

Airworthiness Directive Compliance Record

Note: Determination of AD applicability & compliance requires a thorough review of the text of each AD and the appropriate maintenance records and cannot be made by the provider of this report.

Report Produced By: **Cindy Palmer**
AIC Title Service,
LLC

Content Revision: **2/23/2006**

File ID: **N3212T**

Aircraft Registration:

AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type	3. Cert. Num. 4. Author. By
Manufacturer Cessna Aircraft	Category Airframe	Model 177	Part #: Serial #:				
68-07-09 11/16/1968	TO PREVENT OSCILLATION IN THE LONGITUDINAL CONTROL SYSTEM			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
68-17-04 9/7/1968	TO ASSURE PROPER OPERATION OF THE STALL WARNING SYSTEM IN FLIGHT			Recur		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
68-18-02 9/5/1968	TO PREVENT FAILURE OF THE OIL PRESSURE GAUGE LINE BETWEEN THE ENGINE CRANKCASE AND AIRCRAFT FIREWALL			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
70-01-02 1/3/1970	TO PREVENT POSSIBLE DAMAGE TO THE FUEL QUANTITY TRANSMITTER FLOAT ARM DURING REFUELING, WHICH CAN RESULT IN, CONTD.			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
70-15-16 1/1/1970	Superseded by 72-03-03			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		

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Manufacturer Cessna Aircraft	Category Airframe	Model 177	Part #: Serial #:				
70-24-04 12/8/1970	TO ASSURE THAT THE FUEL SHUTOFF VALVE WILL RETURN TO THE FULL OPEN POSITION AFTER BEING SHUT OFF			Recur		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
71-01-03 1/5/1971	TO PREVENT CRACKS IN THE STABILATOR ATTACHMENT ANGLES P/N 1712108			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
71-24-04 11/23/1971	TO DETECT LEAKAGE OF FLAMMABLE FLUIDS FROM FLEXIBLE HOSE ASSEMBLIES IN THE ENGINE COMPARTMENT			Recur		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
72-03-03 R3 10/15/1984	TO PREVENT INADVERTENT RETRACTION OF WING FLAP AND TO INSURE POSITIVE OPERATION OF THE ELECTRICAL WING, CONTD.			Recur		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
74-16-06 8/9/1974	TO PREVENT FAILURE OR CHAFING OF THE OIL PRESSURE GAGE LINE LOCATED BETWEEN THE FIREWALL AND THE OIL PRESSURE GAGE			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		

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Manufacturer Cessna Aircraft	Category Airframe	Model 177	Part #: Serial #:				
75-07-02 3/26/1975	TO PRECLUDE SEPARATION OF THE FOAM RUBBER AIR FILTER SEAL			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
78-26-09 1/1/1978	Superseded by 79-10-14			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
79-08-03 C 6/6/1979	TO PREVENT ELECTRICAL SYSTEM FAILURE, SMOKE IN THE COCKPIT, AND/OR FIRE IN THE WIRE BUNDLE BEHIND THE INSTRUMENT PANEL			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
79-10-14 R1 5/30/1988	TO PROVIDE AN ALTERNATE SOURCE OF FUEL TANK VENTING IN CASE OF FUEL TANK VENT OBSTRUCTION BY FOREIGN MATERIAL, CONTD.			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
86-19-11 10/4/1986	TO ELIMINATE THE POSSIBILITY OF ENGINE POWER REDUCTION DUE TO CONTAMINATED FUEL			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		

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Manufacturer Cessna Aircraft	Category Airframe	Model 177	Part #: Serial #:				
86-24-07 1/7/1987	TO PREVENT ENGINE POWER INTERRUPTION DUE TO LOSS OF ATTACHMENT OF THE ENGINE CONTROLS			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
86-26-04 1/6/1987	Superseded by 2004-19-01			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
87-20-03 R2 9/24/1990	TO ASSURE PROPER ENGAGEMENT OF THE SEAT LOCKING MECHANISM AND TO PRECLUDE INADVERTENT SEAT SLIPPAGE			Recur		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
97-01-13 2/3/1997	TO PREVENT FUEL, OIL, OR HYDRAULIC SYSTEMS FAILURE CAUSED BY A COLLAPSED HOSE			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
99-27-02 1/21/2000	Fuel selector valve cams or fuel selector valves, when installed, could result in an inadequate supply of,contd.			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		

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Manufacturer Cessna Aircraft	Category Airframe	Model 177	Part #: Serial #:			
2000-06-01 5/5/2000	To prevent foreign material from entering the fuel system and engine, which could result in loss of engine power,contd.			Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
2004-19-01 C 11/1/2004	To prevent slippage of the pilot/co-pilot shoulder harness, which could result in failure of the shoulder,contd.			Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	

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Manufacturer Lycoming	Category Engine	Model O-320-E2D	Part #: Serial #:				
55-02-02 2/28/1955	ENGINE ACCESSORY DRIVE ADAPTER GASKET			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
59-10-07 7/1/1959	CYLINDER BAFFLE CLAMPS			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
63-23-02 8/6/1968	EXHAUST VALVES AND VALVE GUIDES			Recur		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
64-16-05 7/10/1964	TO PRECLUDE THE POSSIBILITY OF ENGINE OIL BEING DRAINED OVERBOARD AS A RESULT OF OIL SEAL FAILURE, CONTD.			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
66-20-04 8/27/1966	TO PREVENT FURTHER FAILURES OF OIL FILTER ADAPTER GASKET, P/N 74904			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		

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Manufacturer Lycoming	Category Engine	Model O-320-E2D	Part #: Serial #:				
75-08-09 R(3) 8/18/1977	TO PREVENT OIL PUMP FAILURES, INSPECT, REPLACE AND ASSEMBLE THE OIL PUMP DRIVE SHAFT AND DRIVE IMPELLER			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
81-18-04 R2 6/7/1982	Superseded by 96-09-10			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
87-10-06 R1 9/1/1989	TO PREVENT POSSIBLE ROCKER ARM FAILURE AND LOSS OF ENGINE POWER, INSPECT AND REWORK OR REPLACE ROCKER ARM, CONTD.			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
90-04-06 R1 5/28/1991	TO PREVENT OIL LINE FRACTURE AND LOSS OF ENGINE OIL			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
91-14-22 8/19/1991	Superseded by 2004-10-14			Recur		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		

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Manufacturer Lycoming	Category Engine	Model O-320-E2D	Part #: Serial #:				
92-12-05 7/10/1992	TO PREVENT PISTON PIN FAILURE, OR PISTON RELEASE, AND ENGINE FAILURE			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
94-14-13 L 6/23/1994	Superseded by 95-26-02			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
95-26-02 1/24/1996	TO PREVENT DETONATION DUE TO LOW OCTANE, WHICH CAN RESULT IN SEVERE ENGINE DAMAGE AND SUBSEQUENT FAILURE			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
96-09-10 C 7/15/1996	TO PREVENT OIL PUMP FAILURE DUE TO IMPELLER FAILURE, WHICH COULD RESULT IN AN ENGINE FAILURE			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
97-01-03 1/21/1997	Superseded by 97-15-11			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		

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Manufacturer Lycoming	Category Engine	Model O-320-E2D	Part #: Serial #:				
97-15-11 8/12/1997	TO PREVENT PISTON PIN FAILURE, WHICH COULD RESULT IN ENGINE FAILURE			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
98-02-08 3/30/1998	TO PREVENT CRANKSHAFT FAILURE, WHICH CAN RESULT IN ENGINE FAILURE, PROPELLER SEPARATION, FORCED LANDING, AND,CONTD.			Recur		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
98-17-11 C 10/19/1998	TO PREVENT CRANKSHAFT FAILURE DUE TO CRACKING, WHICH COULD RESULT IN AN INFLIGHT ENGINE FAILURE AND POSSIBLE,CONTD.			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
2004-10-14 C 6/25/2004	To prevent loosening or failure of the crankshaft gear retaining bolt, which may cause sudden engine failure			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
2005-26-10 1/31/2006	To prevent loss of engine power due to cracks in the cylinder assemblies & possible engine failure caused,contd.			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		

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Manufacturer McCauley	Category Propeller	Model 1C172	Part #: Serial #:				
2003-13-17 7/18/2003	To detect unsafe conditions that could result in separation of a propeller blade & loss of control, contd.			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		
2005-14-11 8/17/2005	To prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane			Once		1. 2. 3. 4.	
©ATP	©ATP			©ATP	Signature:		