

**N5854A**

S/N: 0171

**Major Repair**

11/4/2019

Wing, Gear, Engine, Prop



US Department  
of Transportation  
Federal Aviation  
Administration

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

Form Approved  
OMB No. 2120-0020  
2/28/2011

Electronic Tracking Number  
**2019000788**

For FAA Use Only

Electronically Submitted 337

**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 <p style="text-align: center;">N 5854A</p>	Serial No. <p style="text-align: center;">0171</p>	
	Make <p style="text-align: center;">CIRRUS DESIGN CORP</p>	Model <p style="text-align: center;">SR22</p>	Series
<b>2. Owner</b>	Name (As shown on registration certificate) SAWYERS ROBERT E JR	Address (As shown on registration certificate) Address 580 DURAN ST	
		City HENDERSON State NV	Zip 890158971 Country UNITED STATES

### 3. For FAA Use Only

Inspector Signature _____	Designee Signature _____
_____	Authorization Number _____

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<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 Lone Mountain Aviation Inc.		U. S. Certificated Mechanic	Manufacturer
Address 2830 N. Rancho Dr. Ste. A		Foreign Certificated Mechanic	C. Certificate No.
City Las Vegas State NV		<input checked="" type="checkbox"/> Certificated Repair Station	L9OR473Y
Zip 89130 Country UNITED STATES		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>Kenneth W Scherado Jr.</b>	Digitally signed by Kenneth W Scherado Jr. Date: 2019.10.28 15:48:29 -0700'
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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

<b>BY</b>	FAA Flt. 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. L9OR473Y	Signature/Date of Authorized Individual <b>Kenneth W Scherado Jr.</b>	Digitally signed by Kenneth W Scherado Jr. Date: 2019.10.28 15:50:45 -0700'
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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.)*

N5854A  
Nationality and Registration Mark

10/28/2019  
Date

Complied with Cirrus Aircraft Engineering Repair Deviation #FRA00012628B. Repaired lower left wing skin at landing gear opening with replacement of canted rib. Repaired forward right belly skin and replaced left wingtip rib at station 197.5. Appropriate body and paint work performed in accordance with Cirrus SR22 Maintenance Manual Section 51-20.

-----END-----

Additional Sheets Are Attached

**FIELD REPAIR / ALTERATION**

\*\* CDC Document Control Field Repair/Alteration Released \*\*  
 \*\* Release To: Cirrus Approved - Revision: A.7 \*\*  
 \*\* Release Date: 2019-04-30 09:31:41 CDT \*\*

**CIRRUS DESIGN CORPORATION**

4515 Taylor Circle, Duluth, MN 55811 (218)-788-3185

<b>AUTHOR:</b>	<b>David L Johnson</b>	<b>CHANGE CLASS:</b>	MINOR	<b>REPAIR #</b>	FRA00012628
<b>Name:</b>	WING AND FUSELAGE DAMAGE FROM HARD LANDING	<b>REASONS AND REMARKS:</b>	AIRCRAFT HAD A HARD LANDING, RESULTING IN DAMAGE TO THE MLG AREA OF LOWER WING SKIN, WS197.5 RIB, AND FUSELAGE SKIN.	<b>Models Affected</b>	<b>ASN# Impacted</b>
<b>Description:</b>	WING AND FUSELAGE DAMAGE FROM HARD LANDING		REFERENCE FSR SR2X-3016	SR22	0171
<b>DOCUMENT TYPE:</b>	FIELD REPAIR			n/a	
<b>Items Affected by Repair/Alteration</b>	<b>REVISION</b>	<b>DESCRIPTION/TITLE</b>		n/a	
				n/a	

**NOTICE:**

THE REPAIRS HEREIN ARE PROVIDED SPECIFIC TO DAMAGE REPORTED TO CIRRUS AIRCRAFT. OTHER DAMAGE MAY BE PRESENT AND IT IS THE RESPONSIBILITY OF THE MAINTENANCE PERSONNEL OR ORGANIZATION TO ASSESS ANY ADDITIONAL DAMAGE AND REPLACE DISCREPANT PART(S). KNOWN DAMAGED PARTS WHICH CAN BE REPLACED IN ACCORDANCE WITH APPROVED METHODS SHOULD BE ADDRESSED AND MAY NOT BE ADDRESSED SPECIFICALLY IN THIS REPAIR.

**REPAIR INSTRUCTIONS: SUMMARY**

1. GENERAL REQUIREMENTS
  - A. >>> CAUTION: READ INSTRUCTIONS COMPLETELY AND THOROUGHLY BEFORE ATTEMPTING ACCOMPLISHMENT OF THIS REPAIR.
  - B. FOLLOW PRACTICES DEFINED IN DOCUMENT 13773-001, "SR22 AND SR22T AIRPLANE MAINTENANCE MANUAL" (AMM), CHAPTER 51.
  - C. AFFECTED EMM SHALL BE REMOVED PRIOR TO ACCOMPLISHMENT OF THIS REPAIR AND REPLACED AFTERWARDS PER AMM 51-20.
  - D. TAKE EXTREME CARE TO PREVENT ADDITIONAL DAMAGE TO THE AIRCRAFT STRUCTURE OR SYSTEMS.
2. PROCURE FROM CIRRUS AIRCRAFT OR ANOTHER SOURCE:
  - A. SEE PARTS LIST ON PAGE 2.
3. OUTBOARD LEFT-HAND WING REPAIR.
  - A. DAMAGE REMOVAL.
  - B. WS197.5 RIB REPLACEMENT.
  - C. LOWER WING SKIN.
  - D. NUTPLATE ASSEMBLY INSTALLATION.
4. INBOARD LEFT-HAND WING REPAIR.
  - A. LOWER WING SKIN DAMAGE REMOVAL.
  - B. LOWER WING SKIN REPAIR SECTION INSTALLATION.
  - C. LOWER WING SKIN EXTERIOR WET-LAY.
  - D. WS35.88 RIB.
  - E. LOWER WING SKIN INTERIOR WET-LAY.
  - F. EXTERIOR DENT REPAIR.

**Cirrus Design Approval** – This document has been approved in accordance with FAA approved procedure meeting the requirements defined in 14 CFR Part 21. This document was processed through an electronic release system. All approval signatures are stored electronically in the Cirrus Product Data Management (PDM) System. The approval state appearing in the watermark at the top of this document is evidence the appropriate closed loop approval workflow process was used and is traceable in the Cirrus PDM database.

FIELD REPAIR / ALTERATION

CIRRUS DESIGN CORPORATION

4515 Taylor Circle, Duluth, MN 55811 (218)-788-3185

REPAIR# FRA00012628B

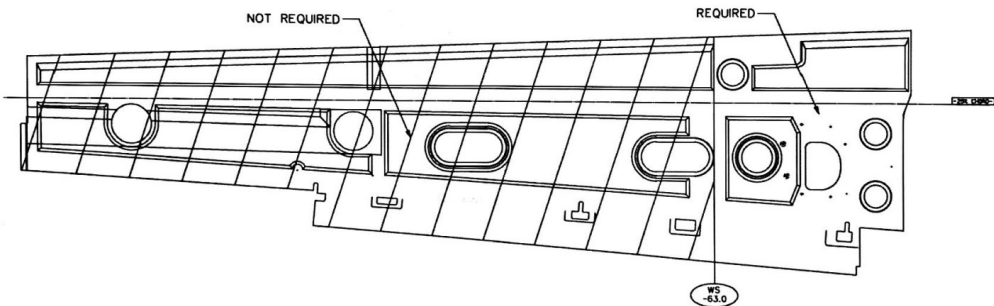
- 5. FUSELAGE SKIN REPAIR.
  - A. BELLY CLOSEOUT DAMAGE.
  - B. FORWARD OF RIGHT-HAND WING.
- 6. BODYWORK AND PAINT.

PARTS LIST

ITEM NO	QTY.	CIRRUS P/N	DESCRIPTION
1	1	FRA00012628-101	LOWER LEFT-HAND WING SKIN REPAIR SECTION
2	1	13719-003	RIB, W5197.5, WING, LEFT
3	1	13556-001	BEARING PLATE, WING TIP SHEAR PIN
4	4	NAS9301B6	RIVET
5	7	NAS1149D0332J	WASHER
6	4	NAS9301B4	RIVET
7	1	11598-001	BACKING PLATE, NUTPLATE, PITOT TUBE
8	3	MS27039-1-09	SCREW
9	1	11772-001	BACKING PLATE, W5197.5 RIB, AILERON HINGE
10	1	FRA00012628-102	CANTED RIB REPAIR PATCH ◀

**FABRICATION OF FRA00012628-101:**

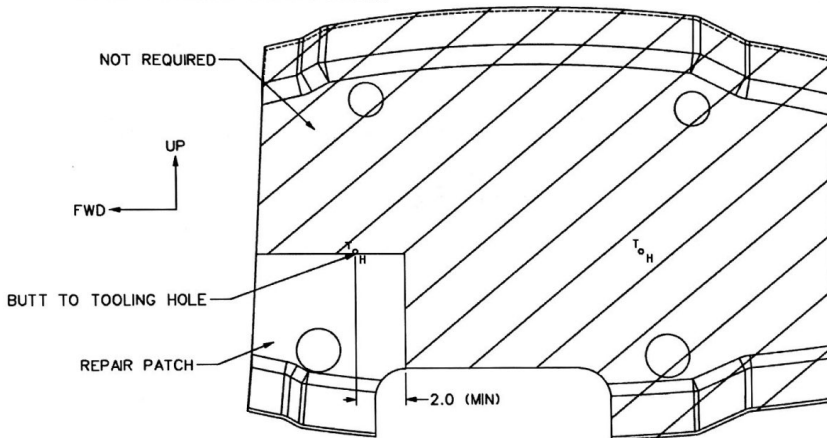
1. CDC TO FABRICATE LOWER WING SKIN REPAIR SECTION. REFERENCE FIGURE FRA00012628-101.
  - A. FABRICATE REQUIRED REPAIR SECTION FROM CDC P/N 13373-004 "WING SKIN, LOWER, LEFT".
  - B. REPAIR SECTION MAY BE LARGER THAN SHOWN FOR EASE OF FABRICATION.
  - C. SEAL ALL EXPOSED CORE WITH 5-MINUTE EPOXY.
2. CLEAN THOROUGHLY AND PACKAGE IN PLASTIC FOR SHIPPING.



**FRA00012628-101**  
 LOWER WING SKIN REPAIR SECTION  
 NTS

**FABRICATION OF FRA00012628-102:** ◀

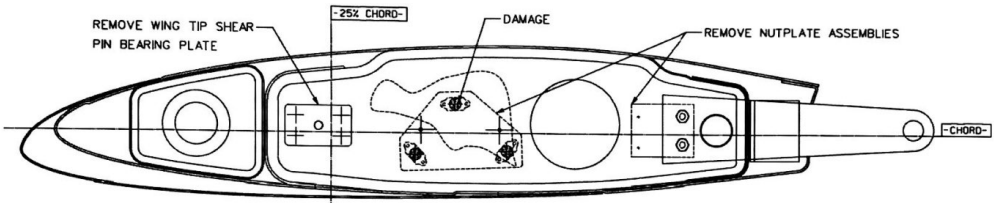
1. CDC TO FABRICATE CANTED RIB REPAIR PATCH. REFERENCE FIGURE FRA00012628-102.
  - A. FABRICATE CANTED RIB REPAIR PATCH USING THE TOOL TO LAYUP CDC P/N 13428-003 "CANTED RIB, WING, LEFT".
  - B. LAYUP OF CANTED RIB REPAIR PATCH.
    - i. [45/0/-45/90/45/0/-45/90/45/0/-45]
  - C. REPAIR SECTION MAY BE LARGER THAN SHOWN FOR EASE OF FABRICATION.
2. CLEAN THOROUGHLY AND PACKAGE IN PLASTIC FOR SHIPPING.



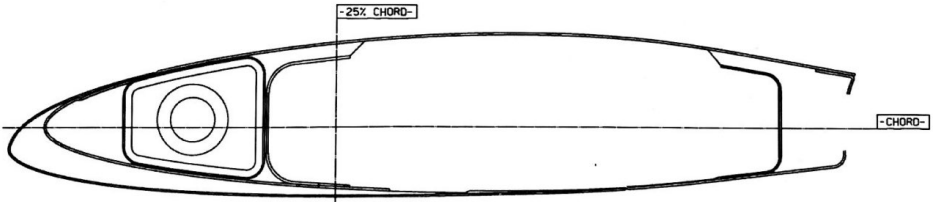
**FRA00012628-102** ◀  
 CANTED RIB REPAIR PATCH  
 NTS

**OUTBOARD LEFT-HAND WING REPAIR: DAMAGE REMOVAL**

1. REMOVE DAMAGED WS197.5 RIB. REFERENCE FIGURES 1 AND 2.
  - A. REMOVE NUTPLATE ASSEMBLIES AND WING TIP SHEAR PIN BEARING PLATE.
  - B. TAKE CARE NOT TO DAMAGE UPPER OR LOWER WING SKINS, AFT SHEAR WEB, OR MAIN SPAR.



**FIGURE 1**  
DAMAGED AREA OF WS197.5 RIB  
NTS



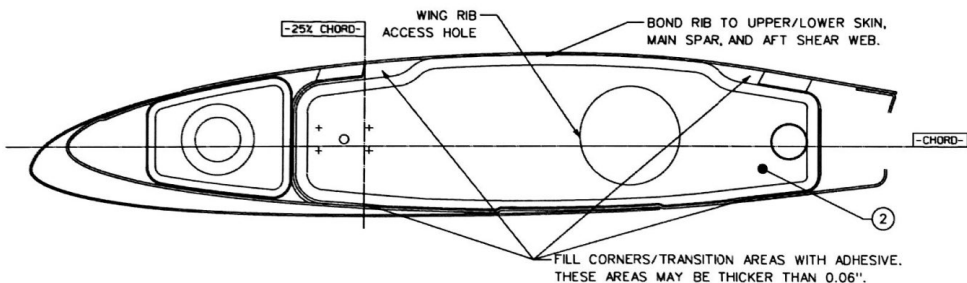
**FIGURE 2**  
WS197.5 RIB REMOVED  
NTS



**OUTBOARD LEFT-HAND WING REPAIR: WS197.5 RIB REPLACEMENT**

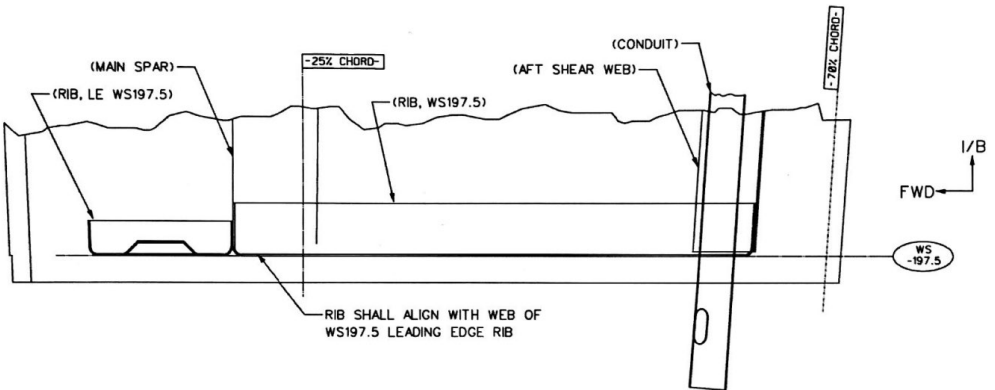
1. INSTALL WS197.5 RIB AS SHOWN IN FIGURES 3 AND 4.
  - A. ENSURE AT LEAST 70% OF THE LAMINATE SURFACE IS EXPOSED BEFORE PROCEEDING WITH BOND.
  - B. ENSURE REPLACEMENT RIB TIGHTLY FITS INTO OPENING.
2. PREPARE FAYING SURFACES FOR BONDING PER AMM 51-20, "REPAIR SURFACE PREPARATION".
  - A. PREPARE THE FAYING SURFACES OF WS197.5 RIB, UPPER AND LOWER WING SKINS, MAIN SPAR, AND AFT SHEAR WEB.
  - B. PREPARE SURFACES BEYOND THAN THE AREAS TO BE BONDED TO ENSURE PROPER ADHESION.
3. BOND REPLACEMENT RIB INTO POSITION.
  - A. USE STRUCTURAL ADHESIVE PER AMM 51-30: PTM&W E56292-A/B.
  - B. MIX ADHESIVE PER AMM 51-30, "STRUCTURAL REPAIR SYSTEMS".
  - C. APPLY ADHESIVE PER 51-20, "REPAIR PROCESSES".
  - D. ACHIEVE BOND THICKNESS OF 0.005" (MINIMUM) AND 0.060" (MAXIMUM) EXCEPT WHERE SHOWN IN FIGURE 3.
  - E. SECURE REPLACEMENT RIB IN PLACE WITH FIXTURING AS REQUIRED TO PREVENT MOVEMENT DURING CURE.
 

\*NOTE: MOVEMENT DURING CURE WILL CAUSE BOND VOIDS.\*
4. CURE BOND PER AMM 51-20.



**FIGURE 3**

WS197.5 RIB INSTALLATION  
 VIEW LOOKING INBOARD AT OUTER SURFACE  
 NTS



**FIGURE 4**

WS197.5 RIB INSTALLATION  
VIEW LOOKING DOWN ON UPPER SURFACE  
(UPPER WING SKIN NOT SHOWN)  
NTS

REPAIR / ALTERATION

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\*\* Release To: Cirrus Approved - Revision: B.4 \*\*  
\*\* Release Date: 2019-07-15 13:49:33 CDT \*\*

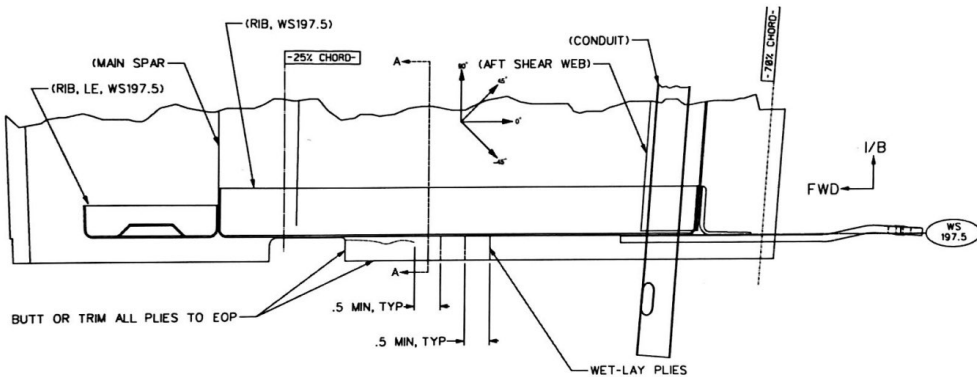
CIRRUS DESIGN CORPORATION

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REPAIR# FRA00012628B

**OUTBOARD LEFT-HAND WING REPAIR: LOWER WING SKIN**

1. TO AVOID PLY BRIDGING FOR BAGSIDE REPAIR, CREATE A FILLET USING FILLER PASTE PER AMM 51-30.
  - A. CREATE A SMOOTH FILLET BETWEEN REPAIR SECTION, WS35.88 RIB, MAIN SPAR, CANTED RIB, AND AFT SHEAR WEB.
    - I. USE STRUCTURAL RESIN PER AMM 51-30.
    - II. INITIAL CURE PER AMM 51-20.
2. FABRICATE THREE (3) REPAIR PLYS FOR BAGSIDE WETLAY. REFERENCE FIGURES 5 AND 6.
  - A. USE STRUCTURAL FABRIC PER AMM 51-30: HEXCEL 7781/F16 OR F3.
  - B. ORIENT REPAIR PLYS AS FOLLOWS (IN ORDER OF PLY APPLICATION):  $\pm 45^\circ$  WITH RESPECT TO ROSETTE IN FIGURES 5 AND 6.
  - C. FOR ALL PLYS DOWN, MAINTAIN 1.0" (MINIMUM) OVERLAP BEYOND DAMAGE UNLESS NOTED OTHERWISE.
    - I. OVERLAP ONTO RIB.
    - II. BUTT TO EDGE OF LOWER WING SKIN IN OUTBOARD AND FORWARD DIRECTIONS.
3. FABRICATE TWO (2) REPAIR PLYS FOR TOOLSIDE WETLAY REPAIR. REFERENCE FIGURES 5 AND 6.
  - A. USE STRUCTURAL FABRIC PER AMM 51-30: HEXCEL 7781/F16 OR F3.
  - B. ORIENT REPAIR PLYS AS FOLLOWS (IN ORDER OF PLY APPLICATION):  $\pm 45^\circ$  WITH RESPECT TO ROSETTE IN FIGURES 5 AND 6.
  - C. FOR FIRST PLY DOWN, MAINTAIN 0.5" (MINIMUM) INITIAL OVERLAP BEYOND DAMAGE IN ALL DIRECTIONS UNLESS NOTED OTHERWISE.
    - I. BUTT OR TRIM TO EDGE OF LOWER WING SKIN IN OUTBOARD AND FORWARD DIRECTIONS.
  - D. FOR SUBSEQUENT PLY, MAINTAIN 0.5" (MINIMUM) STAGGER BEYOND PREVIOUS PLY IN ALL DIRECTIONS UNLESS NOTED OTHERWISE.
    - I. BUTT OR TRIM TO EDGE OF LOWER WING SKIN IN OUTBOARD AND FORWARD DIRECTIONS.
4. PREPARE THE REPAIR AREA FOR WET-LAY PER AMM 51-20, "REPAIR SURFACE PREPARATION".
  - A. PREPARE AREA SUFFICIENTLY BEYOND THE AREA OF THE LARGEST REPAIR PLY TO ENSURE PROPER ADHESION.
5. APPLY REPAIR PLYS TO THE WS197.5 RIB AND LOWER WING SKIN.
  - A. USE STRUCTURAL RESIN SYSTEM PER AMM 51-30: L285/H287.
6. CURE PER AMM 51-20.



**FIGURE 5**  
 WING SKIN BAGSIDE WET-LAY  
 VIEW LOOKING DOWN ON UPPER SURFACE  
 NTS

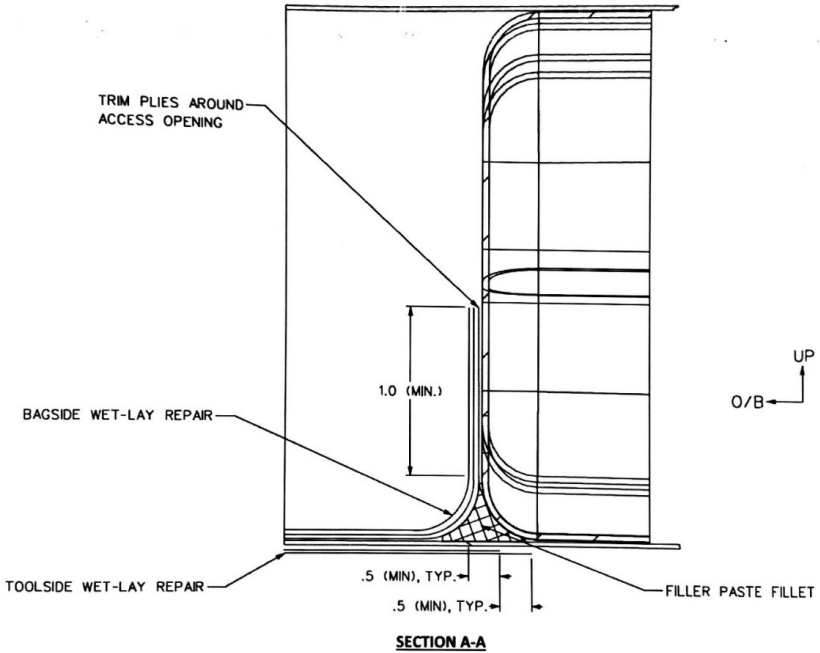
REPAIR / ALTERATION

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\*\* Release To: Cirrus Aircraft - Revision: B.4 \*\*  
\*\* Release Date: 2019-07-15 13:49:33 CDT \*\*

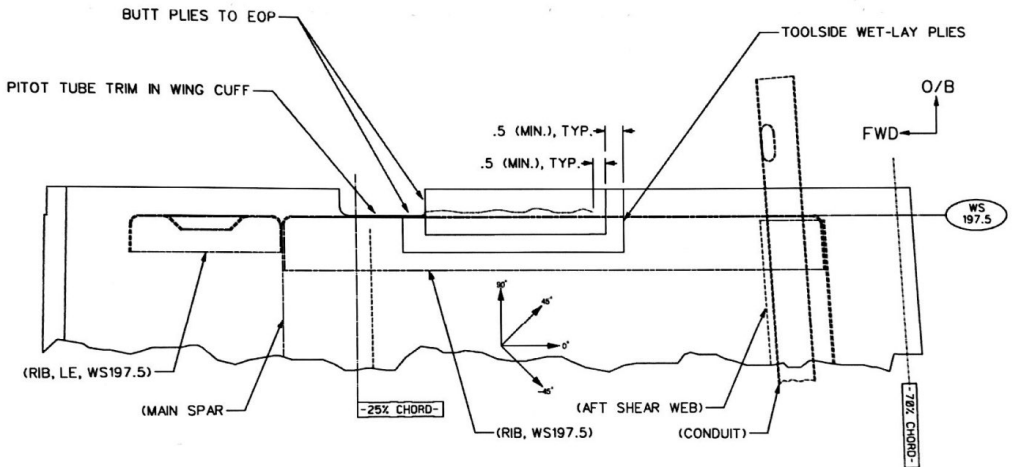
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REPAIR# FRA00012628B



FIELD REPAIR / ALTERATION



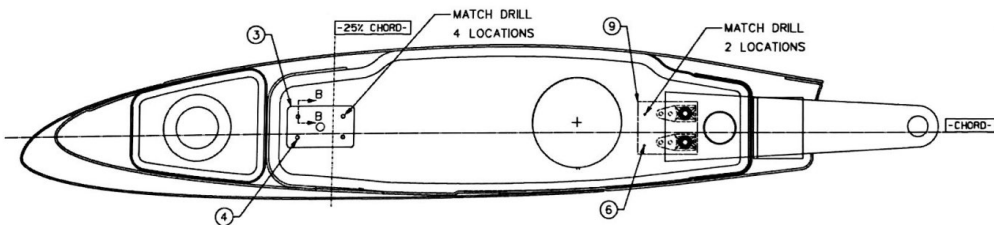
**FIGURE 6**  
WING SKIN TOOLSIDE WET-LAY  
VIEW LOOKING UP AT LOWER WING SKIN  
NTS

**OUTBOARD LEFT-HAND WING REPAIR: NUTPLATE ASSEMBLY INSTALLATION**

1. INSTALL WING TIP SHEAR PIN BEARING PLATE (13556-001). REFERENCE FIGURE 7.
  - A. BEARING PLATE IS LOCATED (UP/DOWN/FORE/AFT) BY THE SHEAR PIN ON WING TIP.
    - I. TEMPORARILY INSTALL WITH TAPE OR SIMILAR METHOD.
    - II. MATCH DRILL BEARING PLATE MOUNTING HOLES WITH MOUNTING HOLES IN EXISTING RIB. USE CAUTION TO ENSURE SHEAR PIN (WING TIP) ALIGNS PROPERLY WITH BEARING PLATE.
  - B. INSTALL BEARING PLATE.
    - I. IF BEARING PLATE AND SHEAR PIN CANNOT BE ASSEMBLED CONTACT CIRRUS DESIGN FOR FURTHER INSTRUCTION.
2. INSTALL AILERON HINGE BACKING PLATE (11772-001). REFERENCE FIGURE 7.
  - A. MATCH DRILL MOUNTING HOLES.
    - I. ORIENT BACKING PLATE USING AILERON HINGE MOUNTING HOLES.
  - B. ATTACH BACKING PLATE USING NAS9301B4 (CHERRY MAX CR3213-4), BLIND RIVETS.
3. INSTALL PITOT TUBE ASSEMBLY AND BACKING PLATE (11598-001). REFERENCE FIGURE 8.
 

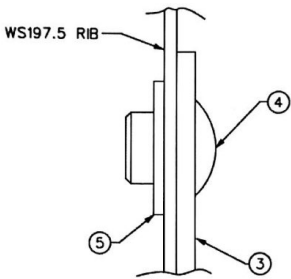
\*NOTE: CORRECT INSTALLATION OF PITOT TUBE IS VERY CRITICAL.\*

  - A. TRANSFER DRILL MOUNTING HOLES.
    - I. ONCE PROPER ORIENTATION IS ACHIEVED TRANSFER DRILL MOUNTING HOLES AND RIVET HOLES INTO WS197.5 RIB.
  - B. ATTACH BACKING PLATE USING NAS9301B4 (CHERRY MAX CR3213-4), BLIND RIVETS.



**FIGURE 7**  
 NUTPLATE ASSEMBLY INSTALLATIONS  
 VIEW LOOKING INBOARD AT OUTBOARD WING RIB  
 NTS

**REPAIR# FRA00012628B**



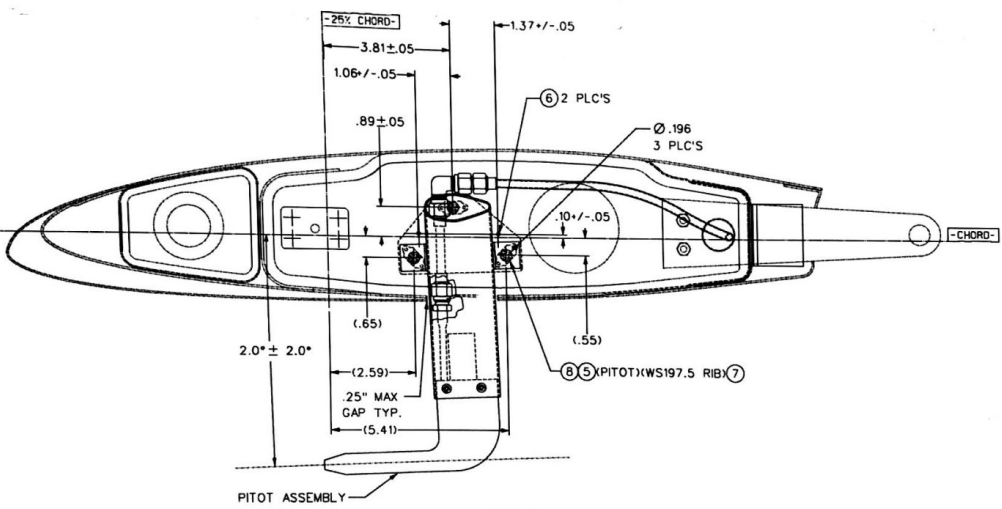
**SECTION B-B**  
WING TIP BEARING PLATE RIVET INSTALLATION  
NTS



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 \*\* Release Date: 2019-07-15 13:49:33 CDT \*\*

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**REPAIR# FRA00012628B**

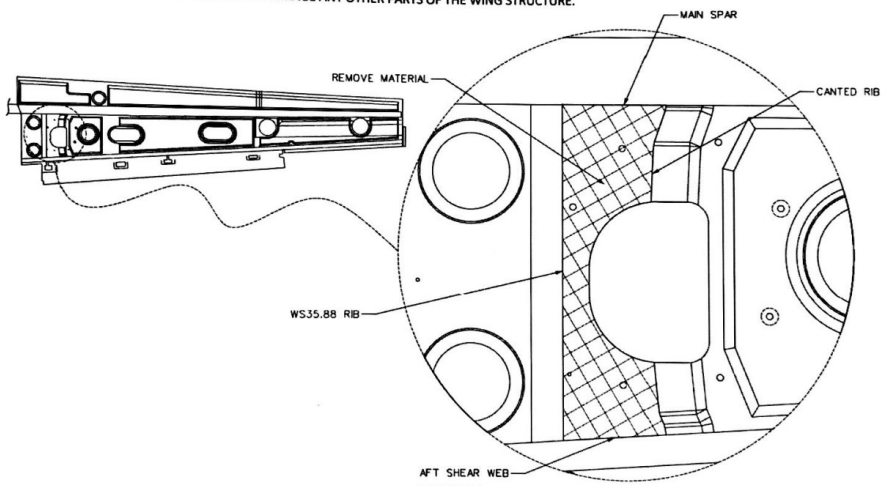


**FIGURE 8**  
 PITOT TUBE BACKING PLATE AND PITOT TUBE INSTALLATIONS  
 VIEW LOOKING INBOARD AT OUTBOARD WING RIB  
 NTS

REPAIR# FRA00012628B

**INBOARD LEFT-HAND WING REPAIR: LOWER WING SKIN DAMAGE REMOVAL**

1. REMOVE MATERIAL AS SHOWN IN FIGURE 9.
  - A. REMOVE FULL THICKNESS LAMINATE WHERE SHOWN TO EDGES OF UNDERLYING STRUCTURE.
    - i. CUT TO EDGE OF WS35.88 RIB, CANTED RIB, MAIN SPAR, AND AFT SHEAR WEB.
    - ii. TAKE CARE NOT TO DAMAGE ANY OTHER PARTS OF THE WING STRUCTURE.

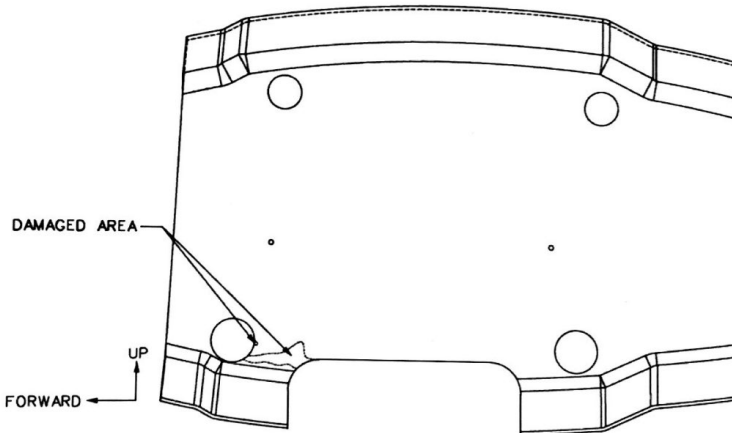


**FIGURE 9**

INBOARD LOWER WING SKIN DAMAGE REMOVAL  
VIEW LOOKING DOWN ON LOWER WING SKIN FROM BAGSIDE SURFACE (UPPER WING SKIN NOT SHOWN)  
NTS

**INBOARD LEFT-HAND WING REPAIR: CANTED RIB REPAIR**

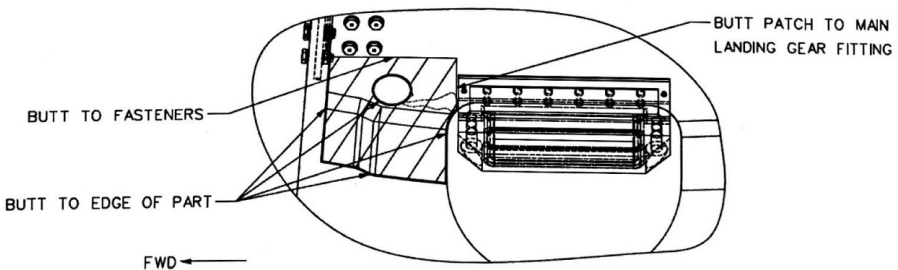
1. SAND TO REMOVE ALL LOOSE AND DAMAGED FIBERS IN DAMAGED AREA.
2. INJECT RESIN FROM ANY FREE EDGES INTO ALL DAMAGED AREAS OF CANTED RIB. REFERENCE FIGURE 9A.
  - A. USE STRUCTURAL RESIN SYSTEM PER AMM 51-30: L285/H287.
3. USING FORCE (CLAMPS) AS REQUIRED SHAPE CANTED RIB TO ORIGINAL CONTOUR AS BEST AS POSSIBLE.



**FIGURE 9A**  
CANTED RIB DAMAGE REMOVAL AND RESIN INJECTION  
VIEW LOOKING OUTBOARD AT THE INBOARD SURFACE  
NTS

**INBOARD LEFT-HAND WING REPAIR: CANTED RIB REPAIR ◀**

1. TRIM CANTED RIB REPAIR PATCH (FRA00012628-102) APPROXIMATELY AS SHOWN IN FIGURE 9B.
  - A. BUTT TO MAIN LANDING GEAR FITTING AS REQUIRED.
  - B. BUTT TO EDGE OF PART AS REQUIRED.
  - C. BUTT TO SIDE BRACE FASTENERS AS REQUIRED.
2. PREPARE FAYING SURFACES FOR BONDING PER AMM 51-20, "REPAIR SURFACE PREPARATION".
  - A. PREPARE THE FAYING SURFACES OF CANTED RIB AND CANTED RIB REPAIR PATCH IN THE AREAS WHERE THEY WILL BE BONDED.
  - B. PREPARE SURFACES BEYOND THE AREAS TO BE BONDED TO ENSURE PROPER ADHESION.
3. BOND CANTED RIB REPAIR PATCH INTO POSITION.
  - A. USE STRUCTURAL ADHESIVE PER AMM 51-30: PTM&W ES6292-A/B.
  - B. MIX ADHESIVE PER AMM 51-30, "STRUCTURAL REPAIR SYSTEMS".
  - C. APPLY ADHESIVE PER 51-20, "REPAIR PROCESSES".
  - D. ACHIEVE BOND THICKNESS OF 0.005" (MINIMUM) AND 0.080" (MAXIMUM).
  - E. SECURE CANTED RIB REPAIR PATCH IN PLACE WITH FIXTURING AS REQUIRED TO PREVENT MOVEMENT DURING CURE.  
 \*NOTE: MOVEMENT DURING CURE WILL CAUSE BOND VOIDS.\*
4. CURE REPAIR SECTION BOND PER AMM 51-20.

**FIGURE 9B ◀**

CANTED RIB REPAIR PATCH INSTALLATION

VIEW LOOKING AT UPPER/INBOARD SURFACES WITH MAIN LANDING GEAR FITTING SHOWN  
NTS

**INBOARD LEFT-HAND WING REPAIR: LOWER WING SKIN REPAIR SECTION INSTALLATION**

1. SCARF LOWER WING SKIN FROM TRIMED EDGE TO 1.5" INTO PART (MAXIMUM). REFERENCE FIGURE 10.
  - A. TAKE CARE NOT TO DAMAGE UNDERLYING STRUCTURE.  
 \*NOTE: ALL LAMINATE DAMAGE MAY NOT BE REMOVED DURING SCARFING.\*
2. FIT REPAIR SECTION (FRA00012628-101) TO OPENING CREATED IN FIGURE 10. REFERENCE FIGURE 11.
  - A. MAXIMUM GAP OF .05" IN AREA SCARF.
  - B. SCARF EDGE OF REPAIR SECTION TO MATE ONTO LOWER WING SKIN.
3. PREPARE FAYING SURFACES FOR BONDING PER AMM 51-20, "REPAIR SURFACE PREPARATION".
  - A. PREPARE THE FAYING SURFACES OF LOWER WING SKIN AND REPAIR SECTION IN THE AREAS WHERE IT WILL BE BONDED.
  - B. PREPARE SURFACES BEYOND THAN THE AREAS TO BE BONDED TO ENSURE PROPER ADHESION.
4. BOND REPAIR SECTION INTO POSITION.
  - A. USE STRUCTURAL ADHESIVE PER AMM 51-30: PTM&W ES6292-A/B.
  - B. MIX ADHESIVE PER AMM 51-30, "STRUCTURAL REPAIR SYSTEMS".
  - C. APPLY ADHESIVE PER 51-20, "REPAIR PROCESSES".
  - D. ACHIEVE BOND THICKNESS OF 0.005" (MINIMUM) AND 0.080" (MAXIMUM).
  - E. SECURE REPAIR SECTION IN PLACE WITH FIXTURING AS REQUIRED TO PREVENT MOVEMENT DURING CURE.  
 \*NOTE: MOVEMENT DURING CURE WILL CAUSE BOND VOIDS.\*  
 \*NOTE: USE OF VACUUM IS ACCEPTABLE TO PROVIDE A MORE UNIFORM PRESSURE ON THE REPAIR SECTION.\*
5. CURE REPAIR SECTION BOND PER AMM 51-20.

**INBOARD LEFT-HAND WING REPAIR: LOWER WING SKIN EXTERIOR WET-LAY**

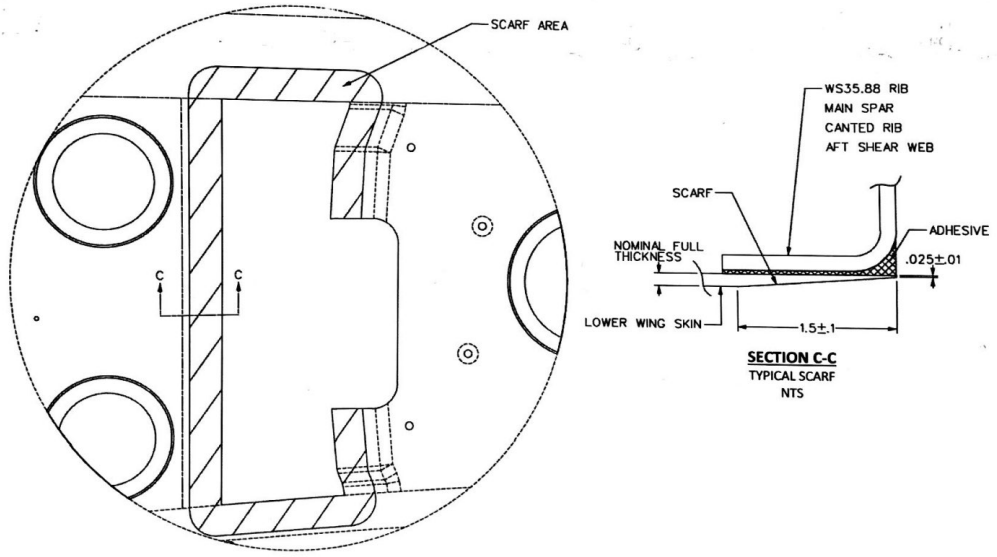
1. FABRICATE EIGHT (8) REPAIR PLYS FOR EXTERIOR REPAIR SECTION SEAM REPAIR. REFERENCE FIGURE 12.
  - A. USE STRUCTURAL FABRIC PER AMM 51-30: HEXCEL 7781/F16 OR F3.
  - B. ORIENT REPAIR PLYS AS FOLLOWS (IN ORDER OF PLY APPLICATION): [45/0/90/-45/45/0/90/-45] WITH RESPECT TO ROSETTE IN FIGURE 12.
  - C. FOR FIRST PLY DOWN, MAINTAIN 0.5" (MINIMUM) INITIAL OVERLAP BEYOND THE REPAIR SECTION SEAM IN ALL DIRECTIONS.
  - D. FOR SUBSEQUENT PLYS, MAINTAIN 0.25" (MINIMUM) STAGGER BEYOND PREVIOUS PLYS IN ALL DIRECTIONS, UNLESS NOTED OTHERWISE.
    - I. BUTT PLYS TO ACCESS PANEL OFFSETS AS REQUIRED.
2. PREPARE THE REPAIR AREA FOR WET-LAY PER AMM 51-20, "REPAIR SURFACE PREPARATION".
  - A. PREPARE AREA SUFFICIENTLY BEYOND THE AREA OF THE LARGEST REPAIR TO ENSURE PROPER PLY ADHESION.
3. APPLY REPAIR PLYS TO THE EXTERIOR REPAIR SECTION SEAM.
  - A. USE STRUCTURAL RESIN SYSTEM PER AMM 51-30: L285/H287.
4. CURE WET-LAY PER AMM 51-20.

REPAIR / ALTERATION

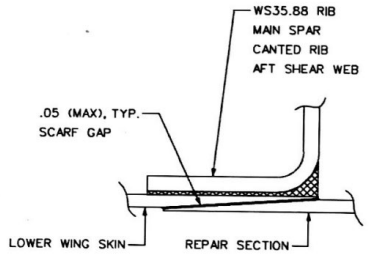
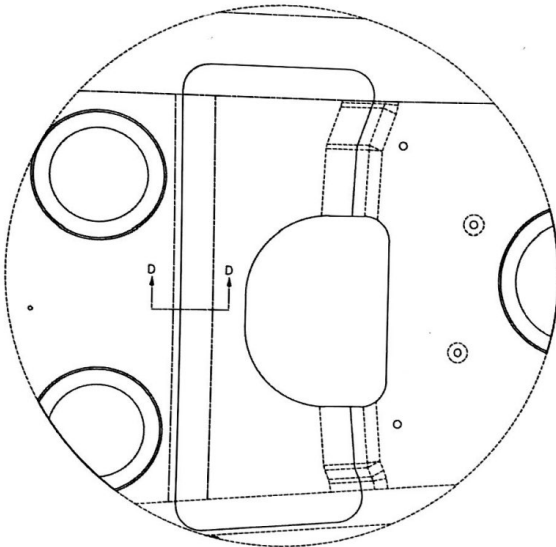
\*\* CDC Document Control File - Repair/Alteration Released \*\*  
Release To: Cirrus Approved - Revision: 5.4  
\*\* Release Date: 2019-07-15 13:49:33 CDT \*\*

CIRRUS DESIGN CORPORATION  
4515 Taylor Circle, Duluth, MN 55811 (218)-788-3185

REPAIR# FRA00012628B

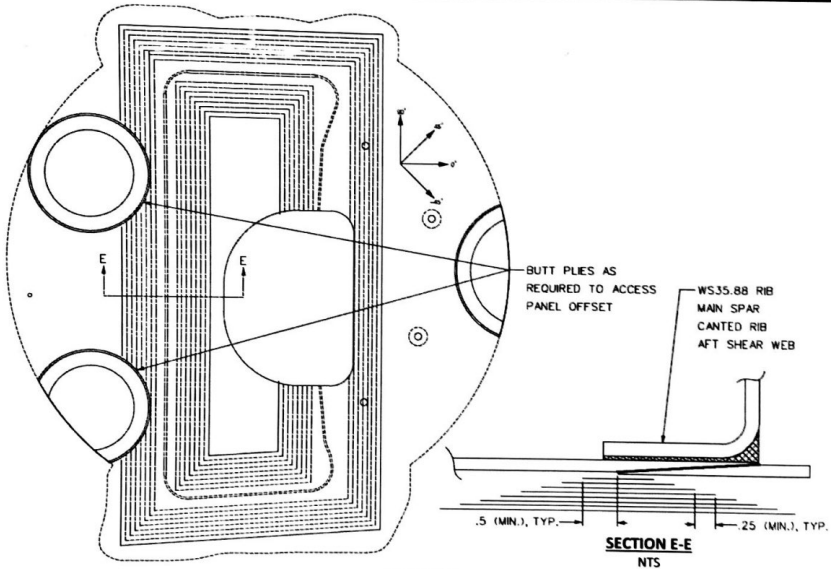


**FIGURE 10**  
LOWER WING SKIN SCARF REPAIR  
VIEW LOOKING DOWN ON LOWER WING SKIN BAGSIDE SURFACE  
(UPPER WING SKIN NOT SHOWN)  
NTS



**SECTION D-D**  
TYPICAL REPAIR SECTION INSTALLATION  
NTS

**FIGURE 11**  
LOWER WING SKIN REPAIR SECTION INSTALLATION  
VIEW LOOKING DOWN ON LOWER WING SKIN BAGSIDE SURFACE  
(UPPER WING SKIN NOT SHOWN)  
NTS



**FIGURE 12**  
LOWER WING SKIN EXTERIOR WET-LAY REPAIR  
VIEW LOOKING DOWN ON LOWER WING SKIN BAGSIDE SURFACE  
(UPPER WING SKIN NOT SHOWN)  
NTS



**INBOARD LEFT-HAND WING REPAIR: WS35.88 RIB**

1. CAREFULLY SAND TO REMOVE LOOSE FIBERS.
2. RESIN SEAL DELAMINATED AREA WITH RESIN.
  - A. USE STRUCTURAL RESIN SYSTEM PER AMM 51-30: L285/H287.
3. CURE REPAIR SECTION BOND PER AMM 51-20.

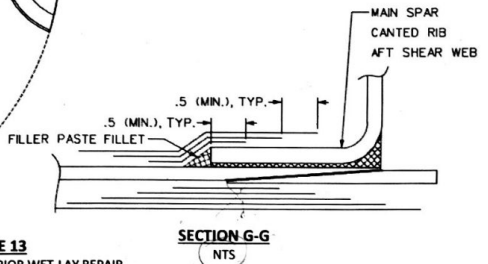
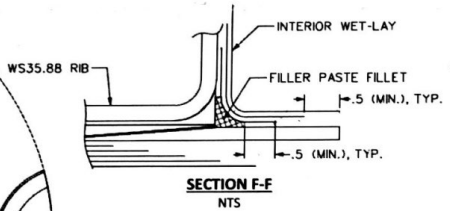
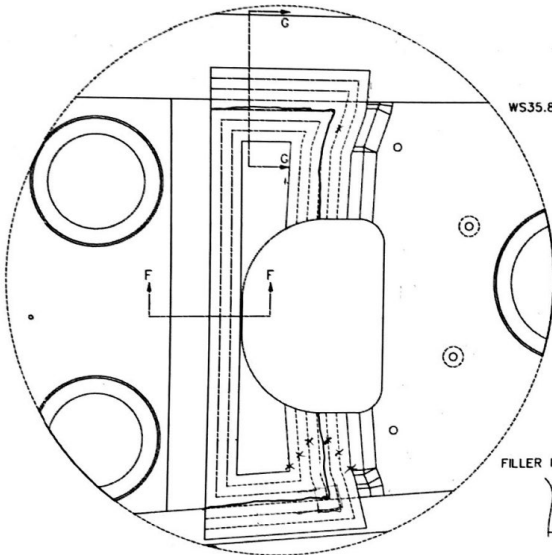
**INBOARD LEFT-HAND WING REPAIR: LOWER WING SKIN INTERIOR WET-LAY**

1. TO AVOID REPAIR PLY BRIDGING, CREATE A FILLET USING FILLER PASTE PER AMM 51-30.
  - A. CREATE A SMOOTH FILLET BETWEEN REPAIR SECTION, WS35.88 RIB, MAIN SPAR, CANTED RIB, AND AFT SHEAR WEB.
  - B. USE STRUCTURAL RESIN PER AMM 51-30: L285/H287.
  - C. INITIAL CURE PER AMM 51-20.
2. FABRICATE THREE (3) REPAIR PLYS FOR INTERIOR REPAIRS OF WS35.88 RIB, MAIN SPAR, CANTED RIB, AND AFT SHEAR WEB.
  - A. USE STRUCTURAL FABRIC PER AMM 51-30: HEXCEL 7781/F16 OR F3.
  - B. ORIENT REPAIR PLYS AS FOLLOWS (IN ORDER OF PLY APPLICATION):  $\pm 45^\circ$  WITH RESPECT TO ROSETTE IN FIGURE 13.
  - C. FOR FIRST PLY DOWN, MAINTAIN 0.5" (MINIMUM) INITIAL OVERLAP BEYOND EDGE OF STRUCTURE INTERFACE AND FILLER PASTE FILLET IN ALL DIRECTIONS.
  - D. FOR SUBSEQUENT PLYS, MAINTAIN 0.5" (MINIMUM) STAGGER BEYOND PREVIOUS PLYS IN ALL DIRECTIONS.
3. PREPARE THE REPAIR AREA FOR WET-LAY PER AMM 51-20, "REPAIR SURFACE PREPARATION".
  - A. PREPARE AREA SUFFICIENTLY BEYOND THE AREA OF THE LARGEST REPAIR TO ENSURE PROPER ADHESION.
4. APPLY REPAIR PLYS TO THE INTERIOR REPAIR SECTION SEAM.
  - A. USE STRUCTURAL RESIN SYSTEM PER AMM 51-30: L285/H287.
5. CURE WET-LAY PER AMM 51-20.

REPAIR# FRA00012628B

**INBOARD LEFT-HAND WING REPAIR: EXTERIOR DENT REPAIR**

1. DRILL INJECTION HOLES AT EACH AREA OF LAMINATE-CORE SEPARATION (FAILED TAP TEST).
  - A. USE DRILL BIT WITH 0.098" (#40) MAXIMUM DIAMETER.
  - B. USE A DRILL STOP TO ENSURE HOLE STOPS 0.020" (APPROXIMATE) THROUGH THE LOCAL LAMINATE THICKNESS.
  - C. MAINTAIN A 6D MINIMUM PITCH (0.60" CENTER TO CENTER) WHERE MULTIPLE INJECTION OR VENTING HOLES ARE REQUIRED.
2. INJECT RESIN TO RESTORE STABILITY TO THE AREA(S) WITH LAMINATE-CORE SEPARATION.
  - A. USE STRUCTURAL RESIN SYSTEM PER AMM 51-30: L285/H287.
  - B. CUT SYRINGE TIP LENGTH TO THE THICKNESS OF THE LAMINATE.
  - C. INJECT RESIN INTO LAMINATE UNTIL, THE RESIN STOPS FLOWING IN AN OUTWARD DIRECTION.  
\*NOTE: FILL UNTIL THE OUTWARD FLOW OF RESIN STOPS.\*
3. FABRICATE TWO (2) REPAIR PLYS FOR EXTERIOR LAMINATE REPAIR.
  - A. USE STRUCTURAL FABRIC PER AMM 51-30: HEXCEL 7781/F16 OR F3.
  - B. ORIENT REPAIR PLYS AT  $\pm 45^\circ$  WITH RESPECT TO MAIN SPAR OR LEADING EDGE AS 0°.
  - C. MAINTAIN 0.5" (MINIMUM) INITIAL OVERLAP BEYOND DAMAGE IN ALL DIRECTIONS.
  - D. MAINTAIN 0.5" (MINIMUM) STAGGER BEYOND EACH SUBSEQUENT PLY IN ALL DIRECTIONS.
4. PREPARE THE REPAIR AREA FOR WET-LAY PER AMM 51-20, "REPAIR SURFACE PREPARATION".
  - A. PREPARE AREA SUFFICIENTLY BEYOND THE AREA OF THE LARGEST REPAIR PLY TO ENSURE PROPER PLY ADHESION.
5. APPLY REPAIR PLYS OVER DAMAGE.
  - A. USE STRUCTURAL RESIN SYSTEM PER AMM 51-30: L285/H287.
6. CURE WET-LAY PER AMM 51-20.



**FIGURE 13**  
 LOWER WING SKIN INTERIOR WET-LAY REPAIR  
 VIEW LOOKING DOWN ON LOWER WING SKIN BAGSIDE SURFACE  
 (UPPER WING SKIN NOT SHOWN)  
 NTS

**FUSELAGE SKIN REPAIR: BELLY CLOSEOUT DAMAGE**

1. CAREFULLY REMOVE CRACKS IN ADHESIVE BETWEEN FUSELAGE SKIN AND SPAR COVER.
  - A. IF CRACKS CANNOT BE FULLY REMOVED WITHOUT CAUSING DAMAGE TO FUSELAGE OR BELLY CLOSEOUT CONTACT CIRRUS FOR FURTHER INSTRUCTION.
2. AFTER CRACK REMOVAL, FILL IN CAVITY WITH ADHESIVE.
  - A. USE STRUCTURAL ADHESIVE PER AMM 51-30: PTM&W ES6292-A/B.
  - B. MIX ADHESIVE PER AMM 51-30, "STRUCTURAL REPAIR SYSTEMS".
  - C. APPLY ADHESIVE PER 51-20, "REPAIR PROCESSES".
3. CURE ADHESIVE PER AMM 51-20.
4. RESIN SEAL DELAMINATED AREA.
  - A. USE STRUCTURAL RESIN SYSTEM PER AMM 51-30: L285/H287.
5. CURE ADHESIVE PER AMM 51-20.

**FUSELAGE SKIN REPAIR: FORWARD OF RIGHT-HAND WING**

1. DRILL INJECTION HOLES AT EACH AREA OF LAMINATE-CORE SEPARATION (FAILED TAP TEST).
  - A. USE DRILL BIT WITH 0.098" (#40) MAXIMUM DIAMETER.
  - B. USE A DRILL STOP TO ENSURE HOLE STOPS 0.020" (APPROXIMATE) THROUGH THE LOCAL LAMINATE THICKNESS.
  - C. MAINTAIN A 6D MINIMUM PITCH (0.60" CENTER TO CENTER) WHERE MULTIPLE INJECTION OR VENTING HOLES ARE REQUIRED.
2. INJECT RESIN TO RESTORE STABILITY TO THE AREA(S) WITH LAMINATE-CORE SEPARATION.
  - A. USE STRUCTURAL RESIN SYSTEM PER AMM 51-30: L285/H287.
  - B. CUT SYRINGE TIP LENGTH TO THE THICKNESS OF THE LAMINATE.
  - C. INJECT RESIN INTO LAMINATE UNTIL, THE RESIN STOPS FLOWING IN AN OUTWARD DIRECTION.  
\*NOTE: FILL UNTIL THE OUTWARD FLOW STOPS.\*
3. FABRICATE FOUR (4) REPAIR PLYS FOR FUSELAGE LAMINATE REPAIR.
  - A. USE STRUCTURAL FABRIC PER AMM 51-30: HEXCEL 7781/F16 OR F3.
  - B. ORIENT REPAIR PLYS AT  $\pm 45^\circ$  WITH RESPECT TO BLO AS 0°.
  - C. MAINTAIN 0.5" (MINIMUM) INITIAL OVERLAP BEYOND DAMAGE IN ALL DIRECTIONS UNLESS NOTED OTHERWISE.
    - I. REDUCE OVERLAP IN DIRECTION OF VORTEX GENERATOR TO 0.25".
  - D. MAINTAIN 0.5" (MINIMUM) STAGGER BEYOND EACH SUBSEQUENT PLY IN ALL DIRECTIONS UNLESS NOTED OTHERWISE.
    - I. REDUCE STAGGER IN DIRECTION OF VORTEX GENERATOR TO 0.25".
4. PREPARE THE REPAIR AREA FOR WET-LAY PER AMM 51-20, "REPAIR SURFACE PREPARATION".
  - A. PREPARE AREA SUFFICIENTLY BEYOND THE AREA OF THE LARGEST REPAIR PLY TO ENSURE PROPER ADHESION.
5. APPLY REPAIR PLYS OVER DAMAGE.
  - A. USE STRUCTURAL RESIN SYSTEM PER AMM 51-30: L285/H287.
6. CURE WET-LAY PER AMM 51-20.

**BODYWORK AND PAINT:**

1. BODYWORK AND PAINT PER AMM 51-20, "EXTERIOR FINISH".

## NEVADA AIRCRAFT ENGINE LLC. PISTON ENGINE WARRANTY

The following "warranty policy" is supplied to the purchaser by NAE and the purchaser agrees that the terms and conditions set forth in this warranty are made part of the work order or contract to supply parts and labor.

### " AS IS" - NO WARRANTY:

The repair and/or workmanship provided by NAE are without warranty, expressed or implied, and the equipment, parts and/or repairs are provided to the purchaser in "as is" condition.

### LIMITED WARRANTY

Nevada Aircraft Engines LLC. (NAE) warrants each product to be free from defects in material and workmanship under normal use and service for a period of 2 years or 1000 hours, whichever ever occurs first provided that NAE's liability and buyer's remedies under this limited warranty are limited to the repair or replacement, at NAE's election, of engine or components which are shown, to NAE's reasonable satisfaction, to have been defective and returned to NAE within 1 year from the date of delivery with no hours restriction, upon which such parts supplied or repaired by NAE were originally installed, but in no event later than 1 year after the date of delivery of the unit by NAE. A written notice of a warranty claim must be given promptly by purchaser to NAE, but in no event later than thirty (30) days after purchaser's discovery of a defect. In the event NAE agrees that there was in fact a defect in either material or workmanship provided by NAE after the 1 year no hours restriction period ends, a pro-rated Repair or Replacement policy will be in force as follows: Current list price shall be used for any overhauled engine affected by warranty replacement or repair, divided by the applicable manufacturer's Time Between Overhaul (TBO) and then multiplied by the greater of the following: The number of hours on the repaired or replaced engine by Hobbs Meter or Tachometer hourmeter ( whichever is greater) or greatest amount of logged hours or 40 hours per month accumulation beginning with the month of delivery. The end amount of the formula total to be borne by purchaser. Labor costs associated with the repair of a defective engine or part shall be pro-rated in the same manner.

Transportation charges for the return of such defective parts to NAE and their reshipment to NAE at Henderson, Nevada and the risk of loss thereof will be borne by purchaser. NAE shall not assume freight charges, transportation or delivery expenses, installation, removal costs or airframe repairs, or loss of use, all of which are excluded under this warranty. NAE does not warrant parts, materials or services supplied or performed by others including, without limitation, parts and engine accessories such as magnetos, starters, engine component parts, alternators or turbos which were purchased from a manufacturer other than NAE as an assembled unit without alteration by NAE. This warranty shall not apply if engine was repaired or altered in any manner outside NAE's shop. Replacement or repairs of an engine or component will not be construed as to extend the initial warranty period. The foregoing warranty applies only if the engine supplied by NAE was properly installed by FAA certified mechanics and maintained valid log book entries according to current manufacturer's manuals and service bulletins and in accordance with FAA standards.


NAE is not liable for failures due to latent or unobvious manufacturing, engineering or improper design of parts or components furnished by a manufacturer to NAE. Any engines or components that have broken or tampered seals will not be covered by the foregoing warranty. The above Limited Warranty does not apply to an engine that has been subject to misuse, neglect, accident, abuse or damage from the elements. Thermal shock cooling to parts is excluded under this warranty. Warranty also does not apply to parts overheated from improper operating or running lean of peak EGT. installed, repaired, maintained or altered improperly by the purchaser or third parties in the judgment of NAE. Engines internally damaged by rust and corrosion from storage or non-usage will be excluded under this warranty.

Exclusive Warranties and Remedies- Pursuant to the Uniform Commercial Code Section 2-316 and 2-302, THE FOREGOING WARRANTIES ARE EXCLUSIVE AND ARE GIVEN AND ACCEPTED IN LIEU OF (i) ANY AND ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING WITHOUT LIMITATION THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE; AND (ii) ANY OBLIGATION, LIABILITY, RIGHT, CLAIM OR REMEDY IN CONTRACT OR TORT, WHETHER OR NOT ARISING FROM SELLER'S NEGLIGENCE, ACTUAL OR IMPUTED. THE REMEDIES OF THE BUYER SHALL BE LIMITED TO THOSE PROVIDED HERIN TO THE EXCLUSION OF ANY OTHER REMEDIES INCLUDING, WITHOUT LIMITATION, INCIDENTAL OR CONSEQUENTIAL DAMAGES.

WORK ORDER WARRANTY NO. 2197

ENGINE MODEL 10-550-N

ENGINE SERIAL NO. 686184

1. Approving Civil Aviation Authority/Country:  <b>FAA/UNITED STATES</b>		2. <b>AUTHORIZED RELEASE CERTIFICATE</b>  <b>FAA Form 8130-3, Airworthiness Approval Tag</b>			3. Form Tracking Number:  <b>82309</b>	
4. Organization Name and Address: Aircraft Electrical Components, Inc. (CRS# S7HR883J) Nevada Repair Center 2482 Progress Drive Redding, CA 96001				5. Work Order/Contract/ Invoice Number:  <b>38065</b>		
6. Item	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:	
1	Magneto	S6RSC-25 (10-500556-1)	1	D01HA133 <i>R</i>	Overhauled	
12. Remarks: Magneto Overhauled in accordance with Manufacturer Overhaul Manual X42002-3 Dated Aug 31 2011.  Full details of work carried out per Work Order No 82309 attached.						
13a. Certifies the items identified above were manufactured in conformity to: <input type="checkbox"/> Approved design data and are in a condition safe for operation <input type="checkbox"/> Non-approved design data specified in Block 12.			14a. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> Other regulation specified in Block 12. Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, Part 43 and in respect to that work, the items are approved for return to service.			
13b. Authorized Signature: Not Applicable		13c. Approval Authorization No.: Not Applicable		14b. Authorized Signature: 		14c. Approval/Certificate Number: S7HR883J
13d. Name (Typed or Printed): Not Applicable		13e. Date (dd/mm/yyyy): Not Applicable		14d. Name (Typed or Printed): Carl E. Schutte		14e. Date (dd/mm/yyyy): 29/Jan/2019
<b>User/Installer Responsibilities</b>						
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article. Where the user/installer performs work in accordance with the national regulations of an Airworthiness Authority different than the Airworthiness Authority of the country specified in Block 1, it is essential that the user/installer ensure that his/her Airworthiness Authority accepts aircraft engine(s)/propeller(s)/article(s) from the Airworthiness Authority of the country specified in Block 1. Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.						

## WORK ORDER

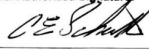
DATE	WORK ORDER #
01/29/19	82309
Mfr: TCM/Bendix Desc: Magneto Part No.: 10-500556-1 (S6RSC-25) Serial No.: D01HA133 Work Order No.: 82309	
Received Magneto for Overhaul:	
1 ea P/N 10-500556-1 (S6RSC-25), S/N D01HA133	
Magneto disassembled, cleaned and inspected. Noted finger loose on distributor gear. Repaired as necessary. Replaced worn and defective parts as required. Distributor block reconditioned. Magneto assembled, internally timed and tested.	
Magneto Overhauled in accordance with Manufacturer Overhaul Manual X42002-3, dated Aug 31 2011.	
The following parts have been replaced in this unit:	
1 ea 10-81806 DE Bearing	1 ea 10-50752 Felt Washer
1 ea 2-202 CE Bearing	1 ea 10-391213 Cam Screw
1 ea 10-400554 Oil Seal	1 ea MS16624-1037 Retainer Ring
1 ea 10-51678 Oil Deflector	1 ea 10-51324 Impulse Spring
1 ea 10-160844 Carbon Brush	1 ea 10-382584 Breaker
1 ea 10-163374 Felt Strip	And Related Hardware
1 ea 10-400012 Nameplate	
In addition to Standard Overhaul the following was required:	
1 ea AB357586 Distributor Gear (PMA)	
AD / SB STATUS:	
SB 556C / 74-26-09 Drive Bushing – N/A MAG P/N	
SB 623A / 82-20-01 Impulse Coupling – N/A, SNAP RING STYLE CAM INSTALLED	
SB 631 Lubricant – C/W	
SB 634 Contacts – N/A MAG P/N	
SB 639 Impulse Coupling – C/W	
CSB 641 / 94-06-09 Capacitor – N/A CAPACITOR P/N	
SB 643C Maintenance Interval – OVERHAUL	
MSB 644 / 73-07-04 / 94-01-03R2 Coil & Rotor – IN COMPLIANCE	
MSB 645 / 78-09-07R3 / 2005-12-06 Impulse Coupling – C/W INSPECTION X=.043; X=.047	
SB 654A Improved Capacitor – IN COMPLIANCE	
SB 658 Distributor Gear Maintenance – C/W, INSTALLED NEW DISTRIBUTOR GEAR	
SIL 663A Isolation of Tach Circuit – N/A MAG P/N	
SB 664 Capacitor – N/A CAPACITOR P/N	
CSB 665A Capacitor – N/A CAPACITOR P/N	
SB 669 Distributor Block Bushing Inspection – C/W INSPECTION, SUPPLY COPY	
SB 670 Improved Distributor Block – N/A BATCH CODE, 10-357426 01-03	

2482 Progress Drive  
 Redding, CA 96001-3235  
 (530) 221-4397  
 (530) 221-0660 fax  
 Repair Station #S7HR883J

The aircraft component identified above was repaired and Inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service.  
 FAA REPAIR STATION NO. S7HR883J

Inspector: 



<b>1. Approving Civil Aviation Authority/Country:</b>  <b>FAA/UNITED STATES</b>		<b>2. AUTHORIZED RELEASE CERTIFICATE</b>  <b>FAA Form 8130-3, Airworthiness Approval Tag</b>			<b>3. Form Tracking Number:</b>  <b>82308</b>	
<b>4. Organization Name and Address:</b> Aircraft Electrical Components, Inc. (CRS# S7HR883J) Nevada Repair Center 2482 Progress Drive Redding, CA 96001				<b>5. Work Order/Contract/ Invoice Number:</b>  <b>38064</b>		
<b>6. Item</b>	<b>7. Description:</b>	<b>8. Part Number:</b>	<b>9. Quantity:</b>	<b>10. Serial Number:</b>	<b>11. Status/Work:</b>	
1	Magneto	S6RSC-25 (10-500556-1)	1	D06JA150  L	Overhauled	
<b>12. Remarks:</b> Magneto Overhauled in accordance with Manufacturer Overhaul Manual X42002-3 Dated Aug 31 2011.  Full details of work carried out per Work Order No 82308 attached.						
<b>13a. Certifies the items identified above were manufactured in conformity to:</b> <input type="checkbox"/> Approved design data and are in a condition safe for operation <input type="checkbox"/> Non-approved design data specified in Block 12.			<b>14a. [X] 14 CFR 43.9 Return to Service [ ] Other regulation specified in Block 12.</b> Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, Part 43 and in respect to that work, the items are approved for return to service.			
<b>13b. Authorized Signature:</b> Not Applicable	<b>13c. Approval Authorization No.:</b> Not Applicable	<b>14b. Authorized Signature:</b> 	<b>14c. Approval/Certificate Number:</b> S7HR883J			
<b>13d. Name (Typed or Printed):</b> Not Applicable	<b>13e. Date (dd/mmm/yyyy):</b> Not Applicable	<b>14d. Name (Typed or Printed):</b> Carl E. Schutte	<b>14e. Date (dd/mmm/yyyy):</b> 29/Jan/2019			
<b>User/Installer Responsibilities</b>						
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article. Where the user/installer performs work in accordance with the national regulations of an Airworthiness Authority different than the Airworthiness Authority of the country specified in Block 1, it is essential that the user/installer ensure that his/her Airworthiness Authority accepts aircraft engine(s)/propeller(s)/article(s) from the Airworthiness Authority of the country specified in Block 1. Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.						

## WORK ORDER

DATE	WORK ORDER #		
01/29/19	82308		
Mfr: TCM/Bendix Desc: Magneto Part No.: 10-500556-1 (S6RSC-25) Serial No.: D06JA150 Work Order No.: 82308			
Received Magneto for Overhaul:			
1 ea P/N 10-500556-1 (S6RSC-25), S/N D06JA150			
Magneto disassembled, cleaned and inspected. Repaired as necessary. Replaced worn and defective parts as required. Distributor block reconditioned. Magneto assembled, internally timed and tested.			
Magneto Overhauled in accordance with Manufacturer Overhaul Manual X42002-3, dated Aug 31 2011.			
The following parts have been replaced in this unit:			
1 ea 10-81806	DE Bearing	1 ea 10-50752	Felt Washer
1 ea 2-202	CE Bearing	1 ea 10-391213	Cam Screw
1 ea 10-400554	Oil Seal	1 ea MS16624-1037	Retainer Ring
1 ea 10-51678	Oil Deflector	1 ea 10-51324	Impulse Spring
1 ea 10-160844	Carbon Brush	1 ea 10-382584	Breaker
1 ea 10-163374	Felt Strip	And	Related Hardware
1 ea 10-400012	Nameplate		
AD / SB STATUS:			
SB 556C / 74-26-09 Drive Bushing – N/A MAG P/N			
SB 623A / 82-20-01 Impulse Coupling – N/A, SNAP RING STYLE CAM INSTALLED			
SB 631 Lubricant – C/W			
SB 634 Contacts – N/A MAG P/N			
SB 639 Impulse Coupling – C/W			
CSB 641 / 94-06-09 Capacitor – N/A DATE CODE, AB349276 15-06			
SB 643C Maintenance Interval – OVERHAUL			
MSB 644 / 73-07-04 / 94-01-03R2 Coil & Rotor – IN COMPLIANCE			
MSB 645 / 78-09-07R3 / 2005-12-06 Impulse Coupling – C/W INSPECTION X=.041; X=.045			
SB 654A Improved Capacitor – N/A @ THIS TIME			
SB 658 Distributor Gear Maintenance – IN COMPLIANCE			
SIL 663A Isolation of Tach Circuit – N/A MAG P/N			
SB 664 Capacitor – N/A CAPACITOR P/N			
CSB 665A Capacitor – N/A CAPACITOR P/N			
SB 669 Distributor Block Bushing Inspection – C/W INSPECTION, SUPPLY COPY			
SB 670 Improved Distributor Block – N/A BATCH CODE, 10-357426 05-10			

2482 Progress Drive  
 Redding, CA 96001-3235  
 (530) 221-4397  
 (530) 221-0660 fax  
 Repair Station #S7HR883J

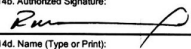
The aircraft component identified above was repaired and Inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service.  
 FAA REPAIR STATION NO. S7HR883J


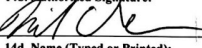
Inspector: 

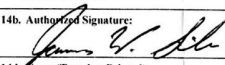
1. Approving Civil Aviation Authority/Country: FAA/United States		2.			3. Form Tracking Number: 30001	
<b>AUTHORIZED RELEASE CERTIFICATE</b>						
FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG						
4. Organization Name and Address: Mike's Aircraft Fuel Metering Service, 9406 E. 46th St. North, Tulsa, OK 74117 918-838-6217				5. Work Order/Contract/Invoice Number: 30001		
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:	
1	FLOW DIVIDER	646433-5A2	1	C02BA046	OVERHAULED	
12. Remarks: I/A/W/ MANUAL NO. MAF1000 5/12						
13a. Certifies the items identified above were manufactured in conformity to: <input type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 12.			14a. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> Other regulation specified in Block 12 Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.			
13b. Authorized Signature:		13c. Approval/Authorization No.:		14b. Authorized Signature: 		14c. Approval/Certificate No.: HK2R875K
13d. Name (Typed or Printed):		13e. Date (dd/mmm/yyyy):		14d. Name (Typed or Printed): WILLIAM L. ANDERSON		14e. Date (dd/mmm/yyyy): 12-Feb-2019
<b>User/Installer Responsibilities</b>						
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1. Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.						

1. Approving Civil Aviation Authority/Country: FAA/United States		<b>AUTHORIZED RELEASE CERTIFICATE</b> FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			2. Form Tracking Number: 30001	
4. Organization Name and Address: Mike's Aircraft Fuel Metering Service, 9406 E. 46th St. North, Tulsa, OK 74117 918-838-6217					5. Work Order/Contract/Invoice Number: 30001	
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:	
1	FUEL CONTROL VALVE	653353-5A1	1	A02BA064	OVERHAULED	
12. Remarks: I/A/W/ MANUAL NO. MAF1000 5/12						
13a. Certifies the items identified above were manufactured in conformity to: <input type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 12.			14a. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> Other regulation specified in Block 12 Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.			
13b. Authorized Signature:		13c. Approval/Authorization No.:	14b. Authorized Signature: 		14c. Approval/Certificate No.: HK2R875K	
13d. Name (Typed or Printed):		13e. Date (dd/mmm/yyyy):	14d. Name (Typed or Printed): WILLIAM L. ANDERSON		14e. Date (dd/mmm/yyyy): 12-Feb-2019	
<b>User/Installer Responsibilities</b>						
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1. Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.						

1. Approving Civil Aviation Authority/Country: FAA/UNITED STATES		2. <b>AUTHORIZED RELEASE CERTIFICATE</b> FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number: H-S103993	
4. Organization Name and Address: <b>HARTZELL ENGINE TECHNOLOGIES, 2900 SELMA HWY., MONTGOMERY, AL. 36108 (1HZR769B)</b>					5. Work Order/Contract/Invoice Number: W/O: M458060	
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:	
1	STARTER	646275-1 MOD/NO *****	1	H-S103993	OVERHAULED	
12. Remarks: COPY OF WORK ORDER AVAILABLE ON REQUEST FROM HARTZELL ENGINE TECHNOLOGIES CERTIFIES THAT THE WORK SPECIFIED IN BLOCK 11/12 WAS CARRIED OUT IN ACCORDANCE WITH EASA PART 145 AND WITH RESPECT TO THAT WORK THE AIRCRAFT COMPONENT IS CONSIDERED READY FOR RELEASE TO SERVICE UNDER EASA APPROVAL, CERTIFICATE NUMBER EASA.145.4418 AND BY THE FAA AIR AGENCY CERTIFICATE NUMBER 1HZR769B. APPROVED FOR EXPORT THE ORIG. EQUIP. MFG. DATA APPEARS ON THE DATA PLATE IN THE LINES IDENTIFIED AS MOD/NO & ORIG. MFG. COMPLIES WITH PPS-9001 LATEST REVISION. OVERHAULED PER TCM SERVICE INSTRUCTION X30592, DATED 1/87.						
13a. Certifies the items identified above were manufactured in conformity to: <input type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 12.			14a. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input checked="" type="checkbox"/> Other regulation specified in Block 12 Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.			
13b. Authorized Signature:		13c. Approval/Authorization No.:	14b. Authorized Signature:		14c. Approval/Certificate No: 1HZR769B	
13d. Name (Typed or Printed):		13e. Date (dd/mm/yyyy):	14d. Name (Typed or Printed) James D. Murphy		14e. Date (dd/mm/yyyy): 02/Nov/2018	
<b>User/Installer Responsibilities</b>						
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/acticle.						
Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accept aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.						
Statements in Block 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.						

1. Approving Civil Aviation Authority / County: <b>FAA / United States</b>		2. <b>AUTHORIZED RELEASE CERTIFICATE</b> FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number 130891						
4. Organization Name and Address: <b>Pacific Oil Cooler Service, Inc. F.A.A RF3R813L</b> <b>1677 Curtiss Court, La Verne, CA 91750</b>				5. Work Order/Contact/Invoice No 130891							
6. Item:		7. Description:		8. Part Number:		9. Quantity:		10. Serial Number:		11. Status/Work:	
1		OIL COOLER		10281A		1		B02-200-334		OVERHAULED	
				654585							
12. Remarks: Work Order Number (Block 5) describing the actual work performed is attached. The described work was performed in accordance with F.A.A. approved Pacific Oil Cooler Service, Inc. process specification #001. (See Work Order) No applicable Airworthiness Directives work / status. Certifies that the work specified in Blocks 11/12 was carried out in accordance with EASA part 145, and with respect to that work, the component is considered ready for release to service under EASA part 145 Approval Number: EASA.145.5554											
13a. Certified the items identified above were manufactured in conformity to: <input type="checkbox"/> Approved design data and are in a condition for safe operation <input type="checkbox"/> Non-approved design data specified in Block 12				14a <input checked="" type="checkbox"/> 14 CRF 43.9 Return to Service <input checked="" type="checkbox"/> Other regulation specified in Block 12 Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.							
13b. Authorized Signature				13c. Approval /Authorization No:				14b. Authorized Signature: 		14c. Approval/Certificate No.: RF3R813L	
13d. Name (Type or Print):				13e. Date (dd/mm/yyyy):				14d. Name (Type or Print): Ricardo Gaytan		14e. Date (dd/mm/yyyy): 19/Feb/2019	
<b>User / Installer Responsibilities</b>											
It is important that the existence of the document alone does not automatically constitute authority to install the aircraft engine/propeller/article.  When the user / installer performs the work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that that user / installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.  Statements in Block 13a and 14a do not constitute installation certification. In all cases aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.											

1. Approving Civil Aviation Authority/Country: FAA/UNITED STATES		2. <b>AUTHORIZED RELEASE CERTIFICATE</b> FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number:	
4. Organization Name and Address:		 Ameritech Industries dba American Propeller Service 20208 Charlanne Drive Redding, CA 96002 USA			5. Work Order/Contract/Invoice Number: 23344-12-2018	
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:	
1	Hartzell propeller	Prop: Hartzell propeller Hub: PHC-J3YF-1RF Blade: F7634	1	Blade: J89877, J89874, J89881 Hub: FF23828	OVERHAULED	
12. Remarks: Overhauled as per Service Manual 117D Rev. 17, 133C Rev. 37, 159 Rev. 65 and 202A V1 Rev. 57, V2 Rev. 30, V3 Rev. 38, V7 Rev. 46, V9 Rev. 31, V10 Rev. 35, V11 Rev. 36. Complied with Service Bulletin 61-118FR1, 61-136RI and 61-374R1.						
13a. Certifies the items identified above were manufactured in conformity to:			14a. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> Other regulation specified in Block 12			
<input type="checkbox"/> Approved design data and are in condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 12.			Certifies that unless otherwise specified in block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.			
13b. Authorized Signature:		13c. Approval/Authorization No.:	14b. Authorized Signature:		14c. Approval/Certificate	
					NO3R717L	
13d. Name (Typed or Printed):		13e. Date (dd/mmm/yyyy):	14d. Name (Typed or Printed):		14e. Date (dd/mmm/yyyy):	
			Mike Crowell		21 dec 2018	
<b>User/Installer Responsibilities</b>						
<p>It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.</p> <p>Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.</p> <p>Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.</p>						

1. Approving Civil Aviation Authority/Country: FAA/United States		2. <b>AUTHORIZED RELEASE CERTIFICATE</b> FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number: 19-077	
4. Organization Name and Address: Olympia Propeller Governor, LLC 4626 88 <sup>th</sup> Ave SW Olympia, WA 98512 (360) 705-0436					5. Work Order/Contract/Invoice Number: 0002277	
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:	
I	Woodward Governor	D210760	One	13170230D	Overhauled	
12. Remarks: 1) Pertinent details of this overhaul are kept on file at OPG, LLC under the work order number shown in block 5 above. 2) All Airworthiness Directives, Service Bulletins, and Service Letters as of July 17 <sup>th</sup> , 2019 have been complied with. 3) This unit has been overhauled and tested in compliance with Woodward Overhaul Manual #33194. 4) This unit has zero time since overhaul.						
13a. Certifies the items identified above were manufactured in conformity to:  Approved design data and are in a condition for safe operation. Non-approved design data specified in Block 13.			14a. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> Other regulation specified in Block 12 Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.			
13b. Authorized Signature:		13c. Approval/Authorization No.:	14b. Authorized Signature:		14c. Approval/Certificate No.:	
					<b>IOPR610B</b>	
13d. Name (Typed or Printed):		13e. Date (dd/mm/yyyy):	14d. Name (Typed or Printed):		14e. Date (dd/mm/yyyy):	
			James W. Siler		17/Jul/2019	
<b>User/Installer Responsibilities</b>						
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engines/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1. Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.						





**Propeller Governor Test Sheet**

Date: 7.16.19

Customer: Lone Mountain Aviators Tested by: Jim

Model # D210760 Serial # 131702300

Rotation (facing drive pad)	<u>X</u> CW	<u>    </u> CCW
Pressure Sense	<u>X</u> Increase	<u>    </u> Decrease
Control Shaft Location	<u>    </u>	<u>    </u>
Control Lever Angle	<u>138</u> Deg +/- <u>2</u>	<u>138</u> Finished Angle

Description	Specifications	1 <sup>st</sup> Run	2 <sup>nd</sup> Run
Max RPM	<u>2700 +/- 10</u>	<u>2702</u>	<u>2702</u>
Min/Feather RPM	<u>1200 or less <del>1200</del></u>	<u>&lt; 1000</u>	<u>&lt; 1000</u>
Un-feathering RPM	<u>N/A +/-</u>	<u>    </u>	<u>    </u>
RV Pressure (PSI)	<u>320 +/- 20</u>	<u>330</u>	<u>330</u>
Pump Capacity (Qt/Min)	<u>5</u>	<u>5.5</u>	<u>5.5</u>
Internal Leakage (Qt/Hr)	<u>40</u>	<u>8</u>	<u>8</u>
Transducer Output (V@RPM)	<u>N/A</u>	<u>    </u>	<u>    </u>
UF Valve Leak Test	Leak or No Leak	<u>    </u>	<u>    </u>
Sync Coil RPM Change	<u>N/A</u>	<u>    </u>	<u>    </u>

Type	RV Pressure	Pump Capacity	Internal Leakage	Pickup Output	UF Valve Leakage
Hartzell	1750 RPM Output blocked	1750 RPM 150 PSI Output	1750 RPM 150 PSI Output	N/A	N/A
McCaughey	1750 RPM Output Blocked	1750 RPM 150 PSI Output	2400 RPM Output Blocked	2.5-3.5 volts P to P @ 1800 RPM	Max drop 20 PSI In 5 minutes
Woodward	1750 RPM Output Blocked	1750 RPM 150 PSI Output	Max RPM on speed	See Manual	At 270 PSI-30 PSI max drop in 6 min

1. Approving Civil Aviation Authority/Country: FAA/United States		<b>AUTHORIZED RELEASE CERTIFICATE</b> FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number: 30290	
4. Organization Name and Address: Mike's Aircraft Fuel Metering Service, 9406 E. 46th St. North, Tulsa, OK 74117 918-838-6217					5. Work Order/Contract/Invoice Number: 30290	
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:	
1	FUEL PUMP	655921-6A1	1	B13KA014	OVERHAULUED	
12. Remarks: 1/A/W/ MANUAL NO. MAF1000 5/12						
13a. Certifies the items identified above were manufactured in conformity to:  <input type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 12.			14a. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> Other regulation specified in Block 12  Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.			
13b. Authorized Signature:		13c. Approval/Authorization No.:	14b. Authorized Signature: 		14c. Approval/Certificate No.: HK2R875K	
13d. Name (Typed or Printed):		13e. Date (dd/mmm/yyyy):	14d. Name (Typed or Printed): KEVIN L. FELTS		14e. Date (dd/mmm/yyyy): 31-Jul-2019	
<b>User/Installer Responsibilities</b>						
<p>It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.</p> <p>When the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.</p> <p>Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.</p>						

1. Approving Civil Aviation Authority/Country: FAA/United States		<b>AUTHORIZED RELEASE CERTIFICATE</b> FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number:  36623	
4. Organization Name and Address:  PLANEXHAUST CORP. 5485 NW 22 <sup>nd</sup> AVENUE, TAMARAC, FL 33309					5. Work Order/Contract/Invoice Number:  36623	
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:	
1	Y- COLLECTOR / EXHAUST SYSTEM	13535-001	1	N/A	REPAIRED	
12. Remarks:  WORK ORDER # 36623 DESCRIBING ACTUAL WORK IS ATTACHED. ALL WORK PERFORMED IN ACCORDANCE WITH FAA AC 43.13-1 B, CHAPTER 4.						
13a. Certifies the items identified above were manufactured in conformity to:  <input type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 12.			14a. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> Other regulation specified in Block 12 Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.			
13b. Authorized Signature:		13c. Approval/Authorization No.:	14b. Authorized Signature: 		14c. Approval/Certificate No.: <b>Q6SR742J</b>	
13d. Name (Typed or Printed):		13e. Date (dd/mm/yyyy):	14d. Name (Typed or Printed): <b>WAYNE CHINLOY</b>		14e. Date (dd/mm/yyyy): <b>29/JUL/2019</b>	
<b>User/Installer Responsibilities</b>						
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.						
Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.						
Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.						

Tel: 954.735.4412  
 Fax: 954.739.5206

**PlaneXhaust Corporation**  
 5485 NW 22ND AVENUE  
 TAMARAC, FL 33309

**Repair Station  
 Q6SR742J**

**WORK ORDER**

**No. 36623**

NAME <b>LONE MOUNTAIN AVIATION INC</b>		A.O.G. <input type="checkbox"/>	Regular <input checked="" type="checkbox"/>	Other <input type="checkbox"/>
ADDRESS <b>2830 N RANCHO DR. STE A</b>		Acceptance of this Work Order constitutes acknowledgement that all work performed as being in accordance with: -		
CITY <b>LAS VEGAS</b>		<input checked="" type="checkbox"/> Not Applicable		
STATE <b>NV</b>	ZIP CODE <b>89130</b>	<input type="checkbox"/> the Air Carriers ten (10) or more seating maintenance requirements as per FAR 135.411(A) (2)		
Make/Model <b>CIRRUS SR 22</b>		Description	<b>Y-PIPE COLLECTOR / EXHAUST SYSTEM</b>	
Part No. <b>13535-001</b>	Serial No.		<b>N/A</b>	

**INSPECTIONS**

PRELIMINARY <i>WCC</i>	HIDDEN DAMAGE	<i>WCC</i>	IN PROCESS	<i>WCC</i>	FINAL	<i>WCC</i>
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REMARKS

**WORK TO BE DONE**

Clean and Inspect  Overhaul  Repair  AD

**Preparation**

Blast  Grind  Other

**IN PROGRESS WORK**

Fabrication *AS* Welding *BR* Other

QTY	PARTS / MATERIAL	P.O. / I.O. NUMBER	QTY	PARTS / MATERIAL	P.O. / I.O. NUMBER
*	1.5" X .049" X 321 STAINLESS	5241			
<b>TOTAL HOURS</b>					

REMARKS:

**FINAL INSPECTION**

PRESSURE TEST *WCC* NDT VISUAL 10 x MAG *WCC* Other **Pass**  **Fail**

REMARKS

**MAINTENANCE RELEASE**

The aircraft component identified hereon was repaired /overhauled and inspected in accordance with current Federal Aviation regulations and was found airworthy for return to service. Pertinent details of the repair/overhaul are on file at this agency. AUTHORIZED AND CONDITIONS AGREED TO AS STATED ABOVE

INSPECTOR NAME (PRINT) <b>WAYNE CHIN-LOY</b>	CERTIFICATE NO. <b>3068958</b>	SIGNATURE <i>[Signature]</i>	DATE <b>29/JUL/2019</b>
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Form QA-004 Rev. 1

Original to be with part - Accountable Manager - Company Records

Duplicate - Customer

Issue Date 4-25-2015