S/N
89-04-02	Carburetor throttle jamming	N/A by S/N
2005-12-06	Magneto impulse couplings inspections	N/A to this mag-engine combination

### Propeller

2001-07-03	Defective overhauls by BASCO	N/A by S/N
2003-13-17	Defective work by T&W Propellers	N/A by S/N

## SERVICE DOCUMENTS

**Aircraft: Cessna**

**175**

**193AJ**

**S/N 55385**

AD's checked through release of 2/23/2007 - (06-30 and later)

The following manufacturer service documents apply to the mentioned AD.

	<b>Manufacturer</b>	<b>Type</b>	<b>Number</b>	<b>Date</b>
62-22-01	Airborne	SL	4	5/15/1962
63-22-03	Marvel Schebler	SB	A4-63	
63-22-03	Continental	SB	M63-18	
63-22-03	Lycoming	SB	297, Rev. A	7/3/1970
69-15-03	Piper	SL	324B	
71-22-02	Cessna	SL	63-31	7/16/1963
72-06-05 R2	American Aviation	SL	69-4	10/3/1969
72-06-05 R2	Cessna	SL	SE71-17	2/25/1972
72-06-05 R2	Lycoming	SB	330, Rev. B	4/20/1973
73-17-01	Cessna	SL	SE69-24	11/21/1969
76-07-12	Bendix	SB	583	4/1/1976
86-01-06	Airborne	SB	30	11/11/1985
86-05-02	United Instruments	SB	2	2/24/1986
87-17-06	AM Safe	SB	AS001	11/5/1986
87-20-03 R2	Cessna	SB	SE 83-6	3/11/1983
93-05-06	Cessna	SB	SEB91-5, Rev.1	6/14/1991
93-05-06	ACS	SB	92-01	8/15/1992
93-12-04	Precise Flight	SB	PL9303001	3/10/1993
94-21-06	Pacific Scientific	SB	1108435-25-01	4/28/1994
94-21-06	Pacific Scientific	SB	1108460-25-01	4/28/1994
95-01-01	Terra	SB	SB-104 Rev. 1	6/27/1994
97-01-13	Reims/Cessna	SB	CAB96-21	10/18/1996
97-01-13	Cessna	SB	SEB96-15	10/18/1996
97-01-13	Cessna	SB	CQB96-3 (Model 425 only)	10/18/1996
97-01-13	Cessna	SB	CAB96-15, Rev. 1	10/18/1996
97-01-13	Cessna	SB	MEB96-10	10/18/1996
98-14-03	AlliedSignal	SB	SB KT 76A-7	7/1/1996
98-23-01	Airglas Engineering	SB	LW3600-3, Amendment	10/10/1997
98-23-01	Parker Hannifin	SL	48	10/20/1998
2004-19-01	Cessna	SB	SEB86-8, Rev 1	7/28/2003

## SERVICE DOCUMENTS

<b>Aircraft:</b> Cessna	175	193AJ	S/N 55385
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AD's checked through release of 2/23/2007 - (06-30 and later)

The following manufacturer service documents apply to the mentioned AD.

	<b>Manufacturer</b>	<b>Type</b>	<b>Number</b>	<b>Date</b>
2004-19-01	Cessna	SB	MEB86-22, Rev 1	7/28/2003

## RECURRING AD'S SUMMARY

<b>Aircraft:</b> Cessna	175	193AJ	S/N 55385
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AD's checked through release of 2/23/2007 - (06-30 and later)

The following AD's contain a multiple compliance requirement. An entry in the "Inspect each:" column indicates a required periodic inspection that is ended by accomplishing the action in the "Terminating Action" column. An entry in the "Rekurs each" column indicates a continuing compliance requirement known to be present as of the date of this report.

AD #:	Description:	Inspection interval:	Terminating Actio	Rekurs each:
69-15-03	Cracks in muffler assembly			100 hours
71-22-02	Early model nose gear fork cracks	100 hours	New nose gear fork installation	
76-07-12	Defective Bendix ignition switch			100 hours
80-08-14	Defective Pure-Air carburetor air inlet filter			100 hours
84-26-02	Paper induction air filters			500 hours
87-20-03 R2	Seat locking mechanism			100 hours
93-05-06	Defective ACS or Gerdes ignition switche			2000 hours
94-05-05 R1	Cylinder rocker shaft boss cracks			Engine overhaul
99-24-10	Standby vac system inspection/placards			12/24 months

## NEW or REVISED AD'S

<b>Aircraft:</b> Cessna	175	193AJ	S/N 55385
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AD's checked through release of 2/23/2007 - (06-30 and later)

The following AD's are new or revised since 23-Feb-06

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## PROPOSED AD'S

**Aircraft: Cessna**

**175**

**193AJ**

**S/N 55385**

AD's checked through release of 2/23/2007 - (06-30 and later)

Recur  
Code

The following NPRM's will have likely applicability if and when they are issued as AD's:.

Published in Federal Register:

Supersedes or revises:

## HISTORIC AD'S

The following outdated appliance AD's are listed separately because of their apparent lack of current applicability.

### Ag Ops

48-34-02	None	Adjustments for sulphur dusting	01-Oct-48
57-25-01	None	Spray pressure regulator diaphragm	31-Dec-57

### Avionics

50-48-02	Collins	Collins Model 51R-1 receiver malfunctioning	31-Dec-50
52-13-01	Collins Radio	Collins tone localizer filters failure in radios	01-Nov-52
60-04-01	Bendix	Improper resistors in Bendix PA speaker	31-Dec-60
62-06-02	EDO	Spurious radiation from EDO loran receiver	10-Apr-62
62-13-01	Andrea Radio	Defective volume control on Andrea intercom sets	01-Jun-62
65-14-06	United Data Control, Inc.	United Date flight data recorder malfunctioning	31-Dec-65
73-07-02	Garrett	Defective Garrett ELT's	29-Mar-73
74-18-15	Leigh Systems	Leigh magnesium battery gassing	23-Jan-75
74-19-02	Pathfinder	Corrosion damage to Pathfinder ELT	13-Sep-74
74-20-10	Leigh Systems	Corrosion in Leigh ELT	30-Dec-77
74-24-07	Chromalloy	Defective Chromalloy rescue locator beacon battery pack	15-Nov-74
76-07-09	Collins Radio	Erroneous VOR bearings on Collins RMI	19-Apr-76
77-02-08	Narco	Narco ELT battery corrosion	01-Feb-77
80-19-19	Jet Electronics	Jet Electronics area navigation system	24-Apr-80
81-21-05	Artex	Artex battery pack failure	19-Oct-81

### Electrical

50-04-01	Briggs/Stratton	Briggs & Stratton ignition switch failure	31-Dec-50
72-15-02	Prestolite	Prestolite alternator cooling fan failure	01-Sep-72
75-05-04	Whelan	Whelen strobe light flash tube fire hazard	31-Dec-75
76-02-07	Prestolite	Prestolite alternator slip ring bearings	02-Feb-76
79-07-02	ESB Wisco	Defective ESB-Wisco batteries	03-Apr-79
79-18-05	None	Lithium sulfur dioxide batteries	28-Feb-80

### Engine

54-04-01	AC	AC LS-87 spark plug prohibition	01-Mar-54
77-12-05	Champion	Oil filter bypass valve failure	12-May-78

### Fuel

54-21-01	AC	AC diaphragm type fuel pumps	31-Dec-54
55-26-02	Thompson	Thompson engine driven fuel pump failure	31-Dec-55
63-09-01	Bendix	Fuel flow transmitter cracks	11-Dec-63
66-07-03	Edison & Garwin	Defective Edison fuel pressure gauges	03-Apr-66
70-22-02	Airborne	Airborne fuel selector valve	04-Nov-70

### Installed Equipment

51-26-02	Lear	Lear autopilot servo clutch	01-Jan-52
52-23-01	Edison	Defective Edison fire detector wiring	01-Jan-53
54-02-02	Federal Skis	Federal wheel ski pitch down during flight	31-Dec-54
55-04-01	Federal Skis	Federal ski pitch down during flight	31-Dec-55
59-06-08	Graviner	Graviner automatic fire extinguishers	31-Dec-59
62-11-03	Graviner	Fire extinguishing system igniter wire corrosion	22-May-62
64-01-01	Airborne	Airborne vacuum pump drive coupling	09-Jan-64
65-01-03	Lockheed	Lockheed flight data recorder improvements	31-Dec-65
67-23-05	Graviner	Automatic Gravinefire extinguisher container inspection	12-Aug-67
70-20-02	Woodward	Airspeed gauge glass alignment	26-Oct-70
73-26-05	Scott	Scott chemical oxygen generators	31-Dec-73

## HISTORIC AD'S

The following outdated appliance AD's are listed separately because of their apparent lack of current applicability.

74-08-01	ARC	Aircraft Radio autopilot servo actuator jamming	09-Apr-74
76-16-02	Airborne	Airborne vacuum pump failure	11-Aug-76
77-16-10	EDO-Aire Mitchell	Mitchell navigation situation display errors	08-Sep-77
78-14-09	Pyrotector	Defective Pyrotector fire detectors	08-Aug-78

### Instruments

65-18-02	Schvien	Schvien turn & bank indicator fatigue failure	30-Oct-65
69-24-05	Kollsman	False Kollsman altimeter signal	04-Dec-69
75-05-07	King Radio	Defective King gyro induced navigation errors	28-Feb-75
75-05-14	Kollsman	Incorrect altitude readings on Kollsman altimeters	06-Mar-75
77-15-10	Filotechnica	Erroneous airspeed indications on Filotechnica	04-Aug-77

### Seats and Belts

50-18-03	Air Assoc.	See FAR 91.33(b)(12) & 91.205(b)(12) of 12/4/81	31-Dec-50
54-20-01	Aircraft Belt	Under strength seat belt	31-Dec-54
55-08-01	Beechcraft	Safety belt buckle inspection	31-Dec-55
56-21-04	Russell Mfg.	See FAR 91.33(b)(12) & 91.205(b)(12) of 12/4/81	31-Dec-56
57-14-02	Davis	Davis model FDC-1650 seat belts	31-Dec-57
59-24-03	Brown Line	See FAR 91.33(b)(12) & 91.205(b)(12) of 12/4/81	31-Dec-59
61-20-01	Auto Crat	Under strength Auto Crat seat belts	24-Oct-61
61-20-03	Russell Mfg.	See FAR 91.33(b)(12) & 91.205(b)(12) of 12/4/81	31-Dec-61
62-23-01	Auto Crat	Non aircraft quality Auto Crat seat belt	19-Nov-62
62-24-05	Mareco	See FAR 91.33(b)(12) & 91.205(b)(12) of 12/4/81	31-Dec-62
64-10-03	Davis	Davis seat belt latching failure	08-Oct-69
67-18-05	Teco	TECO seat failure	30-Jun-67
79-16-02	Indiana Mills	Defective Indiana Mills seat belt assemblies	02-Aug-79

### Wheels/Tires/Brakes

71-06-08	Cleveland	Separation of Cleveland brake disc	08-Jun-71
71-14-02	Goodrich	Defective Goodrich tires	02-Jul-71
72-04-02	Bendix	Bendix wheel half failure	04-Mar-72
78-20-12	Firestone	Defective Firestone tires	06-Sep-78
83-26-03	Goodrich	Defective Goodrich tires	23-Dec-83

## INDEX TO AD'S IN THIS REPORT

<b>Aircraft: Cessna</b>	<b>175</b>	<b>193AJ S/N 55385</b>
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AD's checked through release of 2/23/2007 - (06-30 and later)

AD	Classificatio	Sectio	AD	Classification	Sectio
48-34-02	Historic	8	70-22-02	Historic	8
50-04-01	Historic	8	71-06-08	Historic	8
50-18-03	Historic	8	71-14-02	Historic	8
50-48-02	Historic	8	71-22-02	May Apply	1
51-26-02	Historic	8	72-04-02	Historic	8
52-13-01	Historic	8	72-06-05 R2	May Apply	1
52-23-01	Historic	8	72-15-02	Historic	8
54-02-02	Historic	8	73-07-02	Historic	8
54-04-01	Historic	8	73-17-01	May Apply	1
54-20-01	Historic	8	73-26-05	Historic	8
54-21-01	Historic	8	74-06-02	N/A by STC or S	2
55-04-01	Historic	8	74-08-01	Historic	8
55-08-01	Historic	8	74-18-05	N/A by S/N	2
55-26-02	Historic	8	74-18-15	Historic	8
56-21-04	Historic	8	74-19-02	Historic	8
57-14-02	Historic	8	74-20-10	Historic	8
57-25-01	Historic	8	74-24-07	Historic	8
59-06-08	Historic	8	74-24-13	May Apply	1
59-24-03	Historic	8	75-05-04	Historic	8
60-04-01	Historic	8	75-05-07	Historic	8
61-20-01	Historic	8	75-05-14	Historic	8
61-20-03	Historic	8	76-02-07	Historic	8
62-06-02	Historic	8	76-07-09	Historic	8
62-11-03	Historic	8	76-07-12	May Apply	1
62-13-01	Historic	8	76-16-02	Historic	8
62-22-01	May Apply	1	77-02-08	Historic	8
62-22-01	N/A by STC or S	2	77-12-05	Historic	8
62-23-01	Historic	8	77-15-10	Historic	8
62-24-05	Historic	8	77-16-10	Historic	8
63-09-01	Historic	8	78-14-09	Historic	8
63-22-03	May Apply	1	78-20-12	Historic	8
64-01-01	Historic	8	79-07-02	Historic	8
64-10-03	Historic	8	79-08-03	Applicable	1
65-01-03	Historic	8	79-10-14 R1	N/A by S/N	2
65-14-06	Historic	8	79-13-08	May Apply	1
65-18-02	Historic	8	79-16-02	Historic	8
66-07-03	Historic	8	79-18-05	Historic	8
67-18-05	Historic	8	80-05-04	May Apply	1
67-23-05	Historic	8	80-08-14	May Apply	1
69-15-03	May Apply	1	80-19-19	Historic	8
69-24-05	Historic	8	81-21-05	Historic	8
70-20-02	Historic	8	82-07-02	May Apply	1

## INDEX TO AD'S IN THIS REPORT

<b>Aircraft: Cessna</b>	<b>175</b>	<b>193AJ S/N 55385</b>
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AD's checked through release of 2/23/2007 - (06-30 and later)

AD	Classificatio	Sectio	AD	Classification	Sectio
83-26-03	Historic	8			
84-26-02	May Apply	1			
86-01-06	May Apply	1			
86-05-02	May Apply	1			
87-04-19	May Apply	1			
87-06-09	May Apply	1			
87-17-06	May Apply	1			
87-20-03 R2	Applicable	1			
87-20-05	May Apply	1			
89-04-02	N/A by S/N	2			
89-09-02	May Apply	1			
93-05-06	May Apply	1			
93-12-04	May Apply	1			
94-05-05 R1	Applicable	1			
94-21-06	May Apply	1			
95-01-01	May Apply	1			
95-21-15	N/A by N #	2			
97-01-13	May Apply	1			
98-14-03	May Apply	1			
98-21-21 R1	May Apply	1			
98-23-01	May Apply	1			
98-25-10 R1	May Apply	1			
99-24-10	May Apply	1			
99-27-02	N/A by S/N	2			
2001-07-03	N/A by S/N	2			
2001-14-51	May Apply	1			
2003-13-17	N/A by S/N	2			
2003-26-14	May Apply	1			
2004-19-01	May Apply	1			
2004-21-04	May Apply	1			
2005-01-19	May Apply	1			
2005-12-06	N/A by Magnetos	2			
2005-14-11	May Apply	1			

# AIRWORTHINESS DIRECTIVE COMPLIANCE WORK SHEET

A1 Aero Service  
1 Airport Road  
East Last Chance, OR 00000

**Aircraft:** 193AJ

**Make:** Cessna

**Model:** 175

**S/N:** 55385

AD Identification Date and Status	Description Applicability Condition	Recurring Status	Comments/Remarks - Status Information, etc. or Compliance Method	Compliance Sign-off
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## Airframe

<b>62-22-01</b> 31-Oct-62	Airborne Mech. Model 113A5 vacuum pumps	Inspect		Signed off by: <b>Wilbur Wrenchbender</b> Certificate Number: 123456789 Certificate Type: Inspection Authorization  Signature:
	If having Airborne 113A5 vacuum pump	Term. Action: Final: Next Du		
<b>May Apply</b>				
<b>69-15-03</b> 39-798 20-Aug-69	Cracks in muffler assembly	Inspect		Signed off by: <b>Wilbur Wrenchbender</b> Certificate Number: 123456789 Certificate Type: Inspection Authorization  Signature:
	If having Piper muffler installed by STC	Term. Action: Final: Next Du	100 hours	
<b>May Apply</b>				
<b>71-22-02</b> 39-1327 09-Nov-71	Early model nose gear fork cracks	Inspect	100 hours	Signed off by: <b>Wilbur Wrenchbender</b> Certificate Number: 123456789 Certificate Type: Inspection Authorization  Signature:
	If over 1,000 TIS w/early type landing gear nose forks	Term. Action: Final: Next Du	New nose gear fork installation	
<b>May Apply</b>				
<b>73-17-01</b> 39-1701 16-Aug-73	Fuel transfer pump placard	Inspect		Signed off by: <b>Wilbur Wrenchbender</b> Certificate Number: 123456789 Certificate Type: Inspection Authorization  Signature:
	If having Javelin Aircraft Co. 18 gallon auxiliary tank	Term. Action: Final: Next Du		
<b>May Apply</b>				
<b>79-08-03</b> 39-3428 06-Jun-79	Cigar lighter wire	Inspect		Signed off by: <b>Wilbur Wrenchbender</b> Certificate Number: 123456789 Certificate Type: Inspection Authorization  Signature:
		Term. Action: Final: Next Du		
<b>Applicable</b>				
<b>82-07-02</b> 39-4353 08-Apr-82	Engine crankcase breather	Inspect		Signed off by: <b>Wilbur Wrenchbender</b> Certificate Number: 123456789 Certificate Type: Inspection Authorization  Signature:
	If engine change by STC - See AD for list	Term. Action: Final: Next Du		
<b>May Apply</b>				
<b>87-20-03 R2</b> 39-6669 24-Sep-90	Seat locking mechanism	Inspect		Signed off by: <b>Wilbur Wrenchbender</b> Certificate Number: 123456789 Certificate Type: Inspection Authorization  Signature:
		Term. Action: Final: Next Du	100 hours	
<b>Applicable</b>				

Printed: 2/23/2007 1:00:18 PM

AD Identification Date and Status	Description Applicability Condition	Recurring Status		Comments/Remarks - Status Information, etc. or Compliance Method	Compliance Sign-off
<b>97-01-13</b> 39-9884 03-Feb-97	Defective fuel, oil and hydraulic hose	Inspect			Signed off by: <b>Wilbur Wrenchbender</b> Certificate Number: 123456789 Certificate Type: Inspection Authorization  Signature:
		Term.			
	Action: Final:				
<b>May Apply</b>	If having Cessna P/N S51-10 hose installed 3/95 to 2-3-97	Next Du			
<b>2004-19-01</b>  01-Nov-04	Shoulder harness inspect and/or repair	Inspect			Signed off by: <b>Wilbur Wrenchbender</b> Certificate Number: 123456789 Certificate Type: Inspection Authorization  Signature:
		Term.			
	Action: Final:				
<b>May Apply</b>	If having accessory kit listed in AD	Next Du			

AD Identification Date and Status	Description Applicability Condition	Recurring Status	Comments/Remarks - Status Information, etc. or Compliance Method	Compliance Sign-off
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**Airframe Accessories**

<b>74-24-13</b> 39-2028 05-Dec-74	Defective United Instruments altimeters	Inspect		Signed off by: <b>Wilbur Wrenchbender</b> Certificate Number: 123456789 Certificate Type: Inspection Authorization
	If having P/N C661011, C661025 or C661014 altimeter	Term.		
<b>May Apply</b>			Action: Final:	
		Next Du		
<b>76-07-12</b> 39-3024 30-Aug-77	Defective Bendix ignition switch	Inspect		Signed off by: <b>Wilbur Wrenchbender</b> Certificate Number: 123456789 Certificate Type: Inspection Authorization
	If having certain Bendix ignition switches - see AD	Term.		
<b>May Apply</b>			Action: Final: 100 hours	
		Next Du		
<b>80-05-04</b> 39-3706 10-Mar-80	EON seat belts and harnesses	Inspect		Signed off by: <b>Wilbur Wrenchbender</b> Certificate Number: 123456789 Certificate Type: Inspection Authorization
	If equipped with EON E2900 and E8000 seat belts & harnesses	Term.		
<b>May Apply</b>			Action: Final:	
		Next Du		
<b>86-05-02</b> 39-5317 28-Feb-86	Bad United Instruments 5394 srs altimeters	Inspect		Signed off by: <b>Wilbur Wrenchbender</b> Certificate Number: 123456789 Certificate Type: Inspection Authorization
	If equipped with P/N 5934xxx United Instrument altimeter	Term.		
<b>May Apply</b>			Action: Final:	
		Next Du		
<b>87-04-19</b> 39-5552 18-Mar-87	Defective EON safety belt assemblies	Inspect		Signed off by: <b>Wilbur Wrenchbender</b> Certificate Number: 123456789 Certificate Type: Inspection Authorization
	If fitted with EON TSO C22 safety belts with E6000 buckle	Term.		
<b>May Apply</b>			Action: Final:	
		Next Du		
<b>87-06-09</b> 39-5585 27-Apr-87	Defective Mechanical Products circuit breakers	Inspect		Signed off by: <b>Wilbur Wrenchbender</b> Certificate Number: 123456789 Certificate Type: Inspection Authorization
	If equipped with 4001, 4200, 4310 or 8500 series circuit breakers	Term.		
<b>May Apply</b>			Action: Final:	
		Next Du		
<b>87-17-06</b> 39-5710 22-Sep-87	AM-Safe safety belt connector	Inspect		Signed off by: <b>Wilbur Wrenchbender</b> Certificate Number: 123456789 Certificate Type: Inspection Authorization
	If equipped with certain AM-Safe seat belt connectors	Term.		
<b>May Apply</b>			Action: Final:	
		Next Du		
<b>87-20-05</b> 39-5693 26-Oct-87	Pacific Scientific weak restraint systems	Inspect		Signed off by: <b>Wilbur Wrenchbender</b> Certificate Number: 123456789 Certificate Type: Inspection Authorization
	If equipped with Pacific Scientific P/N 1107177 lap belt assemblies	Term.		
<b>May Apply</b>			Action: Final:	
		Next Du		

AD Identification Date and Status	Description Applicability Condition	Recurring Status		Comments/Remarks - Status Information, etc. or Compliance Method	Compliance Sign-off
<b>89-09-02</b> 39-6102 24-May-89	Defective Davis seat belts	Inspect			Signed off by: <b>Wilbur Wrenchbender</b> Certificate Number: 123456789 Certificate Type: Inspection Authorization
	If fitted with certain Davis seat belts with black ultem latch-cover	Term. Action: Final: Next Du			
<b>May Apply</b>					Signature:
<b>93-05-06</b> 39-8511 29-Apr-93	Defective ACS or Gerdes ignition switches	Inspect			Signed off by: <b>Wilbur Wrenchbender</b> Certificate Number: 123456789 Certificate Type: Inspection Authorization
	If having ACS or Gerdes ignition switch - see AD	Term. Action: Final: Next Du	2000 hours		
<b>May Apply</b>					Signature:
<b>93-12-04</b> 39-8610 26-Jul-93	Precise Flight, Inc. pulsellites	Inspect			Signed off by: <b>Wilbur Wrenchbender</b> Certificate Number: 123456789 Certificate Type: Inspection Authorization
	If Pulselights installed IAW STC SA40005NM	Term. Action: Final: Next Du			
<b>May Apply</b>					Signature:
<b>94-21-06</b> 25-Nov-94	Pacific Scientific safety belt malfunctions	Inspect			Signed off by: <b>Wilbur Wrenchbender</b> Certificate Number: 123456789 Certificate Type: Inspection Authorization
	If having seat belts mentioned in Pacific Scientific S/B's - See AD	Term. Action: Final: Next Du			
<b>May Apply</b>					Signature:
<b>95-01-01</b> 39-9112 06-Feb-95	Terra transponder problems with TCAS	Inspect			Signed off by: <b>Wilbur Wrenchbender</b> Certificate Number: 123456789 Certificate Type: Inspection Authorization
	If equipped with Terra (Trimble) TRT 250 transponder	Term. Action: Final: Next Du			
<b>May Apply</b>					Signature:
<b>98-14-03</b> 39-10637 16-Aug-98	KT 76A transponder altitude discrepancy	Inspect			Signed off by: <b>Wilbur Wrenchbender</b> Certificate Number: 123456789 Certificate Type: Inspection Authorization
	If equipped with AlliedSignal KT 76A transponder	Term. Action: Final: Next Du			
<b>May Apply</b>					Signature:
<b>98-21-21 R1</b> 39-11621 01-May-00	Defective inflatable door seals	Inspect			Signed off by: <b>Wilbur Wrenchbender</b> Certificate Number: 123456789 Certificate Type: Inspection Authorization
	If having Bob Fields door seal IAW STC SA4177WE	Term. Action: Final: Next Du			
<b>May Apply</b>					Signature:
<b>98-23-01</b> 39-10882 29-Oct-98	Defective dry air pump flexible coupling	Inspect			Signed off by: <b>Wilbur Wrenchbender</b> Certificate Number: 123456789 Certificate Type: Inspection Authorization
	If having P/N Kit 300-2 or 350	Term. Action: Final: Next Du			
<b>May Apply</b>					Signature:

AD Identification Date and Status	Description Applicability Condition	Recurring Status		Comments/Remarks - Status Information, etc. or Compliance Method	Compliance Sign-off
<b>98-25-10 R1</b> 39-11460 14-Jan-00	Defective seat belt locking systems	Inspect			Signed off by: <b>Wilbur Wrenchbender</b> Certificate Number: 123456789 Certificate Type: Inspection Authorization
	See AD for affected Aircraft Belts models.	Term.			
<b>May Apply</b>		Action: Final: Next Du			Signature:
<b>99-24-10</b> 39-11434 14-Jan-00	Standby vac system inspection/placards	Inspect			Signed off by: <b>Wilbur Wrenchbender</b> Certificate Number: 123456789 Certificate Type: Inspection Authorization
	If having with Precise Flight III SVS standby vacuum system	Term.			
<b>May Apply</b>		Action: Final: Next Du	12/24 months		Signature:
<b>2001-14-51</b> 39-12351 30-Jul-01	Incorrect radial bearing on VHF Nav/Com	Inspect			Signed off by: <b>Wilbur Wrenchbender</b> Certificate Number: 123456789 Certificate Type: Inspection Authorization
	If having Apollo SL30 VHF Nav/Comm Receiver	Term.			
<b>May Apply</b>		Action: Final: Next Du			Signature:
<b>2003-26-14</b> 39-13413 20-Feb-04	Defective hand held halon fire extinguishers	Inspect			Signed off by: <b>Wilbur Wrenchbender</b> Certificate Number: 123456789 Certificate Type: Inspection Authorization
	If having Kidde hand held fire extinguisher P/N 898052	Term.			
<b>May Apply</b>		Action: Final: Next Du			Signature:
<b>2004-21-04</b> 19-Nov-04	Defective tranceivers	Inspect			Signed off by: <b>Wilbur Wrenchbender</b> Certificate Number: 123456789 Certificate Type: Inspection Authorization
	If having Becker AR 4201 tranceiver S/N 0150-0499	Term.			
<b>May Apply</b>		Action: Final: Next Du			Signature:
<b>2005-01-19</b> 39-13944 23-Feb-05	Mandatory Software Revision	Inspect			Signed off by: <b>Wilbur Wrenchbender</b> Certificate Number: 123456789 Certificate Type: Inspection Authorization
	If having Garmin GTX-33/33D/330/33D transponder	Term.			
<b>May Apply</b>		Action: Final: Next Du			Signature:

### Engine

<b>94-05-05 R1</b> 39-9490 13-Feb-96	Cylinder rocker shaft boss cracks	Inspect			Signed off by: <b>Wilbur Wrenchbender</b> Certificate Number: 123456789 Certificate Type: Inspection Authorization
		Term.			
<b>Applicable</b>		Action: Final: Next Du	Engine overhaul		Signature:

AD Identification Date and Status	Description Applicability Condition	Recurring Status	Comments/Remarks - Status Information, etc. or Compliance Method	Compliance Sign-off
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### Engine Accessories

<b>63-22-03</b> 636 02-Dec-63	Carburetor venturi wear	Inspect		Signed off by: <b>Wilbur Wrenchbender</b> Certificate Number: 123456789 Certificate Type: Inspection Authorization
		Term.		
<b>May Apply</b>	If not having 1 piece venturi	Action:		Signature:
		Final:		
		Next Du		
<b>72-06-05 R2</b> 39-5338 03-Jul-86	Carburetor throttle arm security	Inspect		Signed off by: <b>Wilbur Wrenchbender</b> Certificate Number: 123456789 Certificate Type: Inspection Authorization
		Term.		
<b>May Apply</b>	If matching illustration in AD	Action:		Signature:
		Final:		
		Next Du		
<b>79-13-08</b> 39-3507 07-Jun-79	Airborne dry air pump failure	Inspect		Signed off by: <b>Wilbur Wrenchbender</b> Certificate Number: 123456789 Certificate Type: Inspection Authorization
		Term.		
<b>May Apply</b>	See AD for affected Airborne dry air pumps	Action:		Signature:
		Final:		
		Next Du		
<b>80-08-14</b> 39-3745 22-Apr-80	Defective Pure-Air carburetor air inlet filters	Inspect		Signed off by: <b>Wilbur Wrenchbender</b> Certificate Number: 123456789 Certificate Type: Inspection Authorization
		Term.		
<b>May Apply</b>	If Pure Air air filter installed per STC SA69NW	Action:	100 hours	Signature:
		Final:		
		Next Du		
<b>84-26-02</b> 39-4966 29-Jan-85	Paper induction air filters	Inspect		Signed off by: <b>Wilbur Wrenchbender</b> Certificate Number: 123456789 Certificate Type: Inspection Authorization
		Term.		
<b>May Apply</b>	If equipped with paper induction air filter	Action:	500 hours	Signature:
		Final:		
		Next Du		
<b>86-01-06</b> 39-5206 31-Jan-86	Defective Parker Hannifin dry air pumps	Inspect		Signed off by: <b>Wilbur Wrenchbender</b> Certificate Number: 123456789 Certificate Type: Inspection Authorization
		Term.		
<b>May Apply</b>	See AD for affected Airborne dry air pumps	Action:		Signature:
		Final:		
		Next Du		

### Propeller

<b>2005-14-11</b> 39-14188 17-Aug-05	Defective propeller overhauls	Inspect		Signed off by: <b>Wilbur Wrenchbender</b> Certificate Number: 123456789 Certificate Type: Inspection Authorization
		Term.		
<b>May Apply</b>	If overhauled by So. Cal Propeller	Action:		Signature:
		Final:		
		Next Du		

## Recurring AD Successive Compliance Actions

**Cessna 175 -- 193AJ -- S/N 55385**

**69-15-03**

Description

Condition

Cracks in muffler assembly

If having Piper muffler installed by  
STC

Amendment: 39-798

Effective: 20-Aug-69

Terminating Action:

Inspect:

Recurs 100 hours

Work Accomplished:	Time: _____ Date: _____ Next Due: _____ <hr/> Signature and Number
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## Recurring AD Successive Compliance Actions

**Cessna 175 -- 193AJ -- S/N 55385**

**71-22-02**

Description

Condition

Early model nose gear fork cracks

If over 1,000 TIS w/early type landing gear nose forks

Amendment: 39-1327

Effective: 09-Nov-71

Terminating Action:

New nose gear fork installation

Inspect: 100 hours

Recurs

Work Accomplished:

Time: \_\_\_\_\_

Date: \_\_\_\_\_

Next Due: \_\_\_\_\_

\_\_\_\_\_  
Signature and Number

Work Accomplished:

Time: \_\_\_\_\_

Date: \_\_\_\_\_

Next Due: \_\_\_\_\_

\_\_\_\_\_  
Signature and Number

Work Accomplished:

Time: \_\_\_\_\_

Date: \_\_\_\_\_

Next Due: \_\_\_\_\_

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Signature and Number

Work Accomplished:

Time: \_\_\_\_\_

Date: \_\_\_\_\_

Next Due: \_\_\_\_\_

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Signature and Number

Work Accomplished:

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Signature and Number

Work Accomplished:

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Signature and Number

Work Accomplished:

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Next Due: \_\_\_\_\_

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Signature and Number

Work Accomplished:

Time: \_\_\_\_\_

Date: \_\_\_\_\_

Next Due: \_\_\_\_\_

\_\_\_\_\_  
Signature and Number

## Recurring AD Successive Compliance Actions

**Cessna 175 -- 193AJ -- S/N 55385**

**76-07-12**

Description

Condition

Defective Bendix ignition switch

If having certain Bendix ignition switches - see AD

Amendment: 39-3024

Effective: 30-Aug-77

Terminating Action:

Inspect:

Recurs 100 hours

Work Accomplished:	Time: _____ Date: _____ Next Due: _____ <hr/> Signature and Number
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## Recurring AD Successive Compliance Actions

**Cessna 175 -- 193AJ -- S/N 55385**

**80-08-14**

Description

Condition

Defective Pure-Air carburetor  
air inlet filters

If Pure Air air filter installed per  
STC SA69NW

Amendment: 39-3745

Effective: 22-Apr-80

Inspect:

Recurs 100 hours

Terminating Action:

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Work Accomplished:	Time: _____ Date: _____ Next Due: _____ <hr/> Signature and Number
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## Recurring AD Successive Compliance Actions

**Cessna 175 -- 193AJ -- S/N 55385**

**84-26-02**

Description

Condition

Paper induction air filters

If equipped with paper induction air filter

Amendment: 39-4966

Effective: 29-Jan-85

Terminating Action:

Inspect:

Recurs 500 hours

Work Accomplished:	Time: _____ Date: _____ Next Due: _____ <hr/> Signature and Number
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Work Accomplished:	Time: _____ Date: _____ Next Due: _____ <hr/> Signature and Number
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## Recurring AD Successive Compliance Actions

**Cessna 175 -- 193AJ -- S/N 55385**

**87-20-03 R2**

Description

Condition

Seat locking mechanism

Amendment: 39-6669

Effective: 24-Sep-90

Terminating Action:

Inspect:

Recurs 100 hours

Work Accomplished:	Time: _____ Date: _____ Next Due: _____ <hr/> Signature and Number
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Work Accomplished:	Time: _____ Date: _____ Next Due: _____ <hr/> Signature and Number
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Work Accomplished:	Time: _____ Date: _____ Next Due: _____ <hr/> Signature and Number
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## Recurring AD Successive Compliance Actions

**Cessna 175 -- 193AJ -- S/N 55385**

**93-05-06**

Description

Condition

Defective ACS or Gerdes  
ignition switches

If having ACS or Gerdes ignition  
switch - see AD

Amendment: 39-8511

Effective: 29-Apr-93

Inspect:

Recurs 2000 hours

Terminating Action:

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Work Accomplished:	Time: _____ Date: _____ Next Due: _____ <hr/> Signature and Number
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## Recurring AD Successive Compliance Actions

**Cessna 175 -- 193AJ -- S/N 55385**

**94-05-05 R1**

Description

Condition

Cylinder rocker shaft boss  
cracks

Amendment: 39-9490  
Effective: 13-Feb-96

Terminating Action:

Inspect:  
Recurs Engine overhaul

Work Accomplished:	Time: _____ Date: _____ Next Due: _____  Signature and Number
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Work Accomplished:	Time: _____ Date: _____ Next Due: _____  Signature and Number
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Work Accomplished:	Time: _____ Date: _____ Next Due: _____  Signature and Number
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Work Accomplished:	Time: _____ Date: _____ Next Due: _____  Signature and Number
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Work Accomplished:	Time: _____ Date: _____ Next Due: _____  Signature and Number
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Work Accomplished:	Time: _____ Date: _____ Next Due: _____  Signature and Number
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Work Accomplished:	Time: _____ Date: _____ Next Due: _____  Signature and Number
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Work Accomplished:	Time: _____ Date: _____ Next Due: _____  Signature and Number
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## Recurring AD Successive Compliance Actions

**Cessna 175 -- 193AJ -- S/N 55385**

**99-24-10**

Description

Condition

Standby vac system  
inspection/placards

If having with Precise Flight III SVS  
standby vacuum system

Amendment: 39-11434

Effective: 14-Jan-00

Inspect:

Recurs 12/24 months

Terminating Action:

Work Accomplished:

Time: \_\_\_\_\_  
Date: \_\_\_\_\_  
Next Due: \_\_\_\_\_

\_\_\_\_\_  
Signature and Number

Work Accomplished:

Time: \_\_\_\_\_  
Date: \_\_\_\_\_  
Next Due: \_\_\_\_\_

\_\_\_\_\_  
Signature and Number

Work Accomplished:

Time: \_\_\_\_\_  
Date: \_\_\_\_\_  
Next Due: \_\_\_\_\_

\_\_\_\_\_  
Signature and Number

Work Accomplished:

Time: \_\_\_\_\_  
Date: \_\_\_\_\_  
Next Due: \_\_\_\_\_

\_\_\_\_\_  
Signature and Number

Work Accomplished:

Time: \_\_\_\_\_  
Date: \_\_\_\_\_  
Next Due: \_\_\_\_\_

\_\_\_\_\_  
Signature and Number

Work Accomplished:

Time: \_\_\_\_\_  
Date: \_\_\_\_\_  
Next Due: \_\_\_\_\_

\_\_\_\_\_  
Signature and Number

Work Accomplished:

Time: \_\_\_\_\_  
Date: \_\_\_\_\_  
Next Due: \_\_\_\_\_

\_\_\_\_\_  
Signature and Number

Work Accomplished:

Time: \_\_\_\_\_  
Date: \_\_\_\_\_  
Next Due: \_\_\_\_\_

\_\_\_\_\_  
Signature and Number

# AIRWORTHINESS DIRECTIVE NOT APPLICABLE SHEET

**Aircraft:** 193AJ    **Make:** Cessna    **Model** 175    **S/N:** 55385

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62-22-01	Airborne Mech. Model 113A5 vacuum pumps
74-06-02	Avcon Mufflers
74-18-05	Defective Slick magneto impulse couplings
79-10-14 R1	Fuel tank venting
89-04-02	Carburetor throttle jamming
95-21-15	Low octane fuel - Engine inspection/overhaul
99-27-02	Fuel selector valve inspect/replace
2001-07-03	Defective overhauls by BASCO
2003-13-17	Defective work by T&W Propellers
2005-12-06	Magneto impulse couplings inspections

**AD**


**AD**


**AD**


The above ADs have been researched and I determined they do not apply to this aircraft at this time.

Date: 2/23/2007    Certificate # \_\_\_\_\_    \_\_\_\_\_  
Signature

# AIRWORTHINESS DIRECTIVE SUPERSEDED SHEET

**Aircraft:** 193AJ    **Make:** Cessna    **Model:** 175    **S/N:** 55385

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AD                      was



**I. Model 175, Skylark, 4 PCL-SM (Normal Category)** (cont'd)

C.G. range	<u>Landplane:</u> (+41.5) to (+46.4) at 2350 lbs. (+36.5) to (+46.4) at 1850 lbs. or less		
	<u>Seaplane:</u> (+39.5) to (+45.5) at 2350 lbs. (+36.5) to (+45.5) at 2020 lbs. or less Straight line variation between points given.		
Empty weight C.G. range	None		
*Maximum weight	2350 lbs. (landplane) 2350 lbs. (seaplane)		
Number of seats	4 (2 at +36, 2 at +70)		
Maximum baggage	120 lbs. (+95)		
Fuel capacity	52 gal. (two 26 gal. tanks in wing (+48); 43 gal. usable). <i>See NOTE 1 for weight of unusable fuel.</i>		
Oil capacity	10 qt. (-18.5) (3 qt. unusable)		
Control surface movements	Wing flaps	Retracted	0°
		1st notch	10°
		2nd notch	20°
		3rd notch	30°
		4th notch	40°
	Ailerons	Up	20°
		Down	15°
	Elevator tab	Up	28°
		Down	12°
	Elevator	Up	27.5°
		Down	26°
	Rudder	Landplane: Right	16°
		Left	16°
		Seaplane: Right	12°
		Left	12°
Serial numbers eligible	28700A, 55001 through 56238		

**II. Model 175A, Skylark, 4 PCL-SM (Normal Category), approved August 28, 1959**  
**Model 175B, Skylark, 4 PCL-SM (Normal Category), approved June 14, 1960**

Engine	Continental GO-300C or GO-300D		
*Fuel	80/87 minimum grade aviation gasoline		
*Engine limits	For all operations, 3200 rpm (175 hp) <i>See NOTE 4.</i>		
Propeller and propeller limits	1. McCauley 1B175/ MFC 8467		
	(a) Diameter: not over 84 in., not under 82.5 in. Static rpm at maximum permissible throttle setting: Landplane: not over 2645, not under 2545 <i>See NOTE 4.</i> No additional tolerance permitted		
	(b) Spinner, Cessna Dwg. 0550221		
	2. McCauley 1D200/OM 9044 (seaplane only)		
	(a) Diameter: not over 90 in., not under 88 in. Static rpm at maximum permissible throttle setting: not over 2810, not under 2710 No additional tolerance permitted		
	(b) Spinner, Cessna Dwg. 0552004		

**II. Model 175A, Skylark, 4 PCL-SM (Normal Category)** (cont'd)**Model 175B, Skylark, 4 PCL-SM (Normal Category)** (cont'd)

*Airspeed Limits (TIAS)	<u>Landplane and Seaplane</u>		
	Maneuvering		123 mph (107 knots)
	Maximum structural cruising		140 mph (122 knots)
	Never exceed		176 mph (153 knots)
	Flaps extended		100 mph ( 87 knots)
C.G. Range	<u>Landplane</u>		
	(+41.5) to (+46.4) at 2350 lbs.		
	(+36.0) to (+46.4) at 1850 lbs. or less		
	<u>Seaplane</u>		
	(+39.5) to (+45.5) at 2450 lbs.		
	(+36.5) to (+45.5) at 2020 lbs. or less		
	Straight line variation between points given.		
Empty weight C.G. range	None		
*Maximum weight	2350 lbs. (landplane) 2450 lbs. (seaplane)		
Number of seats	4 (2 at +36, 2 at +70)		
Maximum baggage	120 lbs. (+95)		
Fuel capacity	52 gal. (two 26 gal. tanks in wings at +40; 42 gal. usable) <i>See NOTE 1 for weight of unusable fuel.</i>		
Oil capacity	10 qt. at -18.5 (3 qt. unusable)		
Control surface movements	Wing flaps	Takeoff	Retracted 0° 1st notch 10° 2nd notch 20° 3rd notch 30° 4th notch 40°
		Landing	
	Ailerons	Up 20°	Down 15°
	Elevator tab	Up 28°	Down 13°
	Elevator	Up 28°	Down 26°
	Rudder	Landplane: Right 16°	Left 16°
		Seaplane: Right 19°	Left 19°
Serial numbers eligible	Model 175A:	619, 56239 through 56777	
	Model 175B:	17556778 through 17557002	

**III. Model 175C, Skyhawk, 4 PCLM (Normal Category), approved September 18, 1961****Model P172D, Skyhawk Powermatic, 4 PCLM (Normal Category), approved June 25, 1962**

Engine	Continental GO-300E		
*Fuel	80/87 minimum grade aviation gasoline		
*Engine limits	For all operations, 3200 rpm (175 hp)		
Propeller and propeller limits	1. McCauley constant speed propeller		
	(a) McCauley, 2A31C21 hub with 84S blades		
	Diameter: not over 84 in., not under 82 in.		
	Pitch settings at 30 in. sta.:		
	Low 13°, high 26.5°		
	(b) Garwin hydraulic governor, 34-827		
	Cessna spinner, 0552016		

**III. Model 175C, Skyhawk, 4 PCLM (Normal Category)** (cont'd)**Model P172D, Skyhawk Powermatic, 4 PCLM (Normal Category)** (cont'd)

*Airspeed limits (TIAS)	<u>Model 175C:</u>			
	Maneuvering		125 mph (109 knots)	
	Maximum structural cruising		140 mph (122 knots)	
	Never exceed		176 mph (153 knots)	
	Flaps extended		100 mph ( 87 knots)	
	<u>Model P172D:</u>			
	Maneuvering		127 mph (110 knots)	
	Maximum structural cruising		145 mph (126 knots)	
C.G. range	<u>Model 175C:</u>			
	(+39.5) to +46.4) at 2450 lbs.			
	(+36.0) to (+46.4) at 2050 lbs. or less			
	<u>Model P172D:</u>			
	(+40.5) to (+47.3) at 2500 lbs.			
	(+35.0) to (+47.3) at 1950 lbs. or less			
	Straight line variation between points given.			
	Empty weight C.G. range	None		
*Maximum weight	Model 175C:	2450 lbs.		
	Model P172D:	2500 lbs.		
Number of seats	4 (2 at +36, 2 at +70)			
Maximum baggage	120 lbs. (+95)			
Fuel capacity	52 gal. (two 26 gal. tanks in wings at +48; 41.5 gal. usable) <i>See Note 1 for weight of unusable fuel.</i>			
Oil capacity	10 qt. at -18.5 (3 qt. unusable).			
Control surface movements	Wing flaps	Takeoff	Retracted 0°	
			1st notch 10°	
		Landing	0° - 40°	
	Ailerons	Up 20°	Down 15°	
	Elevator tab	Up 28°	Down 13°	
	Elevator			
	(Model 175C)	Up 28°	Down 26°	
	(Model P172D)	Up 28°	Down 23°	
	Neutral position measured with the bottom of the balance area flush with the bottom of the stabilizer)			
	Rudder (measured parallel to O.O.W.L.)	Right 16°	Left 16°	
Serial numbers eligible	<u>Model 175C:</u>	17557003 through 17557119		
	<u>Model P172D:</u>	P17257120 through P17257188		

**IV. Model R172E (USAF T-41B), (USAF T-41C and D), 4 PCLM (Normal Category), 2 PCLM (Utility Category), approved April 21, 1964**

**Model R172F (USAF T-41D), 4 PCLM (Normal Category), 2 PCLM (Utility Category), approved May 14, 1968**

Engine	Continental IO-360-D or IO-360-DB	
*Fuel	100/130 minimum grade aviation gasoline	
*Engine limits	For all operations, 2800 rpm (210 hp)	
Propeller and propeller limits	<ol style="list-style-type: none"> <li>1. McCauley constant speed propeller           <ol style="list-style-type: none"> <li>(a) D2A34C67 hub with 76C blades Diameter: not over 76 in., not under 74.5 in. Pitch settings at 30 in. sta.: Low 11.7°, high 22.5°</li> <li>(b) Governor               <ol style="list-style-type: none"> <li>(1) Woodward F210452 or</li> <li>(2) McCauley C290-D2/T6 or</li> <li>(3) McCauley C290-D3/T6</li> </ol> </li> <li>(c) 2A34C209 hub with 78CCA-2 blades (T-41B) Diameter: not over 76 in., not under 74.5 in. Pitch settings at 30 in. sta.: Low 11.3°, high 22.0°</li> </ol> </li> <li>2. McCauley fixed pitch, 1B235/DFC 7850 (T-41C)           <ol style="list-style-type: none"> <li>(a) Diameter: not over 78 in., not under 76.5 in. Static rpm at max. permissible throttle setting not over 2370, not under 2270 No additional tolerance permitted.</li> </ol> </li> </ol>	
*Airspeed limits (TIAS)	Maneuvering	127 mph (110 knots)
	Maximum structural cruising	145 mph (126 knots)
	Never exceed	182 mph (158 knots)
	Flaps extended	100 mph ( 87 knots)
C.G. range	<u>Normal category</u> (+40.5) to (+47.3) at 2500 lbs. (+35.0) to (+47.3) at 1950 lbs.	
	<u>Utility category</u> (+37.5) to (+40.5) at 2200 lbs. (+35.0) to (+40.5) at 1950 lbs.	
Empty weight C.G. range	None	
*Maximum weight	2500 lbs. (normal category) 2200 lbs. (utility category)	
Number of seats	4 (2 at +36, 2 at +70)	
Maximum baggage	200 lbs. (+95)	
Fuel capacity	52 gal. (two 26 gal. tanks in wings at +48; 46 gal. usable) <i>See Note 1 for weight of unusable fuel.</i>	
Oil capacity	10 qt. - 21.5 (7 qt. usable) <i>See Note 5 for optional oil capacity.</i> <i>See Note 1 for weight of undrainable oil.</i>	

**IV. Model R172E (USAF T-41B), (USAF T-41C and D), 4 PCLM (Normal Category), 2 PCLM (Utility Category), Model R172F (USAF T-41D), 4 PCLM (Normal Category), 2 PCLM (Utility Category)** (cont'd)

Control surface movements	Wing flaps	Takeoff	0° - 10°	
		Landing	0° - 40°	
	Ailerons	Up 20°	Down	15°
	Elevator tab	Up 28°	Down	13°
	Elevator	Up 28°	Down	23°
	(Neutral position measured with the bottom of the balance area flush with the bottom of the stabilizer)			
	Rudder	Right 16°	Left	16°
Serial numbers eligible	Model R172E:	R172-0001 through R172-0335		
	Model R172F:	R172-0336 through R172-0409		

**V. Model R172G (USAF T-41C and T-41D), 4 PCLM (Normal Category), 2 PCLM (Utility Category), approved July 18, 1969**

Engine	Continental IO-360-D, IO-360-C, IO-360DB or IO-360-CB		
*Fuel	100/130 minimum grade aviation gasoline		
*Engine limits	For all operations, 2800 rpm (210 hp)		
Propeller and propeller limits	<ol style="list-style-type: none"> <li>1. McCauley constant speed propeller           <ol style="list-style-type: none"> <li>(a) D2A34C67 hub with 76C blades Diameter: not over 76 in., not under 74.5 in. Pitch settings at 30 in. sta.: Low 11.7°, high 22.5°</li> <li>(b) Governor               <ol style="list-style-type: none"> <li>(1) Woodward F210452 or</li> <li>(2) McCauley C290-D2/T6 or</li> <li>(3) McCauley C290-D3/T6</li> </ol> </li> </ol> </li> <li>2. McCauley fixed pitch propeller, 1B235/DFC 7850 (T-41C)           <ol style="list-style-type: none"> <li>(a) Diameter: not over 78 in., not under 76.5 in. Static rpm at maximum permissible throttle setting not over 2370, not under 2270 No additional tolerance permitted.</li> </ol> </li> </ol>		
*Airspeed Limits (TIAS)	Maneuvering	125 mph (109 knots)	
	Maximum structural cruising	146 mph (126 knots)	
	Never exceed	185 mph (160 knots)	
	Flaps extended	100 mph ( 87 knots)	
C.G. range	<u>Normal Category</u>		
	(+41.0) to (+47.3) at 2550 lbs.		
	(+35.0) to (+47.3) at 1950 lbs.		
	<u>Utility Category</u>		
	(+37.5) to (+40.5) at 2200 lbs.		
	(+35.0) to (+40.5) at 1950 lbs.		
Empty weight C.G. range	None		
*Maximum weight	2550 lbs. (normal category)		
	2200 lbs. (utility category)		
Number of seats	4 (2 at +36, 2 at +70)		

**V. Model R172G (USAF T-41C and T-41D), 4 PCLM (Normal Category), 2 PCLM (Utility Category)** (cont'd)

Maximum baggage	200 lb. (+95)		
Fuel capacity	52 gal. (two 26 gal. tanks in wings at +48; 46 gal. usable) <i>See Note 1 for weight of unusable fuel.</i>		
Oil capacity	10 qt. - 21.5 (7 qt. usable) <i>See Note 1 for weight of undrainable oil.</i> <i>See Note 5 for optional oil capacity.</i>		
Control surface movements	Wing flaps	Takeoff	0° - 10°
		Landing	0° - 40° ± 2°
	Ailerons	Up	20° ± 1°
		Down	15° ± 1°
	Elevator tab	Up	28° + 1° -0°
		Down	13° + 1° -0°
	Elevator	Up	28° + 1° -0°
		Down	23° + 1° -0°
	(Neutral position measured with the bottom of the balance area flush with the bottom of the stabilizer)		
	Rudder	Right	16° ± 1°
		Left	16° ± 1°
	(Measured parallel to W.L.)		
Serial numbers eligible	Model R172G:	R1720410 through R1720444	

**VI. Model R172H (USAF T-41D), 4 PCLM (Normal Category), 2 PCLM (Utility Category), approved July 2, 1970**

Engine	Continental IO-360-D, IO-360-C, IO-360-H, IO-360-DB, IO-360-CB or IO-360-HB		
*Fuel	100/130 minimum grade aviation gasoline		
*Engine limits	For all operations, 2800 rpm (210 hp)		
Propeller and propeller limits	1.	McCauley constant speed propeller	
	(a)	D2A34C67 hub with 76C blades Diameter: not over 76 in., not under 74.5 in. Pitch settings at 30 in. sta.: Low 11.7°, high 22.5°	
	(b)	Governor (1) Woodward F210452 or (2) McCauley C290-D2/T6	
	(c)	2A34C209 hub with 78CCA blades Diameter: not over 78 in., not under 76.5 in. Pitch settings at 30 in. sta.: Low 10.6°, high 22.0°	
	(d)	Governor (1) Woodward F210452 or (2) McCauley C290-D2/T6	
	(e)	2A34C209 hub with 78CCA-2 blades Diameter: not over 76 in., not under 74.5 in. Pitch settings at 30 in. sta.: Low 11.3°, high 22.0°	
	(f)	Governor (1) Woodward F210452 or (2) McCauley C290-D2/T6 or (3) McCauley C290-D3/T6	
	2.	McCauley fixed pitch propeller, 1B235/DFC 7850	
	(a)	Diameter: not over 78 in., not under 76.5 in. Static rpm at max. permissible throttle setting, not over 2370, not under 2270 No additional tolerance permitted.	

**VI. Model R172H (USAF T-41D), 4 PCLM (Normal Category), 2 PCLM (Utility Category)** (cont'd)

*Airspeed Limits (TIAS)	Maneuvering	125 mph (109 knots)	
	Max. structural cruising	146 mph (126 knots)	
	Never exceed	185 mph (160 knots)	
	Flaps extended	100 mph ( 87 knots)	
C.G. range	<u>Normal Category</u>		
	(+41.0) to (+47.3) at 2550 lbs.		
	(+35.0) to (+47.3) at 1950 lbs.		
	<u>Utility Category</u>		
	(+37.5) to (+40.5) at 2200 lbs.		
	(+35.0) to (+40.5) at 1950 lbs.		
Empty weight C.G. range	None		
*Maximum weight	2550 lbs. (normal category)		
	2200 lbs. (utility category)		
Number of seats	4 (2 at +36, 2 at +70)		
Maximum baggage	200 lbs. (+95)		
Fuel capacity	52 gal. (two 26 gal. tanks in wings at +48) (46 gal. usable)		
	<i>See NOTE 1 for weight of unusable fuel.</i>		
Oil capacity	10 qt. -21.5 (7 qt. usable)		
	<i>See Note 1 for weight of undrainable oil.</i>		
	<i>See Note 5 for optional oil capacity.</i>		
Control surface movements	Wing flaps	Takeoff	0° - 10°
		Landing	0° - 40° ± 2°
	Ailerons	Up 20° ± 1°	Down 15° ± 1°
	Elevator tab	Up 28° + 1° -0°	Down 13° + 1° -0°
	Elevator	Up 28° + 1° -0°	Down 23° + 1° -0°
	(Neutral position measured with the bottom of the balance area flush with the bottom of the stabilizer)		
	Rudder	Right 16° ± 1°	Left 16° ± 1°
	(Measured parallel to W.L.)		
Serial numbers eligible	Model R172H:	R1720445 through R1720494 (1971 year model)	
		R1720495 through R1720546 (1972 year model)	
		R1720547 through R1720620 (1973 through 1976)	

**VII. Model R172J, 4 PCLM (Normal Category), 2PCLM (Utility Category), approved September 19, 1972**

Engine	Continental IO-360-H or IO-360-HB
*Fuel	100/130 minimum grade aviation gasoline
*Engine limits	For all operations, 2800 rpm (210 hp)

**VII. Model R172J, 4 PCLM (Normal Category), 2PCLM (Utility Category)** (cont'd)

Propeller and propeller limits	1. McCauley constant speed propeller		
	(a) D2A34C209 hub with 78CCA blades		
	Diameter: not over 78 in., not under 76.5 in.		
	Pitch settings at 30 in. sta.:		
	Low 10.6°, high 22.0°		
	(b) 2A34C209 hub with 78CCA-2 blades		
	Diameter: not over 76 in., not under 74.5 in.		
	Pitch settings at 30 in. sta.:		
	Low 11.3°, high 22.0°		
	(c) Governor		
	(1) Woodward F210452 or		
	(2) McCauley C290-D2/T6 or		
	(3) McCauley C290-D3/T6		
	(d) Spinner, Cessna Dwg. 0550328		
*Airspeed limits (TIAS)	Maneuvering	118 mph (104 knots)	
	Maximum structural cruising	146 mph (126 knots)	
	Never exceed	185 mph (160 knots)	
	Flaps extended	100 mph ( 87 knots)	
C.G. range	<u>Normal Category</u>		
	(+41.0) to (+47.3) at 2550 lbs.		
	(+35.0) to (+47.3) at 1950 lbs.		
	<u>Utility Category</u>		
	(+37.5) to (+40.5) at 2200 lbs.		
	(+35.0) to (+40.5) at 1950 lbs.		
Empty weight C.G. range	None		
*Maximum weight	2550 lbs. (normal category)		
	2200 lbs. (utility category)		
Number of seats	4 (2 at +36, 2 at +70)		
Maximum baggage	200 lbs. (+95)		
Fuel capacity	52 gal. (two 26 gal. tanks in wings at +48) (46 gal. usable)		
	<i>See Note 1 for weight of unusable fuel.</i>		
Oil capacity	10 qt. -21.5 (7 qt. usable)		
	<i>See Note 1 for weight of undrainable oil.</i>		
	<i>See Note 5 for optional oil capacity.</i>		
Control surface movements	Wing flaps	Takeoff	0° - 10°
		Landing	0° - 40° ± 0° -2°
	Ailerons	Up	20° ± 1°
		Down	15° ± 1°
	Elevator tab	Up	28° + 1° -0°
		Down	13° + 1° -0°
	Elevator	Up	28° + 1° -0°
		Down	23° + 1° -0°
	(Neutral position measured with the bottom of the balance area flush with the bottom of the stabilizer)		
	Rudder	Right	16° ± 1°
		Left	16° ± 1°
	(Measured parallel to W.L.)		
Serial numbers eligible	Model R172J: P17257189 (1974 model)		

**VIII. Model R172K, Hawk XP, 4 PCL-SM (Normal Category), 2 PCLM (Utility Category), approved  
May 28, 1976**

Engine	Continental IO-360-K or IO-360-KB (S/N R1722000 through R1722929) IO-360-KB (S/N 680, R1722930 and on)
*Fuel	100/130 minimum grade aviation gasoline (S/N R1722000 through R1722724)  100LL/100 minimum grade aviation gasoline (S/N R1722725 and on)
*Engine limits	For all operations, 2600 rpm (195 hp)
Propeller and propeller limits	<u>Landplane</u> 1. McCauley constant speed propeller (a) 2A34C203 hub with 90DCA- 14 blades Diameter: not over 76 in., not under 74.5 in. Pitch settings at 30 in. sta.: Low 12.0°, high 25.1° (b) Governor (1) McCauley C290D3/T15 (c) Spinner, Cessna Dwg. 0550328  <u>Floatplane</u> 1. McCauley constant speed propeller (a) 2A34C203 hub with 90DCA- 10 blades Diameter: not over 80 in., not under 78.5 in. Pitch settings at 30 in. sta.: Low 11.3°, high 24.8° (b) Governor (1) McCauley C290D3/T15 (c) Spinner, Cessna Dwg. 0550328
*Airspeed Limits (IAS) (See Note 7 on Use of IAS)	S/N 680, R1722000 through R1723199 Maneuvering 105 knots Maximum structural cruising 129 knots Never exceed 163 knots Flaps extended 85 knots  S/N R1723200 and on Maneuvering 104 knots Maximum structural cruising 129 knots Never exceed 163 knots Flaps extended 85 knots
C.G. range	<u>Landplane</u> <u>Normal Category</u> (+41.0) to (+47.3) at 2550 lbs. (+35.0) to (+47.3) at 1950 lbs.  <u>Utility Category</u> (+37.5) to (+40.5) at 2200 lbs. (+35.0) to (+40.5) at 1950 lbs. Straight line variation between points given.

**VIII. Model R172K, Hawk XP, 4 PCL-SM (Normal Category), 2 PCLM (Utility Category)** (cont'd)

Floatplane: (Edo 248B-2440)

Normal Category

(+39.5) to (+45.5) at 2550 lbs.

(+37.0) to (+45.5) at 2100 lbs.

Empty weight C.G. range	None		
*Maximum weight	2550 lbs (Normal Category) Landplane and Floatplane 2200 lbs. (Utility Category) Landplane 2558 lbs. Ramp weight (S/N R1722930 and on)		
Number of seats	4 (2 at +36, 2 at +70)		
Maximum baggage	200 lb. (+95)		
Fuel capacity	52 gal. (two 26 gal. tanks in wings at +48) (49 gal. usable) <i>See Note 1 for weight of unusable fuel.</i>		
Oil capacity	8 qt. -21.5 (5 qt. usable)		
Control surface movements	Wing flaps	Takeoff	0° - 10° (landplane) 0° - 20° (floatplane)
		Landing	0° - 40° +0° -2° (R1722000 through R1723399, and 680) 0° - 30° +0° -2° (R1723400 and on)
	Ailerons	Up 20° ± 1°	Down 15° ± 1°
	Elevator tab	Up 28° + 1° -0°	Down 13° + 1° -0° (R1722000 through R1723399, and 680) (All R172K floatplanes)
		Up 22° +1° -0°	Down 19° +1° -0° (R1723400 and on)
	Elevator (Neutral position measured with the bottom of the balance area flush with the bottom of the stabilizer)	Up 28° + 1° -0°	Down 23° + 1° -0°
Rudder (Measured parallel to W.L.)	Right 16° ± 1°	Left 16° ± 1°	
Serial numbers eligible	Model R172K:	R1722000 through R1722724 R1722725 through R1722929 680, R1722930 through R1723199 R1723200 through R1723399 R1723400 through R1723454	(1977 model) (1978 model) (1979 model) (1980 model) (1981 model)

**IX. Model 172RG, Skyhawk RG, 4 PCLM (Normal Category), approved June 1, 1979**

Engine	Lycoming O-360-F1A6
*Fuel	100LL/100 minimum grade aviation gasoline
*Engine limits	For all operations, 2700 rpm (180 hp)

**IX. Model 172RG, Skyhawk RG, 4 PCLM (Normal Category)** (cont'd)

Propeller and propeller limits	1. McCauley constant speed propeller (a) B2D34C220 hub with 80VHA - 3.5 blades Diameter: not over 76.5 in., not under 75.5 in. Pitch settings at 30 in. sta.: Low 12.0°, high 26.5° (b) Governor (1) McCauley C290D3/T18 (c) Spinner, Cessna Dwg. 2450002
*Airspeed limits (IAS) (See Note 7 on use of IAS)	Maneuvering 106 knots Maximum structural cruising 145 knots Never exceed 164 knots Flaps extended 100 knots Landing gear extension 164 knots
C.G. range	<u>Normal Category</u> (+39.5) to (+46.5) at 2650 lbs. (+36.0) to (+46.5) at 1950 lbs. Straight line variation between points given. Moment change due to retracting landing gear +2424 in.-lbs.
Empty weight C.G. range	None
*Maximum weight	2650 lbs. Ramp weight 2658 lbs.
Number of seats	4 (2 at +34 to +46, 2 at +73)
Maximum baggage	200 lb. (+95)
Fuel capacity	66 gal. (two 33 gal. tanks in wings at +48.0) (62 gal. usable) <i>See Note 1 for weight of unusable fuel.</i>
Oil capacity	8 qt. (-17.4) (5 qts. usable)
Control surface movements	Wing flaps Up 0° Down 30° +0°, -2° Ailerons Up 20° ± 1° Down 15° ± 1° Elevator tab Up 28° + 1° -0° Down 23° + 1° -0° Elevator Up 28° + 1°, -0° Down 23° + 1°, -0° (Neutral position measured with the bottom of the balance area flush with the bottom of the stabilizer) Elevator tab Up 22° + 1°, -0° Down 19° + 1°, -0° Rudder Right 16° ± 1° Left 16° ± 1° (Measured parallel to W.L.)
Serial numbers eligible	Model 172RG: 172RG0001 through 172RG0570 (1980 Model) 691, 172RG0571 through 172RG0890 (1981 Model) 172RG0891 through 172RG1099 (1982 Model) 172RG1100 through 172RG1144 (1983 Model) 172RG1145 through 172RG1177 (1984 Model) 172RG1178 through 172RG1191 (1985 Model)

**Data Pertinent to All Models**

Datum	Lower front face of firewall
Leveling means	Upper door sill

Certification basis	<p><u>175 Series, P172D and R172 Series</u> Part 3 of the Civil Air Regulations dated May 15, 1956. In addition, effective S/N R1722930 and on, FAR 23.1559 effective March 1, 1978. FAR 36 dated December 1, 1969, plus amendments 36-1 through 36-6 for Model R172K and on.</p> <p><u>172RG</u> Part 3 of the Civil Air Regulations dated May 15, 1956, plus paragraphs 23.729, 23.777(e), 23.781, 23.1555(e)(1) and (2), and 23.1563 of the Federal Aviation Regulations dated February 1, 1965, as amended effective September 1, 1977; FAR 23.1559 effective March 1, 1978; FAR 36 dated December 1, 1969, plus amendments 36-1 through 36-10. In addition, effective S/N 172RG1178 and on, FAR 23.1545(a), Amendment 23-23 dated December 1, 1978.</p> <p><u>R172H (USAF T-41D)</u> Part 3 of the Civil Air Regulations dated May 15, 1956. In addition, effective S/N R1720621 and on, FAR 36 dated December 1, 1969, plus amendments 36-1 through 36-12.</p> <p>Application for Type Certificate dated August 13, 1956. Type Certificate No. 3A17 issued January 14, 1958, obtained by the manufacturer under delegation option procedures.</p> <table border="0"> <tr> <td><u>Equivalent Safety Items</u></td> <td>S/N 680, R1722000 and up</td> </tr> <tr> <td>Airspeed Indicator</td> <td>CAR 3.757 (see Note 7 on use of IAS)</td> </tr> <tr> <td>Operating Limitations</td> <td>CAR 3.778(a)</td> </tr> <tr> <td><u>Equivalent Safety Items</u></td> <td>172RG0001 and up</td> </tr> <tr> <td>Fuel system</td> <td>CAR 3.430</td> </tr> <tr> <td>Airspeed Indicator</td> <td>CAR 3.757 (see Note 7 on use of IAS) (S/N 172RG0001 through 172RG1177)</td> </tr> <tr> <td>Operating Limitations</td> <td>CAR 3.778(a)</td> </tr> <tr> <td>Landing Gear Indication System</td> <td>FAR 23.729(e) (S/N 172RG0001 through 172RG0890)</td> </tr> </table>	<u>Equivalent Safety Items</u>	S/N 680, R1722000 and up	Airspeed Indicator	CAR 3.757 (see Note 7 on use of IAS)	Operating Limitations	CAR 3.778(a)	<u>Equivalent Safety Items</u>	172RG0001 and up	Fuel system	CAR 3.430	Airspeed Indicator	CAR 3.757 (see Note 7 on use of IAS) (S/N 172RG0001 through 172RG1177)	Operating Limitations	CAR 3.778(a)	Landing Gear Indication System	FAR 23.729(e) (S/N 172RG0001 through 172RG0890)
<u>Equivalent Safety Items</u>	S/N 680, R1722000 and up																
Airspeed Indicator	CAR 3.757 (see Note 7 on use of IAS)																
Operating Limitations	CAR 3.778(a)																
<u>Equivalent Safety Items</u>	172RG0001 and up																
Fuel system	CAR 3.430																
Airspeed Indicator	CAR 3.757 (see Note 7 on use of IAS) (S/N 172RG0001 through 172RG1177)																
Operating Limitations	CAR 3.778(a)																
Landing Gear Indication System	FAR 23.729(e) (S/N 172RG0001 through 172RG0890)																
Production basis	Production Certificate No. 4. Delegation Option Manufacturer No. CE-1 authorized to issue airworthiness certificates under delegation option provisions of Part 21 of the Federal Aviation Regulations.																

**Equipment:** The basic required equipment as prescribed in the applicable airworthiness requirements (see Certification Basis) must be installed in the aircraft for certification. This equipment must include a current Airplane Flight Manual effective S/N R1722930 and on, S/N 172RG0001 and on. In addition, the following items of equipment are required:

1. Model 175 through P172D, Stall Warning Indicator, Dwg. 0511062.
2. Model R172E and on, Stall Warning System, Dwg. 0523112.
3. Model R172, S/N R1720001 through R1720546, Fuel Boost Pump Switch, Dwg. 0509027.
4. Model 172RG, S/N 172RG0001 and on, Stall Warning Indicator, S1672-5.

The equipment portion of Aircraft Specification 3A17, Revision 10, or Cessna Service News dated November 5, 1963, which contains the Revision 10 edition, should be used for equipment references on all aircraft prior to the Model P172D. Refer to applicable equipment list for the Model P172D and subsequent models.

## NOTE 1.

Model 175, 175A, 175B, 175C, P172D, R172E through R172J

Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions when necessary, must be provided for each aircraft at the time of original certification. The certificated empty weight and corresponding center of gravity location must include unusable fuel of 54 lbs. at (+46) for Model 175, 60 lb. at (+46) for Models 175A and 175B, 63 lbs. at (+46) for Models 175C and P172D, 36 lbs. at (+46) for R172E through R172J; and unusable oil of 5.5 lbs. at (-18.5) for Models 175, 175A, 175B, 175C, and P172D, and undrainable oil of 0.0 lbs. at (-21.5) for Models R172E through R172J.

Model R172K and on

The certificated empty weight and corresponding center of gravity locations must include unusable fuel of 18 lbs. at (+46) and full oil of 15 lbs. at (-21.5).

Model 172RG and on

The certificated empty weight and corresponding center of gravity location must include unusable fuel of 24 lb. at (+46) and full oil of 17 lbs. at (-16.1).

## NOTE 2.

(A) The following placards must be displayed in full view of the pilot:

(1) "This airplane must be operated in compliance with the operating limitations stated in the form of placards, markings and manuals."

(2) "Normal category

Maximum design weight (\_\_\_\_)\*\*

Reference weight and balance data for loading instructions.

\*\*Use 2350 lbs. for Models 172, 175A and 175B; 2450 lbs. for Model 175C; 2500 lbs. for Models P172D, R172E, and R172F and 2550 lbs. for Model R172G.

Flight Maneuvering Load Factors

Flaps up	+3.8	-1.52
Flaps down	+3.5	

No acrobatic maneuvers including spins approved."

(3) (a) "Utility Category (R172E and R172F only)

Maximum design weight 2200 lbs.

Baggage compartment and rear seat must not be occupied.

Flight Maneuvering Load Factors

Flaps up	+4.4	-1.76
Flaps down	+3.5	

No acrobatic maneuvers approved except those listed below:

<u>Maneuver</u>	<u>Entry Speed</u>
Chandelles	127 mph (110 knots)
Lazy Eights	127 mph (110 knots)
Steep turns	127 mph (110 knots)
Spins	Slow deceleration
Stalls (except whip stalls)	Slow deceleration"

(b) "Utility Category (R172G only)

Maximum design weight 2200 lbs.

Baggage compartment and rear seat must not be occupied.

Flight Maneuvering Load Factors

Flaps up	+4.4	-1.76
Flaps down	+3.5	

No acrobatic maneuvers approved except those listed below:

<u>Maneuver</u>	<u>Entry Speed</u>
Chandelles	125 mph (109 knots)
Lazy Eights	125 mph (109 knots)
Steep turns	125 mph (109 knots)
Spins	Slow deceleration
Stalls (except whip stalls)	Slow deceleration"

NOTE 2 (cont'd). (A) (4) (a) Model R172H, S/N R1720445 through R1720494

"This airplane must be operated in compliance with the operating limitations as stated in the form of placards, markings, and manuals.

MAXIMUMS

	<u>Normal Category</u>	<u>Utility Category</u>
Maneuvering speed	125 mph CAS (109 knots)	125 mph CAS (109 knots)
Gross weight	2550 lb.	2200 lb.
Flight load factor		
Flaps up	+3.8 -1.52	+4.4 -1.76
Flaps down	+3.5	+3.5

Normal category - No acrobatic maneuvers including spins approved.

Utility category - Baggage compartment and rear seat must not be occupied.

NO ACROBATIC MANEUVERS APPROVED EXCEPT THOSE LISTED BELOW:

<u>Maneuver</u>	<u>Max. Entry Speed</u>	<u>Maneuver</u>	<u>Max. Entry Speed</u>
Chandelles	125 mph (109 knots)	Spins	Slow deceleration
Lazy Eights	125 mph (109 knots)	Stalls	Slow deceleration
Steep turns	125 mph (109 knots)	(except whip stalls)	

Spin Recovery: Opposite rudder - forward elevator - neutralize controls.

Known icing conditions to be avoided. This airplane is certified for the following flight operations as of date of original airworthiness certificate:

DAY - NIGHT - VFR - IFR" (as applicable)

(b) Model R172H, S/N R1720495 through R1720620

"This airplane must be operated in compliance with the operating limitations as stated in the form of placards, markings, and manuals.

MAXIMUMS

	<u>Normal Category</u>	<u>Utility Category</u>
Maneuvering speed	125 mph CAS (109 knots)	125 mph CAS (109 knots)
Gross weight	2550 lb.	2200 lb.
Flight load factor		
Flaps up	+3.8 -1.52	+4.4 -1.76
Flaps down	+3.5	+3.5

Normal category - No acrobatic maneuvers including spins approved.

Utility category - Baggage compartment and rear seat must not be occupied.

NO ACROBATIC MANEUVERS APPROVED EXCEPT THOSE LISTED BELOW:

<u>Maneuver</u>	<u>Max. Entry Speed</u>	<u>Maneuver</u>	<u>Max. Entry Speed</u>
Chandelles	125 mph (109 knots)	Spins	Slow deceleration
Lazy Eights	125 mph (109 knots)	Stalls	Slow deceleration
Steep turns	125 mph (109 knots)	(except whip stalls)	

Spin Recovery: Opposite rudder - Forward elevator - Neutralize controls

Intentional spins with flaps extended are prohibited.

Known icing conditions to be avoided. This airplane is certified for the following flight operations as of date of original airworthiness certificate.

DAY - NIGHT - VFR - IFR" (as applicable)

NOTE 2. (cont'd) (A)

(c) Model R172J

"This airplane must be operated in compliance with the operating limitations as stated in the forms of placards, markings, and manuals.

<u>MAXIMUMS</u>		
	<u>Normal Category</u>	<u>Utility Category</u>
Maneuvering speed	118 mph CAS (104 knots)	118 mph CAS (104 knots)
Gross weight	2550 lb.	2200 lb.
Flight load factor		
Flaps up	+3.8, -1.52	+4.4, -1.76
Flaps down	+3.0	+3.0
Normal category - No acrobatic maneuvers including spins approved.		
Utility category - Baggage compartment and rear seat must not be occupied.		

NO ACROBATIC MANEUVERS APPROVED EXCEPT THOSE LISTED BELOW:

<u>Maneuver</u>	<u>Max. Entry Speed</u>	<u>Maneuver</u>	<u>Max. Entry Speed</u>
Chandelles	125 mph (109 knots)	Spins	Slow deceleration
Lazy Eights	125 mph (109 knots)	Stalls	Slow deceleration
Steep turns	118 mph (104 knots)	(except whip stalls)	

Altitude loss in stall recovery - 160 ft.

Abrupt use of controls prohibited above 118 mph.

Spin Recovery - Opposite rudder - Forward elevator - Neutralize controls

Intentional spins with flaps extended are prohibited. Flight into known icing conditions prohibited. This airplane is certified for the following flight operations as of date of original airworthiness certificate:

DAY - NIGHT - VFR - IFR" (as applicable)

(d) Model R172K (R1722000 through R1722929) (landplane)

"This airplane must be operated in compliance with the operating limitations as stated in the form of placards, markings, and manuals.

<u>MAXIMUMS</u>		
	<u>Normal Category</u>	<u>Utility Category</u>
Maneuvering speed	105 knots	105 knots
Gross weight	2550 lb.	2200 lb.
Flight load factor		
Flaps up	+3.8 -1.52+4.4 -1.76	
Flaps down	+3.0	+3.0
Normal category - No acrobatic maneuvers including spins approved.		
Utility category - Baggage compartment and rear seat must not be occupied.		

NO ACROBATIC MANEUVERS APPROVED EXCEPT THOSE LISTED BELOW:

	<u>Recommended</u>		<u>Recommended</u>
<u>Maneuver</u>	<u>Entry Speed</u>	<u>Maneuver</u>	<u>Entry Speed</u>
Chandelles	110 knots	Spins	Slow deceleration
Lazy Eights	110 knots	Stalls	Slow deceleration
Steep turns	105 knots	(except whip stalls)	

Altitude loss in stall recovery - 160 ft.

Abrupt use of the controls prohibited above 105 knots.

Spin recovery: Opposite rudder - Forward elevator - Neutralize controls

Intentional spins with flaps extended are prohibited. Flight into known icing conditions prohibited. This airplane is certified for the following flight operations as of date of original airworthiness certificate.

DAY - NIGHT - VFR - IFR" (as applicable)

NOTE 2. (cont'd) (A) (e) Model R172K (R1722000 through R1722929) (Floatplane with Edo 248B-2440 floats)

"This airplane must be operated as a normal category airplane in compliance with the operating limitations as stated in the form of placards, markings and manuals.

MAXIMUMS

Maneuvering speed (IAS)	105 knots	
Gross weight	2550 lbs.	
Flight load factor	Flaps up	+3.8, -1.52
	Flaps down	+2.0

No acrobatic maneuvers, including spins, approved. Altitude loss in a stall recovery - 250 ft. Flight into known icing conditions prohibited. This airplane is certified for the following flight operations as of date of original airworthiness certificate.

DAY - NIGHT - VFR - IFR" (as applicable)

(f) Model R172K (S/N 680, R1722930 and on) (Landplane)

"The markings and placards installed in this airplane contain operating limitations which must be complied with when operating this airplane in the Normal Category. Other operating limitations which must be complied with when operating this airplane in this category or in the Utility Category are contained in the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.

Normal Category No acrobatic maneuvers, including spins, approved.

Utility Category No acrobatic maneuvers approved except those listed in the Pilot's Operating Handbook.

Baggage compartment and rear seat must not be occupied.

Spin Recovery Opposite rudder, forward elevator, neutralize controls.

Flight into known icing conditions prohibited.

This airplane is certified for the following flight operations as of date of original airworthiness certificate.

DAY - NIGHT - VFR - IFR" (as applicable)

(g) Model R172K (R1722930 and on) (Floatplane with Edo 248B-2440 floats)

"The markings and placards installed in this airplane contain operating limitations which must be complied with when operating this airplane in the Normal Category. Other operating limitations which must be complied with when operating this airplane in this category are contained in the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.

No acrobatic maneuvers, including spins, approved.

Flight into known icing conditions prohibited.

This airplane is certificated for the following flight operations as of date of original airworthiness certificate:

DAY - NIGHT - VFR - IFR" (as applicable)

NOTE 2. (cont'd) (A) (5) Near fuel selector:

(a) Model 175 through P172D

"Both tanks on for takeoff and landing."

(b) Model R172 and on

"When switching from dry tank, turn pump on 'High' momentarily."

(6) Near flap handle or switch:

(a) Model 175 through P172D

"Flaps - Pull to extend

Takeoff      Retract 0°

1st Notch 10°

0° - 40°

(b) Model R172E through R172J

"Avoid slips with flaps extended."

(c) R172K (R1722000 through R1723399, and 680)

"W      0°

I

N      10°

G

20°

F

L

A

P      40°

S

AVOID SLIPS WITH

FLAPS EXTENDED."

(d) R172K (R1723400 and on)

"W      0°

I

N      10°

G

20°

F

L

A

P      40°

S

AVOID SLIPS WITH

FLAPS EXTENDED."

(7) Model 175A, 175B floatplane:

"Operate as a Normal Category airplane except:

Maximum design weight      2450 lbs.

Maximum altitude in stall recovery      120 ft.

Water rudder - Pull to retract; retract for normal takeoff, flight and landing

Extend - taxi and cross wind takeoff"

NOTE 2. (cont'd) (A) (8) *With fixed pitch propeller (T-41C)*

(a) "A fuel flow placard placed near the fuel flow meter will read:

CLIMB FUEL FLOW - G.P.H.		
<u>Altitude</u>	<u>2400</u>	<u>2600</u>
S.L.	14.5	16.0
4,000	12.5	14.0
8,000	11.0	12.0
12,000	9.5	10.5"

(b) *On panel adjacent to mixture stop:*

- (1) "Engage for student training above 5000 ft."
- (2) "Mixture stop"
- (3) "Engage"

(9) *Model R172G and R172H*

(a) *On instrument panel:*

"Do not turn off alternator in flight except in emergency."

(b) *The following placard must be displayed in the baggage compartment:*

(1) *Model 175 through P172D*

"Maximum baggage 120 lb. For additional loading instructions, see weight and balance data."

(2) *Model R172E through R172H*

"200 pounds maximum baggage or 120 lbs. aux. seat passenger. For additional loading instructions, see weight and balance data."

(3) *Model R172J and on*

"200 pounds maximum baggage or 120 lbs. aux. seat passenger forward of baggage door latch. 50 pounds maximum baggage aft of baggage door latch. Maximum 200 pounds combined. For additional loading instructions, see weight and balance data."

(10) *On control lock: (R172K and on)*

"Control lock - Remove before starting engine."

(11) *Near fuel selector valve handle: (R172K and on)*

"BOTH - 49 gal.  
LEFT - 24.5 gal.  
RIGHT - 24.5 gal."

(12) *Near fuel tank filler:*

(a) *R1722000 through R1722724*

"Fuel  
100/130 min. grade aviation gasoline  
Cap. 26 U.S. Gal."

(b) *S/N 680, R1722725 and on*

"Fuel  
100LL or 100 min. grade aviation gasoline  
Cap. 26 U.S. gal."

(13) *On instrument panel near manifold pressure/fuel flow gauge: (R172K and on)*

"FUEL FLOW  
AT FULL THROTTLE  
2600 rpm  
S.L. 16 GPH  
4000 ft 14 GPH  
8000 ft 12 GPH  
12000 ft 10 GPH"

- NOTE 2. (cont'd) (A) (14) R172K, S/N R1722000 through R1723199, S/N R1723400 and on  
(Floatplane with Edo 2488-2440 floats)  
(a) Near airspeed indicator  
    "Floatplane"  
    Stall speeds are approximately 5 KIAS lower than indicator markings."
- (15) 172RG and on  
All placards required in the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual must be installed in the appropriate locations.
- (16) R172H, S/N R1720621 and on  
All placards required in the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual must be installed in the appropriate locations.

NOTE 3. RESERVED

NOTE 4. The Models 175A and 175B fuel system does not comply with CAR 3.433 and 3.434 for horsepower greater than 167 at the best angle of climb which is the most critical attitude.

NOTE 5. Compliance with Cessna Service Letter SE74-18, dated August 23, 1974, Supplement No. 1, allows a 2 quart reduction in oil capacities (10 quarts to 8 quarts on IO-360 series engines). Usable oil is 5 quarts.

NOTE 6. Model R172J and on  
Cylinder head temperature probe to be installed in No. 2 cylinder head.

Model 172RG and on  
Cylinder head temperature probe to be installed in No. 4 cylinder head.

NOTE 7. The marking of the airspeed indicator with IAS provides an equivalent level of safety to CAR 3.757 when the approved airspeed calibration data presented in Section V of the Pilot's Operating Handbooks listed below is available to the pilot:

R172K, Cessna P/N D1083-13 (S/N R1722000 through R1722724)	(Landplane)
R172K, Cessna P/N D1110-13 (S/N R1722725 through R1722929)	(Landplane)
R172K, Cessna P/N D1098-13 (S/N R1722725 through R1722929)	(Floatplane)
R172K, Cessna P/N D1139-13PH	(S/N 680, R1722930 through R1723199)
R172K, Cessna P/N D1173-13PH	(S/N R1723200 through R1723399)
R172K, Cessna P/N D1193-13PH	(S/N R1723400 through R1723454)
172RG, Cessna P/N D1174-13PH	(S/N 172RG0001 through 172RG0570)
172RG, Cessna P/N D1194-13PH	(S/N 172RG0571 through 172RG0890)
172RG, Cessna P/N D1213-13PH	(S/N 172RG0891 through 172RG1099)
172RG, Cessna P/N D1232-13PH	(S/N 172RG1100 through 172RG1144)
172RG, Cessna P/N D1253-13PH	(S/N 172RG1145 through 172RG1177)

NOTE 8. 14-volt electrical system  
(S/N R1722000 through R1722724)

28-volt electrical system  
(S/N 680, R1722725 and on; S/N 172RG0001 and on)

In addition to the placards specified above, the prescribed operating limitations indicated by an asterisk (\*) under Sections I through IX of this data sheet must also be displayed by permanent markings.

NOTE 9. For Models 172RG, P172, R172, and 175:

"WARNING: Use of alcohol-based fuels can cause serious performance degradation and fuel system component damage, and is therefore prohibited on Cessna airplanes."

.....END.....

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

E-298  
Revision 12  
CONTINENTAL  
GO-300-A, -B  
-C, -D  
-E, -F  
  
April 30, 1979

**TYPE CERTIFICATE DATA SHEET NO. E-298**

Engines of models described herein conforming with this data sheet (which is part of type certificate No. 298) and other approved data on file with the Federal Aviation Agency, meet the minimum standards for use in certificated aircraft in accordance with pertinent aircraft data sheets and applicable portions of the Federal Aviation Regulations provided they are installed, operated and maintained as prescribed by the approved manufacturer's manuals and other approved instructions.

Type Certificate Holder                      Teledyne Continental Motors  
P. O. Box 90  
Mobile, Alabama 36601

<u>Model</u>	<u>GO-300-A, -B, -C, -F</u>	<u>GO-300-D, -E</u>
Type 6HOA, reduction gear ratio	.750:1	--
Rating ICAS or ARDC standard atmosphere		
Max. continuous hp., r.p.m., full throttle		
at sea level pressure altitude	175-3200	--
Takeoff hp., 5 min., r.p.m., full throttle		
at sea level pressure altitude	175-3200	--
Fuel (aviation gasoline, minimum grade)	80/87	--
Lubricating oil		
Below 40°F	Aviation Grade 1040 (SAE20)	--
Above 40°F	Aviation Grade 1080 (SAE 40)	--
Bore and stroke, in.	4.0625 x 3.875	--
Displacement, cu. in.	301.37	--
Compression ratio	7.3:1	--
Weight (dry), lb. (see NOTE 4)	312	318 (includes starter adapter)
C.G. location (with starter and generator installed)		
Fwd. of rear face of mounting lug, in.	9.71	9.13
Below crankshaft center line, in.	.62	.90
Beside crankshaft center line (toward 1-3-5 side), in.	.08	.36
Propeller shaft	Special integral flange	--
	4-7/8 in. O.D. with six	
	1/2 in. bolt holes in	
	4 in. diameter circle	
Carburation	Marvel-Schebler MA-4-5, CMC P/N 626789	--
Ignition, dual magnetos	Two J.I. Case 667 or Bendix- Scintilla S6RN-21 or 1 ea. Bendix-Scintilla S6RN-200 and -204	--
Timing °BTC	Right 28, Left 28	--
Spark plugs	See NOTE 7	--
Oil sump capacity, qt.	10, 7 usable at 20° nose-up and 15° nose-down attitudes	--
NOTES	1 thru 7	1, 2, 3, 4, 5, 7
"- -" indicates "same as preceding model"		

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Certification basis CAR 13, effective June 15, 1956 as amended by 13-1  
Type Certificate No. 298 issued December 6, 1957; GO-300-B added May 9, 1958, GO-300-C added April 23, 1959, GO-300-D added June 1, 1960, GO-300-E added June 9, 1961, GO-300-F added December 5, 1963. Date of Application for Type Certificate August 22, 1957

Production basis Production Certificate Nos. 7 and 508.

NOTE 1. Maximum permissible temperatures

<u>Cylinder Head</u>	<u>Cylinder Barrel</u>	<u>Oil Inlet</u>
525°F	290°F	225°F
(Spark plug gasket-downdraft cooling)		

NOTE 2. Pressure limits for normal operation  
Fuel inlet: min. 12 in. Fuel head, max. 6 p.s.i.  
30 to 60 p.s.i.  
min. idling 5 p.s.i. (with hot oil)

NOTE 3. The following accessory drive provisions are available

Accessory	Engine Models	Direction of Rotation*	Speed Ratio to Crankshaft	Max. Torque (in.-lb.)		Max. Overhang
				Cont.	Static	Moment (in. -lb.)
Tachometer	All	CC	0.5:1	15	100	100
**Propeller Governor	-B, -E	CC	0.8963:1	29	825	50
Generator	All	C	2.035:1	60	600	100
***Starter	-A, -B, -C, -F	C	35.777:1			
****Starter	-D, -E	CC	24.727:1			
Vacuum pump	-A, -B, -C, -F	C	0.8947:1	40	825	25
Vacuum pump	-D, -E	C	1.545:1	100	800	25
Optional	-D, -E	C	0.895:1	40	825	25

\*C - Clockwise viewing drive pad; CC - Counterclockwise

\*\* Modified AND 20010 pad

\*\*\* Delco-Remy gear reduction drive and starter (CMC P/N 626292) eligible

\*\*\*\* Delco-Remy starter (CMC P/N 627842 with CMC adapter P/N 628157) eligible

NOTE 4. Six 3rd order dampers are provided on crankshaft. Engine S/N 6134, 6136, 6142, 6143, 6146 and up incorporate heavy type counterweights with an increase of 2 lb. in engine dry weight.

NOTE 5. GO-300-B is identical to GO-300-A except incorporates provisions for hydraulic propeller control.  
GO-300-C is identical to GO-300-A except height of oil filler neck and breather tube assembly has been reduced.  
GO-300-D is identical to GO-300-C except for provisions for CMC right angle automatic engagement starter drive which incorporates a vacuum pump drive.  
GO-300-E is identical to GO-300-D except incorporates provisions for hydraulic propeller control.  
GO-300-F is identical to GO-300-A except incorporates provisions for pusher operation and propeller reversing.

NOTE 6. GO-300-A engines, S/N 5276-B-A, 5277-8-A, 5776-8-A, 6314-0-A, 6316-3-A, 6317-3-A, 6318-3-A are identical to the Model GO-300-F. Existing nameplates may be replaced with nameplates bearing this designation.

NOTE 7. The following spark plugs are approved on these engines:

AC	HSR83P, SR83P, HSR87, SR87
BG	RB485S, RB919SR5, RB955S
Champion	RC26S, REM38E, REM38P, RHM38E, RHM38P, RED39N, REM39N, RHD39M, RHM39N, REM40E, RHM40E
Red Seal	632507, 632508, 632511, 632512, 632513, 632514
Auto Lite	627892, 632461, 632462, 632463, 635146, 635147

...END...

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

P-857
Revision 22
McCauley
1A170
1A175
1B175
March 27, 1998

TYPE CERTIFICATE DATA SHEET NO. P-857

Propellers of models described herein conforming with this data sheet (which is part of Type Certificate No. 857) and other approved data on file with the Federal Aviation Administration, meet the minimum standards for use in certificated aircraft in accordance with the pertinent aircraft data sheets and applicable portions of the Federal Aviation Regulations provided they are installed, operated, and maintained as prescribed by the approved manufacturer's manuals and other approved instructions.

Type Certificate Holder	McCauley Propeller Systems 3535 McCauley Drive Vandalia, Ohio 45377
Type	Fixed pitch metal
Material	Aluminum Alloy
No. of Blades	Two

Model (See NOTE 2)	Takeoff & <u>Max. Cont.</u>		Diameter Limits	Standard Pitch	<u>Hub Drilling</u>			<u>Hub Dimensions</u>		Weight (lb.) (Max. Dia.)
	HP	RPM			No. Holes	Dia. Holes	Dia. Bolt Circle	Dia.	Thickness	
1A170/DF 1A170/DM 1A170/L 1A170/LL 1A175/DM	165	2800	82"-70"	80"-40"	8	25/64"	5-1/4"	6-1/4"	3-7/16"	33
1A170/BMS										
1A170/GM	165	2800	82"-70"	80"-40"	6	25/64"	4-3/4"	6-1/4"	3-7/16"	33
1A170/CFA	180	2700	78"-70"	80"-40"	6	33/64"	4-3/4"	6"	7-7/16"	40*
1A170/EFA	180	2700	78"-70"	80"-40"	6	33/64"	4-3/4"	5-3/32"	4-15/16"	36*
1A170/FFA	180	2700	78"-70"	80"-40"	6	33/64"	4-3/4"	5-3/32"	6-3/32"	38*
1A170/JFA	180	2700	78"-70"	80"-40"	6	33/64"	4-3/4"	6-1/4"	4-15/16"	40.75*
1A170/JHA	180	2700	78"-70"	80"-40"	6	33/64"	4-3/4"	6-1/4"	4-15/16"	40.75

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Model (See NOTE 2)	Takeoff & Max. Cont.		Diameter Limits	Standard Pitch	Hub Drilling			Hub Dimensions		Weight (lb.) (Max. Dia.)
	HP	RPM			No. Holes	Dia. Holes	Dia. Bolt Circle	Dia.	Thickness	
1A170/KFA	180	2700	78"-70"	80"-40"	6	33/64"	4-3/4"	6-1/4"	6-3/32"	41.25*
1A170/SFA	180	2700	78"-70"	80"-40"	6	33/64"	4-3/4"	5-3/4"	3-7/16"	33
1A170/SFC	165	2800	82"-70"	80"-40"	6	33/64"	4"	5-1/4"	3-7/16"	33
1A175/FC	175	2400	84"-70"	80"-40"	6	33/64"	4"	6-1/2"	3-7/16"	33
1A175/GM	165	2800	82"-78"	80"-40"	6	25/64"	4-3/4"	6-1/4"	3-7/16"	33
1A175/GMA	165	2800	82"-78"	80"-40"	6	25/64"	4-3/4"	6-1/4"	5-7/16"	37.5*
1A175/SFC	165	2800	82"-70"	80"-40"	6	33/64"	4"	5-1/4"	3-7/16"	33
1B175/MFC	185	2500	84"-78"	80"-40"	6	33/64"	4"	5-1/4"	3-7/16"	33
1A175/ATM	165	2800	82"-78"	80"-40"	6	29/64"	4-3/4"	5-63/64"	6-13/16"	39.25*
1A175/ETM	165	2800	82"-78"	80"-40"	6	29/64"	4-3/4"	5-63/64"	6-13/16"	39.0*

\* Includes doweled spacer

Certification basis

Models 1A170/DF, 1A170/DM, 1A170/L, 1A170/LL, 1A170/DM, 1A170/GM, 1A170/SFC, 1A175/FC, 1A175/GM, 1A175/SFC and 1B175/MFC:  
Civil Air Regulations Part 14 effective October 19, 1945 with Amendment 14-1 thereto.

All other models except 1A170/JHA:

Federal Aviation Regulations Part 35 with Amendments 35-1 and 35-2 thereto.

Type Certificate No. 857 issued April 23, 1947. Model 1A170/SFA approved

October 25, 1963 under Delegation Option Provisions of Part 410 of the Regulations of the Administrator. The following models were approved under Delegation Option Authorization Procedures of Federal Aviation Regulations Part 21, subpart J:

1A170/SFC approved July 1, 1966

1A170/CFA approved August 19, 1967

1A175/GMA approved August 19, 1967

1A175/ATM approved January 5, 1968

1A170/EFA approved June 14, 1968

1A175/ETM approved April 16, 1973

1A170/FFA approved August 2, 1974

1A170/JFA approved October 4, 1982

1A170/KFA approved October 4, 1982

1A170/JHA: 14 Code of Federal Regulation Part 35 with Amendments 35-1 through 35-6 thereto.

Date of Application for Type Certificate January 27, 1947.

Production basis

Production Certificate No. 3

NOTE 1. Installation. These propellers are for installation on flanged propeller shaft ends (See NOTE 2). The front plate supplied by the engine manufacturer is not to be used. Installation is to be made with special alloy steel bolts which are either furnished or specified by the propeller manufacturer.

Propeller model 1A170/CFA is for use on modified SAE #2 flanged propeller shaft with McCauley P/N B-3637 spacer and must be installed in accordance with McCauley Drawing C-3883.

Propeller models 1A170/DF, 1A170/DM and 1A175/DM are for use on SAE #3 flanged propeller shaft and must be installed in accordance with McCauley Drawing C-1177.

Propeller models 1A170/L and 1A170/LL are for use on the modified SAE #3 flanged propeller shaft with special 2-3/16 pilot diameter and must be installed in accordance with McCauley Drawing C-1203.

Propeller models 1A170/GM and 1A175/GM are for use on SAE #2 flanged propeller shaft and must be installed in accordance with McCauley Drawing C-1968.

Propeller model 1A170/SFA is for use on modified SAE #2 flanged propeller shaft and must be installed in accordance with McCauley Drawing C-3343.

Propeller models 1A170/SFC, 1A175/SFC, and 1B175/MFC are for use on the special Continental Motors Corporation propeller flange and must be installed in accordance with McCauley Drawing C-2359.

Propeller models 1A175/FC is for use on the special Continental Motors Corporation propeller flange and must be installed in accordance with McCauley Drawing C-2125.

Propeller model 1A175/GMA is for use on SAE #2 flanged propeller shaft with McCauley P/N B-3515 spacer and must be installed in accordance with McCauley Drawing C-3518.

Propeller model 1A175/ATM is for use on modified SAE #2 flanged propeller shaft with McCauley P/N B-3898 spacer and must be installed in accordance with McCauley Drawing C-3900.

Propeller model 1A170/EFA is for use on modified SAE #2 flanged propeller shaft with McCauley P/N B-4020 spacer and must be installed in accordance with McCauley Drawing C-4018.

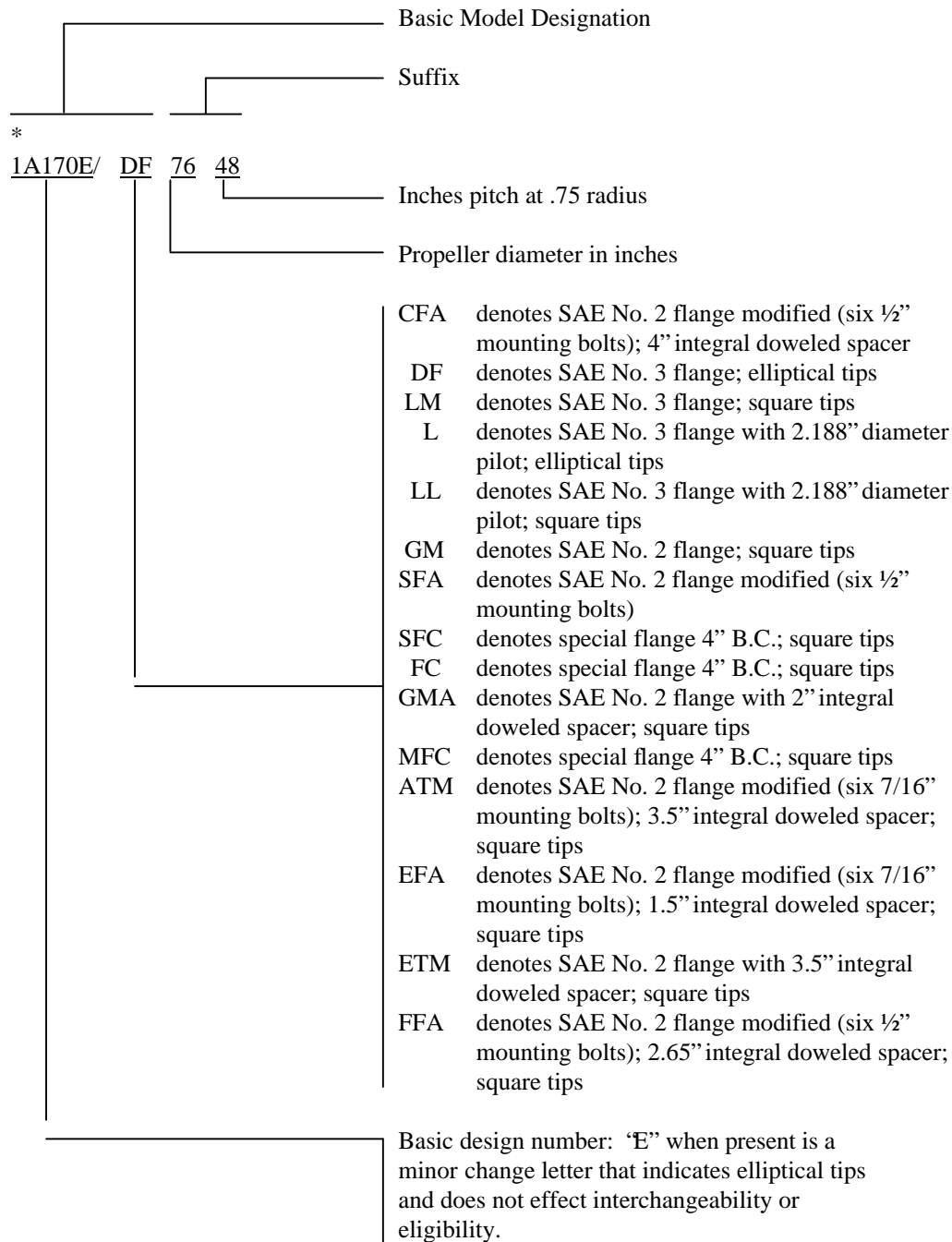
Propeller model 1A175/ETM is for use on SAE #2 flanged propeller shaft with McCauley P/N C-4516 spacer and must be installed in accordance with McCauley Drawing B-4518.

Propeller model 1A170/FFA is for use on modified SAE #2 flanged propeller shaft with McCauley P/N B-4273 spacer and must be installed in accordance with McCauley Drawing C-4280.

Propeller models 1A170/JFA and 1A170/JHA are for use on modified SAE #2 flanged propeller shaft with McCauley P/N C-5464 spacer and must be installed in accordance with McCauley Drawing C-5465.

Propeller model 1A170/KFA is for use on modified SAE #2 flanged propeller shaft with McCauley P/N B-4273 spacer and must be installed in accordance with McCauley Drawing C-5448.

NOTE 2. Propeller Model Designation. The propeller model designation consists of a series of numbers suffixed to the basic design number to indicate propeller diameter and geometric pitch at the .75 radius.



\* Some propellers of these models may have been marked with a hyphen following the basic design number in lieu of a diagonal line (i.e. 1A170-DF7648)

NOTES 3, 4, and 5. Not applicable.

NOTE 6. Interchangeable Propellers. Propellers of the same basic design number with square or elliptical tips are sufficiently similar aerodynamically and vibrationwise to permit interchangeability in the same diameter and static r.p.m. without a flight test.

NOTE 7. Accessories.

(a) Spinners.

(1) Model 1A170/CFA eligible with McCauley spinner consisting of D-3876 dome, C-3877 front bulkhead and C-3878 rear bulkhead assembled and installed in accordance with McCauley Drawing D-3875.

NOTE 8. Not applicable.

NOTE 9.

Table of Propeller-Engine Combinations  
Approved Vibrationwise for Use on Normal Category Single-Engine Tractor Aircraft

The maximum and minimum propeller diameters that can be used from a vibration standpoint are shown below. No reduction below the minimum diameter listed is permissible since this figure includes the diameter reduction allowable for repair purposes.

<u>Propeller Model</u>	<u>Engine Model</u>	<u>Max. Dia. (Inches)</u>	<u>Min. Dia. (Inches)</u>	<u>Placards</u>
1A170/DM	Continental C-125-2	73	71-1/2	None
1A170/DF 1A170/DM 1A170/SFC or 1A175/DM	Continental C-145 Series and Continental O-300 Series up to 145 hp. and 2700 r.p.m.	80	73	None
1A170/DF or 1A170/DM	Franklin 6A4-150-B3	76	74	Avoid cont. engine operation between 2100 and 2300 r.p.m.
1A170/SFC	Franklin 6A-150-B4	76	74	Avoid continuous operation between 2100 and 2300 r.p.m.
1A170/DF or 1A170/DM	Franklin 6A-165-B3	76	74	Avoid cont. engine operation between 2150 and 2250 r.p.m.
1A170/SFC	Franklin 6A4-165-B4	76	74	Avoid continuous operation between 2150 and 2250 r.p.m.
1A170/DF 1A170/DM 1A170/GM 1A170/L or 1A170/LL	Lycoming O-290 Series up to 135 hp. and 2600 r.p.m.	76	70	None
1A170/GM	Lycoming O-320 Series up to 160 hp. and 2700 r.p.m.	78	70	None

<u>Propeller Model</u>	<u>Engine Model</u>	<u>Max. Dia. (Inches)</u>	<u>Min. Dia. (Inches)</u>	<u>Placards</u>
1A170/CFA 1A170/EFA or 1A170/SFA	Lycoming O-360 Series up to 180 hp. and 2700 r.p.m.	78	74	None
1A175/GM	Lycomng O-290 Series up to 135 hp. and 2600 r.p.m.	82	78	None
1A175/GM or 1A175/GMA	Lycoming O-320 Series up to 160 hp. and 2700 r.p.m.	82	78	None
1A175/SFC	Continental C-145 Series up to 145 hp. and 2700 r.p.m. Continental O-300 Series up to 145 hp. and 2700 r.p.m.	80	73	None
1A175/FC	Continental GO-300-A	84	78	None
1A175/GMA 1A175/ATM or 1A175/ETM	Lycoming O-320 and IO-320 Series up to 160 hp. and 2700 r.p.m.	82	78	None
1A170/FFA	Lycoming O-360 Series up to 180 hp. and 2700 r.p.m.	75	74.5	“Avoid continuous operation while descending between 1850 and 2250 r.p.m.”
1B175/MFC	Continental GO-300-A	84	78	None

NOTE 10. The word “eligible” as used herein does not signify approval. For approval, compliance with the applicable aircraft airworthiness requirements is necessary.

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