

ASA-SA-V2

TEM			DADT WILLDED	SERIAL NUMBER	DATE		LOCATION	BATTERY DATES	
IEM	MAKE	MODEL	PART NUMBER	SERIAL NUMBER	INSTALLED	REMOVED	STATION #	INSTALLED	REPLACE
	Static sy required and four The a	rstems and ATo by FAR 91.41 and to comply we altimeter(s) we Mountain Avio Station SMCR3	C Transponde 1 and 91.413 ith FAR Part 4 re tested to		pections formed				

— Removed Aerosonic RC60V10A VSI, Two each ARC RT 859A Transponders, Bendix/King KLN 90B GPS, KX 155 VHF NavCom, KI	TERY DA	TES
 227 ADF Indicator, KR 87 ADF Receiver, KA 44B ADF Loop Sense	TALLED	REPLACE
 Antenna Two each Cessna C662019-01010il Pressure/Temp Indicators,	-	+
 Garmin GNS 530W GPS/NavCom, GA 35 GPSW Antenna, Gull Airborne		
Instrument 302-902-004 Fuel Quantity Indicator, Honeywell MI-585280		
 Radar Receiver/Transmitter/Antenna, Instruments Inc. 512-08 RPM		-
 Indicator, Silver Instruments Inc. IIIG-S Fuel Flow Indicator, RCA		
DI-2008 Radar Display Garmin GMA 340 Audio Control Panel, and Unit		
 Instrument 6121 Manifold Pressure Indicator.		1
 Removed instrument panels and fabricated new panels from 2024T3		-
 0.090 aluminum. Powder coated panels and silk screened required labels.		
 Mounted new panels using all existing mounting points.		
This aircraft has been repaired in accordance with current rules of Sunrise Mountain Avionics		
the Federal Aviation Regulations and is approved for return to  2830 N. Rancho Dr. Ste A		
 service. Pertinent details of the repair are on file at this repair  Las Vegas, NV 89130		+
station under Work Order W05165. Repair Station SMCR379X		

VOR	Acc	Installed Ultra Electronics, Flightline Systems, AuRACLE CRM 2120 Twin Engine	UMBER			
DATE	VOI	Management System in Accordance with Flightline Systems Installation Manual 060-000010. This installation conforms to STC SA09740AC-D and this aircraft is listed o the AML. FAA approved AFMS 060-000009 was installed in the POH.  Installed Garmin G600 flight deck display system in accordance with Garmin Installation Manual 190-00601-06. This installation conforms to STC SA02153LA-D and this aircraft is listed on the AML. FAA approved AFMS 190-00601-01 was installed in the POH. Instructions for Continued Airworthiness Garmin 190-00601-00 were provided.				
		Installed two Garmin GTN 750 GPSW/Nav/Com's in accordance with Garmin Installation Manual 190-01007-A3. This installation conforms to STC SA02019SE-D and this aircraft is listed on the AML.FAA approved AFMS 190-01007-A2 was installed in the POH. FAA approved Instructions for Continued Airworthiness Garmin 190-01007 was provided.				
		This aircraft has been repaired in accordance with current rules of the Federal Aviation Regulations and is approved for return to service. Pertinent details of the repair are on file at this repair station under Work Order W05165.  Sunrise Mountain Avionics 2830 N. Rancho Dr. Ste A Las Vegas, NV 89130 Repair Station SMCR379X				
		Brighterger 06/28/13				

		_	Installed Garmin GTX 33 ES Remote Mode S Transponder Installation Manual 190-00734-10. This installation conforms		
TE	VOR#	LOC	aircraft is listed on the AML. FAA approved AFMS 190-0073		
		-	POH. FAA approved Instructions for Continued Airworthiness		
			Installed Garmin GMX 200 MFD in accordance with Garmi		
			190-00607-04. This installation conforms to STC SA01692SE	and this aircraft is listed on	
		-	the AML. FAA Approved AFMS 190-00607-01 was installed	in the POH. Garmin	
			Instructions for Continued Airworthiness 190-00607-00 were p		
			Installed Garmin GTX 327 Mode C transponder in accordar		
		-	Manual 190-00187-02. This installation conforms to STC SAC	00870WI. Instructions for	
			Continued Airworthiness in accordance with FAR 91.413.		
			Installed Garmin GMA 35 remote audio control panel in acc	cordance with Garmin	
		-	Installation Manual 190-00858-11.		
		-			
			This aircraft has been repaired in accordance with current rules of	Sunrise Mountain Avionics	
			the Federal Aviation Regulations and is approved for return to service. Pertinent details of the repair are on file at this repair	2830 N. Rancho Dr. Ste A	
		-	station under Work Order W05165.	Las Vegas, NV 89130 Repair Station SMCR379X	
		1	Station ander work order worlds.	Repair Station SWICKS 19X	
		1			

VOR	Accu	The AuRACLE CRM 2120 display is mounted at the top left of panel at Station 114 with the CRM 2120 Control Unit just to the rig	the center instrument	ER
TE	VOR#	panel at Station 114 with the CRM 2120 Control Office station 114. Circuit protection is provided by two 5 Amp Klixon ci 7277-2-5 mounted in the left circuit breaker panel and labeled "EDI CRM 2120 left EIU is mounted under the left floor panel at station right EIU is mounted under the left floor panel at station Quantity Interface Unit is mounted under the left floor panel at station transducer is mounted in the forward accessory compartment at station pressure and manifold pressure transducers are mounted on the low each engine compartment at station 149. The EGT, CHT and TIT to on each engine. The Fuel Quantity Interface unit is interfaced with Conditioners.	U A & EDU B". The 170. The CRM 2120 CRM 2120 Fuel ion 227. The vacuum ion 99. The oil er part of the firewall of transducer are mounted	
		the Federal Aviation Regulations and is approved for return to  23  24  25  26  27  28  28  29  29  20  20  20  20  20  20  20  20	unrise Mountain Avionics 830 N. Rancho Dr. Ste A as Vegas, NV 89130 epair Station SMCR379X	

panel and labeled "PFD". The GRS 77 and GDC 74 are mounted in the forward accessory compartment lower shelf at stations 22 and 23 respectively. Circuit protection is also provide by two 5 Amp Klixon circuit breakers P/N 7277-2-5 mounted in the right circuit breaker panel and labeled "AHRS" and "ADC" respectively.  The GMU 44 is mounted in the tail at station 327.  The # 1 GTN 750 is mounted in the left side of the center panel at station 110. The Com circuit protection is provided by 5 Amp Klixon circuit breaker P/N 7277-2-5 mounted in the right circuit breaker panel and labeled "Com 1". The Nav/GPS circuit protection is also provided by a 5 Amp Klixon circuit breaker P/N 7277-2-5 mounted in the right circuit breaker panel and labeled "Nav/GPS 1". The # 1 GTN 750 Com and Nav audio input/outputs are connected to the GMA 35 Nav 1 & Com 1 audio input/outputs. It is also interfaced with the GMA 35 via RS232 through a 3PDT switch mounted in the top of the center panel and labele "GTN 1 - GTN 2" allowing the GMA 35 Remote Audio Panel to be controlled with the selected GTN 750. The GTN 750 # 1 is interfaced with the GDU 620 via Ethernet, Arinc 429 and RS232 data buses, which provide all Nav, GPS and altitude information.  This aircraft has been repaired in accordance with current rules of Sunrise Mountain A		the right circuit breaker	provided by a 5 Amp Klixon circuit breaker P/N 7277-2-5 mounted	VOR# LOCA	DATE
by two 5 Amp Klixon circuit breakers P/N 7277-2-5 mounted in the right circuit breaker pane and labeled "AHRS" and "ADC" respectively.  The GMU 44 is mounted in the tail at station 327.  The # 1 GTN 750 is mounted in the left side of the center panel at station 110. The Com circuit protection is provided by 5 Amp Klixon circuit breaker P/N 7277-2-5 mounted in the right circuit breaker panel and labeled "Com 1". The Nav/GPS circuit protection is also provided by a 5 Amp Klixon circuit breaker P/N 7277-2-5 mounted in the right circuit breaker panel and labeled "Nav/GPS 1". The # 1 GTN 750 Com and Nav audio input/outputs are connected to the GMA 35 Nav 1 & Com 1 audio input/outputs. It is also interfaced with the GMA 35 via RS232 through a 3PDT switch mounted in the top of the center panel and labele "GTN 1 - GTN 2" allowing the GMA 35 Remote Audio Panel to be controlled with the selected GTN 750. The GTN 750 # 1 is interfaced with the GDU 620 via Ethernet, Arinc 429 and RS232 data buses, which provide all Nav, GPS and altitude information.  This aircraft has been repaired in accordance with current rules of Sunrise Mountain A		he forward accessory	panel and labeled "PFD". The GRS 77 and GDC 74 are mounted in	1011#   200#	
and labeled "AHRS" and "ADC" respectively.  The GMU 44 is mounted in the tail at station 327.  The # 1 GTN 750 is mounted in the left side of the center panel at station 110. The Com circuit protection is provided by 5 Amp Klixon circuit breaker P/N 7277-2-5 mounted in the right circuit breaker panel and labeled "Com 1". The Nav/GPS circuit protection is also provided by a 5 Amp Klixon circuit breaker P/N 7277-2-5 mounted in the right circuit breaker panel and labeled "Nav/GPS 1". The # 1 GTN 750 Com and Nav audio input/outputs are connected to the GMA 35 Nav 1 & Com 1 audio input/outputs. It is also interfaced with the GMA 35 via RS232 through a 3PDT switch mounted in the top of the center panel and labele "GTN 1 - GTN 2" allowing the GMA 35 Remote Audio Panel to be controlled with the selected GTN 750. The GTN 750 # 1 is interfaced with the GDU 620 via Ethernet, Arinc 429 and RS232 data buses, which provide all Nav, GPS and altitude information.  This aircraft has been repaired in accordance with current rules of Sunrise Mountain A		inht aircuit brooker panel	compartment lower shelf at stations 22 and 23 respectively. Circuit		
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circuit protection is provided by 5 Amp Klixon circuit breaker P/N 7277-2-5 mounted in the right circuit breaker panel and labeled "Com 1". The Nav/GPS circuit protection is also provided by a 5 Amp Klixon circuit breaker P/N 7277-2-5 mounted in the right circuit breaker panel and labeled "Nav/GPS 1". The # 1 GTN 750 Com and Nav audio input/outputs are connected to the GMA 35 Nav 1 & Com 1 audio input/outputs. It is also interfaced with the GMA 35 via RS232 through a 3PDT switch mounted in the top of the center panel and labele "GTN 1 - GTN 2" allowing the GMA 35 Remote Audio Panel to be controlled with the selected GTN 750. The GTN 750 # 1 is interfaced with the GDU 620 via Ethernet, Arinc 429 and RS232 data buses, which provide all Nav, GPS and altitude information.  This aircraft has been repaired in accordance with current rules of Sunrise Mountain A		station 110. The Com	The GMU 44 is mounted in the tail at station 327.		
right circuit breaker panel and labeled "Com 1". The Nav/GPS circuit protection is also provided by a 5 Amp Klixon circuit breaker P/N 7277-2-5 mounted in the right circuit breaker panel and labeled "Nav/GPS 1". The # 1 GTN 750 Com and Nav audio input/outputs are connected to the GMA 35 Nav 1 & Com 1 audio input/outputs. It is also interfaced with the GMA 35 via RS232 through a 3PDT switch mounted in the top of the center panel and labele "GTN 1 - GTN 2" allowing the GMA 35 Remote Audio Panel to be controlled with the selected GTN 750. The GTN 750 # 1 is interfaced with the GDU 620 via Ethernet, Arinc 429 and RS232 data buses, which provide all Nav, GPS and altitude information.  This aircraft has been repaired in accordance with current rules of Sunrise Mountain A		Station 110. The Com	The # 1 GTN 750 is mounted in the left side of the center panel		
provided by a 5 Amp Klixon circuit breaker P/N 7277-2-5 mounted in the right circuit breaker panel and labeled "Nav/GPS 1". The # 1 GTN 750 Com and Nav audio input/outputs are connected to the GMA 35 Nav 1 & Com 1 audio input/outputs. It is also interfaced with the GMA 35 via RS232 through a 3PDT switch mounted in the top of the center panel and labele "GTN 1 - GTN 2" allowing the GMA 35 Remote Audio Panel to be controlled with the selected GTN 750. The GTN 750 # 1 is interfaced with the GDU 620 via Ethernet, Arinc 429 and RS232 data buses, which provide all Nav, GPS and altitude information.  This aircraft has been repaired in accordance with current rules of Sunrise Mountain A		t protection is also	circuit protection is provided by 5 Amp Klixon circuit breaker P/N		-
panel and labeled "Nav/GPS 1". The # 1 GTN 750 Com and Nav audio input/outputs are connected to the GMA 35 Nav 1 & Com 1 audio input/outputs. It is also interfaced with the GMA 35 via RS232 through a 3PDT switch mounted in the top of the center panel and labele "GTN 1 - GTN 2" allowing the GMA 35 Remote Audio Panel to be controlled with the selected GTN 750. The GTN 750 # 1 is interfaced with the GDU 620 via Ethernet, Arinc 429 and RS232 data buses, which provide all Nav, GPS and altitude information.  This aircraft has been repaired in accordance with current rules of Sunrise Mountain A		t protection is also	right circuit breaker panel and labeled "Com 1". The Nav/GPS circ		
connected to the GMA 35 Nav 1 & Com 1 audio input/outputs. It is also interfaced with the GMA 35 via RS232 through a 3PDT switch mounted in the top of the center panel and labele "GTN 1 - GTN 2" allowing the GMA 35 Remote Audio Panel to be controlled with the selected GTN 750. The GTN 750 # 1 is interfaced with the GDU 620 via Ethernet, Arinc 429 and RS232 data buses, which provide all Nav, GPS and altitude information.  This aircraft has been repaired in accordance with current rules of Sunrise Mountain A		lie input/outputs are	provided by a 5 Amp Klixon circuit breaker P/N 1211-2-5 mounted		
GMA 35 via RS232 through a 3PDT switch mounted in the top of the center panel and labele "GTN 1 - GTN 2" allowing the GMA 35 Remote Audio Panel to be controlled with the selected GTN 750. The GTN 750 # 1 is interfaced with the GDU 620 via Ethernet, Arinc 429 and RS232 data buses, which provide all Nav, GPS and altitude information.  This aircraft has been repaired in accordance with current rules of Sunrise Mountain A		lso interfaced with the	panel and labeled "Nav/GPS 1". The # 1 GTN /50 Com and Nav a		
"GTN 1 - GTN 2" allowing the GMA 35 Remote Audio Panel to be controlled with the selected GTN 750. The GTN 750 # 1 is interfaced with the GDU 620 via Ethernet, Arinc 429 and RS232 data buses, which provide all Nav, GPS and altitude information.  This aircraft has been repaired in accordance with current rules of Sunrise Mountain A		center panel and labeled	connected to the GMA 35 Nav 1 & Com 1 audio input/outputs. It is		
selected GTN 750. The GTN 750 # 1 is interfaced with the GDU 620 via Ethernet, Arinc 429 and RS232 data buses, which provide all Nav, GPS and altitude information.  This aircraft has been repaired in accordance with current rules of Sunrise Mountain A		controlled with the	GMA 35 via RS232 through a 3PD1 switch mounted in the top of the		
and RS232 data buses, which provide all Nav, GPS and altitude information.  This aircraft has been repaired in accordance with current rules of Sunrise Mountain A		via Ethernet Arinc 429	"GTN 1 - GTN 2" allowing the GMA 33 Remote Addit Fallet to C		
This aircraft has been repaired in accordance with current rules of Sunrise Mountain A		mation	selected GIN 750. The GIN 750 # 1 is interfaced with the GDO 0		
I his aircraft has been repaired in accordance with current rates			and RS232 data buses, which provide all Nav, Or 5 and attitude in		
Inis aircraft has been repaired in accordance with current rates		C . M Anionios			
. The state of the province of the state of			This aircraft has been repaired in accordance with current rules of		
the rederal Aviation Regulations and is approved for retain to			the Federal Aviation Regulations and is approved for return to		
Service. Fertilient details of the repair and repair an	,	Las Vegas, NV 89130	service. Pertinent details of the repair are on file at this repair		
station under Work Order W05165. Repair Station SMC		Repair Station SMCR379X	station under Work Order W05165.		

VOR A	ACCU	ri '	the existing pad.		
ATE	VOR#	u	The # 2 GTN 750 is mounted in the center of the center panel at s circuit protection is provided by 5 Amp Klixon circuit breaker P/N 7.	tation 110. The Com 277-2-5 mounted in the	
	-	-	right circuit breaker panel and labeled "Com 2". The Nav/GPS circuit	it protection is also	
			provided by a 5 Amp Klixon circuit breaker P/N 7277-2-5 mounted in	n the right circuit breaker	
			panel and labeled "Nay/GPS 2". The # 2 GTN 750 Com and Nav aud	lio input/outputs are	
	-	_	connected to the GMA 35 Nav 2 & Com 2 audio input/outputs. It is a	ilso interfaced with the	
			GMA 35 via RS232 through a 3PDT switch mounted in the left side	of the pilot's pariet and	
		_	labeled "GTN 1 - GTN 2" allowing the GMA 35 Remote Audio Pan	via Ethernet Arine 429	
			selected GTN 750. The GTN 750 # 2 is interfaced with the GDU 620 and RS232 data buses, which provide all Nav and GPS information.	The GTN 750 # 2 is also	
			and RS232 data buses, which provide all Nav and GFS information. interfaced with the GMX 200 via RS232 providing GPS and Nav info	o. It is also interfaced with	
	+	_	a King KI 204 converter Indicator via composite for Nav and analog	for Glideslope. The	-
			existing KI 204 is mounted lower right area of the pilot's panel. The	# 2 GTN 750 also drives	
			the conilot's IG 895A HSI using the Main analog outputs and resolve	r inputs. The existing	
		_	Com and Nav antennas were used. The GA 35 GPSW antenna was n	nounted on the existing	
			pad.		
	+		This aircraft has been repaired in accordance with current rules of	Sunrise Mountain Avionics	
		_	the Federal Aviation Regulations and is approved for return to	2830 N. Rancho Dr. Ste A	
			service. Pertinent details of the repair are on file at this repair	Las Vegas, NV 89130	
	++	_	station under Work Order W05165.	Repair Station SMCR379X	
			O - 1		
		_	F/3 Munkeraut 06/28/13		

DATE	VOR#	The GMA 35 Remote Audio Panel is mounted on top of the # 1 C Circuit protection is provided by a 5 Amp Klixon circuit breaker P/N		
	von v	right circuit breaker panel and labeled "Audio". The GMA 35 Remot		
		with both GTN 750's for Nav / Com audio, the GTX 33EX Transpo GDU 620 for alerts, both to unswitched inputs. Either GTN 750 may		
		selecting the desired unit with the switch mounted at the top of the ce		
		GTN 1 - GTN 2". The intercom is a 6-place installation with two must		
		Music input 1 is located just to the right of the copilot's yoke. A	Ausic input 2 is located	
	-	with the right forward pax mic and phone jacks. A switch mounted in		
		pilot's panel and labeled "Music Split - All" allows pax and crew to he	ear music input 1 in all	
		position or crew hear music input 1 and pax to hear music input 2 in t	he split position. The	
		existing Marker Beacon antenna was used.  The Garmin GMX 200 is mounted in the right side of the center pa	anel Circuit protection is	
		provided by a 5 Amp Klixon circuit breaker P/N 7277-2-5 mounted in panel and labeled "MFD". The GMX 200 receives GPS and Nav data	the right circuit breaker	-
	-	via RS232 data bus.	Thom the # 2 GTN 750	
		This aircraft has been repaired in accordance with current rules of	Sunrise Mountain Avionics	
		the Federal Aviation Regulations and is approved for return to	2830 N. Rancho Dr. Ste A	
		service. Pertinent details of the repair are on file at this repair station under Work Order W05165.	Las Vegas, NV 89130 Repair Station SMCR379X	
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/OR	Accu	ra	The GTX 33 ES remote transponder is mounted in the forward accessory compartment on the lower shelf at station 33.5. Circuit protection is provided by a 5 Amp Klixon circuit	
ATE	VOR#	LOC	GTX 33EX is controlled by # 1 GTN 750. It is interfaced with the GDU 620 via Arine 429 data	
			429 Data bus. It also provides audio alerts to an unswitched input in the GMA 33 felliote audio panel. The GTX 33EX provides altitude information to the # 1 GTN 750 via Arinc 429 data bus. A switch mounted left edge of the pilot's panel and labeled "Xpdr 1 - Xpdr 2" allow	
			The Garmin GTX 327 is mounted below the GMX 200 in the right side of the center panel.  Significant association is provided by a 3 Amp Klixon circuit breaker P/N 7277-2-3 mounted in the	
		-	right circuit breaker panel and labeled "Xpdr 2". The GTX 327 gets altitude information from the existing EA-801A encoding altimeter via Grey scale and provides altitude information to the # 2 GTN 750 via RS232 data bus. The existing antenna was used.	
			All systems test good.	
		$\top$	Aircraft Equipment list was revised. Aircraft will be weighed before release for flight.	
			This aircraft has been repaired in accordance with current rules of the Federal Aviation Regulations and is approved for return to the Federal Aviation Regulations and is approved for return to the Federal Aviation Regulations and is approved for return to the Federal Aviation Regulations and is approved for return to the Federal Aviation Regulations and is approved for return to the Federal Aviation Regulations and is approved for return to the Federal Aviation Regulations and is approved for return to the Federal Aviation Regulations and is approved for return to the Federal Aviation Regulations and is approved for return to the Federal Aviation Regulations and is approved for return to the Federal Aviation Regulations and is approved for return to the Federal Aviation Regulations and is approved for return to the Federal Aviation Regulations and is approved for return to the Federal Aviation Regulations and is approved for return to the Federal Aviation Regulations and is approved for return to the Federal Aviation Regulations and is approved for return to the Federal Aviation Regulations and is approved for return to the Federal Aviation Regulations and its approved for return to the Federal Aviation Regulations and its approved for return to the Federal Aviation Regulations and the Federal Regulation Regulations and the Federal Regulation Regulatio	
	_	+	service. Pertinent details of the repair are on file at this repair station under Work Order W05165.  Las Vegas, NV 89130 Repair Station SMCR379X	
	-	+	D3rsulverge7 06/28/13	

VOR	Accı	ır	Installed Garmin GDL 88 P/N 010-00859-00 S/N 22T002259 in accordance with Garmin AML STC Installation Manual 190-01310-00 Rev 3. This installation is in accordance	R
DATE	VOR#		with STC SA2119SE and this aircraft is listed on the AML. The Airplane Flight Maqnual Supplement 190-01310-02 was provided.  The GDL 88 unit is mounted in the forward accessory compartment at station 36, left side. The UAT antenna jack was connected to an existing 1090 antenna mounted on the belly at station 33.5. Circuit protection is provided by a Klixon 3 amp circuit breaker mounted in the RH circuit breaker panel and labeled "ADS-B". The GDL 88 is interfaced with existing GTN 750's via ethernet and also provides warning audio to the existing GMA 35 Audio Panel. Suppression was connected to both existing transponders. The GDL 88 was properly configured and ground test good.  The Aircraft Equipment List was revised. Aircraft will be weighed before flight. See FAA Form 337 dated 9/8/14.	
		_	This aircraft has been repaired in accordance with current rules of the Federal Aviation Regulations and is approved for return to service.	
			Signature Date A & P No.	
		-	Brankeyer 9/5/14 3663116	

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VOR	Accur		iR
DATE	VOR#	<ol> <li># 1 GTN 750 small knob does not change com KHz frequency.</li> <li>G-600 - FD bars will not come into view.</li> <li>Replaced # 1 GTN 750 warranty exchange. Serial number 1ZA010977 off. Serial number 1ZA001251on. Ground test good.</li> <li>Found FD On logic missing from the ARC S-550A Mode Selector. Replaced S-550A Mode Selector P/N 42710-0000 S/N 2382 off, S/N 2285 on. Ground test good. Flight test found FD Bars again failed. Testing found FD On logic to be provided to the GDU 620 Display however no FD bars in view. Replaced GDU 620 Display P/N 011-01264-00 S/N 165002497 off, S/N 165002694 on. System ground test good.</li> </ol>	
		This aircraft has been repaired in accordance with current rules of the Federal Aviation Regulations and is approved for return to service.  Signature Date A & P No. Hobbs 78.2	

				1 3 3	N. S.	
VOF	R Accl,	MAKE	MODEL	SERIAL NUMBER	PART NUMBER	
DATE	A	5600 N Harry 05	Henger C108. Lake havasu	City, AZ 86404 928-764-323	1	
	∧ce ∧vionics					l
		3. 0/20/2010	ich: 0189.1			-050221
	per Garmin I.M. p/n 190 control functionality and s/n 1ZA015958.	to support the receipt of	marker beacon lamps from GMA.	p/n 43310-0000 s/n 2186 with GAI o autopilot Cessna 800 system to sup 35. Replaced GTN750 p/n 011-2282	-00 s/n 12A001251 with p/n 010	)-N0820-00
_	Performed Software Upg 1466 Rev B. Performed	grades on G600 per garm Software Upgrade on GI	nin SB No.1520 Rev A. Performed DL88 per garmin SB No.1510 Rev	Software Upgrade on GTN750 per g A. Performed Software Upgrade on	garmin SB No.1526 Rev A and S GTX33 per garmin SB No.1435	B No. Rev B.
-	Performed inspections p Pilot's Alt. EA801A s/n	er 14 CFR, 91.411 and 9 3056, Co-pilot's Alt. s/n	21.413. All systems passed inspect 2A842, Txpdr #1 GTX33 s/n 891	ions per appendix E and F of part 43. 124205, Txpdr #2 GTX327 s/n 83746	5361.	
	Details of this installation accordance with current	on are also on file at this regulations of the FAA	repair station under work order HI and are approved for return to serv	I-15-0042. The aircraft, airframe, or a rice as per the work performed.	appliances identified above were	installed in
	Return to Service	Authorization:	For Ace Avionics EA	A CRS# V4WR915X		-



5600 N Hwy 95 - Hangar G108 Lake Havasa City, AZ 86404 FAA CRS #V4W R915X

# WORK REQUESTED

<b>2</b>	LTIM	ETER	/STA	IIC/T	RANSPOND	ER		TRAI	NSPONDER				ADDR	ESS:	6815 La Joya Scenic Dr S			
							_								Joya, STATE: CA	ZIP	92037	
#1	#2	PRE	LIMI	NARY	Y INSPEC	CTION	1							100	DATE: 6/25/2015	- ,	WORK ORDER HII-1	5-0042
		PITOT	/STA	TIC SY	STEM LEA	KAGE							PHON #1		TRANSPONDER TESTS (14 CFR, 91.413 - app. F of par	t 43)	WORK ORDER	
	_				OF CALIBRA		/ FRIC	пом					Ø		REPLY FREQUENCY 1090 +/- 3.0 MHz			
	ш.				OPERATIV								Ø		SUPPRESSION P2=P1 (REPLIES 1% OR LESS)			
	ш				ATIVE										P2 9DB LESS THAN P1 (REPLIES AT LEAST 90%)			
	_				EOUS ALTI	TUDE									RECEIVER SENSITIVITY (MTL) -73 +/- 4 (DBM)			
DIFF BETWEEN MODE A & C NOT MORE THAN 1 (DBM)																		
	_												☑	N	RF PEAK OUTPUT - AT LEAST (125 W) NOT MORE THAN (50	0 W)		
ALT	ME	ΓER	/ST	ATIO	SYSTE	EM T	ESTS	(14 CI	R, 91.411 - ap	p. E of	part 43)		Ø		CODE SWITCHES DISPLAY CORRECT CODES AS SELECTED	)		
		ERR	OR			ERI	ROR			ERR	OR	ΙI			IDENT AND LIGHT OPERATION			
READ	ING			TOL	READING			TOL	READING	L		TOL			MODE S - DIVERSITY CHANNEL OPERATION			
AD		#1	#2			#1	#2			#1	#2	ll		0	MODE S - CORRECT ADDRESS TRANSMITTED			
						20			10.000	-120					MODE S - CORRECT UPLINK FORMATS			
-1	,000	15		20	4,000	20	$\vdash$	35	18,000	-120		120		_	MODE S - ALL CALL INTERROGATION CORRECT ADDRESS			
	0	-15		20	6,000	-30		40	20,000	-120		130			MODE S - ATCRBS ALL CALL INTERROGATION IGNORED			
	500	-15		20	8,000	-40		60	22,000	-140		140		_	MODE S - CORRECT SQUITTER GENERATED			
	-	-	_		0,000	-	$\vdash$					Н	_	2				
1	.000	-15		20	10,000	-70		80	25,000	-140		155	#1	#2		(TABL	.E 3)	
1	500	-15		25	12,000	-85		90	30,000	-160		180	☑		STATIC SYSTEM LEAKAGE LESS #1 #2			
2	000	-15		30	14,000	-90		100	35,000			205	Ø	Z	THAN 100 FT/MIN @ 100 FT AGL  STATIC PORT HEATER  NA	FRICT	ION TEST	
		-15	-		14 000	-100	Н		CTABLE 1	\ C-13-			_	H		CASE	LEAK @ 18,000 FEET	
3	000	-15		30	16,000	-100		110	(TABLE 1	Callon	il) nous	oct)	Ø	(3)	HYSTERESIS 50%			
TES	T RI	ESU	LTS										E	TI		(TABL		
COP	PCT	IVE	ACTI	ON T	AKEN								Z	100		BARO	SCALE ERROR	
-					ES - SEE WO	ORK OF	RDER						Z		AFTER EFFECT			
Z																		
AΠ	METEI	V STA	TIC T	ESTS	PASS FAI	L	TRA	NSPONE	ER TESTS		FAIL	•			Schull Construct			
-				#1					#1	Ø				3	January,			
l				#2					#2	Ø			-	80				FORM AE-01
														900				LOIGN VE-01

CUSTOMER: Wiley Equipment Leasing LLC

A/C MAKE: Cessna

WORK ORDER: HII-15-0042 AIRCRAFT REG. N421SM

OWNER NAME: Wiley Equipment Leasing LLC

MODEL: 421C

тасн/новвs: <u>0189.1</u>

s/N: 421C1213

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Ace	Avionics

☑ ALTIMETER / STATIC / TRANSPONDER

5600 N Hwy 95 - Hangar G108 Lake Havasu City, AZ 86404 FAA CRS #V4WR915X

□ TRANSPONDER

# WORK REQUESTED

													CITY		STATE: ZIP:	
#1	#2	PRE	LIMIN	NARY	INSPEC	TION	I						PHON	ъ.	DATE: 6/25/2015 WORK ORDER HII-1	5-004
		PITOT	/STA	TIC SY	STEM LEA	KAGE							#1		2 TRANSPONDER TESTS (14 CFR, 91.413 - app. F of part 43)	
		ALTI	METER	OUT	OF CALIBRA	ATION	FRIC	TION							REPLY FREQUENCY 1090 +/- 3.0 MHz	
		TRAN	SPONE	DER IN	OPERATIVE	E / OFF	FREQ	UENCY							SUPPRESSION P2=P1 (REPLIES 1% OR LESS)	
		ENCO	DER D	NOPER	ATIVE										P2 9DB LESS THAN P1 (REPLIES AT LEAST 90%)	
		□ ENCODER ERRONEOUS ALTITUDE □ □ RECEIVER SENSITIVITY (MTL) -73 +/- 4 (DBM)												RECEIVER SENSITIVITY (MTL) -73 +/- 4 (DBM)		
	OTHER DIFF. BETWEEN MODE A & C NOT MORE THAN I (DBM)												DIFF. BETWEEN MODE A & C NOT MORE THAN I (DBM)			
											RF PEAK OUTPUT - AT LEAST (125 W) NOT MORE THAN (500 W)					
TL11	IVIE	ILK	./ 31.	AII	31316	1V1 1	EST	14 (1	-к, 91.411 - ар	p. E OI	part 43)				CODE SWITCHES DISPLAY CORRECT CODES AS SELECTED	
	- 1	ERROR ERROR ERROR						ERI	ROR	ΙI			IDENT AND LIGHT OPERATION			
READI	NG			TOL	READING	-		TOL	READING	$\vdash$		TOL			MODE S - DIVERSITY CHANNEL OPERATION	
SB	Y	#1	#2			#1	#2			#1	#2				MODE S - CORRECT ADDRESS TRANSMITTED	
-1,0	$\neg$	-20	-20	20	4,000	30	0	35	18,000	-50	20	120			MODE S - CORRECT UPLINK FORMATS	
-1,	-			20	4,000	-	Ť	33	10,000	$\vdash$		120			MODE S - ALL CALL INTERROGATION CORRECT ADDRESS	
	0	0	0	20	6,000	30	10	40	20,000	-60	20	130			MODE S - ATCRBS ALL CALL INTERROGATION IGNORED	
	500	20	0	20	8,000	0	0	60	22,000	40	30	140			MODE S - CORRECT SQUITTER GENERATED	
							20			100						
1,0	000	20	0	20	10,000	0	20	80	25,000	-100	-50	155	#1	#2	2 (TABLE 3)	
1,:	500	20	0	25	12,000	-60	20	90	30,000	0	-60	180	Ø	Ø	STATIC SYSTEM LEAKAGE LESS #1 #2 THAN 100 FT/MIN @ 100 FT AGL	
2,	000	30	0	30	14,000	-80	40	100	35,000			205	Ø	Ø	STATIC PORT HEATER NA  FRICTION TEST	
2.0	000	30	0	30	16,000	-40	20	110	(TABLE 1	Calla	ration (1	fret)	3		(TABLE 2) Z CASE LEAK @ 18,000 FEET	
3,	000	30	Ů	30	10,000				(1/12-12)	,	()	,		☑		
TES	ΓR	ESU	LTS										_	-	(TABLE 4) 7 HYSTERESIS 40% 7   FT   BARO SCALE ERROR	
CORR	EC	TIVE	ACTI	ON T	AKEN								Ø			
	☑ NO ☐ YES - SEE WORK ORDER															
7	TECHNICIAN SIGNATURE:															
ALTI	LTIMETER/STATIC TESTS PASS FAIL TRANSPONDER TESTS PASS FAIL															
-10	#1 🖸 🗎															

CUSTOMER: Wiley Equipment Leasing LLC

A/C MAKE: Cessna MODEL: 421C

ADDRESS: 6815 La Joya Scenic Dr S

CITY: La Joya,

OWNER NAME: Wiley Equipment Leasing LLC

WORK ORDER: HII-15-0042 AIRCRAFT REG. N421SM

FORM AE-01

тасн/новвя: 0189.1

S/N: 421C1213

STATE: CA

# Air 88 Inc. dba CROWNAIR FAA Approved Repair Station #CWNR273K 3753 John J. Montgomery Dr. San Diego, CA 92123

N421SM 9-21-16

Cessna 421C

ACTT: 4433.0 Hrs

421C1213 S/N:

Maintenance Performed:

Performed software updates to all Garmin equipment per customer's request. Updated main software for #1 & #2 GTN 750 I/A/W Garmin Service Bulletin 1655 Rev. A. Updated GMA 35 boot block and main software I/A/W Garmin Service Bulletin 1655 Rev. A. No defects noted. Advised customer to change Nav data subscription and reload Nav data. Provided customer with digital copy of current GTN 750 Pilot's Guide, Cockpit Reference Guide and list of voice commands.

I certify that with respect to the work performed this aircraft was repaired and inspected in accordance with current Federal Aviation Regulations. Only those items specified in the work order have been inspected and found to be airworthy for return to service. Details of the repair are on file at this Repair Station under Work Order No. AV-16-03060.



Aircraft Make:Cessna Serial #:421C1213

# Model:421C FAA Reg #:N421SM

D Braunberger A P # 3663116

Added	Removed	Manfacturer - Model - Description	P/N	S/N	Wt Lbs	Lon. Arm	Lon. Moment
Х		Garmin - GTN750 - WAAS GPS/NavCom # 1	011-02282-00	1ZA001251			
	x	Garmin - GTN750 - WAAS GPS/NavCom # 1	011-02282-00	1ZA010977			
	x	ARC - S-550A - Mode Selector	42710-0000	2382			
х		ARC - S-550A - Mode Selector	42710-0000	2285			
	x	Garmin - GDU 620 - G6000 Display	011-01264-00	165002497			7
x		Garmin - GDU 620 - G6000 Display	011-01264-00	165002694			
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D Braunberger

Revised January 20 2015

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Sheet 1 of 1



Work Order #:Woo044

Aircraft Make: Cessna Serial #: 421C1213

Model: 421C

Reg #: N421SM

Added	Removed	Manfacturer - Model - Description	Part Number	Serial Number	Wt Lbs	Arm Ins
X		Garmin - GDL 88 - ADS-B	010-00859-00	22T002259	4	36
	4					
					1424E	
			1			

D Braunberger A/P # 3663116

Revised 05 September 2014

Sheet 1 of 1

Aircraft Make:Cessna Serial #:421C1213

# Model:421C FAA Reg #:N421SM

Sunrise Mountain Avionics Repair Station SMCR379X Work Order #: W05165

Added	Removed	Manfacturer - Model - Description	P/N	S/N	Wt Lbs	Lon. Arm	Lon. Moment
	x	Aerosonic - RC60V10A - VSI	RC60V10A	W21294G	-1	113	-113
							0
	х	Bendix/King - KLN 90B - GPS	066-04031-1121	20771	-5.5	108	-594
	x	Bendix/King - KR 87 - ADF Receiver	066-1072-00	46140	-3	109	-327
	x	Bendix/King - KX 155 - VHF NavCom	069-1024-00	112486	-5	109.5	-547.5
	x	Bendix/King - KI 227 - ADF Indicator	066-3063-00	34972	-0.5	113	-56.5
-644	х	RCA - DI-2008 - Radar Display	MI-585277-3	1452	-11	108	-1188
See .	х	Instruments Inc 512-08 - RPM Indicator	512-08	3261	-1.5	113	-169.5
	х	United Instrument - 6121 - Manifold Pressure Indicator	6121	152677	-0.5	113	-56.5
	x	Cessna - C662019-0101 - Oil Pressure/Temp Indicator (Left)	C662019-0101	C7896	-0.5	114	-57
	х	Cessna - C662019-0101 - Oil Pressure/Temp Indicator (Right)	C662019-0101	C7891	-0.5	114	-57
. Principle	x	Gull Airborne Instrument - 302-902-004 - Fuel Quantity Indicator	302-902-004	1732	-1	114	114
	x	Honeywell - MI-585280 - Radar Receiver/Transmitter/Antenna	MI-585280	1226	-18	10	-180
	х	Silver Instrument Inc IIIG-S - Fuel Flow Indicator	IIIG-S	1829	-1.5	112	-168
							0
	×	Garmin - GA 35 - GPSW Antenna	013-00235-00	77622	-0.5	150	-75
	х	Garmin - GNS 530W - GPSW/Nav/Com	011-01064-40	78410517	-8.2	108	-885.6

D Braunberger

Revised 13 June 2012

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Sheet 1 of 4

Aircraft Make:Cessna Serial #:421C1213

# Model:421C FAA Reg #:N421SM

Sunrise Mountain Avionics Repair Station SMCR379X Work Order #: W05165

Added	Removed	Manfacturer - Model - Description	P/N	S/N	Wt Lbs	Lon. Arm	Lon. Moment
	х	ARC - RT 859A - Transponder	42260-1028	1546	-1	108	-108
	×	ARC - RT 859A - Transponder	42260-1028	1607	-1	108	-108
	x	Garmin - GMA 340 - Audio Control Panel	011-00401-10	96268557	-1.7	111.5	-189.55
	×	Bendix/King ADF Loop/Sense Antenna	071-1234-00	46231	-3	162.5	-487.5
X		AuRACLE - 081-000050 - OAT Sensor (1)	081-000050	None	0.2	40	8
х		AuRACLE - 081-000027 - Suction Sensor (1)	081-000027	None	0.2	99	19.8
х		AuRACLE - 081000051 - Current Shunt (Battery)	081-000051	None	0.1	166	16.6
х		AuRACLE - 081000051 - Current Shunt (Left)	081-000051	None	0.1	146	14.6
х		AuRACLE - 081000051 - Current Shunt (Right)	081-000051	None	0.1	146	14.6
х			100	AND THE REAL PROPERTY.			0
		AuRACLE - 081-000026- Oil Pressure Sensor (2)	081-000024	None	0.4	149	59.6
х						Opp	0
х		AuRACLE - 081-000024 - Manifold Pressure Sensor (2)	081-000024	None	0.4	149	59.6
x		AuRACLE - 081-000039 - TIT Sensor (2)	081-000039	None	0.4	133	53.2
X		AuRACLE - 081-000035 - Oil Temp Sensor (2)	081-000035	None	0.4	122	48.8
X		AuRACLE - 081-000047 - CHT Sensor (12)	081-000047	None	1.2	108.75	130.5
x		AuRACLE - 081-000013 - EGT Sensor (12)	081-000013	None	1.2	108.5	130.2

D Braunberger

Revised 13 June 2012

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Sheet 2 of 4

Aircraft Make:Cessna Serial #:421C1213

# Model:421C FAA Reg #:N421SM

Sunrise Mountain Avionics Repair Station SMCR379X Work Order #: W05165

Added	Removed	Manfacturer - Model - Description	P/N	S/N	Wt Lbs	Lon. Arm	Lon. Moment
Х		Ultra Electronics - 012-400010-001 - Fuel Quantity Unit	012-400010-001-1	42	1.5	227	340.5
X		Ultra Electronics - CRM 2120 DU - Dispay Unit	000-700000-TAB-4	17	3.8	114	433.2
X		Ultra Electronics - CRM 2120 Control - Control Panel	012-400022-001	26	0.5	114	57
X		Ultra Electronics - CRM 2120 EIU - Engine Control Unit (Left)	000-700000-TAB-4	17-A	1.4	170	238
X		Ultra Electronics - CRM 2120 EIU - Engine Control Unit (Right)	000-700000-TAV-4	17-B	1.4	206	288.4
X		Garmin - GA-35 - GPSW Antenna	013-00235-00	89735	0.5	150	75
X	N. C.	Garmin - GMU 44 - Flux Detector	011-00870-00	47521353	0.5	327	163.5
X		Garmin - GDC 74A - Air Data Computer	011-00882-10	20614167	2.3	23	52.9
X		Garmin - GAD 43 - Adapter	011-01970-01	27P000755	2	36	72
X		Garmin - GTP 59 - OAT Probe	011-00978-00	47921792	0.2	39.5	7.9
X		Garmin - GTN 750 - GPSW/Nav/Com	011-02282-00	1ZA010977	9.3	110	1023
X		Garmin - GTX 33 - Mode S Transponder	011-00779-30	89124205	4.4	33.5	147.4
X		Garmin - GRS 77 - ADHRS	011-00868-10	42021903	4.46	22	98.12
X		Garmin - GDU 620 - PFD	011 - 01264-00	165002497	7.04	114.5	806.08
X		Garmin - GTN 750 - GPSW/Nav/Com	011-02282-00	1ZA011627	9.3	110	1023
x		Garmin - GTX 327 - Mode C Transponder	011-00490-00	83746361	3	111	333
							0

D Braunberger

Revised 13 June 2012

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Sheet 3 of 4

Aircraft Make:Cessna Serial #:421C1213

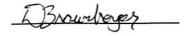
# Model:421C FAA Reg #:N421SM

Sunrise Mountain Avionics Repair Station SMCR379X Work Order #: W05165

Added	Removed	Manfacturer - Model - Description	P/N	S/N	Wt Lbs	Lon. Arm	Lon. Moment
Х		UMA - T1A9-2 - Tach Sensor (Right)	TIA9-2	A3108	0.2	117.5	23.5
×		UMA - T1A9-2 - Tach Sensor (Left)	TIA9-2	A3109	0.2	117.5	23.5
×		Garmin - GMX 200 - MFD	011-01271-00	38301102	5.1	110	561
х		Garmin - GMA 35 - Audio Control Panel	011-02299-00	1T6005816	2.2	111	244.2
	×	Sigma-Tek - 4000B-6 - Directional Gyro	1U262-001-7	T14969E	-2	112	-224
	×	Alcor - 46158 - EGT Indicator	46158	213181	-0.4	114.5	-45.8
	x	Instruments Inc - 500-23 - OAT Indicator	10762	-0.5	-0.5	114	-57
	×	Dorne & Margolin - DM ELT 6.1 - 121.5 ELT	DM ELT 6.1	10580	-2	317	-634
	х	Dorne & Margolin - 121.5 ELT Antenna		None	-0.4	299	-119.6
×		Artex - ME406 - ELT	453-6603	197-14709	2.5	317	792.5
x		Artex - 110-773 - ELT Antenna	110-773	357830-07	0.4	299	119.6
х		Artex - 345-6196-04 - ELT Remote Switch	345-6196-04	357631-011	0.32	113.5	36.32
1999	a control of the	300					0
							0
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D Braunberger

Revised 13 June 2012



Sheet 4 of 4

# Premiere Aviation Inc. Aerodynamic Refinement Simplified



www.premiere-aviation.net

To whom it may concern,

January 8, 2018

This is a letter to authorize holder of this document the exclusive use of the wheel covers and associated parts included in Premiere-Aviation's STC SA02430LA. The installation is authorized for 421C-1213, currently N421SM. This authorization applies only to this sn# aircraft and is not transferable at any time to anyone or other entity.

The kit with 1/4-3"cover sn#'s

for Deno

055

056

Bracket sn#'s

042, 046, 062

023, 036, 056

Peter Danto, President

Premiere-Aviation Inc.

Premiere Aviation Inc. Concord Jet Center

500 Sally Ride Drive, Suite 516 • Concord, CA 94520 (925) 788-9010 • Fax: (888) 501-2613 email: info@premiere-aviation.net

U.S Department of Transportation
Federal Aviation

# MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020 11/30/2007 Electronic Tracking Number

For FAA Use Only

	deral Aviation	n											
and di	isposition of	of this for	m. This re	eport i	s. See FAR 43. is required by la eral Aviation Ac	w (49 U.S.	Apper C. 142	ndix B, and AC 43.9- 11). Failure to report	1 (or subsequent revision can result in a civil pen	on thereof) to ealty not to e	or instructions exceed \$1,000		
		National N421S	ity and Re	gistra	tion Mark				Serial No. 421C1213				
1. Aircraf	t	Make Cessr							Model 421C		Series	,	
				on reg	gistration certific	ate)			Address (As shown on				
2. Owner	,	Bufor	d R Wil	lev C	Consulting,	Inc.			Address 6815 La Jolla Scenic Dr. S				
		Duioi	u D. ***	,	onouning,				city La Jolla		State CA Country USA		
							3 Fo	r FAA Use Only	zip 92037-5738		Country		
	4. Type							<b>5</b> . l	Init Identification		Τ		
Repair	Alte	eration		U	nit		٨	Make	Model		Serial I	Number	
☐ ☑ AIRFRAME						-			(As described in Item 1 above)				
	D POWERPLANT				NT								
	ı		PROPE	LLEF	₹								
			APPLIANCE			Type Manufacturer							
							_	. Conformity State	ement				
	y's Name a			nc			B. K	nd of Agency U.S. Certificated M	echanic		Manufacturer		
	o26 Pale				1		믐	Foreign Certificate			Certificate No. 1HGR	058B	
	arisbad		ролг.		State CA		⊠	Certificated Repair		Cla	ss: I and III Airframe		
	2011		Country		USA			Certificated Mainte	nance Organization		ited: Airframe, Poweruments.	erplant, Radio and	
D. I ce	e been ma	ade in ac	cordance	with th	made to the un he requirements the best of my k	of Part 43	of the	item 5 above and de U.S. Federal Aviati	escribed on the reverse on Regulations and that	or attachme	ents hereto ition		
	range fuel art 43 Ap				Signature/Da Mike C				A			01-31-2018	
								proval for Return					
					ecified below, the nistration and is		ntified i PPROV		ted in the manner preso	cribed by the	•		
Inspector				Manufacturer	r Maintenance Orga			nization		Person Approved by C Department of Transpo			
Y	FAA	Designee		х	Repair Station			Inspection Authoriz	ation	Other	(Specify)		
Certificate Designation	on No.			7	ature/Date of Au ke Clinge			ual	H	/		01-31-2018	

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

N421SM

01-31-2018

Nationality and Registration Mark

Date

STC Kits:

Page 2 of 3

NOTE: All references to AC 43.13-1B correspond to Change 1 dated 09-27-2001 and all references to AC 43.13-2B correspond to 03-03-2008.

This FAA form 337 is being executed due to a lack of documentation for the installation of a G&D Tinted Window Liners and a new installation of Priemere Aviation Wheel Covers and Whelen Taxi and Landing Lights. FAA form 337 for the G&D Tinted Window Liners was not located in the A&R file with the FAA in Oklahoma City, OK, nor in any of the aircraft historical records. Window liners were installed by persons unknown at a date and time unknown.

### Removed the following Equipment:

G&D Tinted Window Liners.

OEM Taxi and Landing Lights.

#### Installed the Following Equipment:

- 1.) Premiere Aviation, Inc. Main Landing Gear Wheel Speed Fairings Kit P/N PAS421HC-1/4-3.
- 2.) Parmehteus Plus LED PAR36 and PAR46 Taxi and Landing Lamps.
- 3.) G&D Aero Products, Inc. Acrylic Tinted Window Liners.
- 1.) Premiere Aviation, Inc. Main Landing Gear Wheel Speed Fairings Kit P/N PAS421HC-1/4-3 Installed Premiere Aviation, Inc. Main Landing Gear Wheel Speed Fairings Kit P/N PAS421HC-1/4-3, in accordance with Premiere Aviation, Inc. STC# SA02430LA, Approved Model List and Premiere Aviation, Inc. Fiberglass Wheel Cover Installation Instructions, Document No. PAS421-HC-INST, Revision E dated 09-20-2016.

AFMS - None.

<u>ICA</u> – Instructions for Continued Airworthiness can be found in Premiere Aviation, Inc. ICA Document No. PAS421-HC-ICA, Revision D dated 09-26-2013 and have been appended to the aircraft permanent record.

2.) Parmehteus Plus LED PAR36 and PAR46 Taxi and Landing Lamps – Installed Parmehteus Plus LED PAR36 and PAR46 Taxi and Landing Lamps, in accordance with Whelen Engineering Co., Inc. STC# SA00344BO, Approved Model List and Whelen Engineering Co., Inc. LED PAR Lights Installation Document No. 14793C (102715) – Rev C dated 10-27-2015. (AD# 96-10-01 R1 not applicable to Cessna 421C)

AFMS - None.

<u>ICA</u> – Instructions for Continued Airworthiness can be found in Whelen Engineering Co., Inc. LED PAR Lights Installation Document No. 14793C (102715) – Rev C dated 10-27-2015 and have been appended to the aircraft permanent record.

(Continued)

Additional Sheets Are Attached

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. D	escription of Work Accomplished											
(If	(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)											
		N421SM	01-31-2018									
<u>ST0</u>	C Kits (Continued):	Nationality and Registration Mark	Date Page 3 of 3									
3.)	G&D Aero Products, Inc. Acrylic Tinted Tinted Window Liners, in accordance with and G&D Aero Products, Inc. Installation o	G&D Aero Products, Inc. STC# S/	A7063NM, Approved Model List									
	AFMS - None.											
	ICA – Instructions for Continued Airworthin Document Number, No Revision and No D Installation of Window Liners, Report #8, – aircraft permanent record.	ate - This document references G	&D Aero Products, Inc.									
4.)	An electrical load check was performed in 208 (Electrical Load Analysis Procedure) Pracceptable for this aircraft's generating cap the Pilot, with its limitations found in the Air as the entire aircraft's electrical load is an a aircraft, in reference to AC 43-13-1B Chapt Monitoring The Electrical Load) Page 11-12	age 19, and it was found that the macity. The ammeter in this aircraft, plane Flight Manual. Therefore, the acceptable means of monitoring by er 11, Section 3, para 11-35 (Acce	naximum electrical load is displays a redline readout to installed equipment, as well the Pilot in command of the									
5.)	Pre installation compatibility verification and installed equipment, in association to this MEMC/EMI Considerations and System Failu Chapter 2 para 209 (Electromagnetic Comp (Functional Hazard Assessment) Page 21 a operation or performance of any new or existence.	Major Alteration, in accordance with ure Modes and Effects were evalua patibility) Page 19 and 20 and AC 4 and 22. All systems operate norma	manufacturer's instructions. ted referencing AC 43.13-2B 3.13-2B Chapter 2 para 210									
6.)	Static load testing of the installed equipmer	nt was covered by original STC cert	tification.									
7.)	All equipment is installed in accordance wi accomplished is in accordance with the ac AC 43.13-2B.											
8.)	Inserted revised W&B and equipment list repermanent record.	eflecting this event into the Airplane	Flight Manual and aircraft									
9.)	Completed logbook entry per FAR 43.9	-Nothing Follows										
		-										
	Па	dditional Sheets Are Attached										

# MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No 2120-0020 11/30/2007

Electronic Tracking Number

For FAA Use Only

	al Aviation istration									1 of 1 Action only			
and dispe	CTIONS: Print of osition of this for such violation (S	m. This re	eport is	s required by la	w (49 U.S.	Appen C. 142	dix B, and AC 43.9- 1). Failure to report	1 (or subsequent revision t can result in a civil penalty	hereof) for	or instructions acceed \$1,000			
Nationality and Registration Ma				tion Mark			93	Serial No.					
1. Aircraft	Make Cessr							421C1213 Wodel 421C		Series			
			on reg	istration certific	ate)			Address (As shown on regi	istration o	certificate)			
2. Owner	Bufor	d B Wil	ev C	onsulting,	Inc			Address 6815 La Jolla Scenic Dr. S					
		u D. III.	, .	onounding,			- 1	city La Jolla		State CA			
						3. Fo	r FAA Use Only	zip 92037-5738	С	ountry USA			
4.	Туре						5. U	nit Identification					
Repair	Alteration		Ur	nit		N	<i>f</i> lake	Model		Serial Number			
		AIRFRA	ME					(As described in Item 1 above)					
	D POWERPLANT												
		PROPELLER											
		APPLIANCE			Туре								
					Manufacturer								
						6	6. Conformity State	ment					
	Name and Add					_	ind of Agency		151				
	ngar One Av 6 Palomar A					믐	U.S. Certificated M Foreign Certificated			Manufacturer Certificate No. 1HGR058B			
	isbad	All port i	Noac	State CA		⊠	Certificated Repair		Cla	ss: I and III Airframe			
Zip 920	11	Country		USA			Certificated Mainte	nance Organization		ited: Airframe, Powerplant, Radio and ruments.			
have t	y that the repair been made in ac hed herein is tru	cordance	with th	ne requirements	s of Part 43	of the	item 5 above and de U.S. Federal Aviation	escribed on the reverse or on Regulations and that the	attachme informa	ents hereto tion			
Extended rar 14 CFR Part	nge fuel per 43 App. B			Signature/Di Mike C				B		12-12-2017			
		-		1		7. A	pproval for Return	o Service					
	o the authority g tor of the Feder					ntified i	in item 5 was inspect /ED REJECTI	ted in the chariner prescrib	ed by the				
PV	FAA Fit Stand Inspector	lards		Manufacturer			Maintenance Orga	CONTRACTOR		Person Approved by Canadian Department of Transport			
ВА	FAA Designee	9	х	Repair Station	1		Inspection Authoriz	ation	Other	(Specify)			
Certificate or Designation 1 1HGR058	No.			ature/Date of A ke Cling			ual	(I)		12-12-2017			

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

	N421SM	12-12-2017					
lor	Nationality and Registration Mark rizontal Stabilizer Trailing Edge Repair:	Date Page 2 of					
orr	TE: All references to AC 43.13-1B correspond to Change 1 dated 09-27-2001 and all refe espond to 03-03-2008.	erences to AC 43.13-2B					
1.)	Horizontal Stabilizer Trailing Edge Repair – Repaired Horizontal Stabilizer Astrailing edge, in accordance with FAA form 8110-3 dated 10-24-2017, Reference 101417-1. Found Trailing Edge (Extreme Trailing Edge) /RH side/Inboard Horizontals. One at 3.7" in length and one at 2.2" in length. 4.9" of undamaged area span-wise trailing edge crack - 4.9" unharmed, then a 2.2" span-wise trailing edge 5032000-12. Location - Zone 322 - FS 392.9 - Inboard of R.B.L 20.88. Trimmed horizontal stabilizer at top and bottom of trailing edge radius to remove damage aforementioned drawing, and deburred. Trimmed LH trailing edge for uniformity P/N 0523902-7, between upper and lower skin along trailing edge of horizontal sealant and riveted in place following the instructions of the aforementioned drawing drawing trailing edge of horizontal sealant and riveted in place following the instructions of the aforementioned drawing drawing drawing the instructions of the aforementioned drawing drawing the instructions of the aforementioned drawing drawing drawing the instructions of the aforementioned drawing draw	e Drawing No. N421SM- contal Stabilizer / Span-wise a between each crack (3.7" ge crack in Skin P/N ed RH trailing edge of d area per note one of the . Installed stiffener, Cessna stabilizer with MIL-S-8802					
2.)	AFMS - Not Applicable.						
3.)	Instructions for Continued Airworthiness (ICA) – Continue with any of Cessna's Inspection program found in the 421C Maintenance Manual as they relate to the scope and detail of inspecting the Horizon Stabilizer. The Owner/Operator is responsible for ensuring that the ICA documents referenced in this 337 are made part of the applicable inspection program as well as ensuring implementation of any future FAA approved revisions.						
	Where specific references to Instructions for Continued Airworthiness are not listed, those installed or repaired items must be inspected, not to exceed 12 calendar months as follows:						
	a.) Visually inspect in accordance with AC 43.13-1B Chapter 5 Section 2 Paragrages 5-9 through 5-14 as well as checking for security and condition of the with the associated hardware as applicable.	raphs 5-15 through 5-18 above listed repair, along					
.)	An electrical load check is not applicable.						
i.)	Pre installation compatibility verification was evaluated in association to this Major Repair. This repair does not interfere with the operation or performance of any existing systems or equipment.						
.)	Structural Substantiation was obtained through FAA form 8110-3 in lieu of station	cload testing.					
.)	All equipment is installed in accordance with the Manufacturer's instructions. All accomplished is in accordance with the acceptable methods and techniques as AC 43.13-2B.	l materials used and all work set forth in AC 43.13-1B an					
.)	W&B negligible.						
.)	Completed logbook entry per FAR 43.9.						

Additional Sheets Are Attached

# U S Department of Transportation

# MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved	Electronic Tracking Number
OMB No 2120-0020	
11/30/2007	l .

For FAA Use Only

Federal Aviation

A	dministration													
and a	disposition (	of this form	n This re	eport i		w (49 U.S.		ndix B, and AC 43.9 21). Failure to repor						
		Nationalit		gistra	tion Mark				Serial No. 421C1213					
1. Aircra	aft	Make Cessn							Model 421C			Series	s	
				on reg	istration certific	ate)				(As shown on re	egistration c	ertificate)		
2. Own	er	Buford	B. Wil	ley C	Consulting,	Inc.			Address	6815 La Joli	a Scenic	Dr. S		
				•	0.		·			La Jolla	_	- C-	State CA USA	
							3. Fo	or FAA Use Only	Zip	92037-5738	Co	ountry	USA	
	4. Type							5. (	Jnit Ider	ntification				
Repa	air Alte	eration		U	nit		'	Make		Model			Serial Number	
	☐ ☐ AIRFRAME						(As c	(As described in Item 1 above)						
	D POWERPLANT													
			PROPELLER											
			APPLIA	NCE		Type  Manufacturer								
								6. Conformity State	ement					$\dashv$
A. Agen	ncy's Name	and Addre	ess				B. K	ind of Agency						
	Hangar (							U.S. Certificated M	lechanic			Manufacture		
See See	2026 Pal		irport F	Road	State CA		<u>-</u>	Foreign Certificate	0.5000000000000000000000000000000000000				o. 1HGR058B I Airframe	$\dashv$
	Carlsbad 92011		Country		USA			Certificated Repair Certificated Mainte	Limi			ed: Airfra	ame, Powerplant, Radio	and
D. I c	certify that th	ne repair a	and/or alte	with th	made to the ur	of Part 43	fied in	item 5 above and de U.S. Federal Aviati	escribed	on the reverse o	r attachmen	ts hereto		
Extended	d range fuel Part 43 A	l per			Signature/Da Mike C	ate of Auth	orized					1	12-12-201	17
								pproval for Return			1//			
Pursua	ant to the au istrator of th	uthority giv	ven perso I Aviation	ns sp Admi	ecified below, the nistration and is	ne unit ider	ntified PPROV	in item 5 was inspect		e manner prescri	bed by the			
BY	FAA Inspe	Fit Standa ector	ards		Manufacturer			Maintenance Orga	nization		'	Department	proved by Canadian t of Transport	
)	FAA	Designee		х	Repair Station			Inspection Authoriz			Other (S	)		
Certificati Designati	ion No.			-	ature/Date of A			ual		1			12-12-20	17

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

		N421SM	12-12-2017				
STO	C Kits:	Nationality and Registration Mark	Date Page 2 of				
NO.	<u>FE:</u> All references to AC 43.13-1B correspond to espond to 03-03-2008.	Change 1 dated 09-27-2001 and all refe	erences to AC 43.13-2B				
nor on	s FAA form 337 is being executed due to a language a Spoiler System. 337s for both systems with any of the aircraft historical records. Spourage 31st 2012 (Reference 2012 Annual In Agronow A&P 3633194IA on March 31st 2	vere not located in the A&R file with the color of the co	ne FAA in Oklahoma City, Ok Im Agronow A&P 3633194IA Im was found installed by				
1.)	Rosen Visors – Performed conformity ins the installation conforms to STC# SA2650		r System and concluded that				
	AFMS - Not Applicable.						
	<u>ICA</u> – Instructions for Continued Airworthiness can be found in the Rosen Sunvisor Systems Installation Instructions for Cessna 400 Series Monorail Sunvisor Systems Document No. 9041-0141-001, Revision dated 06-03-2010 and have been appended to the aircraft permanent record.						
2.)	Spoilers, Inc. "Power-Pac" Spoiler Systems – Performed conformity inspection of the SP4000 Spoiler System and concluded that the installation conforms to STC# SA4913NM.						
	<u>AFMS</u> – The FAA approved Flight Manual was found in the Aircraft Flight Manual.	Supplement – STC SA4913NM for a	n SP4000 Spoiler System				
	ICA – Instructions for Continued Airworthir Inspection Guide and Maintenance Supple appended to the aircraft permanent record	ement (No Document No.), Revised M	ower-Pac" Spoiler Systems lay 26 <sup>th</sup> 2011 and have been				
3.)	An electrical load check is not applicable.						
4.)	Compatibility verification was evaluated in interfere with the operation or performance						
6.)	Static loading was covered during original	STC certification.					
7.)	All equipment is installed in accordance with the Manufacturer's instructions. All materials used and all work accomplished is in accordance with the acceptable methods and techniques as set forth in AC 43.13-1B and AC 43.13-2B.						
8.)	W&B not applicable – Aircraft was subseq	uently reweighed after these installati	ons.				
9.)	Completed logbook entry per FAR 43.9.						

Additional Sheets Are Attached

US Department
of Transportation
Federal Aviation

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# MAJOR REPAIR AND ALTERATION

Form Approved OMB No. 2120-0020 Electronic Tracking Number 11/30/2007 For FAA Use Only

(Airframe, Powerplant, Propeller, or Appliance) INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a)) Serial No. 42 10/213 Nationality and Registration Mark N4215M 1. Aircraft Cessna Name (As shown on registration certificate)

Wilcy Equipment Leasing LLC Address (As shown on registration certificate) Dr S LA Jalb State CA 2. Owner USA Country 3. For FAA Use Only 5. Unit Identification 4. Type Make Model Serial No. Repair Alteration Unit (As described in Item 1 above) AIRFRAME 610222 GTSIO-520-N Continental 1 **POWERPLANT PROPELLER** Type APPLIANCE П Manufacturer 6. Conformity Statement B. Kind of Agency A. Agency's Name and Address U. S. Certificated Mechanic RAM Aircraft, Limited Partnership Manufacturer 7505 Karl May Drive Foreign Certificated Mechanic C. Certificate No. Certificated Repair Station Waco State Texas City Airframe Class III, Powerplant Class I **United States** VA1R551K 76708 Certificated Maintenance Organization I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge. Signature/Date of Authorized Individual 3-3-11 Extended range fuel per 14 CFR Part 43 20510147 Арр. В Randall Green 7. Approval for Return to Service Pursuant to the authority given persons specified below, the unit identified in item 5 was Administrator of the Federal Aviation Administration and is inspected in the manner prescribed by the Rejected Persons Approved by Canadian Department of Transport FAA FIt. Standards Maintenance Organization Manufacturer Inspector RY Other (Specify) Inspection Authorization Repair Station **FAA Designee** Signature/Date of Authorized Individual Certificate or 5-3-16 Designation No William Rlion nosio 1217 **VA1R551K** Randall Green

	C	

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)
Nationality and Registration Mark  Date
Installed Floscan Fuel Flow transducer on right engine per Dwg. 1084, Rev. S dated 09/05/06 in accordance with STC SE5726.
Installed Hartzell ALV9610 FAA-PMA alternators in place of Crittenden alternators. (weight change)
New empty weight and balance computed.
Pertinent details of the above installations are on file under Project No. 7979.
End
Additional Sheets Are Attached

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US Department
of Transportation
Federal Aviation
Administration

# MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No 2120-0020 11/30/2007	Electronic Tracking Number	
	For FAA Use Only	

_ '	Administratio	on .													
	instruction	TIONS: Print s and dispos tion. (49 U.S.	ition o	of this	s form.	es. See Title 1 This report is i	4 CF requir	R	§43.9 d by la	9, Part 4: aw (49 U.	S.C. §44701). F	and A ailure	C 43.9 to rep	-1 (or sub ort can re	sequent revision thereof) for sult in a civil penalty for each
Nationality and Registration Mark											Serial No.				
1. Aircraft Make									Model			1	Series		
⊢		Name (As	s show	vn or	regist	ration certificate	•)				Address (As	show	n on re	gistration	certificate)
2	Owner										Address				
۲.	Owner									City					
L								_	_	FAA Use	Zip	_		Count	try
Н	4. T	/pe						5.	. Unit	Identific	ation				
Н	Repair	Alteration		Uni	it		Ма	ke				Мо	del		Serial No.
r		П	AIRF	FRAN						_	(As described in Item 1 above)			above)	
-		Z	POV	VERF	PLANT	ANT Continental Motors					GTSIO-520-N				610222
r			PRO	PELI	LER										
⊢						Туре									
			APP	LIAN	ICE Manufacturer										
Н		1	_	_			6	. C	onfo	rmity Sta	tement				
A.	Agency's	Name and A	ddres	s				В	. Kind	of Agen	су				
		Aircraft, Li			tnersl	qip			U	S. Certific	ated Mechanic			Manu	ufacturer
Ad		5 Karl May I	Drive				_		_		trificated Mechanic C. Certifi				cate No.
Cit Zip			untry _	Unite	ed Sta	_ state <u>Texas</u> tes	_	✓			Repair Station  Maintenance Orga	nizatio	n	Airframe	Class III, Powerplant Class I VA1R551K
	have t	een made in	accor	rdand	e with	the requiremen o the best of my	ts of I	Pa vle	rt 43 e edge.	of the U.S	em 5 above and 5. Federal Aviation	d des on Re	cribed o	on the revens and tha	erse or attachments hereto t the information
pe	tended ra r 14 CFR pp. B					ature/Date of Au ony S. Czajko					hus	home	D.	Ca	
						7	. App	pro	oval f	or Return	to Service	Λ	0		
						ons specified be ministration and		, ti	he ur		ied in item 5 Approved		inspect Rejecte		manner prescribed by the
P.	Ir	AA Flt. Stand spector	lards	Manufacturer Main		Mainte	enance O	Organization Persons Approve Department of To			tment of Tra				
B		AA Designee		1	Repa	air Station		Inspection Author			orization Other (Specify)			ecify)	
	ertificate or esignation No.  VA1R551K  Anthony S. Czajkowski, 2/22/16														

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished (If more space is required, attach additional sheets, Identify with aircraft nation	nality and registration mark and date	work completed.)						
	, ,	2/22/16						
	Nationality and Registration Mark	Date						
Engine modified per Dwg. 1514, Rev. T dated 4/20/10 I/A/W STC SE83	338SW-D.	546						
Relocated Turbo Oil Supply Line I/A/W RAM Dwg. No. 1224, Rev. H, da	ated 11/18/03 per STC SE8338SN	W-D.						
Installation mechanic must complete Block 1 and 2 on reverse side and mail one copy to the Federal Aviation Administration, Aircraft Registration Branch AFS-750, P.O. Box 25504, Oklahoma City, Oklahoma 73125.								
Negligible weight and balance change.								
Customer furnished with FAA approved Overhaul and Parts Manual Supplements with Instructions for Continued Airworthiness for all alterations.								
Pertinent details of the above installations are on file under Project No.	7968.							
End								
Additional Shoots	Are Attached							

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US Department
of Transportation
Federal Aviation
Administration

# MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No 2120-0020 11/30/2007	Electronic Tracking Number	
For FAA Use Only		

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a)) Nationality and Registration Mark Serial No. 1. Aircraft Make Model Series Name (As shown on registration certificate) Address (As shown on registration certificate) 2. Owner City Country 3. For FAA Use Only 5. Unit Identification 4. Type Serial No. Alteration Make Model Repair Unit (As described in Item 1 above) AIRFRAME **√** POWERPLANT Continental Motors GTSIO-520-N 610222 PROPELLER Туре APPLIANCE Manufacturer 6. Conformity Statement A. Agency's Name and Address B. Kind of Agency RAM Aircraft, Limited Partnership U. S. Certificated Mechanic Manufacturer Foreign Certificated Mechanic C. Certificate No. Address 7505 Karl May Drive State Texas Certificated Repair Station Waco City Airframe Class III, Powerplant Class I **United States** Certificated Maintenance Organization **VA1R551K** Country I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge Signature/Date of Authorized Individual Extended range fuel per 14 CFR Part 43 App. B Anthony S. Czajkowski 2/22/16 7. Approval for Return to Service was inspected in the manner prescribed by the Rejected Persons Approved by Canadian FAA Fit. Standards Maintenance Organization Manufacturer Department of Transport Inspector BY Other (Specify) Inspection Authorization Repair Station **FAA Designee** Signature/Date of Authorized Individual Certificate or Designation No.

VA1R551K

Anthony S. Czajkowski 2/22/16

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)			
2/22/16			
Nationality and Registration Mark Date			
Engine modified per Dwg. 1514, Rev. T dated 4/20/10 I/A/W STC SE8338SW-D.			
Relocated Turbo Oil Supply Line I/A/W RAM Dwg. No. 1224, Rev. H, dated 11/18/03 per STC SE8338SW-D.			
Installation mechanic must complete Block 1 and 2 on reverse side and mail one copy to the Federal Aviation Administration, Aircraft Registration Branch AFS-750, P.O. Box 25504, Oklahoma City, Oklahoma 73125.			
Negligible weight and balance change.			
Customer furnished with FAA approved Overhaul and Parts Manual Supplements with Instructions for Continued Airworthiness for all alterations.			
Pertinent details of the above installations are on file under Project No. 7968.			
End			
Additional Sheets Are Attached			

(5)
<b>US Department</b>
of Transportation
Federal Aviation
Administration

### MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020 11/30/2007	Electronic Tracking Number

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ins	structions	ONS: Print and disposi on. (49 U.S.(	ition of	this !	form.	es. See Title 14 This report is re	CFR equire	₹ §4 ed b	13.9, Part 43 y law (49 U.	3 Appendix B, a S.C. §44701). F	ind AC	43.9- to repo	1 (or su ort can re	bsequent revision thereof) for esult in a civil penalty for each		
		Nationality and Registration Mark								Serial No.						
1. Ai	ircraft	Make	Make											Series		
		Name (As	show	n on r	registr	ation certificate,	)			Address (As shown on registration certificate)  Address						
2. O	wner									City			State			
										ZipCountry						
								3. F	or FAA Use	Only						
	4. Тур	e						5. L	Init Identific	ation						
R	Repair	Alteration		Unit			Mak	е			Mod	del		Serial No.		
			AIRF	RAME	E					(As described in Item 1 above)						
		Z	POW	ERPL	LANT	Contine	ental	Мо	otors	GTSIO-520-N			604522			
			PROF	PELLI	ER											
			APPL	LIANC	Œ	Type Manufacturer										
								_	nformity Sta							
-CONT	5111	Aircraft, Li			norch	nin.	-	B. I	Kind of Agen	cy cated Mechanic			Ι			
Name Addre		Karl May E		Part	nersi	IID .	— ŀ	+		ificated Mechanic			nufacturer ficate No.			
City	Waco 76708			Jnited	d Stat	State Texas	-	4	Certificated	Repair Station  Maintenance Orga	nization			ne Class III, Powerplant Class I VA1R551K		
	I certify have be	that the rep	pair and	d/or a dance nd cor	alterati e with rrect to	on made to the the requirement to the best of my	s of P know	Part ded	dentified in it 43 of the U.S ge.	em 5 above and	desc	cribed o	on the ren	verse or attachments hereto nat the information		
	ended rang 14 CFR P . B			- 1		s Colson 7/20	0/15					+	4			
										n to Service						
Pu Ad	rsuant to iministrate	or of the Fed	ority gi deral A	iven viatio	perso n Adn	ns specified be ninistration and	elow, is	the	unit identi	Approved		nspecte Rejecte		ne manner prescribed by the		
BY		A Fit. Stand pector	lards		Man	ufacturer		Ma	intenance O	rganization		Depar	tment of	ved by Canadian Transport		
,	FA	A Designee		1	Repa	air Station		Ins	spection Auth	orization	Othe	r (Spe	cify)			
	ficate or	0			Signa	ture/Date of Au	thorize	ed I	ndividual		/		X			
Jesi	gnation No VA	o. A1R551K			Jame	es Colson 7/2	0/15					(	$\checkmark$			

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

<ol><li>Description of Work Accomplished (If more space is required, attach additional sheets. Identify with aircraft nation)</li></ol>	nality and registration mark and date	work completed.)								
		7/20/15								
	Nationality and Registration Mark	Date								
Engine modified per Dwg. 1514, Rev. T dated 4/20/10 I/A/W STC SE83	38SW-D.									
Relocated Turbo Oil Supply Line I/A/W RAM Dwg. No. 1224, Rev. H, dated 11/18/03 and installed locknuts on cylinder attachment studs I/A/W Dwg. 1517, Rev. G dated 11/01/07 per STC SE8338SW-D.										
Installation mechanic must complete Block 1 and 2 on reverse side and mail one copy to the Federal Aviation Administration, Aircraft Registration Branch AFS-750, P.O. Box 25504, Oklahoma City, Oklahoma 73125.										
Negligible weight and balance change.										
Customer furnished with FAA approved Overhaul and Parts Manual Supall alterations.	oplement(s) with Instructions for	Continued Airworthiness for								
Pertinent details of the above installations are on file under Project No.	7757.									
End										
		j								
		j								
Additional Sheets	Are Attached									

(5)
US Department
of Transportation
Federal Aviation
Administration

# MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020 11/30/2007	Electronic Tracking Number
	For FAA Use Only

Administration																
instruction	ns and disposi ation. (49 U.S.)	tion of C. §46:	this 301(	form. a))	This report is re	4 CF equir	R (	§43.9, by law	Part 43 (49 U.)	S.C. §44701). F	nd A ailure	C 43.9 to rep	-1 (or sub ort can res	sequent revision thereof) for sult in a civil penalty for each		
Nationality and Registration Mark										Serial No.						
1. Aircraft Make							Mo			Model				Series		
Name (As shown on registration certificate)							_			Address (As	show	n on re	gistration (	certificate)		
2. Owner				-						Address						
2. Owner										City State Country						
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4 1	ype						5.	Unit lo	dentific	ation						
Repair	Alteration		Unit	П	_	Ма					Mo	del		Serial No.		
П		AIRFI								(As describe	ed in	Item 1	above)			
		POW	ERP	LANT	Contin	enta	al Motors			GTSIO-520-N				604522		
	1	PROF	PFII	FR	200300000											
		i itoi			Туре											
		APPL	IAN	CF	Manufacturer		_									
	-					6	. C	onforn	nity Sta	tement						
A. Agency's	s Name and A	ddress					В	. Kind o	of Agend	су						
	M Aircraft, Li		Par	tnersh	qip			_		ated Mechanic				ufacturer		
	05 Karl May [	Drive			State Texas	_	L,	_	-	ficated Mechanic			C. Certificate No.			
Zip 767		untry U	Inite	d Stat		_	¥	Certificated Repair Station Airframe Certificated Maintenance Organization						Class III, Powerplant Class I VA1R551K		
D. I cert	ify that the rep	pair and	danc	e with	on made to the the requirement the best of my	ts of	Pa	identifi rt 43 of	ed in ite	em 5 above and	des	cribed o	on the revense and tha	erse or attachments hereto t the information		
Extended roper 14 CFF App. B					s Colson 7/2			d Individ	dual	(		(	$\nearrow$			
										to Service	_					
Pursuant Administr	to the authorator of the Fed	ority gi deral A	iven viatio	person on Adm	ns specified b ninistration and	elow is	. ti	he unit	t identif	ed in item 5 Approved		inspect Rejecte		manner prescribed by the		
	FAA Flt. Stand Inspector	lards		Manu	ufacturer		٨	Mainten	ance Or	ganization		Depar	rtment of Tra	d by Canadian ansport		
BY	FAA Designee		✓	Repa	air Station		li	nspecti	on Auth	Other (Specify			ecify)	)		
Certificate of Designation					ture/Date of Au			d Individ	dual		/	1	7			

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

<ol> <li>Description of Work Accomplished (If more space is required, attach additional sheets. Identify with aircraft nation</li> </ol>	nality and registration mark and date v	work completed.)								
		7/20/15								
	Nationality and Registration Mark	Date								
Engine modified per Dwg. 1514, Rev. T dated 4/20/10 I/A/W STC SE83	38SW-D.									
Relocated Turbo Oil Supply Line I/A/W RAM Dwg. No. 1224, Rev. H, dated 11/18/03 and installed locknuts on cylinder attachment studs I/A/W Dwg. 1517, Rev. G dated 11/01/07 per STC SE8338SW-D.										
Installation mechanic must complete Block 1 and 2 on reverse side and mail one copy to the Federal Aviation Administration, Aircraft Registration Branch AFS-750, P.O. Box 25504, Oklahoma City, Oklahoma 73125.										
Negligible weight and balance change.										
Customer furnished with FAA approved Overhaul and Parts Manual Sugall alterations.	oplement(s) with Instructions for C	continued Airworthiness for								
Pertinent details of the above installations are on file under Project No. 7	7757.	l								
End										
		1								
Additional Sheets	Are Attached	Ī								

6
US Department
of Transportation
Federal Aviation
Administration

### **MAJOR REPAIR AND ALTERATION**

Form Approved OMB No. 2120-0020 11/30/2007	Electronic Tracking Number
	For FAA Use Only

of Fe	Transportation  defail Aviation	on	(Airfrai	me, P	owerplant,	Prop	pel	ller,	or App	liance	)				POT PAA Use Only	
II ir	NSTRUCT	IONS: Print	ition of this	s form.	es. See Title 1. This report is r	4 CF equir	R	§43.9	), Part 43 aw (49 U.	Append S.C. §44	dix B, a 1701). F	and A	C 43.9	9-1 (or su port can re	absequent revision thereof) for each	
		Nationality USA N4	y and Regi 121SM	stratio	n Mark					Seria 4210	l No. C1213					
1. 4	Aircraft	Make Cessna								Mode 4210					Series	
_					ration certificate	)				Address (As shown on registration certificate)						
2. 0	Owner	Agronov	v, Sam H								Address         2316 Glenbrook Way           City         Las Vegas         State         NV           zip         89117-580         country USA					
	3. For FAA Us										0911	7-500	_	Cou	mtry OSA	
	4. Ty	oe .					5.	. Unit	Identific	ation						
-	Repair	Alteration	Uni	it		Mal	ke					Мо	del		Serial No.	
L		Z	AIRFRAM	ΛE						(As described in Item 1 above)						
			POWER	PLANT												
L			PROPEL	LER												
			APPLIAN	CE	Type Manufacturer											
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Addr	sss <u>340 N</u> Las V	N. Phyllis S legas	treet	-	State NV	-		_	reign Certi ertificated F					C. Certificate No.		
Ζīρ	89110		intry USA		111			+-	ertificated A			nizatio	n	36631	16	
D	have be	en made in	accordance	e with	ion made to the the requirement the best of my	s of F	Par	rt 43 (	fied in ite of the U.S	m 5 abo Federal	ove and Aviation	deson Re	cribed o	on the rev	rerse or attachments hereto at the information	
	ended ran 14 CFR P b. B			Signa	ature/Date of Aut	nli	e	us			8-	14				
P	ursuant to	the author of the Fed	rity given leral Aviati	perso on Adr		elow,		_			em 5		inspect Rejecte		e manner prescribed by the	
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51	FA	A Designee			air Station	×			tion Autho	orization		Othe	er (Spe	cify)		
Desi	ificate or ignation No.	0.		Signa	tupe/Daje of Aut	thoriz	ed	A Major	idual	1.5	ىرې	4	<u> </u>	_	9-8-14	

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Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

USA N421SM

8. Description of Work Accomplished

Nationality and Registration Mark

Date

Installed Garmin GDL 88 P/N 010-00859-00 S/N 22T002259 in accordance with Garmin AML STC Installation Manual 190-01310-00 Rev 3. This installation is in accordance with STC SA2119SE and this aircraft is listed on the AML. The Airplane Flight Maqnual Supplement 190-01310-02 was provided.

The GDL 88 unit is mounted in the forward accessory compartment at station 36, left side. The UAT antenna jack was connected to an existing 1090 antenna mounted on the belly at station 33.5. Circuit protection is provided by a Klixon 3 amp circuit breaker mounted in the RH circuit breaker panel and labeled "ADS-B". The GDL 88 is interfaced with existing GTN 750's via ethernet and also provides warning audio to the existing GMA 35 Audio Panel. Suppression was connected to both existing transponders.

The GDL 88 was properly configured and ground test good.

The Aircraft Equipment List was revised. Aircraft will be weighed before flight.

----- END -----

6
US Department
of Transportation
Federal Aviation
Administration

### MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

	For FAA Use Only
Form Approved OMB No. 2120-0020 11/30/2007	Electronic Tracking Number

Federal Aviation		(Airirame,	Powerplant, Pro	ЭÞ	en	er, or App	nance)				
instructions	and dispos	or type all er ition of this for C §46301(a))	ntries. See Title 14 C m. This report is requ	FI	R §4	43.9, Part 43 by law (49 U.	Appendix B, at S.C. §44701). Fa	nd A	C 43.9 to rep	-1 (or sub ort can re	osequent revision thereof) for sult in a civil penalty for each
		y and Registra	tion Mark	_	_		Serial No. 421C1213				
1. Aircraft	Make	12 13 W	TOW				Model				Series
	Cessna						421C				
			istration certificate)			é	Address (As a	show	n on re	gistration Way	certificate)
2. Owner	Agronov	v, Sam H.				1	City Las V				State NV
						4	Zip 89117			Coun	try USA
					3. F	or FAA Use	Only				
approved authoriz	l for the ed in 14	cFR, Sec	n complies with scribed aircraftion 43.7.  FAA Inspect	Et	sı	ubject to	conformity	in	spect	ion by	ments and is a person P19 / LAS FSDO
4. Ty	pe			_	5. L	Jnit Identific	ation				
Repair	Alteration	Unit	м	lal	ke			Мо	del		Serial No.
	V	AIRFRAME		_		(As described in Item 1 above					
		POWERPLA	NT				-				
		PROPELLER						3			
		APPLIANCE	Type Manufacturer								
				6.	_	nformity Sta					
A. Agency's		in Avionics		4	B. I	Kind of Agent	ated Mechanic			T 11-	
	N.Rancho			1	$\forall$		ficated Mechanic		_	C. Certifi	ufacturer cate No
	/egas		State NV		1		Repair Station				
zip <u>8913</u>	0co	untry USA				Certificated I	Maintenance Organ	izatio	n	SMCR	379X
have b furnish	een made in led herein is	accordance w true and corre	eration made to the un with the requirements of ct to the best of my know gnature/Date of Author	of F	Part vled	43 of the U.S ge.	em 5 above and EFEDERAL EVIATION	des n Re	cribed o	on the rev	erse or attachments hereto at the information
per 14 CFR App. B	nge fuel Part 43		Dornal	2	re	en 6-	a7-B				
	to the sufficient	ority given an		_		al for Return			la or -	and I in	
Administra	tor of the Fed	deral Aviation	Administration and is	**	une	C GIAL IGENTA	Approved	was 	Rejecte	ed in the	e manner prescribed by the
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	AA Designee	R	epair Station		Ins	spection Auth	orization	Oth	er (Spe	ecify)	
Certificate or Designation I		Si	gnature/Date of Author				6-27-13				

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

USA N421SM

6-27-13

8. Description of Work Accomplished

Nationality and Registration Mark

ate

Removed Aerosonic RC60V10A VSI, Two each ARC RT 859A Transponders, Bendix/King KLN 90B GPS, KX 155 VHF NavCom, KI 227 ADF Indicator, KR 87 ADF Receiver, KA 44B ADF Loop Sense Antenna Two each Cessna C662019-01010il Pressure/Temp Indicators, Garmin GNS 530W GPS/NavCom, GA 35 GPSW Antenna, Gull Airborne Instrument 302-902-004 Fuel Quantity Indicator, Honeywell MI-585280 Radar Receiver/Transmitter/Antenna, Instruments Inc. 512-08 RPM Indicator, Silver Instruments Inc. IIIG-S Fuel Flow Indicator, RCA DI-2008 Radar Display Garmin GMA 340 Audio Control Panel, and United Instrument 6121 Manifold Pressure Indicator.

Removed instrument panels and fabricated new panels from 2024T3 0.090 aluminum. Powder coated panels and silk screened required lqbels. Mounted new panels using all existing mounting points.

Installed Ultra Electronics, Flightline Systems, AurACLE CRM 2120 Twin Engine Management System in Accordance with Flightline Systems Installation Manual 060-000010. This installation conforms to STC SA09740AC-D and this aircraft is listed on the AML. FAA approved AFMS 060-000009 was installed in the POH.

Installed Garmin G600 flight deck display system in accordance with Garmin Installation Manual 190-00601-06. This installation conforms to STC SA02153LA-D and this aircraft is listed on the AML. FAA approved AFMS 190-00601-01 was installed in the POH. Instructions for Continued Airworthiness Garmin 190-00601-00 were provided.

Installed two Garmin GTN 750 GPSW/Nav/Com's in accordance with Garmin Installation Manual 190-01007-A3. This installation conforms to STC SA02019SE-D and this aircraft is listed on the AML.FAA approved AFMS 190-01007-A2 was installed in the POH. FAA approved Instructions for Continued Airworthiness Garmin 190-01007 were provided.

Installed Garmin GTX 33 ES Remote Mode S Transponder in accordance with Garmin Installation Manual 190-00734-10. This installation conformes to STC SA01714WI and this aircraft is listed on the AML. FAA approved AFMS 190-00734-15 was installed in the POH. FAA approved Instructions for Continued Airworthiness were provided.

Installed Garmin GMX 200 MFD in accordance with Garmin Installation Manual 190-00607-04. This installation conforms to STC SA01692SE and this aircraft is listed on the AML. FAA Approved AFMS 190-00607-01 was installed in the POH. Garmin Instructions for Continued Airworthiness 190-00607-00 were provided.

Installed Garmin GTX 327 Mode C transponder in accordance with Garmin Installation Manual 190-00187-02. This installation conforms to STC SA00870WI. Instructions for Continued Airworthiness in accordance with FAR 91.413.

Installed Garmin GMA 35 remote audio control panel in accordance with Garmin Installation Manual 190-00858-11.

The Auracle CRM 2120 display is mounted at the top left of the center instrument panel at Station 114 with the CRM 2120 Control Unit just to the right of the display at station 114. Circuit protection is provided by two 5 Amp Klixon circuit breakers P/N 7277-2-5 mounted in the left circuit breaker panel and labeled "EDU A & EDU B". The CRM 2120 left EIU is mounted under the left floor panel at station 170. The CRM 2120 right EIU is mounted under the left floor panel at station 206. The CRM 2120 Fuel Quantity Interface Unit is mounted under the left floor panel at station 227. The vacuum transducer is mounted in the forward accessory compartment at station 99. The oil pressure and manifold pressure transducers are mounted on the lower part of the firewall of each engine compartment at station 149. The EGT, CHT and TIT transducer are mounted on each engine. The Fuel Quantity Interface unit is interfaced with the existing Fuel Signal Conditioners.

The G600 GDU 620 is mounted in the center of the pilots panel. Circuit protection is provided by a 5 Amp Klixon circuit breaker P/N 7277-2-5 mounted in the right circuit breaker panel and labeled "PFD". The GRS 77 and GDC 74 are mounted in the forward accessory compartment lower shelf at stations 22 and 23 respectively. Circuit protection is also provided by two 5 Amp Klixon circuit breakers P/N 7277-2-5 mounted in the right circuit breaker panel and labeled "AHRS" and "ADC" respectivly. The GMU 44 is mounted in the tail at station 327.

The # 1 GTN 750 is mounted in the left side of the center panel at station 110. The Com circuit protection is provided by 5 Amp Klixon circuit breaker P/N 7277-2-5 mounted in the right circuit breaker panel and labeled "Com 1". The Nav/GPS circuit protection is also provided by a 5 Amp Klixon circuit breaker P/N 7277-2-5 mounted in the right circuit breaker panel and labeled "Nav/GPS 1". The # 1 GTN 750 Com and Nav audio input/outputs are connected to the GMA 35 Nav 1 & Com 1 audio input/outputs. It is also interfaced with the GMA 35 via RS232 through a 3PDT switch mounted in the top of the center panel and labeled "GTN 1 - GTN

USA N421SM

6-27-13

Nationality and Registration Mark

2" allowing the GMA 35 Remote Audio Panel to be controlled with the selected GTN 750. The GTN 750 # 1 is interfaced with the GDU 620 via Ethernet, Arinc 429 and RS232 data buses which provide all Nav, GPS and altitude information. The existing com and nav antennas were used. The GA 35 GPSW antenna was mounted on the existing pad.

The # 2 GTN 750 is mounted in the center of the center panel at station 110. The Com circuit protection is provided by 5 Amp Klixon circuit breaker P/N 7277-2-5 mounted in the right circuit breaker panel and labeled "Com 2". The Nav/GPS circuit protection is also provided by a 5 Amp Klixon circuit breaker P/N 7277-2-5 mounted in the right circuit breaker panel and labeled "Nav/GPS 2". The # 2 GTN 750 Com and Nav audio input/outputs are connected to the GMA 35 Nav 2 & Com 2 audio input/outputs. It is also interfaced with the GMA 35 via RS232 through a 3PDT switch mounted in the left side of the pilot's panel and labeled "GTN 1 - GTN 2" allowing the GMA 35 Remote Audio Panel to be controlled with the selected GTN 750. The GTN 750 # 2 is interfaced with the GDU 620 via Ethernet, Arinc 429 and RS232 data buses which provide all Nav and GPS information. The GTN 750 # 2 is also interfaced with the GMX 200 via RS232 providing GPS and Nav info. It is also interfaced with a King KI 204 converter Indicator vis composite for nav and analog for Glideslope. The existing KI 204 is mounted lower right area of the pilot's panel. The # 2 GTN 750 also drives the copilot's IG 895A HSI using the Main analog outputs and resolver inputs. The existing com and nav antennas were used. The GA 35 GPSW antenna was mounted on the existing pad.

The GMA 35 Remote Audio Panel is mounted on top of the # 1 GTN 750 at station 111. Circuit protection is provided by a 5 Amp Klixon circuit breaker P/N 7277-2-5 mounted In the right circuit breaker panel and labeled "Audio". The GMA 35 Remote Audio panel is interfaced with both GTN 750's for Nav / Com audio, the GTX 33EX Transponder for alerts and the GDU 620 for alerts, both to unswitched inputs. The GMA may be controlled by either GTN 750 by selecting the desired unit with the switch mounted at the top of the center panel labeled "Audio GTN 1 - GTN 2". The intercom is a 6 place installation with two music inputs.

Music input 1 is located just to the right of the copilot's yoke. Music input 2 is located with the right forward pax mic and phone jacks. A switch mounted in the left edge of the pilot's panel and labeled "Music Split - All" allows pax and crew to hear music input 1 in all position or crew hear music input 1 and pax to hear music input 2 in the split position. The existing Marker Beacon was used.

The Garmin GMX 200 is mounted in the right side of the center panel. Circuit protection is provided by a 5 Amp Klixon circuit breaker P/N 7277-2-5 mounted in the right circuit breaker panel and labeled "MFD". The GMX 200 receives GPS and Nav data from the # 2 GTN 750 via RS232 data bus.

The GTX 33 ES remote transponder is mounted in the forward accessory compartment on the lower shelf at station 33.5. Circuit protection is provided by a 5 Amp Klixon circuit breaker P/N 7277-2-5 mounted in the right circuit breaker panel and labeled :Xpdr 1". The GTX 33EX is controlled by the # 1 GTN 750. It is interfaced with the GDU 620 via Arinc 429 data bus to display aircraft. It receives altitude information from the GDC 74A ADC also via Arinc 429 Data bus. It also provide audio alerts to a unswitched input in the GMA 35 remote audio panel. The GTX 33EX provides altitude information to the # 1 GTN 750 via Arinc 429 data bus. A switch mounted left edge of the pilot's panel and labeled "Xpdr 1 - Xpdr 2" allow selection of the GTX 33EX or the GTX 327 transponder. The existing Antenna was used.

The Garmin GTX 327 is mounted below the GMX 200 in the right side of the center panel. Circuit protection is provided by a 3 Amp Klixon cir cuit breaker P/N 7277-2-3 mounted in the right circuit breaker panel and labeled "Xpdr 2". The GTX 327 gets altitude information from the existing EA-801A encoding altimeter vis Grey scale and provides altitude information to the # 2 GTN 750 via RS232 data bus. The existing antenna was used.

All systems test good.

Aircraft Equipment list was revised.	Aircraft will be weighed before release for flight
	END

6
US Department
of Transportation
Federal Aviation
Administration

# MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020 11/30/2007	Electronic Tracking Number
	For FAA Use Only

Administration												
INSTRUCT instructions such violation	and dispos	ition of	this fo	rm. This report is requi	FR	§ §4	3.9, Part 43 y law (49 U.S	S.C. 944701). F	nd AC ailure	43.9- to repo	1 (or sub ort can res	sequent revision thereof) for sult in a civil penalty for each
	Nationalit	y and F	Registra	ation Mark		Serial No.						
1. Aircraft	Make							Model	1			Series
	Name (As	showr	n on reg	gistration certificate)				Address (As s				CONTRACTOR DE L'ALPRE
2. Owner						Address				State		
								Zip			Count	try
					:	3. F	or FAA Use	Only				
4. Тур	e					5. U	nit Identific	ation				
Repair	Alteration		Unit	M	ak	е			Mod	lel		Serial No.
		AIRF	RAME					(As describe	As described in Item 1 above)			
	$ \mathbf{Z} $	POWI	ERPLA	NT Teledyne Conti	ine	enta	al Motors	GTSIO-520-N			292470-R	
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A. Agency's N	lame and A Aircraft, Li			ershin	+	B. K	(ind of Agend U. S. Certific	ated Mechanic			Man	ufacturer
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Zip 76708			Inited :	State Texas States	-	/	- 100 - 100 - 10 VIV	Repair Station Maintenance Organ	nization	,	Airfram	e Class III, Powerplant Class I VA1R551K
D. I certify	that the re	accord	dance v	with the requirements of ect to the best of my kno	f P	art dedg	43 of the U.S ge.	em 5 above and 6. Federal Aviation	desc on Re	cribed of gulation	on the revens and that	erse or attachments hereto at the information
Extended ran per 14 CFR F App. B				ignature/Date of Author Stephen Wade 01/19				she Wade				
					_		al for Return					
Pursuant to Administrate	o the author of the Fe	ority gi deral A	viation	ersons specified below Administration and is	N,	the	unit identif	ied in item 5 Approved	was i	nspect Rejecte	ed in the	e manner prescribed by the
Ins	A Fit. Stand spector	dards	N	Manufacturer	1	Ма	intenance O	rganization	0"	Depar	tment of Tr	ed by Canadian ransport
FA	A Designee			Repair Station			pection Auth	orization	Othe	r (Spe	city)	,
Certificate or	0		Si	gnature/Date of Author	ize	ed li	ndividual					
Designation N V	o. A1R551K		5	Stephen Wade 01/19	/0	9	Stalu	Wade				

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

<ol> <li>Description of Work Accomplished         (If more space is required, attach additional sheets, Identify with aircraft national sheets)     </li> </ol>	onality and registration mark and date wo	ork completed.)
		01/19/09
	Nationality and Registration Mark	Date
Engine modified per Dwg. 1514, Rev. R dated 06/29/05 I/A/W ST	C SE8338SW-D.	
Relocated Turbo Oil Supply Line I/A/W RAM Dwg. No. 1224, Rev. attachment studs I/A/W Dwg. 1517, Rev. G dated 11/01/07 per ST	H dated 11/18/03 and installed lock C SE8338SW-D.	nuts on cylinder
Installation mechanic must complete Block 1 and 2 on reverse side Aircraft Registration Branch AFS-750, P. O. Box 25504, Oklahoma		Aviation Administration,
Negligible weight and balance change.		
Customer furnished with FAA approved Overhaul and Parts Manua for all alterations.	al Supplements with Instructions for	Continued Airworthiness
Pertinent details of the above installations are on file under Project	No. 4560.	
End		
Additional Shee	ets Are Attached	





# MAJOR REPAIR AND ALTERATION

Form Approved OMB No. 2120-0020 For FAA Use Only

of Transpo Federal A	viation	(Airf	ram	ie, Powerplai	nt, P	rope	ller, or	Applian	ce)	Office Identifi	cation				
and disp	CTIONS osition o	of this form.	This	l entries. See FAR 4 is required by law (4	9 U.S.	J. 142	Appendix ( 1). Failure	3, and AC43.9 to report can	)-1 (or subsequen result in a civil pe	t revision there	of) for instruction of \$ 1000	ctions			
for each	such vic	olation (Sect	tion 9	01 Federal Aviation	Act of 1	958).									
August Saller van	Ma CI	ke ESSNA					Model 421C								
1. Aircr	Sei	rial No. 21C1213					Nationality and Registration Mark N876DS								
-			00.00	egistration certificate)				Address (As s	hown on registration	certificate)					
2. Owne	C	& B AV	IAT	ION INC				1317 WAS	rersedge dr rx 75093-26						
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Un	it			Make			Model		Serial N	lo.	Repair	Alteration			
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POWER	PLANT														
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APPLIA	NCE	Туре													
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Date 20-	Septe	mber-200	7			Signa	ature of Au	thorized Indivi	dual Electronics	Mark	'sh				
						prova	for Retur	n to Service							
Pursua	nt to the	e authority	give	n persons specified	belov	w, the			4 was inspected	d in the mann	er prescrib	ed by the			
Adminis	trator o	of the Fede	ral A	viation Administrat	ion an	d is	X A	PPROVED	REJECTE	ĒD					
	FAA Flt. Inspecto	Standards r		Manufacturer		13130-1110	ction Authoria		Other (Specify	y)					
BY	FAA Des		x	Repair Station		Canad	la Airworthin		Д						
		or Rejection	n	Certificate or Designation No.		_		thorized Indivi		m	11				
20-Se	20-September-2007 DG2R767K MARK PLEDGER for Flite Electronics														



Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

### Sep-20-2007 N876DS CESSNA 421C 421C1213

GNS-530 was previously installed as PER 337 DATED 4/7/2004 by Flite Electronics Inc. Removed GNS-530 s/n 78410517 P/N 011-00550-10, Unit was upgraded to GNS-530W p/n 011-01064-40 s/n 78410517 under Garmin International RMA W4019062. Removed GA-56 GPS antenna and installed Garmin GA-35 GPS antenna using existing approved doubler. GNS-530W is interfaced to existing equipment: ARC IG-832A HSI, ARC 800B IFCS Autopilot, Garmin GMA-340 Audio panel, EA-801A Mode C encoder.

Installed GNS-530w Aircraft Flight Manual Supplement p/n 190-00357-63 Rev B, FAA approved date 12/21/2006 into the Aircraft Flight Manual. Removed AFM Supplement for Terrain Option on GNS-530 from Flight Manual. Revised weight, balance and equipment list.

Continued Airworthiness for this installation should be performed as per attached Instructions for Continued Airworthiness p/n 190-00357-65 Rev A. A program of the aircraft owner/operator for inclusion into the aircraft maintenance Installation was done as per STC SA01933LA.

-----END------



### MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43. Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

fo	r each such	violation (Sect	ion 9	01 Federal Aviation	n Act o	f 195	8).								
		Make		Cess	na			Model		421C					
1. A	ircraft	Serial No.		421C	421C1213				Nationality and Registration Mark N876DS						
		Name (As sho	wn o	n registration cert	ificate)			Address	(As shown on regis	stration ce	rtificate)				
2. C	wner			C & B Aviation	on. Inc		1317 Watersedge Dr.								
										TX 7509					
						3. F	or FAA Use O	nly							
						4. U	nit Identificati	on			5. Type				
	Unit		Ma	ke			Model		Serial No	).	Repair	Alteration			
AIRE	FRAME	_			(As des	cribe	d in Item 1 abo	ve)				×			
POV	VERPLANT					G	rsio-520-N		243140-1	4		×			
PRO	PELLER														
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API	PLIANCE	Manufacturer													
_					6	_	formity State	ment							
A. /	Agency's N	ame and Addre	SS			B. I	Kind of Agency			C. Certific	cate No.				
	RAM			d Partnership		U.S. Certificated Mechanic  Foreign Certificated Mechanic				Airframe Class III					
l		PO Bo				X Certificated Repair Station			Powerplant Class I						
_		Waco, Te	_				Manufacturer				VA1R551				
D.	I certify th	at the repair and/o	r alte	ration made to the uni	t(s) identi	fied in	item 4 above and	described o	on the reverse or attach	ments herel	lo have been m	ade in			
acc	ordance with	the requirements	of Pa	rt 43 of the U.S. Fede	ral Aviatio	on Reg	gulations and that t	he information	on furnished herin is tru	e and correc	t to the best of	my knowledge.			
Dat	е					Sig	nature of Author	rized Indiv	idual						
		June 8, 2	006			_	ephen Wade		An Wado						
							I for Return T								
Pt Ad	dministrator	of the Federal	en pe Aviat	ersons specified be tion Administration	elow, th and is	e uni	identified in iter APPROVED	m 4 was ir	nspected in the man EJECTED		ibed by the				
BY	FAA Inspe	Fit. Standards ector		Manufacturer		Ins	pection Authoriz	Authorization Other (Specify)							
		Designee	×	Repair Station		Car	Person Approved by Transport Canada Airworthiness Group								
Date	of Approv	al or Rejection		Certificate or Designation No.		Sig	Signature of Authorized Individual								
	June	8, 2006		VA1R551	K	Ste	Stephen Wade Stadul Nach								

FAA Form 337 (12-88)

AFS Electronic Forms System

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

### 8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and ate work completed.)

### Cessna 421C1213 N876DS Airframe Total Time: 2919.0 Dated 06/08/06

Engine crankcase modified per Dwg. 1514, Rev. R, dated 6/29/05 I/A/W STC SE8338SW.

Relocated turbo oil supply line I/A/W RAM Dwg. No. 1224, Rev. H, dated 11/18/03 and installed locknuts on cylinder attached studs I/A/W Dwg. 1517, Rev. F dated 3/9/05 per STC SE8338SW.

TCM GTSIO-520 series engine crankshaft counterweights, P/N 652833 are repaired in accordance with FAA approved procedures per RAM Drawing 2618, Rev. B, dated 11-15-05. See engine log entry on Instructions for Continued Airworthiness.

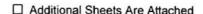
Installed improved engine cooling baffles and improved exhaust system slip joints per Dwg's 1009, Rev,. J, dated 11/5/96 and 1001, Rev. V, dated 04/06/01 I/A/W STC SA4592SW.

Installed vacuum pump cooling shroud on engine vacuum pump I/A/W RAM Dwg. 1221, Rev. P, dated 3/19/04 and RAM Dwg, 1199, Rev. M, dated 4/26/04 per STC SA3721SW.

Negligible weight and balance change.

Customer furnished with FAA approved Overhaul and Parts Manual Supplements with instructions for continued airworthiness for all alterations.

Pertinent details of the above installations are on file under project no. 2714
----End----



44

6
US Department of Transportation
Federal Aviation

### MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020 For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43. Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

		Make (Section)	011 90	1 Federal Aviation	ACT OF	1936).	Model						
4 4:-		IVIANC		Cessr	na		Model		421C	:			
I. All	rcraft	Serial No.		421C1	1213		Nationality and Registration Mark N876DS						
		Name (As shor	wn or	registration certif	ficate)		rtificate)						
2. Ov	vner			C & B Aviatio			Address (As shown on registration certificate)  1317 Watersedge Dr. Plano, TX 75093-2619						
						3. For FAA Use 0	Only						
						4. Unit Identifica	tion			5. Type			
	Unit		Mal	ke		Model		Serial No.		Repair	Alteration		
AIRFI	RAME	_		(	As desc	cribed in Item 1 ab	ove)						
POW	ERPLANT	Teledyne C	onti	nental Motors		GTSIO-520-N 823572.R			1		×		
PROF	PELLER												
APPI	LIANCE	Type Manufacturer											
						Carda mile Cha							
ΔΔ	gency's N	ame and Addre	55		0.	B. Kind of Agenc			C Cortifi	icate No.			
Λ. Λ						U.S. Certifica							
	RA	M Aircraft, Lin				Foreign Certifi		Airframe Class III					
		Waco, Te				X Certificated R		Powerplant Class I VA1R551K					
		**aco, 16.	AGS 1			Manufacturer			<u> </u>	VAIRSSI	Λ		
D.	I certify th	at the repair and/o	r alter	ation made to the unit	(s) identif	fied in item 4 above ar	d described	on the reverse or attach	ments here	to have been m	ade in		
acco	rdance with	the requirements	of Pa	t 43 of the U.S. Feder				ion furnished herin is true	e and corre	ct to the best of	my knowledge.		
Date						Signature of Auth							
		October 18,	200	5		Robert Franklin		Tolero &	and	L'			
						proval for Return							
Pui Adi	rsuant to the ministrator	ne authority give of the Federal	en pe Aviat	rsons specified be ion Administration	low, the	e unit identified in it APPROVE	em 4 was i	nspected in the man REJECTED	ner presc	ribed by the			
ву		Fit. Standards ector		Manufacturer		Inspection Authorization Other (Specify)							
"	FAA	Designee	×	Repair Station		Person Approved Canada Airworth	by Transpiness Grou	port ip					
Date	100	al or Rejection		Certificate or Designation No.		Signature of Auth			1 00	_			
	Octobe	er 18, 2005		VA1R551	Κ	Robert Franklin	no	has From	u	•			

FAA Form 337 (12-88)

AFS Electronic Forms System

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

#### 8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and ate work completed.)

### <u>Cessna 421C1213 N876DS</u> Airframe Total Time: 2788.5 <u>Dated 10/18/05</u>

Left engine crankcase modified per Dwg. 1514, Rev. R, dated 6/29/05 I/A/W STC SE8338SW.

Relocated left turbo oil supply lines I/A/W RAM Dwg. No. 1224, Rev. H, dated 11/18/03 and installed locknuts on cylinder attached studs I/A/W Dwg. 1517, Rev. D dated 3/14/01 per STC SE8338SW.

Installed left Floscan Fuel Flow transducer per Dwg. 1084, Rev. R, dated 11/24/03 I/A/W STC SE5726SW.

Negligible weight and balance change.

Customer furnished with FAA approved Overhaul and Parts Manual Supplements for all alterations.

Pertinent details of the above installations are on file under project no. 2350.

----End----

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۰	U.S. Department
	of Transportation
	Federal Aviation
	Administration

# MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Approved No. 2120-0020	
For FAA Use C	nly

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$ 1000 for each such violation (Section 901 Federal Aviation Act of 1958).

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Make CESSNA						Model 421C						
1. /	Aircraft	Serial No. 421C1213				Nationality and Registration Mark N876DS						
2. (	Owner			egistration certificate)		Address (As shown on registration certificate) 1317 WATERSEDGE PLANO TX 75093-2619						
						3.	For FAA l	Jse Only				
r	The technical data identified herein has been found to comply with applicable airworthiness requirements and is hereby approved for use only on the above described aircraft, subject to conformity inspection by a person authorized in FAR 43.7  DATE 3-15-04  FAA INSPECTOR DAL-FSDO Melhal 25. Hamilton											
					4. Un	it Ide	ntification				5. Type	
	Unit			Make			Model		Seria	l No.	Repair	Alteration
AIR	FRAME	_		(A	s desci	ribed	in Item 1	above)				x
PO	WERPLA	NT										
PRO	PROPELLER											
APF	PLIANCE	Type  Manufacturer										
$\vdash$						6. C	onformity	Statement				
A. /	Agency's	Name and Add	ress			$\overline{}$	Kind of Ag			C. Certificate	No.	
FI	ITE EI	ECTRONICS,	IN	c.						RADIO CLASS	3 1-2-3	
		PORT PARKW				Foreign Certified Mechanic DG2R767K  X Certified Repair Station						
0.000	DISON, 2R767R	TX 75001	-33	53		X	Manufac		on			
atta	achment	s hereto have	bee	or alteration made n made in accorda shed herein is true	nce with	the i	requireme	ents of Part	43 of the U. S	cribed on the re Federal Aviation	everse or on Regulat	ions
Dat		ch-2004			- 1			norized Indivi	- 4 4			
	II-Mai	CH-2004					PLEDGER	to Condea	Mar	pu		
D		the authority	aivo	n persons specified				to Service	4 was inspect	ed in the manne	ar prescribe	d by the
				viation Administrat				PROVED	REJEC		si prescribe	od by the
		Fit. Standards ector		Manufacturer	la	nspecti	on Authoriza	ation	Other (Spec	cify)		
BY		Designee	x	Repair Station			Approved by Airworthine					
Date		oval or Rejection	n	Certificate or Designation No.				norized Individ		2 1/		
)	4-7-04 DG2R767K MARK PLEDGER Mark PLEDGER											

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record.

An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED	(If more space is required,	attach additional sheets.	Identify with
aircraft nationality and registration mark and date			

#### Mar-11-2004 N876DS CESSNA 421C 421C1213

- 1. This alteration is four the IFR operational approval of a Garmin GNS-530 system. The airworthiness and VFR only operational approval for this alteration were previously approved on FAA Form 337 dated 3-15-04 70% #
- The previously required placard stating "GPS LIMITED TO VFR USE ONLY" has been removed from the instrument panel.
- The equipment manufacturer (Garmin) has certified the GPS portion of the GNS-530 to TSO C129A1 and the GNS-530 system has been previously approved under STC SA00864WI.

Provided the GARMIN GNS-530 GPS receiver is receiving adequate usable signals, they have been demonstrated capable of and have been shown to meet the accuracy specifications for: VFR/IFR enroute, terminal, and non-precision instrument approach (GPS, Loran-C, VOR, VOR-DME, TACAN, NDB, NDB-DME, RNAV) operation within the U.S. National Airspace System in accordance with AC 20-138A. The systems meets RNP5 airspace (BRNAV) requirements of AC 90-96 and in accordance with AC 20-138A, and JAA AMJ 20X2 Leaflet 2 Revision 1, provided it is receiving usable navigation information from the GPS receiver.

Navigation is accomplished using the WGS-84 (NAD-83) coordinate reference datum. Navigation data is based upon use of only the Global Positioning System (GPS) operated by the United States of America.

- 4. EMI ground and flight checks were performed and logged on AEA document # 19950520 post installation checkout form and FL8 IFR Flight check form. All information is on file at repair station DG2R767K under work order # 10906.
- I certify that the flight test required by 14 CFR part 91.407 in accordance with AC 20-138A has been performed successfully with no discrepancies noted.

Pilot: DON FONTANA

	Signature: Dr Jouth Certificate Number 186/115
6.	GNS-530 GPS is approved for IFR use in the ENROUTE, TERMINAL and NON PRECISION APPROACH modes.
	FAA approved flight manual supplement for GNS-530 system dated must be onboard aircraft for this installation.
	ENDEND

Date of Checkout Flight 4-7-04

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# MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020
For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$ 1000 for each such violation (Section 901 Federal Aviation Act of 1958)

ioi each	SUCH VI	plation (Secti	on 90	11 Federal Aviation A	ct of 198	58).						
4 41	Make CESSNA					Model 421C						
1. Aircra	Se	rial No. 21C1213				Nationality and Registration Mark N876DS						
2. Owne	l c	me (As shown		gistration certificate)		Address (As shown on registration certificate) 1317 WATERSEDGE DR PLANO TX 75093-2619						
10000						3	. For FAA	Jse Only				
The requ conf	techn ireme ormit	ical data nts and i y inspect	ide is h	entified herei ereby approved by a person a 15-04 FAA	n has for uthor	be use ize	een found only on ed in FAI FOR DAL-	d to comp n the above R 43.7	ly with approve describe	olicable air ed aircraft, . Hamil	worthing subject	ess t to
							lentification				5. Type	
Un	nit		M	lake			Model		Serial	No.	Repair	Alteration
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PROPELLER												
1		Туре										
APPLIA	NCE	Manufactur	er									
						6.	Conformit	y Statement				
A. Agen	ncy's Na	me and Addr	ess				B. Kind of A	gency		C. Certificate	No.	
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		RT PARKW		33						DG2R767K	RFRAME	
DG2R7						_	Manufa					
attachr	D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U. S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.											
Date						Sigr	nature of Au	thorized Indiv				
11-	-March	-2004			1	MAR	K PLEDGE		Mar	IRIL		
								n to Service				
				n persons specified viation Administrat				tified in item PPROVED	4 was inspec		ner prescrit	ed by the
	FAA Fit	. Standards		Manufacturer		Inspe	ection Authori	zation	Other (Spe	cify)		
BY	FAA De		x	Repair Station		Cana	on Approved ada Airworthir	ness Group				
Date of	Approva	al or Rejectio	n	Certificate or Designation No.		Sigi	nature of Au	thorized Indiv				
3-15-04 DG2R767K MARK PLEDGER MONDALL												

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record.

An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

### Mar-11-2004 N876DS CESSNA 421C 421C1213

- Installed the following equipment: Garmin GNS-530 GPS/Nav/Comm, Garmin GA-56 GPS Antenna and King KA-44B ADF loop antenna.
- All equipment installed per manufacturers instructions, and in accordance with AC20-138A, AC 43.13-1B/2A. The following manufacturers installation manuals were used for reference. Garmin GNS-500 Series Installation Manual p/n 190-00181-02 rev G May 2003.
- 3. All wiring meets requirements of AC 43.13-1B chapter 11 section 7 Para 11-85 through 11-89. Wiring was routed and secured as per AC 43.13-1B chapter 11 Para 11-15 through 11-147. Circuit protection was used as per AC 43.13-1B chapter 11 Para 11-50. Electrical load does not exceed limits as per AC 43.13-1B chapter 11 Para 11-37. Wiring installation also meets requirements of AC 43.13-2A chapter 2 Para 27. All installed equipment was checked for EMI interference as per AC43.13-1B chapter 11 Para 11-106 & 11-107. All effected systems were tested accordingly to show compliance with 14 CFR 23.1309.
- 4. The Garmin GNS-530 is installed in the left radio stack. The GNS-530 is coupled to a ARC IG-895A HSI located in the pilot's Instrument Panel as the #1 system. GNS-530 provides left/right steering to a ARC 800B IFCS Autopilot system. AC 43.13-2A ch 23 was used as a reference to mount radios in radio panel.

The GNS-530 GA-56 GPS antenna was at F.S. 145.00 GA-56 antenna doubler was fabricated and installed as per form 8110-3 dated 3/11/04 drawing # 70G-316F055. DERT 230315-CE

The KA-44B ADF loop antenna was installed on the bottom of the aircraft at F.S 163.00 KA-44B antenna doubler was fabricated and installed as per form 8110-3 dated 3/11/04 drawing # 70G-308F006. DERT 230315-CE

5. The below specifications for GNS-530 have been demonstrated under STC SA00864WI.

Provided the GARMIN GNS-530 receiver is receiving adequate usable signals, they have been demonstrated capable of and have been shown to meet the accuracy specifications for:
VFR/IFR enroute, terminal, and non-precision instrument approach (GPS, Loran-C, VOR, VOR-DME, TACAN, NDB, NDB-DME, RNAV) operation within the U.S. National Airspace System in accordance with AC 20-138A. The systems meets RNP5 airspace (BRNAV) requirements of AC 90-96 and in accordance with AC 20-138A, and JAA AMJ 20X2 Leaflet 2 Revision 1, provided it is receiving usable navigation information from the GPS receiver.

Navigation is accomplished using the WGS-84 (NAD-83) coordinate reference datum. Navigation data is based upon use of only the Global Positioning System (GPS) operated by the United States of America.

 Ground tests have been conducted to confirm that the above installed equipment meets the specifications above in section 5. This data has been recorded and filed with work order # 10906 at repair station #DG2R767K.

GNS-530 GPS is approved for VFR use only. A placard stating "GPS LIMITED TO VFR USE ONLY" is installed in plain view of the pilot on the center instrument panel.

The Flight Manual Supplement for the Garmin GNS-530 system FAA approved on 3-15-04 mb  $\mu$  is required to be attached to the approved Airplane Flight Manual

 Continued Airworthiness for this installation should be performed as per attached Instructions for Continued Airworthiness.
 A copy has been provided the aircraft owner/operator for inclusion into the aircraft maintenance program.

ADDITIONAL SHEETS ARE ATTACHED

V	

## MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No.2120-0020

For FAA Use Only

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Federal Aviation Administration	•										
instructions a	and disposition of this	ll entries. See FAR 43.9 s form. This report is re- ation (Section 901 Fede	equired	by	law (49 U.S.C. 142	C 43.9-1 (or s 1). Failure to	report	uent rev can res	vision thereof sult in a civil p	) for enalty not to	
1. Aircraft	Make			Model 421C							
	Senal No 421C-1213				Nation N876	nality and Regist	ration Ma	ark			
2. Owner	Name (As shown C&B Aviation I	n on registration certificate) Inc.			1317	ess (As shown or Watersedge ( o TX. 75093-2	DR.	tion certi	ficate)		
			3. Fo	r F	AA Use Only						
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Unit	М	lake			Model	Seria	I No.		Repair	Alteration	
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BY	FAA Designee	Repair Station		1	Person Appoved by Tr Canada Airworthiness		1				
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Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished  (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)
REPAIR ONE: Repaired fuselage FS200.75 thru FS225.50 IAW 8110-3 REPORT NO.:GTA-0462-01.  Dated October 1, 2004.
REPAIR TWO: Repaired Right Hand Aft Upper Wing Spar IAW 8110-3 REPORT NO.: SA04-17, DATED OCTOBER 15,2004
REPAIR THREE: Repaired left hand bottom wing skin aft of main wheel well IAW 8110-3 REPORT NO. SA04-17, DATED OCTOBER 15,2004
ENDEND
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	US Department of Transportation
	Federal Aviation

### MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

1 / /
Form Approved
LOUIT Approved
OMB No. 2120-0020
ONID 140. 2120-0020

For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43. Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

for each such v	riolation (Section 90	1 Federal Aviation Act	of 1958	).						
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	CESSNA					21C	e mintention #4a	4		
. Aircraft	Serial No.						egistration Ma	ii K		
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Owner	2110111101111				B	erryville,	AR. 72616	•		
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APPLIANCE										
,	Manufacturer									
			6	. Confor	mity Statement					
A Agency's Na	me and Address				of Agency			C. Certif	icate No.	
				X U.	S. Certificated Med	hanic		222537	72	
Larkin Flo	oyd			Fo	reign Certificated I	Mechanic		1		
20 Tri Sta				Ce	ertificated Repair S	tation		1		
Berryville	, AR.72616			Ma	anufacturer				Nachments to	
D. Loertify t	that the repair and/o	or alteration made to the	e unit(s)	identifie	d in item 4 abov	e and descri	ibed on the rev	erse or al	itachments hei irmation	eio
		or alteration made to the nee with the requirement correct to the best of n			ne U.S. Federal /	The son reg				
furnished	nerein is true and			Signatu	re of Authorized	Individual	/			
Date				h//	11					
03/30/01			/	Ha	chay /	$\checkmark$ $\times$				
			7. Ap	proval fo	or Return To Se	fvice				
A - 41	he authority given o	ersons specified below	, the um	it identifie	ed in item 4 was i	nspected in	the manner pro	escribed b	by the	
Administrator	of the Federal Avia	ation Administration an	d is	*	APPROVED		7			
	Fit. Standards	Manufacturer	x	Inspec	tion Authorization	,	ther (Specify	)		
Insp	ector	Thursday.	<del>^</del>				/			
FAA	Designee	Repair Station		Canag	Approved by Tra a Airworthiness C ure of Authorized	Sroug/				
Date of Approv	al or Rejection	Certificate or Designation No.		4//	/ /- /	- Judgan				
03/30/01		2225372		11/0	ulla	//				
		2223312	-+	4		/( \				
FAA Form 3	37 (12-88)		(		,	' '				

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)	
Repaired fuselage lower skin section from station 150 to station 240 by replacing the aluminum skins and stringer sections as described and APPROVED on FAA form 8110-3, dated October24,19	98.
Additional Sheets Are Attached	

# US Deportment of Trootsportation

US Deportment of Transportation Federal Aviation Administration

### MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020
For FAA Use Only

Office Identification
SW/7 BCA

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

for	each suc	h violation (Se	ction	901 Federal Avial	ion Act	of 19	958).					
		Make							421C			
1. Air	rcraft	Serial No. 421C	121	13				National	ity and Registration N421RT	n Mark		
		Name (As she	own	on registration cer	rtificate	,			(As shown on regi			
2. Ov	vner			TRANSPORT			•	510 OKL	O N BROOKI AHOMA CITY	INE A	VE STE 73112-	210 -3603
_		l				3. F	or FAA Use O	nly ·				
							•					•
								•				
_						4. L	Jnit Identificati	on			5. Type	
,	Unit		Ma	ke			Model		Serial No		Repair	Alteration
AIRFF	RAME				As desc	ribed	d in Item 1 abov	re)				х
POWERPLANT												
PROP	PELLER					•						
		Туре										
APPL	IANCE	Manufacture	r									
$\vdash$		-1			6	. Co	nformity State	ment				
A. A	gency's	Name and Addr	ess			B.	Kind of Agency			C. Certi	ficate No.	
		AVIONIC		INC.		_	U.S. Certificate			AQCR	159K	
		.51ST ST				V	Foreign Certific			RADIO	CLASS 1	, 2 & 3
A	USTIN	, TEXAS	7	8723		X	Manufacturer	pair Station		LIMITE	D AIRFR	AME
	have ha	on made in acc	orda	r alteration made to nce with the requi- correct to the bes	rements	OI P	art 43 of the U.	m 4 above S. Federa	and described on to Aviation Regulation	he reverse ons and th	or attachmenat the infor	ents hereto mation
Date		, 1997					nature of Auth	, ,	1()	ERNES	ST L. 1	NEAL
						prov	al for Return T	o Service				
Pui	rsuant to	the authority	give	n persons specific iation Administrat	ed belov	w. th	e unit identifie	d in item	4 was inspected in	n the man	ner prescri	bed by the
Ad	FA	A Fit. Standards		Manufacturer		1	pection Authoriz	ation	Other (Specify)		٠.	
вү		A Designee	х	Repair Station		Per	son Approved b	y Transporess Group	rt			
		val or Rejection	1	Certificate or Designation No.		Sig	nature of Author	orized Ind	ividual	ERNES	ST L.	NEAL
5	127/9	7		AQCR159K		18	home	- 14				

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

INSTALLED BFG WX-950 STORMSCOPE AT FS 110.0 AND ANTENNA AT FS 177.0 IAW WX-950 INSTALLATION MANUAL P/N 009-10950-001, CHANGE 2, 11 OCTOBER 1996.

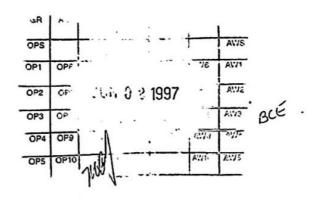
THE EQUIPMENT AND/OR SYSTEMS LISTED ABOVE WERE INSTALLED IN ACCORDANCE WITH AC 43.13-1A, CHAPTERS 2, 5 AND 11 AND AC 43.13-2A CHAPTERS 2, 3 AND 11.

AIRCRAFT WEIGHT AND BALANCE AND EQUIPMENT LIST REVISED TO REFLECT THESE CHANGES.

A FUNCTION TEST OF THE EQUIPMENT AND/OR SYSTEMS LISTED ABOVE HAVE BEEN PERFORMED IN ACCORDANCE WITH FAR 23.1301 AND CHECKED IN ACCORDANCE WITH FAR 23.1431 FOR SATISFACTORY OPERATION AND DID NOT EFFECT ANY OTHER COMPONENT IN THE AIRCRAFT.

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### **MAJOR REPAIR AND ALTERATION** (Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020

For FAA Use Only

dml	nistration									ď	Office Ide	ntification	
OI UII	isionin. Iniste	Print or type all ent port is required by on Act of 1958).	ries. See FAR 43.9, law (49 U.S.C. 142	FAR	43 Appailure t	pendix B, and A o report can res	.C 43.9-1 sult in a ci	(or s	ubsequent revisionalty not to exce	on therec	of) for insi 0 for eac	tructions an	nd disposition ation (Section
1. A	Aircraft	Make (	Cessna				Model		421C				
		Serial No.	\$21C-1213				Nationality and Registration Mark N421RT						
2. 0	wner	Name (As shown Tango Tran	on registration certificate	)			I P. O. [	Draw	shown on registr ver 218 nit, Louisiana				
					3.	For FAA Use	Only						
			4.	. Unit	Identi	fication						5.	Туре
	Unit		Make			Model			Serial N	lo.		Repair	Alteration
	AIRFRAME			(	As dea	scribed in item	1 above	j					Х
PO	WERPLAN	Т	ТСМ		GT	SIO-520-N			R-6103	310			×
PI	ROPELLER												
1	DDLIANCE	Туре											
	PPLIANCE	Manufacturer											
					6. C	Conformity Sta	tement						
A. A	Agency's Nam	e and Address			в. к	ind of Agency				C. Cer	tificate l	No.	
,	Darryl P. Ba	nas			Х	U. S. Certifica	ted Mech	anic			AP464	211972	IA
1 1	1907 Berling Naco, Texa	ner ner				Foreign Certif	icated Me	chan	ic				
	• • • • • • • • • • • • • • • • • • • •					Certificated R	epair Stat	ion					
						Manufacturer							
i	certify that the n accordance w best of my know	ith the requiremen	ration made to the units of Part 43 of the	nit(s) i U.S. F	dentifie ederal	ed in item 4 abo Aviation Regula	ve and de ations and	escrib d that	the information (	e or attac furnished	nments I herein is	nereto nave s true and c	orrect to the
Date	5/06	5/97			•	ature of Au	thorize	d In		Λ.	0		
						I P. Banas	(	_ ر	Janyl)	13	Jan	ns	
					-	al for Retur							
Pursi by th	uant to the a	authority give ator of the Fe	n persons spec deral Aviation A	ified Idmir	belov nistra	v, the unit ide tion and is	entified [X]API	IN IT	em 4 was ins OVED [ ]RI	pected EJECT	in the ED	manner <sub>l</sub>	prescribed
<u> </u>													
	FAA Fit.	Standards	Manufacturer	x	Inspe	ection Authoriza	ition		OTHER (Specif)	y)			
Y	FAA Des	ignee	Repair Station			on Approved by							
Date	of Approva	l or Rejection	Certificate or Designation No.		Signa	ature of Authori	zed Indivi		$\bigcirc$	10	1		
	5/06/	97	IA464211972		Dari	yl P. Banas		(	Janyl	1.	Jan	ias	

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished



### CESSNA S/N 421C-1213 N421RT TCM GTSIO-520-N S/N R-610310

Right engine crankcase modified per Dwg. 1514, Rev. D dated 2/20/95 I/A/W STC SE8338SW.

Relocated right engine Turbo Oil Supply Line per RAM Dwg. No. 1224, Rev. C dated 7/18/95 and DER Approval Form 8110-3 dated 5/6/97.

Customer furnished with FAA approved Overhaul and Parts Manual Supplements for alterations.

Negligible weight and balance change.

Pertin	ent	details	of the	above	installations	are on	file under	Work	Order	No.	2714.
					END	)					

JR97-RTS-65

DATE DEPARTMENT OF TRANSPORTATION 5/6/97 FEDERAL AVIATION ADMINISTRATION STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION MAKE NAME OF APPLICANT TYPE MODEL NO. TELEDYNE RAM Aircraft Corporation CONTINENTAL MOTORS P.O. Box 5219 ENGINE GTSIO-520-N Waco, Texas 76708 LIST OF DATA IDENTIFICATION TITLE RAM Aircraft Corp. TURBO OIL SUPPLY LINE INSTALLATION (GTSIO-520-H, L, & N) Turbo oil supply line on each engine changed from left crankcase side port to right front oil pressure port. Dwg. No. 1224 Lines utilized composed of stainless steel and MIL-H 8794 high pressure hose. Routed in accordance with Dated 5/22/86 Dwg. 1224 dated 5/22/86. Note: This approval is limited to one engine only, serial number 610310. -----END-----Show compliance with CAR's. PURPOSE OF DATA APPLICABLE REQUIREMENTS (LIST SPECIFIC SECTIONS) CAR 3.570 - Oil System Lines, Fittings, and Accessories CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered \_\_\_\_ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations. [ ] Recommend approval of these data. I ( ) therefore [X] Approve these data. CLASSIFICATIONS SIGNATURE OF DESIGNATED DESIGNATION NUMBER ENGINEERING REPRESENTATIVE Powerplant; Chart B1; Areas A,B,D; SW-394 Chart B2, Areas A,B; Jack M. Riley, Jr. CAR 3; FAR 23

#### US Department of Transportation Federal Aviation Administration

### MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020

For FAA Use Only

SW-BTRIFEDO (PA

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

		Make CES	CM	λ			Model	421C					
1. Aiı	craft	Serial No.	, DIA	<u> </u>	-		Nationali	ity and Registration	on Mark				
			121	C1210				421RT					
		Name (As she	own (	on registration cer	tilicate)		Address	(As shown on reg	istration co	ertificate)			
2. Ov	vner	FEATH	ERL	ITE AVIAT	ION	COMPANY	PO BOX 366 AUSTIN, MINNESOTA 559						
						3. For FAA Use O	nly						
		٠		•									
						4. Unit Identificat	ion			5. Type			
	Unit		Mal	ke		Model		Serial N	0.	Repair	Alteration		
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		1.			-	MGR	A	PS ·					
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PROF	PELLER			•		DEC 1	8 1997			-			
		Туре			,	~.K-I	SDC.	8.B.					
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						Manufacturer							
	have be	en made in acco	ordar	r alteration made t nce with the requir correct to the bes	ements	it(s) identified in ite of Part 43 of the U knowledge.	em 4 above I.S. Federa	and described on I Aviation Regula	the reverse tions and th	or attachment at the inform	nts hereto ation		
Date						Signature of Auth							
		12-15-199	97			Hern	can to	Milly	1A-16	140569	L		
					7. Ap	proval for Return	To Service						
Pu	rsuant to	the authority	giver al Avi	n persons specific ialion Administrat	ed below ion and	v, the unit identificity is APPROV	ed in item ED 🗆 F	4 was inspected REJECTED	in the mar	ner prescrib	ed by the		
	FA	A Fit. Standards		Manulaclurer		Inspection Authori	zation	Other (Specify	1)		:		
BY	FA	A Designee	xx	Repair Station		Person Approved by Transport							
Date	of Appro	val or Rejection	l	Certificate or Designation No.		Signature of Auth	norized Ind	Vividual &	16.00	/			
	12-	5-1997		DESIGNATION NO.	п	HEBMAN D	,	FY CHIEF		✓ TA-1640	564		

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

B. Description of Work Accomplished (If more space is required, allach additional sheets. Identity with aurcraft nationality and registration mark and date work completed.)  A. EQUIPMENT REMOVED AS FOLLOWS;  a) BF GOODRICH STORMSCOPE DISPLAY PN 805-10950-001. b) BF GOODRICH ANTENNA PN 80510930-001. B. ALL WORK DONE IAW AC 43.13-1A AND 2A. C.WEIGHT AND BALANCE AND EQUIPMENT LIST REVISED TO REFLECT THIS CHANGE.	
A.EQUIPMENT REMOVED AS FOLLOWS;  a) BF GOODRICH STORMSCOPE DISPLAY PN 805-10950-001. b) BF GOODRICH ANTENNA PN 80510930-001. B.ALL WORK DONE IAW AC 43.13-1A AND 2A. C.WEIGHT AND BALANCE AND EQUIPMENT LIST REVISED TO REFLECT THIS CHANGE.	8. Description of Work Accomplished
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a)BF GOODRICH STORMSCOPE DISPLAY PN 805-10950-001. b)BF GOODRICH ANTENNA PN 80510930-001. B.ALL WORK DONE IAW AC 43.13-1A AND 2A. C.WEIGHT AND BALANCE AND EQUIPMENT LIST REVISED TO REFLECT THIS CHANGE.	
b)BF GOODRICH ANTENNA PN 80510930-001.  B.ALL WORK DONE IAW AC 43.13-1A AND 2A.  C.WEIGHT AND BALANCE AND EQUIPMENT LIST REVISED TO REFLECT THIS CHANGE.************************************	A.EQUIPMENT REMOVED AS FOLLOWS;
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B.ALL WORK DONE IAW AC 43.13-1A AND 2A.  C.WEIGHT AND BALANCE AND EQUIPMENT LIST REVISED TO REFLECT THIS CHANGE.  ***********************************	
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Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

Description of Work Accomplished (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completes.)	1.)
Left engine crankcase modified per Dwg. 1514, Rev. D dated 2/20/95 I/A/W STC SE8338SW.	
Installed vacuum pump cooling shroud on left engine vacuum pump I/A/W RAM Dwg. 1221, Rev. H dated 3/21/94 and RAM Dwg. 1199, Rev. G dated 2/23/95 per STC SA3721SW.	
Relocated left engine Turbo Oil Supply Line per RAM Dwg. No. 1224, Rev. C dated 7/18/95 and DER Approval Form 8110-3 dated 11/26/96.	
Customer furnished with FAA approved Overhaul and Parts Manual Supplements for alterations.	
Negligible weight and balance change.	
Pertinent details of the above installations are on file under work order no. 2472.	
END	

JR96-RTS-115 DATE DEPARTMENT OF TRANSPORTATION 11/26/96 FEDERAL AVIATION ADMINISTRATION STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION NAME OF APPLICANT MAKE TYPE MODEL NO. **RAM Aircraft Corporation** TELEDYNE P.O. Box 5219 CONTINENTAL MOTORS ENGINE GTSIO-520-N Waco, Texas 76708 LIST OF DATA TITLE **IDENTIFICATION** TURBO OIL SUPPLY LINE INSTALLATION (GTSIO-520-H, L, & N) RAM Aircraft Corp. Turbo oil supply line on each engine changed from left crankcase side port to right front oil pressure port. Dwg. No. 1224 Lines utilized composed of stainless steel and MIL-H 8794 high pressure hose. Routed in accordance with Dated 5/22/86 Dwg. 1224 dated 5/22/86. Note: This approval is limited to one engine only, serial numbers 610265. -END-Show compliance with CAR's. PURPOSE OF DATA APPLICABLE REQUIREMENTS (LIST SPECIFIC SECTIONS) CAR 3.570 - Oil System Lines, Fittings, and Accessories CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered \_\_\_\_ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations. [ ] Recommend approval of these data. I() therefore [X] Approve these data. SIGNATURE OF DESIGNATED DESIGNATION NUMBER CLASSIFICATIONS ENGINEERING REPRESENTATIVE Powerplant; CAR 3, FAR 23 SW-394 Chart B1 Areas A,B,D: Chart B2 Areas A,B. Jack M. Riley, Jr.

### DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

Form Approved Budget Bureau No. 04-R060.1

FOR FAA USE ONLY OFFICE IDENTIFICATION

### MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

43.9. FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof)

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FAA Form 337 (7-67)

(8320)

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements

8.	Description of Work Accomplished		
	(If more space is required, attach additional sheets	. Identify with aircraft nationality and registration mark and date work complete	d)

Installed Vortex Generators on the wings and vertical stabilizer, and inserted FAA Approved Airplane Flight Manual Supplement into AFM, in accordance with MicroAerodynamics Installation Manual P/N MA2027 which replaces MicroAerodynamics Installation Manual P/N MA1045 per STC#SA5193NM. Option #2.

Negligible v	weight change	
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	END	