

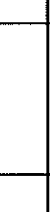
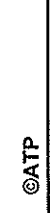



FAA Airworthiness Directive Compliance Record

9913 Willowview Rd. Fishers, IN 46038-2151
(317) 849-0840

Report Produced By: Indianapolis
Aviation, Inc.

Content Revision: 7/1/2009		File ID: N894AM		Aircraft Registration: N894AM		
FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By
Manufacturer Category		Model		Part #: DA 40		
Diamond Aircraft Airframe		DA 40		Serial #: 40.794		
2006-23-04 11/28/2006 ©ATP	During installation of the Garmin G1000 STC the fuel indicating system was contaminated leading to, contd. ©ATP	6/19/2009 178.2 A/C TT (tach)	N/A A/C s/n.	Once		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman Signature: 
2007-11-21 7/9/2007 ©ATP	To prevent joint failure and subsequent disconnection between selector and the fuel valve, which results in, contd. ©ATP	6/19/2009 178.2 A/C TT (tach)	N/A A/C s/n.	Recur		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman Signature: 
2007-17-06 9/25/2007 ©ATP	Superseded by 2009-10-04	6/19/2009 178.2 A/C TT (tach)	Superseded.	Recur		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman Signature: 
2009-07-14 5/11/2009 ©ATP	To require the inspection of the adhesive joint between the wing main spar caps and the upper wing skin for, contd. ©ATP	6/19/2009 178.2 A/C TT (tach)	C/W par. (f)(1) by insp and (f)(2) by filing report. Insp was within limits.	Once		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman Signature: 
2009-10-04 6/17/2009 ©ATP	To require repetitive inspections of the NLG leg and, in case cracks are found, replacement of the NLG, contd. ©ATP	6/19/2009 178.2 A/C TT (tach)	N/A p/n D41-3223-10-00-1 leg installed.	Recur		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman Signature: 
©ATP				©ATP		

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Manufacturer		Category		Model		
Lycoming Engines		Engine		IO-360-M1A		
66-20-04 8/27/1966 ©ATP	TO PREVENT FURTHER FAILURES OF OIL FILTER ADAPTER GASKET, P/N 74904 ©ATP	6/19/2009 178.2 A/C TT (tach)	N/A eng. mfg. date.	Once		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman
73-23-01 R(4) 1/13/1977 ©ATP	TO PREVENT PISTON PIN FAILURES RESULTING FROM GRINDING CRACKS WHICH OCCURRED DURING MANUFACTURE ©ATP	6/19/2009 178.2 A/C TT (tach)	N/A eng. mfg. date.	Once		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman
75-08-09 R(3) 8/18/1977 ©ATP	TO PREVENT OIL PUMP FAILURES, INSPECT, REPLACE AND ASSEMBLE THE OIL PUMP DRIVE SHAFT AND DRIVE IMPELLER ©ATP	6/19/2009 178.2 A/C TT (tach)	N/A eng. mfg. date.	Once		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman
75-09-15 4/30/1975 ©ATP	TO PREVENT POSSIBLE FUEL STARVATION TO THE ENGINE ©ATP	6/19/2009 178.2 A/C TT (tach)	N/A eng. mfg. date.	Once		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman
78-23-10 11/7/1978 ©ATP	TO PREVENT AN IN-FLIGHT POWER LOSS DUE TO AN OVER RICH CONDITION, CONTD. ©ATP	6/19/2009 178.2 A/C TT (tach)	N/A eng. mfg. date.	Once		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman
79-04-05 9/26/1979 ©ATP	TO PREVENT AN IN-FLIGHT POWER LOSS DUE TO THE SEPARATION OF THE P/N 2529192 REGULATOR DIAPHRAGM STEM ASSEMBLY ©ATP	6/19/2009 178.2 A/C TT (tach)	N/A eng. mfg. date.	Once		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman
©ATP						

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FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time
Manufacturer Lycoming Engines					
Model IO-360-M1A					
Part #: IO-360-M1A Serial #: L-33377-51E					
81-18-04 R2 6/7/1982	Superseded by 96-09-10	6/19/2009 178.2 A/C TT (tach)	Superseded.	Once	1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman
③ATP	③ATP			③ATP	Signature: 
90-04-06 R1 5/28/1991	TO PREVENT OIL LINE FRACTURE AND LOSS OF ENGINE OIL	6/19/2009 178.2 A/C TT (tach)	N/A front mounted gov. installed.	Once	1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman
③ATP	③ATP			③ATP	Signature: 
91-14-22 8/19/1991	Superseded by 2004-10-14	6/19/2009 178.2 A/C TT (tach)	Superseded.	Recur	1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman
③ATP	③ATP			③ATP	Signature: 
92-12-05 7/10/1992	TO PREVENT PISTON PIN FAILURE, OR PISTON RELEASE, AND ENGINE FAILURE	6/19/2009 178.2 A/C TT (tach)	N/A eng. mfg. date.	Once	1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman
③ATP	③ATP			③ATP	Signature: 
93-02-05 6/14/1993	Superseded by 2002-26-01	6/19/2009 178.2 A/C TT (tach)	Superseded.	Recur	1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman
③ATP	③ATP			③ATP	Signature: 
96-09-10 C 7/15/1996	TO PREVENT OIL PUMP FAILURE DUE TO IMPELLER FAILURE, WHICH COULD RESULT IN AN ENGINE FAILURE	6/19/2009 178.2 A/C TT (tach)	N/A eng. mfg. date.	Once	1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman
③ATP	③ATP			③ATP	Signature: 

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Manufacturer Lycoming Engines		Category Engine	Model IO-360-M1A	Part #: IO-360-M1A Serial #: L-33377-51E		
96-23-03 12/17/1996 @ATP	TO PREVENT AN INFLIGHT ENGINE FAILURE DUE TO FUEL STARVATION, WHICH COULD RESULT IN A FORCED LANDING @ATP	6/19/2009 178.2 A/C TT (tach)	N/A eng. mfg. date.	Once		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman
97-01-03 1/21/1997 @ATP	Superseded by 97-15-11 @ATP	6/19/2009 178.2 A/C TT (tach)	Superseded.	Once		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman
97-15-11 8/12/1997 @ATP	TO PREVENT PISTON PIN FAILURE, WHICH COULD RESULT IN ENGINE FAILURE @ATP	6/19/2009 178.2 A/C TT (tach)	N/A eng. mfg. date.	Once		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman
98-02-08 3/30/1998 @ATP	TO PREVENT CRANKSHAFT FAILURE, WHICH CAN RESULT IN ENGINE FAILURE, PROPELLER SEPARATION, FORCED LANDING, AND CONTD. @ATP	6/19/2009 178.2 A/C TT (tach)	N/A constant speed prop installed.	Once		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman
98-17-11 C 10/19/1998 @ATP	TO PREVENT CRANKSHAFT FAILURE DUE TO CRACKING, WHICH COULD RESULT IN AN INFLIGHT ENGINE FAILURE AND POSSIBLE CONTD. @ATP	6/19/2009 178.2 A/C TT (tach)	N/A eng. mfg. date.	Once		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman
98-18-12 9/28/1998 @ATP	Superseded by 2003-14-03 @ATP	6/19/2009 178.2 A/C TT (tach)	Superseded.	Once		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman
@ATP						

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Manufacturer Category		Model		Part #: IO-360-M1A Serial #: L-33377-51E		
2002-26-01 1/31/2003 @ATP	Superseded by 2008-14-07 @ATP	6/19/2009 178.2 A/C TT (tach)	Superseded.	Recur		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman
2003-14-03 8/14/2003 @ATP	To prevent rotary fuel pump leaks, which could result in an engine failure, engine fire, and damage to or, contd. @ATP	6/19/2009 178.2 A/C TT (tach)	N/A diaphragm pump installed.	Recur		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman
2004-10-14 C 6/25/2004 @ATP	To prevent loosening or failure of the crankshaft gear retaining bolt, which may cause sudden engine failure @ATP	6/19/2009 178.2 A/C TT (tach)	Due OH or prop strike.	Recur		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman
2005-19-11 10/21/2005 @ATP	To prevent failure of the crankshaft, which could result in total engine power loss, in-flight failure, and, contd. @ATP	6/19/2009 178.2 A/C TT (tach)	N/A eng. model (dash no.).	Once		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman
2006-06-16 4/27/2006 @ATP	To prevent failure of the crankshaft, which could result in total engine power loss, in-flight engine, contd. @ATP	6/19/2009 178.2 A/C TT (tach)	N/A eng. model (dash no.).	Once		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman
2006-12-07 7/11/2006 @ATP	To prevent loss of engine power due to cracks in the cylinder assemblies & possible engine failure caused, contd. @ATP	6/19/2009 178.2 A/C TT (tach)	N/A Lyc. cyls. installed.	Once		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman
@ATP						

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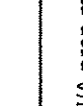

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Manufacturer Category		Model		Part #: IO-360-M1A Serial #: L-33377-51E		
2006-20-09 11/3/2006 ©ATP	To prevent failure of the crankshaft, which will result in total engine power loss, in-flight engine, contd. ©ATP	6/19/2009 178.2 A/C TT (tach)	N/A eng. model (dash no.).	Once		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman
2007-04-19 R1 5/7/2007 ©ATP	To prevent cylinder separation that can lead to engine failure, possible engine compartment fire, and, contd. ©ATP	6/19/2009 178.2 A/C TT (tach)	N/A Lyc. cyls. installed.	Once		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman
2008-06-51 E 3/12/2008 ©ATP	Superseded by 2008-08-14 ©ATP	6/19/2009 178.2 A/C TT (tach)	Superseded.	Recur		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman
2008-08-14 4/29/2008 ©ATP	Superseded by 2009-02-03 ©ATP	8/15/2008 119.1 A/C TT	C/W by installing p/n 2577258 gasket per SB PRS-107 Rev. 2. No further action req.	Recur		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman
2008-14-07 8/14/2008 ©ATP	To prevent failure of the fuel injector fuel lines that would allow fuel to spray into the engine compartment, contd. ©ATP	6/19/2009 178.2 A/C TT (tach)	C/W par. (k) by insp. per MSB 342E.	Recur	278.2 tach	1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman
2008-19-05 10/20/2008 ©ATP	To prevent loss of engine power due to cracks at the head-to-barrel interface in the cylinder assemblies, contd. ©ATP	6/19/2009 178.2 A/C TT (tach)	N/A Lyc. cyls. installed.	Recur		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman
©ATP	©ATP			©ATP		

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Manufacturer Lycoming Engines						
Category Engine						
Model IO-360-M1A						
2009-02-03 2/9/2009	To prevent a lean running engine, which could result in a substantial loss of engine power and subsequent, contd.	6/19/2009 178.2 A/C TT (tach)	P/CW, p/n 2577258 servo plug gasket installed, plug marked w/ "G" per PRS-107 rev. 4. No further action req.	Recur		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman
©ATP	©ATP			©ATP		Signature: 
Manufacturer MT-Propeller						
Category Propeller						
Model MTV-12-B						
2006-05-05 4/10/2006	Superseded by 2007-26-13	6/19/2009 178.2 A/C TT (tach)	Superseded.	Recur		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman
©ATP	©ATP			©ATP		Signature: 
2007-26-13 1/31/2008	To prevent erosion sheath separation leading to damage of the airplane	6/19/2009 178.2 A/C TT (tach)	N/A prop mfg. date.	Recur		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman
©ATP	©ATP			©ATP		Signature: 

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Manufacturer Precision Airmotive									
Category Fuel Injected System									
Model RSA-5AD1									
73-10-02 5/16/1973	TO DETECT DEFECTIVE DIAPHRAGM ASSEMBLIES	6/19/2009 178.2 A/C TT (tach)	N/A servo mfg. date.	Recur		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman			
①ATP	①ATP			①ATP	Signature:				
79-21-08 10/24/1979	TO PREVENT A FUEL FLOW CUTOFF TO THE ENGINE AND SUBSEQUENT LOSS OF POWER	6/19/2009 178.2 A/C TT (tach)	N/A servo mfg. date.	Once		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman			
①ATP	①ATP			①ATP	Signature:				
79-26-03 12/26/1979	REGULATOR STEM AND LOCK	6/19/2009 178.2 A/C TT (tach)	N/A servo mfg. date.	Once		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman			
①ATP	①ATP			①ATP	Signature:				
2008-06-51 E 3/12/2008	Superseded by 2008-08-14	6/19/2009 178.2 A/C TT (tach)	Superseded.	Recur		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman			
①ATP	①ATP			①ATP	Signature:				
2008-08-14 4/29/2008	Superseded by 2009-02-03	8/15/2008 119.1 A/C TT	CW by installing p/n 2577258 gasket per SB PRS-107 Rev. 2. No further action req.	Recur		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman			
①ATP	①ATP			①ATP	Signature:				
2009-02-03 2/9/2009	To prevent a lean running engine, which could result in a substantial loss of engine power and subsequent, contid.	6/19/2009 178.2 A/C TT (tach)	P/CW, p/n 2577258 servo plug gasket installed, plug marked w/ "G" per PRS-107 rev. 4. No further action req.	Recur		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman			
①ATP	①ATP			①ATP	Signature:				

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Manufacturer Avco Lycoming						
Category Fuel Pumps						
Model LW15473						
92-20-07 L 10/5/1992	Superseded by 93-05-21	6/19/2009 178.2 A/C TT (tach)	Superseded.	Once		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman
@ATP	@ATP			@ATP	Signature: 	
93-05-21 L 3/25/1993	Superseded by 93-11-11	6/19/2009 178.2 A/C TT (tach)	Superseded.	Once		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman
@ATP	@ATP			@ATP	Signature: 	
93-11-11 6/21/1993	TO PREVENT DISRUPTION OF FUEL FLOW TO THE ENGINE WHICH CAN RESULT IN A LOSS OF ENGINE POWER	6/19/2009 178.2 A/C TT (tach)	N/A pump not OH'd by Aero Accessories.	Once		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman
@ATP	@ATP			@ATP	Signature: 	
Manufacturer United Instruments						
Category Altimeter						
Model P/N 5934PD						
74-24-13 12/5/1974	TO PREVENT BEING DEPRIVED OF ALTIMETER READINGS DURING CERTAIN AIRCRAFT OPERATING CONDITIONS	6/19/2009 178.2 A/C TT (tach)	N/A altimeter s/n.	Once		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman
@ATP	@ATP			@ATP	Signature: 	
86-05-02 3/28/1986	TO PREVENT POSSIBLE ERRONEOUS ALTITUDE INFORMATION FROM BEING DISPLAYED TO THE PILOT	6/19/2009 178.2 A/C TT (tach)	N/A altimeter s/n.	Once		1. Indianapolis Aviation, Inc. 2. CRS 3. AIHR-109C 4. Brian Klingerman
@ATP	@ATP			@ATP	Signature: 