

Category: Airframe

Manufacturer: Cessna Aircraft Company

Model: TR182

P/N:

S/N:

11/16/2007

| FAA AD # Eff. Date | Description | Complied Date & Time | Amendment Number Method of Compliance / Applicability | One Time | Recurring | Next Due | Authorized Signature & Number |
|----------------------------|---|-------------------------|--|-------------|-----------|----------|-------------------------------------|
| 71-22-02 R(1) 11/9/1971 | TO DECREASE THE POSSIBILITY OF FAILURE OF THE NOSE GEAR STRUCTURE | | NA by Serial | | X | | Brian M. Meadows |
| 72-07-09 10/17/1974 | TO DETECT CRACKS AND BOLT LOOSENESS WHICH COULD LEAD TO INFLIGHT SEPARATION OF THE FIN AND THE RUDDER | | NA by Serial | | X | | Brian M. Meadows |
| 87-20-03 R2 9/24/1990 | TO ASSURE PROPER ENGAGEMENT OF THE SEAT LOCKING MECHANISM AND TO PRECLUDE INADVERTENT SEAT SLIPPAGE | 12/3/2007 1007.1 | CW by measurement and inspection | | X | Annual | Brian M. Meadows |

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Report contents limited by: Recurring

Category: Engine

Manufacturer: Textron Lycoming

Model: O-540-L3C5D

P/N:

S/N:

11/16/2007

| FAA AD # Eff. Date | Description | Complied Date & Time | Amendment Number Method of Compliance / Applicability | One Time | Recurring | Next Due | Authorized Signature & Number |
|---------------------------|--|-------------------------|--|-------------|-----------|----------|-------------------------------------|
| 63-14-03 7/6/1963 | OIL PUMP DRIVE SHAFT | | NA by DOM | | X | | Brian M. Meadows |
| 91-14-22 8/19/1991 | Superseded by 2004-10-14 | | | | X | | Brian M. Meadows |
| 2000-18-53 E 9/5/2000 | Superseded by 2002-12-07 | | | | X | | Brian M. Meadows |
| 2002-12-07 7/3/2002 | To prevent complete loss of engine oil and subsequent seizing of the engine and possibility of fire, contd. | | NA by parts not replaced during specified period. | | X | | Brian M. Meadows |
| 2004-10-14 C 6/25/2004 | To prevent loosening or failure of the crankshaft gear retaining bolt, which may cause sudden engine failure | | NA by no prop strike or history of | | X | | Brian M. Meadows |

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Report contents limited by: Recurring

CESSNA AIRCRAFT COMPANY

WICHITA, KANSAS

Weight & Balance and Installed Equipment Data

| CONTROL NUMBER | DATE | MODEL | REGISTRATION NUMBER | CESSNA SERIAL NUMBER |
|----------------|----------|---------------------|---------------------|----------------------|
| 920565 | 07/05/79 | TURBO SKYLANE RG II | N757LK | R18201245 |

| ITEM | WEIGHT | ARM | MOMENT |
|---|--------|-------|--------|
| STANDARD AIRPLANE (EMPTY, DRY) COMPUTED | 1746.1 | 33.3 | 58145 |
| INCLUDING ALL REQUIRED AND STANDARD EQUIPMENT ITEMS | | | |
| UNUSABLE FUEL 4.0 GALLONS | 24.0 | 48.0 | 1152 |
| FULL OIL 9.0 QUARTS | 16.9 | 15.7- | 265 |
| STANDARD EMPTY WEIGHT | 1787.0 | 33.0 | 59032 |
| OPTIONAL EQUIPMENT REPLACING OR IN ADDITION TO REQUIRED AND STANDARD EQUIPMENT ITEMS | | | |
| -D-579D BURNT ORANGE-MAJOR | | NEGL. | |
| -K-579K BROWN-ACCENT | | NEGL. | |
| DFC OPT-3 RUST LEATHER W/RUST CENTURY FAB INSERTS | 1.0 | 62.3 | 62 |
| BASIC AVIONICS KIT | 6.2 | 65.1 | 404 |
| 300 N/C RT385A 720 COM 200 NAV VOR/LOC | 8.3 | 12.9 | 107 |
| 300 ADF W/BFO R546E | 8.5 | 22.1 | 138 |
| 400 TRANSPONDER RT459A HIGH ALTITUDE DETECTORS, NAVIGATION LIGHTS | 4.2 | 17.2 | 72 |
| FLIGHT CONTROLS, DUAL | | NEGL. | |
| GROUND SERVICE PLUG RECEPTACLE | 6.7 | 14.1 | 94 |
| HEATING SYSTEM, STALL WARNING & PITOT (EXCH.) | 3.1 | 2.5- | 8 |
| INDICATOR TRUE AIR SPEED EXCH | .5 | 26.5 | 13 |
| LIGHT, BEACON, OMNI-FLASH | .2 | 16.5 | 3 |
| LIGHTS, COURTESY | 1.8 | 208.6 | 375 |
| LOCATOR BEACON | .5 | 61.7 | 31 |
| COM ANTENNA AND NAV COUPLER | 3.5 | 134.6 | 471 |
| 300 N/C RT385A VOR/LOC (2ND UNIT) | 1.1 | 37.1 | 41 |
| 400 MARKER BEACON R402A | 8.3 | 13.0 | 108 |
| 400 GLIDESLOPE R4438 40 CH. INCL. VOR/ILS (EXCH) | 2.7 | 70.8 | 191 |
| ALTITUDE ENCODER, BLIND | 4.6 | 88.9 | 409 |
| BATTERY, 24-VOLT, HEAVY DUTY (EXCH) | 1.5 | 13.6 | 20 |
| CLOCK DIGITAL (EXCH) | 2.0 | 4.5- | 9 |
| APPROACH PLATE HOLDER | | NEGL. | |
| HEADREST (SET OF 2-FRONT) | .1 | 27.5 | 3 |
| HEADREST (SET OF 2-3RD & 4TH) | 1.8 | 47.0 | 85 |
| LIGHTS, INSTRUMENT POST | 1.8 | 87.0 | 157 |
| LIGHTS, STROBE | .5 | 17.5 | 9 |
| OXYGEN SYSTEM 4-PORT WHEN INSTALLED W/TURBO | 3.5 | 44.4 | 155 |
| STATIC KIT, ANTI-PRECIPITATION | 31.3 | 140.7 | 4404 |
| SEAT PILOTS ARTICULATING RECLINE VERT. ADJ. (EXCH) | .4 | 130.5 | 52 |
| VENTILATION SYSTEM, REAR SEAT | 11.0 | 38.5 | 424 |
| WINDOW, HINGED RH | 3.6 | 62.3 | 224 |
| 300A NAVOMATIC INCL D GYRO CREDIT (EXCH.) | 2.3 | 47.0 | 108 |
| 400 DME RT476A | 10.5 | 49.4 | 519 |
| 300 VOR/LOC IND. W/AUTOMATIC RADIAL CENTERING (EX) | 14.8 | 104.4 | 1545 |
| 300 VOR/ILS IND. W/AUTOMATIC RADIAL CENTERING (EX) | .2 | 15.5 | 3 |
| FIRE EXTINGUISHER, HAND TYPE | .2 | 15.5 | 3 |
| | 3.5 | 29.0 | 102 |
| BASIC EMPTY WEIGHT | 1937.2 | 35.8 | 69397 |



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| ITEM | WEIGHT | ARM | MOMENT |
|-------------------------|--------|-----|--------|
| USEFUL LOAD | 1162.8 | | |
| MAXIMUM TAKE-OFF WEIGHT | 3100.0 | | |