



*The Standard*

# **AVIONICS LOG**

**ASA-SA-V2**





**VOR Acc**

2

DATE

VOI

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 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

*L. Brauberg*

06/28/13

NUMBER

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**VOR Accura**

3

DATE	VOR#	LOC

Installed Garmin GTX 33 ES Remote Mode S Transponder in accordance with Garmin Installation Manual 190-00734-10. This installation conforms 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 was 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.

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

*D. Brumberger*

06/28/13

**VOR Accu 4**

DATE	VOR #

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.

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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

*DBromberger*

06/28/13









# VOR Accura 8

DATE	VOR#	LOC

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 # 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 provides audio alerts to an 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 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.

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 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

*Brouberger*

06/28/13



## VOR Accuracy

IR \_\_\_\_\_

DATE	VOR #

- 1. # 1 GTN 750 small knob does not change com KHz frequency.
- 2. G-600 - FD bars will not come into view.

- 1. Replaced # 1 GTN 750 warranty exchange. Serial number 1ZA010977 off. Serial number 1ZA001251 on. Ground test good.
- 2. 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.

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

D. Snowberger      1-13-15

3663116

**VOR Accuracy**

MAKE

MODEL

SERIAL NUMBER

PART NUMBER

DATE



Ace Avionics

5600 N Hwy 95 - Hangar G108, Lake havasu City, AZ 86404 928-764-3231

N421SM DATE: 6/25/2015 Tach: 0189.1

Replaced GAD 43 p/n 011-01970-01s/n 27P000755 and Altitude Alerter AA-801A p/n 43310-0000 s/n 2186 with GAD 43e p/n 011-02349-00 s/n 1V7050221 per Garmin I.M. p/n 190-00899-00 Rev. H, Dec, 2014; to provide analog output to autopilot Cessna 800 system to support altitude preselect and vertical speed control functionality and to support the receipt of marker beacon lamps from GMA35. Replaced GTN750 p/n 011-2282-00 s/n 12A001251 with p/n 010-N0820-00 s/n 1ZA015958.

Performed Software Upgrades on G600 per garmin SB No.1520 Rev A. Performed Software Upgrade on GTN750 per garmin SB No.1526 Rev A and SB No. 1466 Rev B. Performed Software Upgrade on GDL88 per garmin SB No.1510 Rev A. Performed Software Upgrade on GTX33 per garmin SB No.1435 Rev B.

Performed inspections per 14 CFR, 91.411 and 91.413. All systems passed inspections per appendix E and F of part 43. Pilot's Alt. EA801A s/n 3056, Co-pilot's Alt. s/n 2A842, Txpdr #1 GTX33 s/n 89124205, Txpdr #2 GTX327 s/n 83746361.

Details of this installation are also on file at this repair station under work order HII-15-0042. The aircraft, airframe, or appliances identified above were installed in accordance with current regulations of the FAA and are approved for return to service as per the work performed.

Return to Service Authorization:

  
For Ace Avionics - FAA CRS# V4WR915X



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

**WORK REQUESTED**

- ALTIMETER / STATIC / TRANSPONDER       TRANSPONDER

**#1 #2 PRELIMINARY INSPECTION**

- PITOT / STATIC SYSTEM LEAKAGE  
  ALTIMETER OUT OF CALIBRATION / FRICTION  
  TRANSPONDER INOPERATIVE / OFF FREQUENCY  
  ENCODER INOPERATIVE  
  ENCODER ERRONEOUS ALTITUDE  
  OTHER \_\_\_\_\_

**ALTIMETER / STATIC SYSTEM TESTS (14 CFR, 91.411 - app. E of part 43)**

READING	ERROR		TOL	READING	ERROR		TOL	READING	ERROR		TOL
	#1	#2			#1	#2			#1	#2	
ADC											
-1,000	15		20	4,000	20		35	18,000	-120		120
0	-15		20	6,000	-30		40	20,000	-120		130
500	-15		20	8,000	-40		60	22,000	-140		140
1,000	-15		20	10,000	-70		80	25,000	-140		155
1,500	-15		25	12,000	-85		90	30,000	-160		180
2,000	-15		30	14,000	-90		100	35,000			205
3,000	-15		30	16,000	-100		110				

(TABLE 1) Calibration (feet)

**TEST RESULTS**

**CORRECTIVE ACTION TAKEN**

- NO       YES - SEE WORK ORDER

ALTIMETER / STATIC TESTS			TRANSPONDER TESTS		
	PASS	FAIL		PASS	FAIL
#1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	#1	<input checked="" type="checkbox"/>	<input type="checkbox"/>
#2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	#2	<input checked="" type="checkbox"/>	<input type="checkbox"/>

CUSTOMER: Wiley Equipment Leasing LLC  
 WORK ORDER: HII-15-0042 AIRCRAFT REG. N421SM TACH/HOBBS: 0189.1  
 A/C MAKE: Cessna MODEL: 421C S/N: 421C1213  
 OWNER NAME: Wiley Equipment Leasing LLC  
 ADDRESS: 6815 La Joya Scenic Dr S  
 CITY: La Joya, STATE: CA ZIP: 92037  
 PHONE: \_\_\_\_\_ DATE: 6/25/2015 WORK ORDER HII-15-0042

- #1 #2 TRANSPONDER TESTS (14 CFR, 91.413 - app. F of part 43)**
- REPLY FREQUENCY 1090 +/- 3.0 MHz
  - SUPPRESSION P2-P1 (REPLIES 1% OR LESS)
  - P2 9DB LESS THAN P1 (REPLIES AT LEAST 90%)
  - RECEIVER SENSITIVITY (MTL) -73 +/- 4 (DBM)
  - DIFF. BETWEEN MODE A & C NOT MORE THAN 1 (DBM)
  - RF PEAK OUTPUT - AT LEAST (125 W) NOT MORE THAN (500 W)
  - CODE SWITCHES DISPLAY CORRECT CODES AS SELECTED
  - IDENT AND LIGHT OPERATION
  - MODE S - DIVERSITY CHANNEL OPERATION
  - MODE S - CORRECT ADDRESS TRANSMITTED
  - MODE S - CORRECT UPLINK FORMATS
  - MODE S - ALL CALL INTERROGATION CORRECT ADDRESS
  - MODE S - ATCRBS ALL CALL INTERROGATION IGNORED
  - MODE S - CORRECT SQUITTER GENERATED

- (TABLE 3)**
- #1 #2 STATIC SYSTEM LEAKAGE LESS THAN 100 FT/MIN @ 100 FT AGL
  - #1 #2 STATIC PORT HEATER  NA   FRICTION TEST
  - (TABLE 2)   CASE LEAK @ 18,000 FEET
  - HYSTERESIS 50%
  - HYSTERESIS 40%
  - AFTER EFFECT
- (TABLE 4)**
- BARO SCALE ERROR

TECHNICIAN SIGNATURE: \_\_\_\_\_

*[Handwritten Signature]*



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

**WORK REQUESTED**

- ALTIMETER / STATIC / TRANSPONDER     TRANSPONDER

**#1 #2 PRELIMINARY INSPECTION**

- PITOT / STATIC SYSTEM LEAKAGE  
  ALTIMETER OUT OF CALIBRATION / FRICTION  
  TRANSPONDER INOPERATIVE / OFF FREQUENCY  
  ENCODER INOPERATIVE  
  ENCODER ERRONEOUS ALTITUDE  
  OTHER \_\_\_\_\_

**ALTIMETER / STATIC SYSTEM TESTS** (14 CFR, 91.411 - app. E of part 43)

READING	ERROR		TOL	READING	ERROR		TOL	READING	ERROR		TOL
	#1	#2			#1	#2			#1	#2	
SBY											
-1,000	-20	-20	20	4,000	30	0	35	18,000	-50	20	120
0	0	0	20	6,000	30	10	40	20,000	-60	20	130
500	20	0	20	8,000	0	0	60	22,000	40	30	140
1,000	20	0	20	10,000	0	20	80	25,000	-100	-50	155
1,500	20	0	25	12,000	-60	20	90	30,000	0	-60	180
2,000	30	0	30	14,000	-80	40	100	35,000			205
3,000	30	0	30	16,000	-40	20	110				

(TABLE 1) Calibration (feet)

**TEST RESULTS**

**CORRECTIVE ACTION TAKEN**

- NO     YES - SEE WORK ORDER

ALTIMETER/ STATIC TESTS	PASS	FAIL	TRANSPONDER TESTS	PASS	FAIL
#1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	#1	<input type="checkbox"/>	<input type="checkbox"/>
#2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	#2	<input type="checkbox"/>	<input type="checkbox"/>

CUSTOMER: Wiley Equipment Leasing LLC

WORK ORDER: HII-15-0042 AIRCRAFT REG. N421SM TACH/HOBBS: 0189.1

A/C MAKE: Cessna MODEL: 421C S/N: 421C1213

OWNER NAME: Wiley Equipment Leasing LLC

ADDRESS: 6815 La Joya Scenic Dr S

CITY: La Joya, STATE: CA ZIP: 92037

PHONE: \_\_\_\_\_ DATE: 6/25/2015 WORK ORDER HII-15-0042

**#1 #2 TRANSPONDER TESTS** (14 CFR, 91.413 - app. F of part 43)

- REPLY FREQUENCY 1090 +/- 3.0 MHz  
  SUPPRESSION P2-P1 (REPLIES 1% OR LESS)  
  P2 9DB LESS THAN P1 (REPLIES AT LEAST 90%)  
  RECEIVER SENSITIVITY (MTL) -73 +/- 4 (DBM)  
  DIFF. BETWEEN MODE A & C NOT MORE THAN 1 (DBM)  
  RF PEAK OUTPUT - AT LEAST (125 W) NOT MORE THAN (500 W)  
  CODE SWITCHES DISPLAY CORRECT CODES AS SELECTED  
  IDENT AND LIGHT OPERATION  
  MODE S - DIVERSITY CHANNEL OPERATION  
  MODE S - CORRECT ADDRESS TRANSMITTED  
  MODE S - CORRECT UPLINK FORMATS  
  MODE S - ALL CALL INTERROGATION CORRECT ADDRESS  
  MODE S - ATCRBS ALL CALL INTERROGATION IGNORED  
  MODE S - CORRECT SQUITTER GENERATED

**#1 #2 (TABLE 3)**

- STATIC SYSTEM LEAKAGE LESS THAN 100 FT/MIN @ 100 FT AGL #1 #2  
  STATIC PORT HEATER  NA   FRICTION TEST  
  CASE LEAK @ 18,000 FEET

**(TABLE 2)**

- HYSTERESIS 50%  
  HYSTERESIS 40%   BARO SCALE ERROR  
  AFTER EFFECT

TECHNICIAN SIGNATURE: \_\_\_\_\_

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

N42ISM  
9-21-16

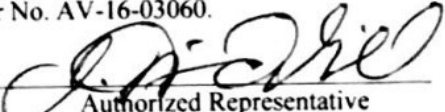
Cessna 421C  
ACTT: 4433.0 Hrs

S/N: 421C1213

**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.

  
Authorized Representative



**Equipment List Revision**

**Aircraft Make:Cessna**  
**Serial #:421C1213**

**Model:421C**  
**FAA Reg #:N421SM**

**D Braunberger**  
**A P # 3663116**

Added	Removed	Manufacturer - Model - Description	P/N	S/N	Wt Lbs	Lon. Arm	Lon. Moment
X		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			
X		ARC - S-550A - Mode Selector	42710-0000	2285			
	X	Garmin - GDU 620 - G6000 Display	011-01264-00	165002497			
X		Garmin - GDU 620 - G6000 Display	011-01264-00	165002694			
					0	0	0
					0	0	0
					0	0	0
					0	0	0
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					0	0	0
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					0	0	0
					0	0	0

**D Braunberger**

Revised January 20 2015

*D Braunberger*

Sheet 1 of 1

Equipment List Revision

Work Order #: W0044

Aircraft Make: Cessna  
Serial #: 421C1213

Model: 421C

Reg #: N421SM

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

Revised 05 September 2014

D Braunberger  
A/P # 3663116  
*D Braunberger*

Sheet 1 of 1

**Equipment List Revision**

**Aircraft Make: Cessna  
Serial #: 421C1213**

**Model: 421C  
FAA Reg #: N421SM**

**Sunrise Mountain Avionics  
Repair Station SMCR379X  
Work Order #: W05165**

Added	Removed	Manufacturer - Model - Description	P/N	S/N	Wt Lbs	Lon. Arm	Lon. Moment
	X	Aerosonic - RC60V10A - VSI	RC60V10A	W21294G	-1	113	-113
							0
	X	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
	X	RCA - DI-2008 - Radar Display	MI-585277-3	1452	-11	108	-1188
	X	Instruments Inc. - 512-08 - RPM Indicator	512-08	3261	-1.5	113	-169.5
	X	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
	X	Cessna - C662019-0101 - Oil Pressure/Temp Indicator (Right)	C662019-0101	C7891	-0.5	114	-57
	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
	X	Silver Instrument Inc. - IIIG-S - Fuel Flow Indicator	IIIG-S	1829	-1.5	112	-168
							0
	X	Garmin - GA 35 - GPSW Antenna	013-00235-00	77622	-0.5	150	-75
	X	Garmin - GNS 530W - GPSW/Nav/Com	011-01064-40	78410517	-8.2	108	-885.6

**D Braunberger**

Revised 13 June 2012

*Braunberger*

Sheet 1 of 4

**Equipment List Revision**

**Aircraft Make: Cessna**  
**Serial #: 421C1213**

**Model: 421C**  
**FAA Reg #: N421SM**

**Sunrise Mountain Avionics**  
**Repair Station SMCR379X**  
**Work Order #: W05165**

Added	Removed	Manufacturer - Model - Description	P/N	S/N	Wt Lbs	Lon. Arm	Lon. Moment
	X	ARC - RT 859A - Transponder	42260-1028	1546	-1	108	-108
	X	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
	X	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
X		AuRACLE - 081-000027 - Suction Sensor (1)	081-000027	None	0.2	99	19.8
X		AuRACLE - 081000051 - Current Shunt (Battery)	081-000051	None	0.1	166	16.6
X		AuRACLE - 081000051 - Current Shunt (Left)	081-000051	None	0.1	146	14.6
X		AuRACLE - 081000051 - Current Shunt (Right)	081-000051	None	0.1	146	14.6
X							0
		AuRACLE - 081-000026- Oil Pressure Sensor (2)	081-000024	None	0.4	149	59.6
X							0
X		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

*D Braunberger*

Sheet 2 of 4

**Equipment List Revision**

**Aircraft Make: Cessna**  
**Serial #: 421C1213**

**Model: 421C**  
**FAA Reg #: N421SM**

**Sunrise Mountain Avionics**  
**Repair Station SMCR379X**  
**Work Order #: W05165**

Added	Removed	Manufacturer - Model - Description	P/N	S/N	Wt Lbs	Lon. Arm	Lon. Moment
X		Ultra Electronics - 012-400010-001 - Fuel Quantity Unit	012-400010-001-1	42	1.5	227	340.5
X		Ultra Electronics - CRM 2120 DU - Display 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		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

*D Braunberger*

Sheet 3 of 4

**Equipment List Revision**

**Aircraft Make: Cessna**  
**Serial #: 421C1213**

**Model: 421C**  
**FAA Reg #: N421SM**

**Sunrise Mountain Avionics**  
**Repair Station SMCR379X**  
**Work Order #: W05165**

Added	Removed	Manufacturer - Model - Description	P/N	S/N	Wt Lbs	Lon. Arm	Lon. Moment
X		UMA - T1A9-2 - Tach Sensor (Right)	T1A9-2	A3108	0.2	117.5	23.5
X		UMA - T1A9-2 - Tach Sensor (Left)	T1A9-2	A3109	0.2	117.5	23.5
X		Garmin - GMX 200 - MFD	011-01271-00	38301102	5.1	110	561
X		Garmin - GMA 35 - Audio Control Panel	011-02299-00	1T6005816	2.2	111	244.2
	X	Sigma-Tek - 4000B-6 - Directional Gyro	1U262-001-7	T14969E	-2	112	-224
	X	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
	X	Dorne & Margolin - DM ELT 6.1 - 121.5 ELT	DM ELT 6.1	10580	-2	317	-634
	X	Dorne & Margolin - 121.5 ELT Antenna		None	-0.4	299	-119.6
X		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
X		Artex - 345-6196-04 - ELT Remote Switch	345-6196-04	357631-011	0.32	113.5	36.32
							0
							0
							0
							0
							0

**D Braunberger**

Revised 13 June 2012

*D Braunberger*

Sheet 4 of 4

**Premiere Aviation Inc.**  
**Aerodynamic Refinement Simplified**



[www.premiere-aviation.net](http://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	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](mailto:info@premiere-aviation.net)**



U S 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 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 1958)

<b>1. Aircraft</b>	Nationality and Registration Mark <b>N421SM</b>	Serial No. <b>421C1213</b>	
	Make <b>Cessna</b>	Model <b>421C</b>	Series
<b>2. Owner</b>	Name (As shown on registration certificate) <b>Buford B. Wiley Consulting, Inc.</b>		Address (As shown on registration certificate) <b>6815 La Jolla Scenic Dr. S</b>
			City <b>La Jolla</b> State <b>CA</b>
			Zip <b>92037-5738</b> Country <b>USA</b>

**3. For FAA Use Only**

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial Number
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

**6. Conformity Statement**

<b>A. Agency's Name and Address</b>		<b>B. Kind of Agency</b>	
Name <b>Hangar One Avionics Inc.</b>		<input type="checkbox"/> U.S. Certified Mechanic	<input type="checkbox"/> Manufacturer
Address <b>2026 Palomar Airport Road</b>		<input type="checkbox"/> Foreign Certificated Mechanic	<b>C. Certificate No. 1HGR058B</b>
City <b>Carlsbad</b> State <b>CA</b>		<input checked="" type="checkbox"/> Certified Repair Station	Class: I and III Airframe
Zip <b>92011</b> Country <b>USA</b>		<input type="checkbox"/> Certified Maintenance Organization	Limited: Airframe, Powerplant, Radio and Instruments.

D. 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <b>Mike Clingerman</b>	<b>01-31-2018</b>
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**7. Approval for Return to Service**

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  APPROVED  REJECTED

BY	FAA Fit Standards Inspector	Manufacturer	Maintenance Organization	Person Approved by Canadian Department of Transport
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. <b>1HGR058B</b>	Signature/Date of Authorized Individual <b>Mike Clingerman</b>	<b>01-31-2018</b>
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**NOTICE**

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.

**ICA** – 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.

**ICA** – 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

**NOTICE**

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 (Continued):**

**Page 3 of 3**

- 3.) **G&D Aero Products, Inc. Acrylic Tinted Window Liners** – Installed **G&D Aero Products, Inc. Acrylic Tinted Window Liners**, in accordance with G&D Aero Products, Inc. STC# SA7063NM, Approved Model List and G&D Aero Products, Inc. Installation of Window Liners, Report #8, – Revision #1 dated 08-20-1996.

**AFMS** – None.

**ICA** – Instructions for Continued Airworthiness can be found in G&D Aero Products, Inc. ICA Document - No Document Number, No Revision and No Date – This document references G&D Aero Products, Inc. Installation of Window Liners, Report #8, – Revision #1 dated 08-20-1996 and has been appended to the aircraft permanent record.

- 4.) An electrical load check was performed in accordance with the procedure in AC 43.13-2B Chapter 2 para 208 (Electrical Load Analysis Procedure) Page 19, and it was found that the maximum electrical load is acceptable for this aircraft's generating capacity. The ammeter in this aircraft, displays a redline readout to the Pilot, with its limitations found in the Airplane Flight Manual. Therefore, the installed equipment, as well as the entire aircraft's electrical load is an acceptable means of monitoring by the Pilot in command of the aircraft, in reference to AC 43-13-1B Chapter 11, Section 3, para 11-35 (Acceptable Means of Controlling or Monitoring The Electrical Load) Page 11-12.
- 5.) Pre installation compatibility verification and post installation function checks were performed on the newly installed equipment, in association to this Major Alteration, in accordance with manufacturer's instructions. EMC/EMI Considerations and System Failure Modes and Effects were evaluated referencing AC 43.13-2B Chapter 2 para 209 (Electromagnetic Compatibility) Page 19 and 20 and AC 43.13-2B Chapter 2 para 210 (Functional Hazard Assessment) Page 21 and 22. All systems operate normally and do not interfere with the operation or performance of any new or existing equipment.
- 6.) Static load testing of the installed equipment was covered by 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.) Inserted revised W&B and equipment list reflecting this event into the Airplane Flight Manual and aircraft permanent record.
- 9.) Completed logbook entry per FAR 43.9

-----**Nothing Follows**-----

Additional 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

**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 1958)

<b>1. Aircraft</b>	Nationality and Registration Mark <b>N421SM</b>	Serial No. <b>421C1213</b>	
	Make <b>Cessna</b>	Model <b>421C</b>	Series
<b>2. Owner</b>	Name (As shown on registration certificate) <b>Buford B. Wiley Consulting, Inc.</b>	Address (As shown on registration certificate) Address <b>6815 La Jolla Scenic Dr. S</b>	
		City <b>La Jolla</b> State <b>CA</b> Zip <b>92037-5738</b> Country <b>USA</b>	

**3. For FAA Use Only**

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial Number
<input checked="" type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

**6. Conformity Statement**

<b>A. Agency's Name and Address</b>		<b>B. Kind of Agency</b>	
Name <b>Hangar One Avionics Inc.</b>		<input type="checkbox"/> U.S. Certificated Mechanic	<input type="checkbox"/> Manufacturer
Address <b>2026 Palomar Airport Road</b>		<input type="checkbox"/> Foreign Certificated Mechanic	<b>C. Certificate No. 1HGR058B</b>
City <b>Carlsbad</b> State <b>CA</b>		<input checked="" type="checkbox"/> Certificated Repair Station	Class: I and III Airframe Limited: Airframe, Powerplant, Radio and Instruments.
Zip <b>92011</b> Country <b>USA</b>		<input type="checkbox"/> Certificated Maintenance Organization	

D. 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <b>Mike Clingerman</b>	<b>12-12-2017</b>
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**7. Approval for Return to Service**

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  APPROVED  REJECTED

BY	FAA Fit Standards Inspector	Manufacturer	Maintenance Organization	Person Approved by Canadian Department of Transport
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. <b>1HGR058B</b>	Signature/Date of Authorized Individual <b>Mike Clingerman</b>	<b>12-12-2017</b>
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## NOTICE

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

12-12-2017

Nationality and Registration Mark

Date

#### Horizontal Stabilizer Trailing Edge Repair:

Page 2 of 2

**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.

- 1.) **Horizontal Stabilizer Trailing Edge Repair** – Repaired Horizontal Stabilizer Assembly P/N 5032000-29 trailing edge, in accordance with FAA form 8110-3 dated 10-24-2017, Reference Drawing No. N421SM-101417-1. Found Trailing Edge (Extreme Trailing Edge) /RH side/Inboard Horizontal Stabilizer / Span-wise Cracks. One at 3.7" in length and one at 2.2" in length. 4.9" of undamaged area between each crack (3.7" span-wise trailing edge crack - 4.9" unharmed, then a 2.2" span-wise trailing edge crack in Skin P/N 5032000-12. Location - Zone 322 - FS 392.9 - Inboard of R.B.L 20.88. Trimmed RH trailing edge of horizontal stabilizer at top and bottom of trailing edge radius to remove damaged area per note one of the aforementioned drawing, and deburred. Trimmed LH trailing edge for uniformity. Installed stiffener, Cessna P/N 0523902-7, between upper and lower skin along trailing edge of horizontal stabilizer with MIL-S-8802 sealant and riveted in place following the instructions of the aforementioned drawing.
- 2.) **AFMS** – Not Applicable.
- 3.) **Instructions for Continued Airworthiness (ICA)** – Continue with any of Cessna's Inspection programs found in the 421C Maintenance Manual as they relate to the scope and detail of inspecting the Horizontal Stabilizer. The Owner/Operator is responsible for ensuring that the ICA documents referenced in this form 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 Paragraphs 5-15 through 5-18 pages 5-9 through 5-14 as well as checking for security and condition of the above listed repair, along with the associated hardware as applicable.
- 4.) An electrical load check is not applicable.
- 5.) 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.
- 6.) Structural Substantiation was obtained through FAA form 8110-3 in lieu of static load testing.
- 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 negligible.
- 9.) Completed logbook entry per FAR 43.9

-----Nothing Follows-----

Additional Sheets Are Attached



U S 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 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 1958).

<b>1. Aircraft</b>	Nationality and Registration Mark <b>N421SM</b>	Serial No <b>421C1213</b>	
	Make <b>Cessna</b>	Model <b>421C</b>	Series
<b>2. Owner</b>	Name (As shown on registration certificate) <b>Buford B. Wiley Consulting, Inc.</b>		Address (As shown on registration certificate) <b>6815 La Jolla Scenic Dr. S</b>
	City <b>La Jolla</b> State <b>CA</b>		Zip <b>92037-5738</b> Country <b>USA</b>

**3. For FAA Use Only**

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial Number
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

**6. Conformity Statement**

<b>A. Agency's Name and Address</b>		<b>B. Kind of Agency</b>	
Name <b>Hangar One Avionics Inc.</b>		<input type="checkbox"/> U.S. Certificated Mechanic	<input type="checkbox"/> Manufacturer
Address <b>2026 Palomar Airport Road</b>		<input type="checkbox"/> Foreign Certificated Mechanic	<b>C. Certificate No. 1HGR058B</b> Class: I and III Airframe Limited: Airframe, Powerplant, Radio and Instruments.
City <b>Carlsbad</b> State <b>CA</b>	<input checked="" type="checkbox"/> Certificated Repair Station	<input type="checkbox"/> Certificated Maintenance Organization	
Zip <b>92011</b> Country <b>USA</b>			

D. 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.

Extended range fuel per 14 CFR Part 43 App B <input type="checkbox"/>	Signature/Date of Authorized Individual <b>Mike Clingerman</b>	<b>12-12-2017</b>
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**7. Approval for Return to Service**

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  APPROVED  REJECTED

BY	FAA Fit Standards Inspector	Manufacturer	Maintenance Organization	Person Approved by Canadian Department of Transport
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. <b>1HGR058B</b>	Signature/Date of Authorized Individual <b>Mike Clingerman</b>	<b>12-12-2017</b>
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### NOTICE

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

12-12-2017

Nationality and Registration Mark

Date

**STC Kits:**

Page 2 of 2

**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 Rosen Visor System and a Spoiler System. 337s for both systems were not located in the A&R file with the FAA in Oklahoma City, OK, nor in any of the aircraft historical records. Spoiler system was found installed by Sam Agronow A&P 3633194IA on March 31<sup>st</sup> 2012 (Reference 2012 Annual Inspection Binder). Rosen Visors System was found installed by Sam Agronow A&P 3633194IA on March 31<sup>st</sup> 2013 (Reference 2013 Annual Inspection Binder).

- 1.) **Rosen Visors** – Performed conformity inspection of the "Monorail" Rosen Visor System and concluded that the installation conforms to STC# SA2650NM.

**AFMS** – Not Applicable.

**ICA** – 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 D 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.

**AFMS** – The FAA approved Flight Manual Supplement – STC SA4913NM for an SP4000 Spoiler System was found in the Aircraft Flight Manual.

**ICA** – Instructions for Continued Airworthiness can be found in Spoilers, Inc. "Power-Pac" Spoiler Systems Inspection Guide and Maintenance Supplement (No Document No.), Revised May 26<sup>th</sup> 2011 and have been appended to the aircraft permanent record.

- 3.) An electrical load check is not applicable.
- 4.) Compatibility verification was evaluated in association to these Major Alterations. These alterations do not interfere with the operation or performance of any existing systems or equipment.
- 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 subsequently reweighed after these installations.
- 9.) Completed logbook entry per FAR 43.9.

-----Nothing Follows-----

Additional Sheets Are Attached



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))

<b>1. Aircraft</b>	Nationality and Registration Mark <u>N421SM</u>	Serial No. <u>421C/213</u>	
	Make <u>Cessna</u>	Model <u>421C</u>	Series
<b>2. Owner</b>	Name (As shown on registration certificate) <u>Wiley Equipment Leasing LLC</u>		Address (As shown on registration certificate) <u>6815 LA Jolla SCenic Dr S</u>
	City <u>LA Jolla</u> State <u>CA</u>		Zip <u>92037-5738</u> Country <u>USA</u>

### 3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	POWERPLANT	Continental	GTSIO-520-N	610222
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

### 6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name <u>RAM Aircraft, Limited Partnership</u>		U. S. Certificated Mechanic	
Address <u>7505 Karl May Drive</u>		Foreign Certificated Mechanic	
City <u>Waco</u> State <u>Texas</u>		<input checked="" type="checkbox"/> Certificated Repair Station	
Zip <u>76708</u> Country <u>United States</u>			
		C. Certificate No. <u>VA1R551K</u>	

D. 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <u>Randall Green</u> <u>William R. Green</u> <u>3-3-11</u> <u>70510217</u>	
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### 7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  Approved  Rejected

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee <input checked="" type="checkbox"/>	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. <u>VA1R551K</u>	Signature/Date of Authorized Individual <u>Randall Green</u> <u>William R. Green</u> <u>3-3-11</u> <u>70510217</u>	
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**NOTICE**

*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.)*

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





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))

<b>1. Aircraft</b>	Nationality and Registration Mark	Serial No.		
	Make	Model	Series	
<b>2. Owner</b>	Name (As shown on registration certificate)		Address (As shown on registration certificate)	
	Address		City _____ State _____	
	City _____ State _____		Zip _____ Country _____	
	Zip _____ Country _____			

### 3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input checked="" type="checkbox"/>	POWERPLANT	Continental Motors	GTSIO-520-N	610222
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

### 6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
Name <u>RAM Aircraft, Limited Partnership</u>		<input type="checkbox"/> U. S. Certificated Mechanic		<input type="checkbox"/> Manufacturer	
Address <u>7505 Karl May Drive</u>		<input type="checkbox"/> Foreign Certificated Mechanic		<input checked="" type="checkbox"/> Certificated Repair Station	
City <u>Waco</u> State <u>Texas</u>		<input type="checkbox"/> Certificated Maintenance Organization		Airframe Class III, Powerplant Class I	
Zip <u>76708</u> Country <u>United States</u>				VA1R551K	

D. 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <u>Anthony S. Czajkowski 2/22/16</u>
--	---

### 7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  Approved  Rejected

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee <input checked="" type="checkbox"/>	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. <u>VA1R551K</u>	Signature/Date of Authorized Individual <u>Anthony S. Czajkowski 2/22/16</u>
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**NOTICE**

*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.)*

Nationality and Registration Mark

Date

Engine modified per Dwg. 1514, Rev. T dated 4/20/10 I/AW STC SE8338SW-D.

Relocated Turbo Oil Supply Line I/AW 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



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)).

<b>1. Aircraft</b>	Nationality and Registration Mark	Serial No.	
	Make	Model	Series

<b>2. Owner</b>	Name (As shown on registration certificate)		Address (As shown on registration certificate)	
	Address _____		_____	
	City _____ State _____		_____	
	Zip _____ Country _____		_____	

**3. For FAA Use Only**

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input checked="" type="checkbox"/>	POWERPLANT	Continental Motors	GTSIO-520-N	610222
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

**6. Conformity Statement**

<b>A. Agency's Name and Address</b> Name <u>RAM Aircraft, Limited Partnership</u> Address <u>7505 Karl May Drive</u> City <u>Waco</u> State <u>Texas</u> Zip <u>76708</u> Country <u>United States</u>			<b>B. Kind of Agency</b> <input type="checkbox"/> U. S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Certificated Maintenance Organization			<b>C. Certificate No.</b> Airframe Class III, Powerplant Class I <u>VA1R551K</u>	
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D. 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <u>Anthony S. Czajkowski 2/22/16</u>
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**7. Approval for Return to Service**

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  Approved  Rejected

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. <u>VA1R551K</u>	Signature/Date of Authorized Individual <u>Anthony S. Czajkowski 2/22/16</u>
---	---

**NOTICE**

*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.)*

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



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))

<b>1. Aircraft</b>	Nationality and Registration Mark	Serial No.	
	Make	Model	Series

<b>2. Owner</b>	Name (As shown on registration certificate)		Address (As shown on registration certificate)		
			Address _____		
			City _____	State _____	
			Zip _____	Country _____	

**3. For FAA Use Only**

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input checked="" type="checkbox"/>	POWERPLANT	Continental Motors	GTSIO-520-N	604522
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

**6. Conformity Statement**

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
Name <u>RAM Aircraft Limited Partnership</u>		<input type="checkbox"/> U. S. Certificated Mechanic		Airframe Class III, Powerplant Class I VA1R551K	
Address <u>7505 Karl May Drive</u>		<input type="checkbox"/> Foreign Certificated Mechanic			
City <u>Waco</u> State <u>Texas</u>		<input checked="" type="checkbox"/> Certificated Repair Station			
Zip <u>76708</u> Country <u>United States</u>		<input type="checkbox"/> Certificated Maintenance Organization			

D. 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual  James Colson 7/20/15
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**7. Approval for Return to Service**

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  Approved  Rejected

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee <input checked="" type="checkbox"/>	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. VA1R551K	Signature/Date of Authorized Individual  James Colson 7/20/15
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**NOTICE**

*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.)*

Nationality and Registration Mark

7/20/15

Date

Engine modified per Dwg. 1514, Rev. T dated 4/20/10 I/AW STC SE8338SW-D.

Relocated Turbo Oil Supply Line I/AW RAM Dwg. No. 1224, Rev. H, dated 11/18/03 and installed locknuts on cylinder attachment studs I/AW 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 Supplement(s) with Instructions for Continued Airworthiness for all alterations.

Pertinent details of the above installations are on file under Project No. 7757.

--End--

Additional Sheets Are Attached



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))

<b>1. Aircraft</b>	Nationality and Registration Mark	Serial No.		
	Make	Model	Series	
<b>2. Owner</b>	Name (As shown on registration certificate)		Address (As shown on registration certificate)	
	Address		City _____ State _____	
	City		Zip _____ Country _____	
	Zip		Country	

### 3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input checked="" type="checkbox"/>	POWERPLANT	Continental Motors	GTSIO-520-N	604522
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

### 6. Conformity Statement

<b>A. Agency's Name and Address</b>		<b>B. Kind of Agency</b>	
Name: <u>RAM Aircraft, Limited Partnership</u>		<input type="checkbox"/> U. S. Certificated Mechanic	Manufacturer
Address: <u>7505 Karl May Drive</u>		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
City: <u>Waco</u> State: <u>Texas</u>		<input checked="" type="checkbox"/> Certificated Repair Station	Airframe Class III, Powerplant Class I
Zip: <u>76708</u> Country: <u>United States</u>		<input type="checkbox"/> Certificated Maintenance Organization	VA1R551K

D. 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <u>James Colson 7/20/15</u>
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### 7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  Approved  Rejected

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee <input checked="" type="checkbox"/>	Repair Station <input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)

Certificate or Designation No. <u>VA1R551K</u>	Signature/Date of Authorized Individual <u>James Colson 7/20/15</u>
---	--

**NOTICE**

*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.)*

Nationality and Registration Mark

7/20/15

Date

Engine modified per Dwg. 1514, Rev. T dated 4/20/10 I/AW STC SE8338SW-D.

Relocated Turbo Oil Supply Line I/AW RAM Dwg. No. 1224, Rev. H, dated 11/18/03 and installed locknuts on cylinder attachment studs I/AW 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 Supplement(s) with Instructions for Continued Airworthiness for all alterations.

Pertinent details of the above installations are on file under Project No. 7757.

--End--

Additional Sheets Are Attached





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))

<b>1. Aircraft</b>	Nationality and Registration Mark USA N421SM	Serial No. 421C1213	
	Make Cessna	Model 421C	Series
<b>2. Owner</b>	Name (As shown on registration certificate) Agronow, Sam H		Address (As shown on registration certificate) 2316 Glenbrook Way
	City <u>Las Vegas</u> State <u>NV</u>		Zip <u>89117-580</u> Country <u>USA</u>

**3. For FAA Use Only**

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

**6. Conformity Statement**

<b>A. Agency's Name and Address</b>		<b>B. Kind of Agency</b>	
Name	Braunberger, Dwight R	<input checked="" type="checkbox"/>	U. S. Certificated Mechanic
Address	340 N. Phyllis Street	<input type="checkbox"/>	Foreign Certificated Mechanic
City	Las Vegas State NV	<input type="checkbox"/>	Certificated Repair Station
Zip	89110 Country USA	<input type="checkbox"/>	Certificated Maintenance Organization
		C. Certificate No. 3663116	

D. 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <i>D Braunberger 9-8-14</i>
--	--

**7. Approval for Return to Service**

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  Approved  Rejected

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station	<input checked="" type="checkbox"/>	Inspection Authorization
				Other (Specify)

Certificate or Designation No. 363194	Signature/Date of Authorized Individual <i>Sam Agronow 9-8-14</i>
--	--

NOTICE

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

B. 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 Manual 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 —————

[ ] Additional 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

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)).

1. Aircraft	Nationality and Registration Mark USA N421SM	Serial No. 421C1213	
	Make Cessna	Model 421C	Series
2. Owner	Name (As shown on registration certificate) Agronow, Sam H.	Address (As shown on registration certificate) Address 2316 Glenbrook Way	
		City <u>Las Vegas</u> State <u>NV</u> Zip <u>89117</u> Country <u>USA</u>	

**3. For FAA Use Only**

The Data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft subject to conformity inspection by a person authorized in 14 CFR, Section 43.7.

Date: 6-19-2013 FAA Inspector Gary R. Rucker WP19 / LAS FSDO  
Gary R. Rucker

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

**6. Conformity Statement**

A. Agency's Name and Address		B. Kind of Agency	
Name <u>Sunrise Mountain Avionics</u>		<input type="checkbox"/> U. S. Certificated Mechanic	<input type="checkbox"/> Manufacturer
Address <u>2830 N. Rancho Drive</u>		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
City <u>Las Vegas</u> State <u>NV</u>		<input checked="" type="checkbox"/> Certificated Repair Station	<u>SMCR379X</u>
Zip <u>89130</u> Country <u>USA</u>		<input type="checkbox"/> Certificated Maintenance Organization	

D. 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <u>D. Brumberger 6-27-13</u>
--	---

**7. Approval for Return to Service**

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  Approved  Rejected

BY	FAA Fit Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No.	Signature/Date of Authorized Individual <u>D. Brumberger 6-27-13</u>
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## NOTICE

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

Date

Removed Aeronic 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 C662019-0101 Oil 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. IIG-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 labels. 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 conforms 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 Klaxon 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 Klaxon 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 Klaxon 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 Klaxon 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 Klaxon 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

[ X ] Additional Sheets Are Attached

8. Description of Work Accomplished

USA N421SM

Nationality and Registration Mark

6-27-13

Date

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 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 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 -----

[ ] Additional Sheets Are Attached



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))

<b>1. Aircraft</b>	Nationality and Registration Mark	Serial No.		
	Make	Model	Series	
<b>2. Owner</b>	Name (As shown on registration certificate)		Address (As shown on registration certificate)	
	Address		City _____ State _____	
	City _____ State _____		Zip _____ Country _____	
	Zip _____ Country _____			

### 3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input checked="" type="checkbox"/>	POWERPLANT	Teledyne Continental Motors	GTSIO-520-N	292470-R
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

### 6. Conformity Statement

<b>A. Agency's Name and Address</b>		<b>B. Kind of Agency</b>	
Name <u>RAM Aircraft, Limited Partnership</u>		U. S. Certificated Mechanic <input type="checkbox"/> Manufacturer <input type="checkbox"/>	
Address <u>7505 Karl May Drive</u>		Foreign Certificated Mechanic <input type="checkbox"/> C. Certificate No.	
City <u>Waco</u> State <u>Texas</u>		<input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Airframe Class III, Powerplant Class I	
Zip <u>76708</u> Country <u>United States</u>		<input type="checkbox"/> Certificated Maintenance Organization <input type="checkbox"/> VA1R551K	

D. 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <u>Stephen Wade 01/19/09</u> <i>Stephen Wade</i>
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### 7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  Approved  Rejected

BY	FAA Fit. Standards Inspector		Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	<input checked="" type="checkbox"/>	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. <u>VA1R551K</u>	Signature/Date of Authorized Individual <u>Stephen Wade 01/19/09</u> <i>Stephen Wade</i>
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### NOTICE

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.)

Nationality and Registration Mark

01/19/09

Date

Engine modified per Dwg. 1514, Rev. R dated 06/29/05 I/A/W STC SE8338SW-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 Supplements with Instructions for Continued Airworthiness for all alterations.

Pertinent details of the above installations are on file under Project No. 4560.

---End---

Additional Sheets Are Attached



## 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).

<b>1. Aircraft</b>	Make <b>CESSNA</b>	Model <b>421C</b>
	Serial No. <b>421C1213</b>	Nationality and Registration Mark <b>N876DS</b>
<b>2. Owner</b>	Name (As shown on registration certificate) <b>C &amp; B AVIATION INC</b>	Address (As shown on registration certificate) <b>1317 WATSEEDGE DR PLANO, TX 75093-2619 USA</b>

**3. For FAA Use Only**

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
<b>AIRFRAME</b>	(As described in Item 1 above)				<b>X</b>
<b>POWERPLANT</b>					
<b>PROPELLER</b>					
<b>APPLIANCE</b>	Type				
	Manufacturer				

**6. Conformity Statement**

A. Agency's Name and Address <b>FLITE ELECTRONICS, INC. 4786 AIRPORT PKWY ADDISON, TX 75001-3363 DG2R767K</b>	B. Kind of Agency <input type="checkbox"/> U. S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. <b>RADIO CLASS 1-2-3 LIMITED AIRFRAME DG2R767K</b>
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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 <b>20-September-2007</b>	Signature of Authorized Individual <b>MARK PLEDGER for Flite Electronics</b> <i>Mark Pledger</i>
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**7. Approval for Return to Service**

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  **APPROVED**  **REJECTED**

<b>BY</b>	FAA Fit. Standards Inspector		Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/>	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <b>20-September-2007</b>		Certificate or Designation No. <b>DG2R767K</b>		Signature of Authorized Individual <b>MARK PLEDGER for Flite Electronics</b> <i>Mark Pledger</i>	



## NOTICE

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 copy has been provided the aircraft owner/operator for inclusion into the aircraft maintenance program. Installation was done as per STC SA01933LA.

-----END-----

ADDITIONAL SHEETS ARE ATTACHED

R/H

 US Department of Transportation Federal Aviation Administration	<b>MAJOR REPAIR AND ALTERATION</b> <b>(Airframe, Powerplant, Propeller, or Appliance)</b>	Form Approved OMB No. 2120-0020
		<b>For FAA Use Only</b>
		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).

<b>1. Aircraft</b>	Make Cessna	Model 421C
	Serial No. 421C1213	Nationality and Registration Mark N876DS
<b>2. Owner</b>	Name (As shown on registration certificate) C & B Aviation, Inc.	Address (As shown on registration certificate) 1317 Watersedge Dr. Plano, TX 75093-2619

**3. For FAA Use Only**

**4. Unit Identification**

Unit	Make	Model	Serial No.	5. Type	
				Repair	Alteration
AIRFRAME	_____ (As described in Item 1 above) _____				X
POWERPLANT		GTSIO-520-N	243140-H		X
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

**6. Conformity Statement**

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
RAM Aircraft, Limited Partnership PO Box 5219 Waco, Texas 76708	<input type="checkbox"/> U.S. Certificated Mechanic	Airframe Class III Powerplant Class I VA1R551K
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> Manufacturer	

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 June 8, 2006	Signature of Authorized Individual Stephen Wade <i>Stephen Wade</i>
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**7. Approval for Return To Service**

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  APPROVED  REJECTED

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection June 8, 2006	Certificate or Designation No. VA1R551K	Signature of Authorized Individual Stephen Wade <i>Stephen Wade</i>		

NOTICE

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/AW STC SE8338SW.

Relocated turbo oil supply line I/AW RAM Dwg. No. 1224, Rev. H, dated 11/18/03 and installed locknuts on cylinder attached studs I/AW 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/AW STC SA4592SW.

Installed vacuum pump cooling shroud on engine vacuum pump I/AW 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---

Additional Sheets Are Attached

4/4

 <p style="font-size: small;">US Department of Transportation Federal Aviation Administration</p> <p style="text-align: center;"><b>MAJOR REPAIR AND ALTERATION</b> <b>(Airframe, Powerplant, Propeller, or Appliance)</b></p>	<p>Form Approved OMB No. 2120-0020</p> <p style="text-align: center;"><b>For FAA Use Only</b></p> <p>Office Identification</p>
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**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).

<b>1. Aircraft</b>	Make <span style="float: right;">Cessna</span> Model <span style="float: right;">421C</span> Serial No. <span style="float: right;">421C1213</span>	Nationality and Registration Mark <span style="float: right;">N876DS</span>
<b>2. Owner</b>	Name (As shown on registration certificate) <span style="float: right;">C &amp; B Aviation Inc.</span>	Address (As shown on registration certificate) <span style="float: right;">1317 Watersedge Dr. Plano, TX 75093-2619</span>

**3. For FAA Use Only**

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4. Unit Identification				5. Type		
Unit	Make	Model	Serial No.	Repair	Alteration	
AIRFRAME	(As described in Item 1 above)					
POWERPLANT	Teledyne Continental Motors	GTSIO-520-N	823572.R		X	
PROPELLER						
APPLIANCE	Type					
	Manufacturer					

**6. Conformity Statement**

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
RAM Aircraft, Limited Partnership PO Box 5219 Waco, Texas 76708	<input type="checkbox"/> U. S. Certificated Mechanic	Airframe Class III Powerplant Class I VA1R551K
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> Manufacturer	

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	Signature of Authorized Individual
October 18, 2005	Robert Franklin <i>Robert Franklin</i>

**7. Approval for Return To Service**

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  APPROVED  REJECTED

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
October 18, 2005	VA1R551K	Robert Franklin <i>Robert Franklin</i>

NOTICE

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: 2788.5 Dated 10/18/05

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

Relocated left turbo oil supply lines I/AW RAM Dwg. No. 1224, Rev. H, dated 11/18/03 and installed locknuts on cylinder attached studs I/AW 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/AW 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---

Additional Sheets Are Attached

## 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).

<b>1. Aircraft</b>	Make <b>CESSNA</b>	Model <b>421C</b>
	Serial No. <b>421C1213</b>	Nationality and Registration Mark <b>N876DS</b>
<b>2. Owner</b>	Name (As shown on registration certificate) <b>C &amp; B AVIATION</b>	Address (As shown on registration certificate) <b>1317 WATERSEDGE PLANO TX 75093-2619</b>

### 3. For FAA Use Only

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 *Michael D. Hamilton*

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
<b>AIRFRAME</b>	(As described in Item 1 above)				<b>X</b>
<b>POWERPLANT</b>					
<b>PROPELLER</b>					
<b>APPLIANCE</b>	Type				
	Manufacturer				

### 6. Conformity Statement

<b>A. Agency's Name and Address</b> FLITE ELECTRONICS, INC. 4786 AIRPORT PARKWAY ADDISON, TX 75001-3363 DG2R767K	<b>B. Kind of Agency</b> <input type="checkbox"/> U. S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	<b>C. Certificate No.</b> RADIO CLASS 1-2-3 DG2R767K
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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 <b>11-March-2004</b>	Signature of Authorized Individual <b>MARK PLEDGER</b> <i>Mark Pledger</i>
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### 7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  APPROVED  REJECTED

<b>BY</b>	FAA Fit Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection <b>4-7-04</b>	Certificate or Designation No. <b>DG2R767K</b>	Signature of Authorized Individual <b>MARK PLEDGER</b> <i>Mark Pledger</i>
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## NOTICE

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

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 MxH
2. The previously required placard stating "GPS LIMITED TO VFR USE ONLY" has been removed from the instrument panel.
3. 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.
5. 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 FONZANA

Date of Checkout Flight 4-7-04

Signature: Don Fonzana

Certificate Number 1861115

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.

-----END-----

ADDITIONAL SHEETS ARE ATTACHED

## 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).

<b>1. Aircraft</b>	Make <b>CESSNA</b>	Model <b>421C</b>
	Serial No. <b>421C1213</b>	Nationality and Registration Mark <b>N876DS</b>
<b>2. Owner</b>	Name (As shown on registration certificate) <b>C &amp; B AVIATION</b>	Address (As shown on registration certificate) <b>1317 WATSEEDGE DR PLANO TX 75093-2619</b>

### 3. For FAA Use Only

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 *Michael Z. Hamilton*

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
<b>AIRFRAME</b>	(As described in Item 1 above)				<b>X</b>
<b>POWERPLANT</b>					
<b>PROPELLER</b>					
<b>APPLIANCE</b>	Type				
	Manufacturer				

### 6. Conformity Statement

<b>A. Agency's Name and Address</b>	<b>B. Kind of Agency</b>	<b>C. Certificate No.</b>
<b>FLITE ELECTRONICS, INC.</b> 4786 AIRPORT PARKWAY ADDISON, TX 75001-3363 DG2R767K	<input type="checkbox"/> U. S. Certified Mechanic	<b>RADIO CLASS 1-2-3</b> <b>LIMITED AIRFRAME</b> DG2R767K
	<input type="checkbox"/> Foreign Certified Mechanic	
	<input checked="" type="checkbox"/> Certified Repair Station	
	<input type="checkbox"/> Manufacturer	

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 <b>11-March-2004</b>	Signature of Authorized Individual <b>MARK PLEDGER</b> <i>Mark Pledger</i>
------------------------------	---

### 7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  APPROVED  REJECTED

<b>BY</b>	<input type="checkbox"/> FAA Fit. Standards Inspector	<input type="checkbox"/> Manufacturer	<input type="checkbox"/> Inspection Authorization	Other (Specify)
	<input checked="" type="checkbox"/> FAA Designee	<input checked="" type="checkbox"/> Repair Station	<input type="checkbox"/> Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <b>3-15-04</b>		Certificate or Designation No. <b>DG2R767K</b>	Signature of Authorized Individual <b>MARK PLEDGER</b> <i>Mark Pledger</i>	



## NOTICE

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

1. Installed the following equipment:  
Garmin GNS-530 GPS/Nav/Comm, Garmin GA-56 GPS Antenna and King KA-44B ADF loop antenna.
2. 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 11-115 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.

6. 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 MJA is required to be attached to the approved Airplane Flight Manual

7. 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.

-----END-----

ADDITIONAL SHEETS ARE ATTACHED



U.S. 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

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 a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

<b>1. Aircraft</b>	Make Cessna	Model 421C
	Serial No 421C-1213	Nationality and Registration Mark N876DS
<b>2. Owner</b>	Name (As shown on registration certificate) C&B Aviation Inc.	Address (As shown on registration certificate) 1317 Watersedge DR. Plano TX. 75093-2619

### 3. For FAA Use Only

--

### 4. Unit Identification

### 5. Type

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	_____ (As described in item 1 above) _____			X	
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

### 6. Conformity Statement

<b>A. Agency's Name and Address</b>	<b>B. Kind of Agency</b>	<b>C. Certificate No.</b>
Rodger Sykora 2319 Quinto Dr. Dallas TX, 75227	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	AP2045792IA
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> Manufacturer	

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 12/16/2004	Signature of Authorized Individual <i>Rodger Sykora</i>	Rodger Sykora
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### 7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  APPROVED  REJECTED

BY	FAA Fit Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 12/16/2004		Certificate or Designation No. 2045792IA	Signature of Authorized Individual <i>Rodger Sykora</i>		

**NOTICE**

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**

-----END-----

\*\*\*\*\* NOTHING FOLLOWS \*\*\*\*\*

Additional Sheets Are Attached

ALP



**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).

1. Aircraft	Make <b>CESSNA</b>	Model <b>421C</b>
	Serial No. <b>421C-1231</b>	Nationality and Registration Mark <b>N421RT</b>
2. Owner	Name (As shown on registration certificate) <b>Tri State Aviation services, Inc.</b>	
	Address (As shown on registration certificate) <b>20 Tri State rd. Berryville, AR. 72616</b>	

3. For FAA Use Only

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	_____ (As described in Item 1 above) _____			X	
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address <b>Larkin Floyd 20 Tri State Rd. Berryville, AR.72616</b>	B. Kind of Agency	C. Certificate No. <b>2225372</b>
	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> Manufacturer	

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 <b>03/30/01</b>	Signature of Authorized Individual 
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7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  APPROVED  REJECTED

BY	FAA Fit Standards Inspector	Manufacturer	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <b>03/30/01</b>		Certificate or Designation No. <b>2225372</b>	Signature of Authorized Individual 	

**NOTICE**

*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 October 24, 1998.**

Additional Sheets Are Attached



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

Office Identification

SW17 BCE

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).

1. Aircraft	Make CESSNA	Model 421C
	Serial No. 421C1213	Nationality and Registration Mark N421RT
2. Owner	Name (As shown on registration certificate) TANGO TRANSPORT INC	Address (As shown on registration certificate) 5100 N BROOKLINE AVE STE 210 OKLAHOMA CITY, OK 73112-3603

3. For FAA Use Only

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address AUSTIN AVIONICS INC. 1801 E. 51ST ST AUSTIN, TEXAS 78723	B. Kind of Agency <input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. AQCR159K RADIO CLASS 1, 2 & 3 LIMITED AIRFRAME
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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 MAY 27, 1997	Signature of Authorized Individual  ERNEST L. NEAL
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7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  APPROVED  REJECTED

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee <input checked="" type="checkbox"/>	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 5/27/97	Certificate or Designation No. AQCR159K	Signature of Authorized Individual  ERNEST L. NEAL		

**NOTICE**

*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.

END

OP	OP	DATE	AVS
OP5	OP10		AV5
OP4	OP9		AV4
OP3	OP8		AV3
OP2	OP7	10/11/96	AV2
OP1	OP6		AV1
OP5			AV5

BCE

Additional Sheets Are Attached

RH

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

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 a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make	Cessna	Model	421C
	Serial No.	421C-1213	Nationality and Registration Mark	N421RT
2. Owner	Name (As shown on registration certificate) Tango Transport, Inc.		Address (As shown on registration certificate) P. O. Drawer 218 Hall Summit, Louisiana 71034	

#### 3. For FAA Use Only

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in item 1 above)				X
POWERPLANT	TCM	GTSIO-520-N	R-610310		X
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

#### 6. Conformity Statement

A. Agency's Name and Address  Darryl P. Banas 1907 Berlinger Waco, Texas 76710	B. Kind of Agency		C. Certificate No.  AP464211972 IA
	<input checked="" type="checkbox"/>	U. S. Certificated Mechanic	
	<input type="checkbox"/>	Foreign Certificated Mechanic	
	<input type="checkbox"/>	Certificated Repair Station	
	<input type="checkbox"/>	Manufacturer	

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	5/06/97	Signature of Authorized Individual	Darryl P. Banas <i>Darryl P. Banas</i>
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#### 7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  APPROVED  REJECTED

BY	FAA Fit. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	OTHER (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	5/06/97	Certificate or Designation No.	IA464211972	Signature of Authorized Individual	Darryl P. Banas <i>Darryl P. Banas</i>
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## NOTICE

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.)

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.

Pertinent details of the above installations are on file under Work Order No. 2714.

-----END-----

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

DATE  
5/6/97

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE TELEDYNE CONTINENTAL MOTORS	MODEL NO.  GTSIO-520-N	TYPE  ENGINE	NAME OF APPLICANT RAM Aircraft Corporation P.O. Box 5219 Waco, Texas 76708
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LIST OF DATA

IDENTIFICATION	TITLE
RAM Aircraft Corp. Dwg. No. 1224 Dated 5/22/86	<p><u>TURBO OIL SUPPLY LINE INSTALLATION (GTSIO-520-H, L. &amp; N)</u> Turbo oil supply line on each engine changed from left crankcase side port to right front oil pressure port. Lines utilized composed of stainless steel and MIL-H 8794 high pressure hose. Routed in accordance with Dwg. 1224 dated 5/22/86.</p> <p>Note: This approval is limited to one engine only, serial number 610310.</p> <p>-----END-----</p>

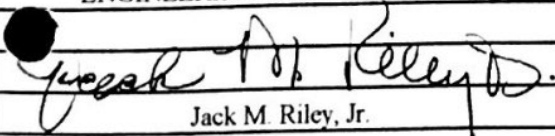
**PURPOSE OF DATA** Show compliance with CAR's.

**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.

I ( ) therefore [ ] Recommend approval of these data.  
[X] Approve these data.

SIGNATURE OF DESIGNATED ENGINEERING REPRESENTATIVE	DESIGNATION NUMBER	CLASSIFICATIONS
	SW-394	Powerplant;
Jack M. Riley, Jr.		Chart B1; Areas A,B,D;
		Chart B2, Areas A,B;
		CAR 3; FAR 23



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

Form Approved  
OMB No. 2120-0020

For FAA Use Only

Office Identification  
**SW-BTR-FSDO** *CRP*

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).

1. Aircraft	Make <b>CESSNA</b>	Model <b>421C</b>
	Serial No. <b>421C1210</b>	Nationality and Registration Mark <b>N 421RT</b>
2. Owner	Name (As shown on registration certificate) <b>FEATHERLITE AVIATION COMPANY</b>	Address (As shown on registration certificate) <b>PO BOX 366 AUSTIN, MINNESOTA 55912</b>

**3. For FAA Use Only**

4. Unit Identification				5. Type							
Unit	Make	Model	Serial No.	Repair	Alteration						
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~				<b>XX</b>						
POWERPLANT	<table border="1"> <tr> <td>MGR</td> <td>APS</td> </tr> <tr> <td>CS</td> <td>AO CA</td> </tr> </table>		MGR	APS	CS	AO CA					
	MGR	APS									
CS	AO CA										
PROPELLER	<table border="1"> <tr> <td>RC</td> <td>DEC 18 1997</td> <td>ADM.</td> </tr> <tr> <td>ALL</td> <td>SW-BTR-FSDO</td> <td>B.B.</td> </tr> </table>		RC	DEC 18 1997	ADM.	ALL	SW-BTR-FSDO	B.B.			
RC	DEC 18 1997	ADM.									
ALL	SW-BTR-FSDO	B.B.									
APPLIANCE	Type	<table border="1"> <tr> <td>ALL SUPS.</td> <td>G O A</td> </tr> <tr> <td>ALL INSP.</td> <td># REC'D</td> </tr> </table>		ALL SUPS.	G O A	ALL INSP.	# REC'D				
	ALL SUPS.	G O A									
ALL INSP.	# REC'D										
Manufacturer											

**6. Conformity Statement**

A. Agency's Name and Address <b>TAC AIR 6179 AMELIA EARHART SHREVEPORT, LA. 71109</b>	B. Kind of Agency	C. Certificate No.
	<input type="checkbox"/> U.S. Certificated Mechanic	<b>RTAR 810 H</b>
	<input type="checkbox"/> Foreign Certificated Mechanic	<b>RADIO CLASS</b>
	<input checked="" type="checkbox"/> Certificated Repair Station	<b>1, 2, &amp; 3</b>
	Manufacturer	

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 <b>12-15-1997</b>	Signature of Authorized Individual <i>Herman D. Kelley</i> IA-1640564
---------------------------	--

**7. Approval for Return To Service**

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  APPROVED  REJECTED

BY	FAA Ftl. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee <b>XX</b>	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <b>12-15-1997</b>	Certificate or Designation No. <b>RTAR 810 H</b>	Signature of Authorized Individual <i>Herman D. Kelley</i> <b>HERMAN D. KELLEY CHIEF INSP. IA-1640564</b>		

**NOTICE**

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, attach additional sheets. Identify with aircraft 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.

\*\*\*\*\*END\*\*\*\*\*

Additional Sheets Are Attached

44

Form Approved  
OMB No. 2120-0020

For FAA Use Only

Office Identification  
F102 F510

US Department  
of Transportation  
  
Federal Aviation  
Administration

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

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).

1. Aircraft	Make	CESSNA	Model	421C
	Serial No.	421C-1213	Nationality and Registration Mark	N421RT
2. Owner	Name (As shown on registration certificate)		Address (As shown on registration certificate)	
	Tango Transport, Inc.		Off Hwy 514 Hall Summit, LA 71034	

3. For FAA Use Only

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in item 1 above)				X
POWERPLANT	TCM	GTSIO-520-NB	L-610265		X
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

A1A	RGR	B1A
A2	ASST MGR	B2
A3	ASPM	B3
A4		B4
A5		B5
A6		B6
A7		B7
A8		B8
A9		B9
C1		C2
C3		C4
C5		C6

RECEIVED  
DEC 02 1996  
VA1R551K

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
RAM Aircraft Corporation P. O. Box 5219 Waco, Texas 76708	<input checked="" type="checkbox"/> U. S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	VA1R551K

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	Signature of Authorized Individual
11-27-96	Robert Franklin

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  APPROVED  REJECTED

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	OTHER (Specify)
	FAA Designee	X	Repair Station	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
11-27-96	VA1R551K	Robert Franklin

### NOTICE

*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.)*

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.

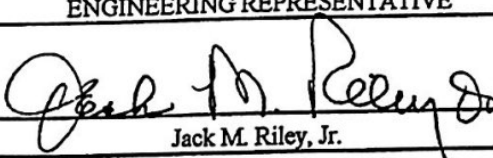
Customer furnished with FAA approved Overhaul and Parts Manual Supplements for alterations.

Negligible weight and balance change.

Pertinent details of the above installations are on file under work order no. 2472.

-----END-----

Additional Sheets Are Attached

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS</b>			DATE 11/26/96
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
MAKE TELEDYNE CONTINENTAL MOTORS	MODEL NO.  GTSIO-520-N	TYPE  ENGINE	NAME OF APPLICANT RAM Aircraft Corporation P.O. Box 5219 Waco, Texas 76708
LIST OF DATA			
IDENTIFICATION	TITLE		
RAM Aircraft Corp. Dwg. No. 1224 Dated 5/22/86	<u>TURBO OIL SUPPLY LINE INSTALLATION (GTSIO-520-H, L. &amp; N)</u> Turbo oil supply line on each engine changed from left crankcase side port to right front oil pressure port. Lines utilized composed of stainless steel and MIL-H 8794 high pressure hose. Routed in accordance with Dwg. 1224 dated 5/22/86.  Note: This approval is limited to one engine only, serial numbers 610265.  <p style="text-align: center;">-----END-----</p>		
<b>PURPOSE OF DATA</b>	Show compliance with CAR's.		
<b>APPLICABLE REQUIREMENTS (LIST SPECIFIC SECTIONS)</b>	CAR 3.570 - Oil System Lines, Fittings, and Accessories		
<b>CERTIFICATION</b> - 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. I ( ) therefore <input type="checkbox"/> Recommend approval of these data. <input checked="" type="checkbox"/> Approve these data.			
SIGNATURE OF DESIGNATED ENGINEERING REPRESENTATIVE	DESIGNATION NUMBER	CLASSIFICATIONS	
 Jack M. Riley, Jr.	SW-394	Powerplant; CAR 3, FAR 23 Chart B1 Areas A,B,D; Chart B2 Areas A,B.	

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

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.

1. AIRCRAFT	MAKE CESSNA	MODEL 421C
	SERIAL NO. 421C-1213	NATIONALITY AND REGISTRATION MARK N421RT
2. OWNER	NAME (As shown on registration certificate) WM, INC.	ADDRESS (As shown on registration certificate) 207 N. THIRD BOISE, ID 83702

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION				5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				XX
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

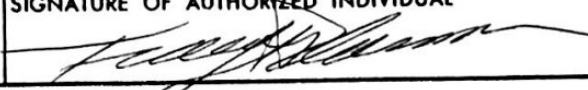
A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
TRACY A. PLUMMER 7000 MERRILL AVE. #45 HANGAR 29 CHINO, CA 91710	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	551310547
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> MANUFACTURER	

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 OCTOBER 13, 1994	SIGNATURE OF AUTHORIZED INDIVIDUAL 
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7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  APPROVED  REJECTED

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION OCTOBER 13, 1994	CERTIFICATE OR DESIGNATION NO. 551310547	SIGNATURE OF AUTHORIZED INDIVIDUAL 			



**NOTICE**

*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 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 weight change**

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**END**

Additional Sheets Are Attached