

WEIGHT AND BALANCE

Aircraft N: 6461Z Model: C-TU206G SN: U20606282

Current Date: 11-08-00 Supersedes Weight and Balance Dated: 8-25-98

Licensed Empty Weight Includes: Unusable fuel and undrainable oil		Basic Empty Weight Includes: Unusable fuel and full oil	
Certified Takeoff Gross Weight		Certified Takeoff Gross Weight	3600.0
New Licensed Empty Weight		New Basic Empty Weight	2403.00
New Useful Load		New Useful Load	1197.00
New Licensed Empty Weight CG		New Basic Empty Weight CG	37.68

ITEM	WEIGHT	ARM	MOMENT
Previous Weight as of 8-25-98	2404.30	37.67	90590.80

Removed

Fire Extinguisher M/N GH-2 1 1/2 J	-5.00	29.00	-145.00
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Installed

Fire Extinguisher M/N RT-A1200	3.70	29.00	107.30
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NEW EMPTY WEIGHT	NEW EMPTY WEIGHT CG	MOMENT TOTAL
2403.00	37.68	90553.10

*Superseded
12/07/01*

INSPECTOR: Kevin Eucan

☐ If additional sheets are attached.

CESSNA AIRCRAFT COMPANY

WICHITA, KANSAS

Weight & Balance and Installed Equipment Data

THIS IS A COPY OF THE WEIGHT & BALANCE
EQUIPMENT DATA FURNISHED AT THE
AIRWORTHINESS CERTIFICATION IT
DO NOT REFLECT EQUIPMENT CHANGES WHICH
HAVE BEEN MADE SUBSEQUENT TO ISSUANCE
AIRWORTHINESS CERTIFICATE.

Dean J. Stetson 10-1-80
CESSNA AIRCRAFT COMPANY DA

CONTROL NUMBER	DATE	MODEL	REGISTRATION NUMBER	CESSNA SERIAL NUMBER
123263	04/14/81	TURBO STATIONAIR 6 II WITH NAV-PAC	N6461Z	U20606282

ITEM	WEIGHT	ARM	MOMENT
STANDARD AIRPLANE (EMPTY, DRY) COMPUTED	1969.5	35.5	69917
INCLUDING ALL REQUIRED AND STANDARD EQUIPMENT ITEMS			
USABLE FUEL 4.0 GALLONS	24.0	48.0	1152
ALL OIL 12.0 QUARTS	22.5	19.4	437-
STANDARD EMPTY WEIGHT	2016.0	35.0	70632
TYPICAL EQUIPMENT REPLACING OR IN ADDITION TO REQUIRED AND STANDARD EQUIPMENT ITEMS			
-581G NIGHT BLUE-MAJOR	NEGL.		
-581T JAY GRAY-ACCENT	NEGL.		
-581W ALL-OVER VESTAL WHITE	NEGL.		
RPET BLUE-MONACO	NEGL.		
AT INSERTS HANOVER BLUE FABRIC	NEGL.		
DEWALLS BLUE VINYL	NEGL.		
AT TRIM BLUE LEATHER	1.5	73.3	110
AT BELTS BLUE	NEGL.		
BACK UPPER INSTRUMENT PANEL	NEGL.		
C AVIONICS KIT	8.2	58.8	482
0 N/C RT385A 720 CGM 200 NAV VOR/LOC REMOVED 9/11/90	8.1	13.0	105
3 ADF W/BFO R546E REMOVED 9/11/90	8.0	24.1	193
3 TRANSPONDER RT459A HIGH ALTITUDE REMOVED 9/11/90	3.7	21.9	81
ROS, ATTITUDE AND DIRECTIONAL REMOVED 10/17/89	9.6	8.1	78
LOCATOR, ECONOMY MIXTURE REMOVED 7/10/95	.6	8.0	5
LOCATOR, TRUE AIRSPEED (EXCH)	.1	17.0	2
LOCATORS, NAVIGATION LIGHTS	NEGL.		
LIGHT CONTROLS, DUAL	6.7	14.1	94
CUND SERVICE PLUG RECEPTACLE	2.2	4.5-	10-
ATING SYSTEM, STALL WARNING & PITOT (EXCH.)	.2	22.1	4
GHTS, COURTESY	.5	61.9	31
CATOR BEACON	3.5	157.6	552
M ANTENNA AND NAV COUPLER	1.3	36.2	47
0 N/C RT385A VOR/LOC (2ND UNIT) 9/11/90 REMOVED	8.1	13.0	105
0 GLIDESLOPE R4438 40 CH. INCL. VOR/ILS (EXCH) 10/17/89 REMOVED	4.3	6.4-	28-
0 MARKER BEACON (R402A) 9/11/90	2.8	99.1	277
ITUDE ENCODER, BLIND 1000 TO 30,000 FT. RANGE 9/11/90 REMOVED	1.6	15.5	25
TERNATOR, 28-VOLT (95 AMP) (EXCH)	4.8	4.1-	20-
ATTERY, 24-VOLT, HEAVY DUTY (EXCH)	2.0	3.0	6
OCK, DIGITAL QUARTZ READOUT (EXCH)	.1-	17.5	2-
TI-ICE SYSTEM, PROPELLER (ELECTRIC)	6.6	18.4-	121-
GHT, ICE DETECTION, LH	.6	9.6	6
EPS AND HANDLES, REFUELING	1.7	18.5	31
GHTS, INSTRUMENT POST	.6	18.5	11
HTING, ELECTROLUMINESCENT	2.3	17.0	39
GHTS, STROBE	3.1	43.4	135
LVE, OIL QUICK DRAIN	NEGL.		
YGEN SYSTEM 6-PORT	32.6	159.5	5200

CESSNA AIRCRAFT COMPANY

WICHITA, KANSAS

Weight & Balance and Installed Equipment Data

CONTROL NUMBER	DATE	MODEL	REGISTRATION NUMBER	CESSNA SERIAL NUMBER
123263	04/14/81	TURBO STATIONAIR 6 II WITH NAV-PAC	N6461Z	U20606282

ITEM	WEIGHT	ARM	MOMENT
PRIMING SYSTEM ENGINE	1.0	8.5	9
TATIC KIT, ANTI-PRECIPITATION	.4	153.6	61
REORDER, FLIGHT HOUR	.4	9.0	4
EAT PILCOTS ARTICULATING RECLINE VERT. ADJ. (EXCH)	8.2	33.6	276
EAT, FRONT PASSENGER ARTIC RECLINE & VERT ADJ EX.	8.2	33.6	276
TIRES O/S MAIN & N/G INCL O/S SPEED FAIRINGS EXCH	13.7	49.6	680
WINDOW, HINGED RH	2.3	48.0	110
00A NAVCOMATIC INCL D GYRO CREDIT (EXCH.) 9/11/90 REMOVED	9.3	39.2	365
ME-450C	9.2	147.9	1361
GO VER/LCC IND. W/AUTOMATIC RADIAL CENTERING (EX) REMOVED 9/11/90	.2	15.5	3
NTI PRECIPITATION ADF SENSE ANTENNA (EXCH.) REMOVED 9/11/90	.8	156.3	125
ASIC EMPTY WEIGHT	2194.9	37.1	81340
SEFUL LOAD	1421.1		
MAXIMUM RAMP WEIGHT	3616.0		
MUM TAKE-OFF WEIGHT 3600.0			

EQUIPMENT LIST SUPPLEMENT

Reg. No. N6461Z Model No. T4206 G Serial No. 420606282 Date 9/5/96

DATE INSTALLED	ITEM	WEIGHT	ARM	DATE REMOVED
9/11/90	KMA-24 AUDIO PANEL	1.7	13.0	11/2/03
9/11/90	KX 155 NAV/COM	5.3	13.0	11/2/03
9/11/90	KX 155 NAV/COM	5.3	13.0	
9/11/90	K-40 ARNAV LORAN	4.7	13.0	4/4/95?
9/11/90	KN-62 DME	2.6	13.0	
9/11/90	KR-87 ADF	3.2	13.0	
9/11/90	KT-79 TRANSPONDER	3.1	13.0	
9/11/90	KI 525 HSI	4.0	13.8	
9/11/90	KI-209 CDI	1.2	15.5	
9/11/90	KI-227 ADF INDICATOR	.5	15.5	
9/11/90	WX-10A STORMSCOPE INDICATOR	2.5	15.5	Removed
9/11/90	AUTO PILOT ANNUNCIATOR	1.2	15.5	
9/11/90	TURN AND BANK	1.8	15.0	
9/11/90	KMT-112 FLUX VALVE (LEFT WING)	.3	167.5 (W.S.)	
9/11/90	ROLL SERVO (RIGHT WING)	2.9	128.0	
9/11/90	WX-10A STORMSCOPE RECEIVER	2.5	160.0	Removed
9/11/90	KG-102A GYRO	4.3	156.0	
9/11/90	PITCH COMPUTER	3.0	160.0	
9/11/90	ROLL COMPUTER	2.3	160.0	
9/11/90	PITCH SERVO	2.9	188.0	
9/11/90	TRIM SERVO	2.9	175.0	
9/11/90	AUTO PILOT TRANSDUCER	.2	166.4	

EQUIPMENT LIST SUPPLEMENT

Reg. No. N6461Z Model No. TU206G Serial No. 420606282 Date 9/5/96

DATE INSTALLED	ITEM	WEIGHT	ARM	DATE REMOVED
9/11/90	ALTITUDE ENCODER	1.0	10.0	
9/11/90	KA-33 BLOWER	2.0	10.0	
9/11/90	CIRCUIT BREAKERS (7EA PEDESTAL)	1.0	12.0	
9/11/90	R508-001 NAV SWITCHING BOX	1.3	12.0	Removed
9/11/90	KA-51B SLAVING METER	1.2	15.5	
4/4/95	GARMIN PRONAV 100 GPS	1.7	15.5	6/26/95
4/4/95	GARMIN ANTENNA	1.5	50.0	6/26/95
6/21/95	ATS-8000 RYAN TCAD PLUS TRAY	3.6	16.4	
6/21/95	DUAL ANTENNA MODULE	1.5	24.0	
6/21/95	TRANSPONDER COUPLER	1.5	24.0	
6/21/95	KA 90 ANTENNA	1.5	34.0	Removed
6/21/95	KA 90 ANTENNA	1.5	15.0	"
6/26/95	ILMORROW APOLLO GPS	3.6	15.5	"
6/26/95	GPS ANTENNA	1.4	50.0	"
6/26/95	ALTITUDE SERIALIZER	1.4	5.5	
6/28/95	6.00 x 6 NOSE GEAR FORK ASSY	8.5	-7.75	
6/28/95	SEAT BELTS (REF SK 206-44)	1.5	70.0	
6/28/95	SEAT BELTS (REF SK 206-44)	1.5	100.0	
6/28/95	TANNIS ENGINE PRE-HEATER	1.34	-18.0	
6/28/95	OILAMATIC PREOILER SYSTEM	6.34	-18.00	
6/28/95	PRE-OILER HOSES	1.50	-4.5	
7/10/95	GEM DISPLAY UNIT	1.0	10.5	

EQUIPMENT LIST SUPPLEMENT

Reg. No. N6461Z Model No. TV206G Serial No. U20606282 Date 9/5/96

DATE INSTALLED	ITEM	WEIGHT	ARM	DATE REMOVED
7/10/95	EGT CLAMP PROBES (6EA)	3.4	-18.0	
7/10/95	CHT CLAMP PROBES (5EA)	2.3	-18.0	
7/10/95	TIT CLAMP PROBE (1EA)	.3	-18.0	
7/10/95	OAT PROBE KIT	.5	-18.0	
7/10/95	WIRING HARNESS	2.1	-4.0	
7/10/95	PRECISION VERTICAL CARD COMPASS	.5	5.5	
7/10/95	RAPCO OIL FILTER EXTENSION TUBE	NEGL	NEGL	
10/27/95	AIRBORNE AUX DRY AIR PUMP BRKT ASSY	9.2	0.0	
10/27/95	AIRBORNE AUX DRY AIR PUMP MANIFOLD ASSY	.9	-7.5	
10/27/95	AIRBORNE AUX DRY AIR PUMP FITTINGS/HOSES	.6	-1.5	
10/27/95	AIRBORNE AUX DRY AIR PUMP WIRE HARNESS	.3	-3.0	
10/27/95	AIRBORNE AUX DRY AIR PUMP MISC WIRE	.1	-3.0	
10/27/95	AIRBORNE AUX DRY AIR PUMP HARDWARE	.2	-4.0	
10/27/95	SHADIN FUEL FLOW SYSTEM- INDICATOR	1.0	14.5	
10/27/95	SHADIN FUEL FLOW SYSTEM- TRANSDUCER	1.0	-28.5	
4/18/96	AIM ELECTRIC HORIZON	2.5	16.0	
7/10/95	INFLATABLE DOOR SEAL ELECTRIC PUMP	1.5		
	FWD SINGLE ENGINE MOUNTS	-5.8	-22.85	5/22/97
5/22/97	FWD DUAL ENGINE ISOLATOR MOUNTS	11.8	-22.85	
5/22/97	KNISLEY EXHAUST SYSTEM (REMOVES REAR CROSSOVER STACK)	NEGL.	NEGL.	
11/2/03	GNS 530 C/N 115/GPS/MOVING MAP	8	13	
11/2/03	GMA 340 Audio Panel	2	13	



Web page www.iaavionics.com
E-mail iaaela@onewest.net

Reg. No. 64612 Model No. T4206G Serial No. 420606282

[illegible]

Gate 9
 1940 International Way
 Idaho Falls, Idaho 83402
 523-4283; CELL 208/589-4283
 fax 208/524-2792

N-64612

CUSTOMER: Reno Brown

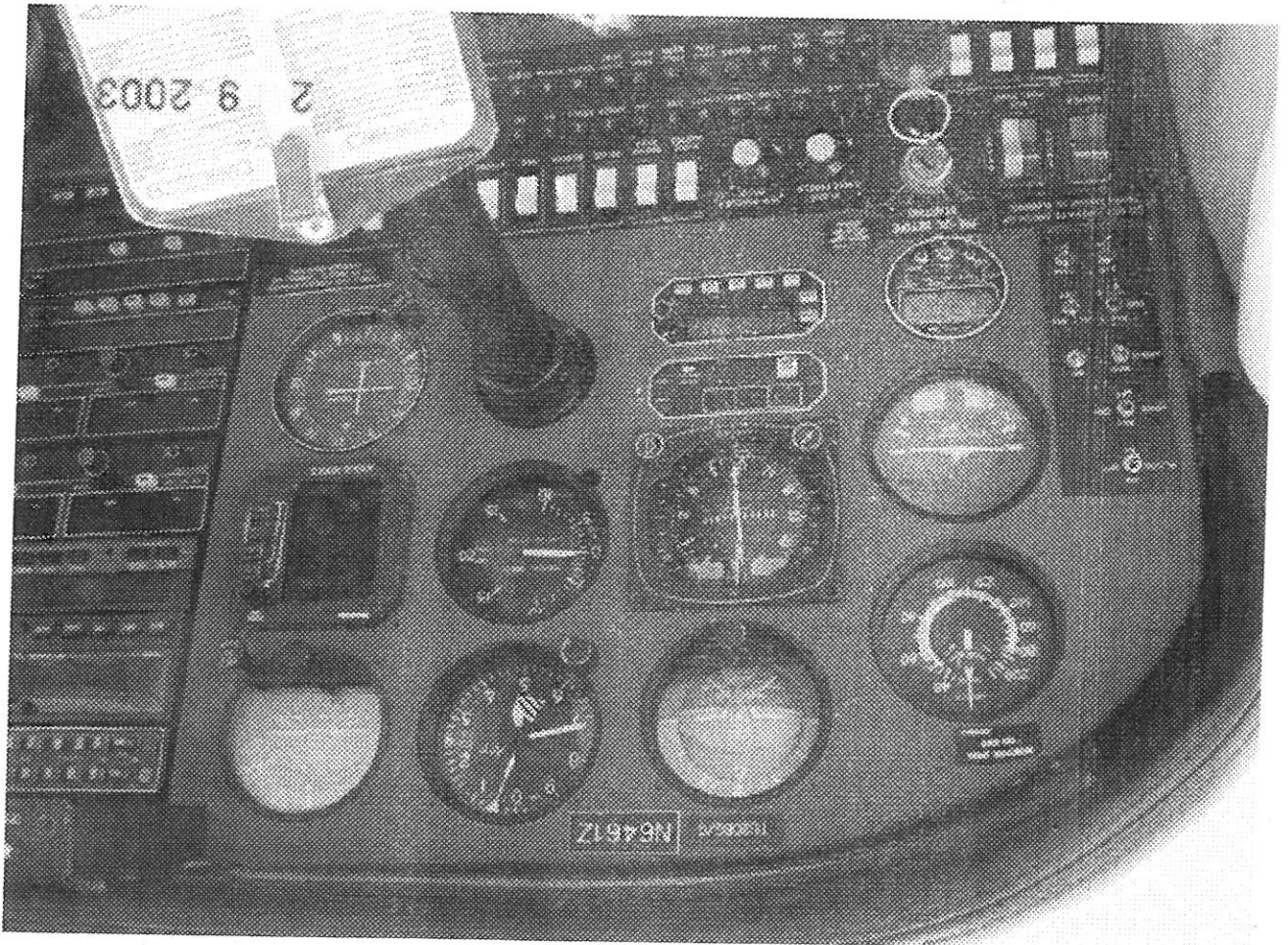
MAKE: Cessna

MODEL: T4206

SERIAL #420606282

DATE: Oct 8, 2003

WEIGHT & BALANCE COMPUTATION			
	WEIGHT	ARM	MOMENT
LEFT MAIN GEAR			
RIGHT MAIN GEAR			
Weight as of Oct 8, 2003	2403.0		90553.10
Removed main gear pants	- 11.32	62.0	- 701.84
Removed nose gear pant	- 5.81	- 5.20	30.21
TOTAL	new empty weight 2385.87		89881.47
NEW ARM			37.67
NEW MOMENT			89881.47
NEW USEFUL LOAD			1214.13
MAX RAMP WT.			3600.0
AUTH. SIG.	J. L. Munger A#P 1744682		
AUTH.			



MOODY AVIATION
Municipal Airport
Elizabethton, TN 37643

WEIGHT AND BALANCE

Aircraft N: 6461Z

Model: C-TU206G

SN: U20606282

Current Date: 01-07-02

Supersedes Weight and Balance Dated: 12-07-01

Licensed Empty Weight

Includes: Unusable fuel and undrainable oil

Certified Takeoff Gross Weight -----
New Licensed Empty Weight -----
New Useful Load -----
New Licensed Empty Weight CG -----

Basic Empty Weight

Includes: Unusable fuel and full oil

Certified Takeoff Gross Weight ----- 3600.0
New Basic Empty Weight ----- 2403.00
New Useful Load ----- -1197.00
New Basic Empty Weight CG ----- 37.68

ITEM

WEIGHT

ARM

MOMENT

Previous Weight as of 12-07-01

2385.87

37.67

89881.47

INSTALLED

Main Gear Wheel Pants

11.32

62.00

701.84

Nose Gear Wheel Pant

5.81

-5.20

-30.21

NEW EMPTY WEIGHT

2403.00

MOMENT TOTAL

37.68

90553.10

*Superseded
Oct 8, 2003*

INSPECTOR: *Michael C. D. [Signature]*

[] ☒ If additional sheets are attached.

MOODY AVIATION
Municipal Airport
Elizabethton, TN 37643

WEIGHT AND BALANCE

Aircraft N: 6461Z

Model: C-TU206G

SN: U20606282

Current Date: 12-07-01

Supersedes Weight and Balance Dated: 11-08-00

Licensed Empty Weight

Includes: Unusable fuel and undrainable oil

Certified Takeoff Gross Weight -----

New Licensed Empty Weight -----

New Useful Load -----

New Licensed Empty Weight CG -----

Basic Empty Weight

Includes: Unusable fuel and full oil

Certified Takeoff Gross Weight ----- 3600.0

New Basic Empty Weight ----- 2385.87

New Useful Load ----- 1214.13

New Basic Empty Weight CG ----- 37.67

ITEM

Previous Weight as of 11-08-00

WEIGHT

2403.00

ARM

MOMENT

90553.10

Removed

Main Gear Wheel Pants

-11.32

62.00

-701.84

Nose Gear Wheel Pant

-5.81

-5.20

30.21

SUPERSEDED
DATE 01/07/03
INITIALS MD

NEW EMPTY WEIGHT

2385.87

MOMENT TOTAL

89881.47

INSPECTOR: Harold Martin

☒ If additional sheets are attached.

MOODY AVIATION
Municipal Airport
Elizabethton, TN 37643

WEIGHT AND BALANCE

Aircraft N: 6461Z

Model: C-TU206G

SN: U20606282

Current Date: 11-08-00

Supersedes Weight and Balance Dated: 8-25-98

Licensed Empty Weight

Includes: Unusable fuel and undrainable oil

Certified Takeoff Gross Weight -----

New Licensed Empty Weight -----

New Useful Load -----

New Licensed Empty Weight CG -----

Basic Empty Weight

Includes: Unusable fuel and full oil

Certified Takeoff Gross Weight ----- 3600.0

New Basic Empty Weight ----- 2403.00

New Useful Load ----- 1197.00

New Basic Empty Weight CG ----- 37.68

ITEM

Previous Weight as of 8-25-98

WEIGHT

2404.30

ARM

37.67

MOMENT

90590.80

Removed

Fire Extinguisher M/N GH-2 1/2 J

-5.00

29.00

-145.00

Installed

Fire Extinguisher M/N RT-A1200

3.70

29.00

107.30

NEW EMPTY WEIGHT

2403.00

NEW EMPTY WEIGHT CG

37.68

MOMENT TOTAL

90553.10

INSPECTOR: Keith Eucsan

☒ If additional sheets are attached.

MOODY AVIATIONMunicipal Airport
Elizabethton, TN 37643

WEIGHT AND BALANCE

Aircraft N 6461Z, Model C-TU206G, SN U20606282
Current Date 8-25-98, Supersedes Weight & Balance Dated 01-28-98.Max Cert Takeoff Gross Wt. 3600.0, New E. W. CG 37.7
New Empty Weight 2404.3, Includes unusable fuel and undrainable oil
New Useful Load 1195.7, Empty weight (does/~~does not~~) include full oil
(11 qts.)

ITEM	WEIGHT	ARM	MOMENT
A/C as weighed:			
Left Main	763.0	61.4	46848.2
Right Main	769.5	61.4	47247.3
Nose	826.2	- 8.1	-6692.2
Undrainable Fuel (4 gal. IAW POH)	24.0	48.0	1152.0
Oil (1 qt. to make full oil of 11 qts.) (7.5 US/Gal)	1.9	-19.4	- 36.9
Rear (3rd row) seats	<u>19.7</u>	105.2	<u>2072.4</u>
	2404.3		90590.8

SUPERSEDED
DATE 11-10-00
INITIALS meInspector Michael C. Orsby

[] Additional Sheets are Attached

Weight and Balance Data

N6461Z Make: Cessna Model: TU206G Serial: U20606282

Tach: 1038.0 TT: 2115.9 Year: 1981

Supersedes Wt. & Bal. dated: October 24, 1997

AIRCRAFT EMPTY WEIGHT, C.G., MOMENT	WEIGHT	ARM	MOMENT
	2346.7		98454.6
Removed Aero Twin, Inc. Main Gear Gravel Deflectors	-8.5	60.5	-514.25
Removed MAF Equipment	-29.0	127.0	-3683.0
Removed MAF Emergency Kit	-7.0	70.0	-490.0
TOTALS	2302.2	40.73	93,767.4

Aircraft Gross Weight	3600	LBS.
New Basic Empty Weight**	2302	LBS.
New Empty Weight Center of Gravity	41.0	IN. Aft of Datum
New Useful Load	1298	LBS.

Form 337 Required: Yes X No

**Note: New Basic Empty Weight includes unusable fuel and full oil.

Completed by Steve Holz
Steve Holz

A&P 332388550

Date January 28, 1998

WEIGHT AND BALANCE

Aircraft N 6461Z, Model TU206G, SN U20606282
Current Date 10-17-97, Supersedes Weight & Balance Dated 05-22-97.

Max Cert Takeoff Gross Wt. 3600, New E. W. CG 41.22
New Empty Weight 2263.94, Includes unusable fuel and undrainable oil
New Useful Load 1336.06, Empty weight (~~does~~/does not) include full oil

ITEM	WEIGHT	ARM	MOMENT
OLD EMPTY WT.	2280.94		93957.5
<u>REMOVED</u>			
NOSE WHEEL FAIRING	-6.0	-5.6	+33.6
MAIN WHEEL FAIRINGS	<u>-11.0</u>	62.0	<u>-682.0</u>
NEW EMPTY WT.	2263.94		93309.1

NOTE: THIS IS A TEMPORARY CHANGE.

Inspector Michael C. Dinkler

[] Additional Sheets are Attached

MOODY AVIATIONMunicipal Airport
Elizabethton, TN 37643

WEIGHT AND BALANCE

Aircraft N 6461Z, Model TU206G, SN U20606282Current Date ~~3600~~ 5-22-97, Supersedes Weight & Balance Dated 7-10-95.Max Cert Takeoff Gross Wt. 3600, New E. W. CG 41.192New Empty Weight 2280.94, Includes unusable fuel and undrainable oilNew Useful Load 1319.06, Empty weight (~~does~~/does not) include full oil

ITEM	WEIGHT	ARM	MOMENT
Old A/C Empty Weight	2274.94		94094.6
Removed:			
Original Cessna Single Forward Engine Mounts	- 5.8	-22.85	+ 132.53
Installed:			
Aero Modifications Dual Forward Engine Mounts	11.8	-22.85	- 269.63
New Empty Weight	2280.94		93957.5

Inspector Richard C. Dunkley

[] Additional Sheets are Attached

Superseded 10-24-97

Aircraft Weight & Balance and Supplemental Equipment List

Tach Time: 752.40
Hobbs Time:
Work Order#: 17205, 17228
Address: 5401 Kingston Pike, STE 190
Knoxville, TN 37919

New Useful Load:	1311.76 lbs
New Empty Weight:	2288.24 lbs
New Empty Weight C.G.:	41.11 " aft of datum
New Moment:	94076.35 " lbs
Gross Weight:	3600.00 lbs

Weight & balance superceded
Date 4/18/96 Signed [Signature]
Knox-Air, Inc. CRS#RE4R489M

Signed: _____ Date: 10/27/85

Patterson Aviation Service
Executive Airport
Sacramento, CA

Weight & Balance and Equipment List Revision

Make : CESSNA

N6461Z

Model: TU206G

S/N U2060606282

Tach : 692.2

Hobbs:

Previous Aircraft W/B
Date 06-28-95

Weight	Arm	Moment
2274.94	41.36	94094.60

Model	Serial	Description
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Items Removed:

MAGNETIC COMPASS	-0.50	5.50	-2.75
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Items Added:

PAI-700	26702	PRECISION VERTICAL CARD COMPASS	0.50	5.50	2.75
RA100-1		RAPCO OIL FILLER EXTENSION TUBE	Neg.	0.00	Neg.
			Neg.	0.00	Neg.

Item Sub Total	0.00	0.00
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2274.94	94094.60
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New Moment / New Empty Weight = EWCG
94094.60 / 2274.94 = 41.36135

Gross Weight = 3600.00
New Empty Weight = 2274.94
New Useful Load = 1325.06
New Moment = 94094.60
New EWCG = 41.36

The above work was completed
in accordance with current FAA
regulations.
Details on file at this repair
station under work order #73558
Repair Station #AVUR 289C

Date: 07-10-95

Technician: Renner Brewer

Inspector: *J. M. Busley*

Weight & balance superceded

Date 11/27/95 Signed *[Signature]*

Knox-Air, Inc. CRS#RE4R489M

Patterson Aviation Service
Executive Airport
Sacramento, CA

Weight & Balance and Equipment List Revision

Make : CESSNA

N6461Z

Model: TU206G

S/N U2060606282

Tach : 692.2

Hobbs:

Previous Aircraft W/B
Date 06-26-95

Weight	Arm	Moment
2264.84	41.60	94210.50

Model	Serial	Description
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Items Added:

610	1154	GEM DISPLAY UNIT	1.00	10.50	10.50
2870		EGT CLAMP PROBES (6)	3.40	-18.00	-61.20
2852		CHT CLAMP PROBES (5)	2.30	-18.00	-41.40
2856		CHT BAYONET PROBE (1)			
2871		TIT CLAMP PROBE	0.30	-18.00	-5.40
610-020		OAT PROBE KIT	0.50	-18.00	-9.00
330860		WIRING HARNESS	2.10	-4.00	-8.40
Item Sub Total			10.10		-115.90

2274.94	94094.60
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New Moment / New Empty Weight = EWCG
94094.60 / 2274.94 = 41.36135

Gross Weight = 3600.00
New Empty Weight = 2274.94
New Useful Load = 1325.06
New Moment = 94094.60
New EWCG = 41.36

The above work was completed
in accordance with current FAA
regulations.
Details on file at this repair
station under work order #46720
Repair Station #AVUR 289C

Date: 06-28-95

Technician: Russ Hays

Inspector: *[Signature]*



Patterson Aviation Service
Executive Airport
Sacramento, CA

Weight & Balance and Equipment List Revision

Make : CESSNA

N6461Z

Model: TU206G

S/N U2060606282

Tach : 692.2

Hobbs:

Previous Aircraft W/B
Date 06-21-95

Weight	Arm	Moment
2250.70	41.82	94115.27

Model	Serial	Description
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Items Removed:

5.00X5	NOSE GEAR FORK ASSY.	-6.50	-7.75	50.38
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Items Added:

6.00X6	NOSE GEAR FORK ASSY.	8.50	-7.75	-65.88
SK 206-44	MIDDLE SEAT BELTS (2)	1.50	70.00	105.00
SK 206-44	AFT SEAT BELTS (2)	1.50	100.00	150.00
TAS-100 24323	TANNIS ENGINE PREHEATER	1.34	-18.00	-24.12
4110A 9506452	OILAMATIC PREOILLOER SYSTEM	6.30	-18.00	-113.40
	PREOILER HOSES	1.50	-4.50	-6.75
Item Sub Total		14.14		95.23

2264.84	94210.50
---------	----------

New Moment / New Empty Weight = EWCG
94210.50 / 2264.84 = 41.59698

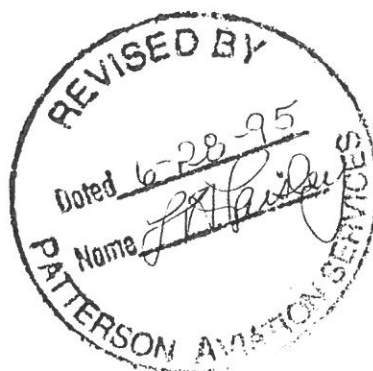
Gross Weight = 3600.00
New Empty Weight = 2264.84
New Useful Load = 1335.16
New Moment = 94210.50
New EWCG = 41.60

The above work was completed
in accordance with current FAA
regulations.
Details on file at this repair
station under work order #73457
Repair Station #AVUR 289C

Date: 06-26-95

Technician: Arron Gibbs

Inspector: JP Paisley



Patterson Aviation Service
Executive Airport
Sacramento, CA

Make : CESSNA

N6461Z

Model: TU206G

S/N U2060606282

Tach : 692.2

Hobbs:

Previous Aircraft W/B
Date 06-21-95

Weight	Arm	Moment
2249.20	41.84	94099.48

Model	Serial	Description
-------	--------	-------------

Items Removed:

GPS 100	91212006	GARMIN GPS	-2.40	15.50	-37.20
	3055	GPS ANTENNA	-0.50	50.00	-25.00

Items Added:

2001NMC	94784	IIMORROW APOLLO GPS	3.60	15.50	55.80
A-33	15492	GPS ANTENNA	0.40	50.00	20.00
3000U	3880	ALTITUDE SERIALIZER	0.40	5.50	2.20
			Neg.	0.00	Neg.

Item Sub Total			1.50		15.80
----------------	--	--	------	--	-------

2250.70	94115.27
---------	----------

New Moment / New Empty Weight = EWCG
94115.27 / 2250.70 = 41.816

Gross Weight = 3600.00

New Empty Weight = 2250.70

New Useful Load = 1349.30

New Moment = 94115.27

New EWCG = 41.82

The above work was completed
in accordance with current FAA
regulations.
Details on file at this repair
station under work order #46720
Repair Station #AVUR 289C

Date: 06-21-95

Technician: Russ Hays

Inspector : *[Signature]*



Patterson Aviation Service
Executive Airport
Sacramento, CA

Make : CESSNA

N6461Z

Model: TU206G

S/N U2060606282

Tach : 692.2

Hobbs:

Previous Aircraft W/B
Date 5-16-95

Weight	Arm	Moment
2243.60	41.89	93991.80

Model	Serial	Description
-------	--------	-------------

Items Added:

ATS-8000	950223	RYAN TCAD	2.90	16.40	47.56
70-1001		TCAD MOUNTING TRAY	0.70	16.40	11.48
70-1050	950511	DUAL ANTENNA MODULE	0.50	24.00	12.00
70-1040	950277	TRANSPONDER COUPLER	0.50	24.00	12.00
KA 90		ANTENNA	0.50	34.00	17.00
KA 90		ANTENNA	0.50	15.30	7.65

Item Sub Total

5.60 107.69

2249.20 94099.48

New Moment / New Empty Weight = EWCG
94099.48 / 2249.20 = 41.83686

Gross Weight = 3600.00

New Empty Weight = 2249.20

New Useful Load = 1350.80

New Moment = 94099.48

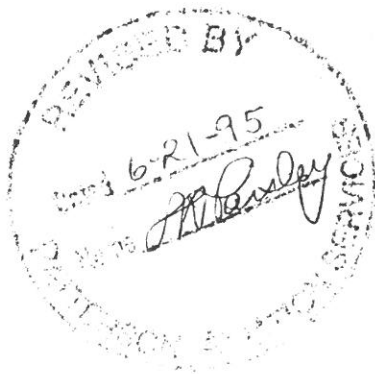
New EWCG = 41.84

The above work was completed
in accordance with current FAA
regulations.
Details on file at this repair
station under work order #46720
Repair Station #AVUR 289C

Date: 06-21-95

Technician: Russ Hays

Inspector: *M. Bailey*



Walker Aviation

3501 Airport Rd.
Placerville Ca. 95667

WEIGHT & BALANCE

N6461 Z
CESSNA
TU206G
S/N U20606282

AIRCRAFT	WEIGHT	CG	MOMENT
EMPTY	2265.5	42.80	96963.4

REMOVED EQUIPMENT

KAC - 952	-14.0	142.0	-1988.0
KTR - 953	-6.8	142.0	-965.6
KCU - 951	-1.1	16.4	-18.0

NEW EMPTY WEIGHT	2243.6	41.89	93991.8
------------------	--------	-------	---------

NEW EMPTY WEIGHT	2243.6 LBS.
NEW CG	41.89 IN.
NEW MOMENT	93991.8 IN/ LBS.
NEW USEFULL LOAD	1356.4 LBS.

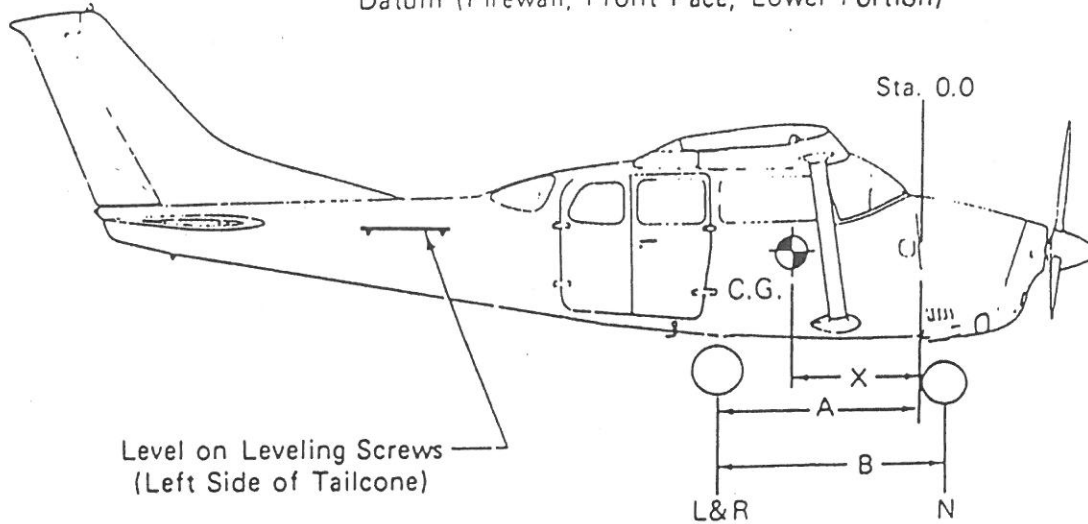
Ray Walker
RAY WALKER
A&P 560332681

5-16-95



WEIGHT AND BALANCE
N6461Z CESSNA TU206G
S/N U20606282
MARCH 4, 1993

Datum (Firewall, Front Face, Lower Portion)



A = 62.25 IN.

B = 70.00 IN.

AIRCRAFT WEIGHED THIS DATE IN THE FOLLOWING CONDITION:

1. FULL FUEL
2. 12 QUARTS ENGINE OIL
3. 2 FRONT SEATS
4. 2 REAR SEATS
5. AVIONICS AND EQUIPMENT INSTALLED MARCH 4, 1993

	LBS	ARM	MOMENT/1000
NOSE WHEEL	774	-7.75	-5.99850
LEFT MAIN	1007	62.25	62.68575
RIGHT MAIN	1035	62.25	64.42875
SUBTRACT USABLE FUEL	-528.0		-24.60000
ENGINE OIL	-22.5	-19.4	0.43650
TOTALS	2265.5	42.80	96.9525

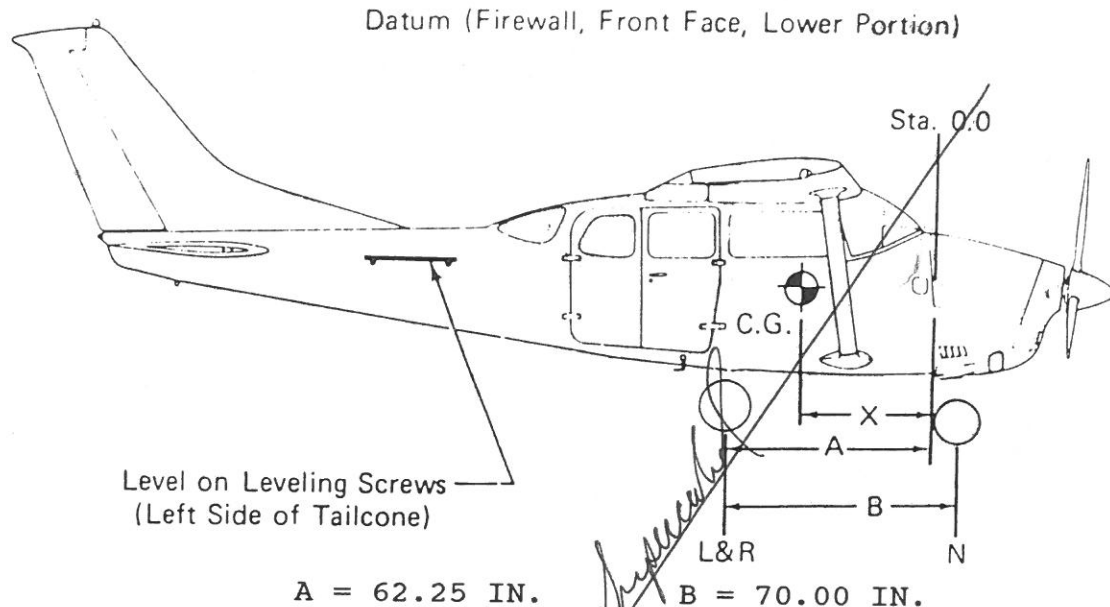
EMPTY WEIGHT: 2265.5 LBS
EMPTY WEIGHT C.G.: 42.80 IN
EMPTY WEIGHT MOMENT/1000: 96.95 IN LBS

Paul W. Johnson
PAUL W. JOHNSON
A&P 280545882



WEIGHT AND BALANCE
N6461Z CESSNA TU206G
S/N U20606282
SEPTEMBER 11, 1990

Columbia Aviation
Knoxville, TN
Mr. Thompson



AIRCRAFT WEIGHED THIS DATE IN THE FOLLOWING CONDITION:

1. FULL FUEL
2. 12 QUARTS ENGINE OIL
3. 2 FRONT SEATS
4. 2 REAR SEATS
5. AVIONICS AND EQUIPMENT INSTALLED SEPTEMBER 11, 1990

	LBS	ARM	MOMENT/1000
NOSE WHEEL	839 774	-7.75	-6.50225
LEFT MAIN	947 1009	62.25	58.95075
RIGHT MAIN	987 1035	62.25	61.44075
SUBTRACT USABLE FUEL	-528.0		-24.60000
ENGINE OIL	-22.5	-19.4	0.43650
TOTALS	2222.5	40.37	89.72575

EMPTY WEIGHT: 2222.5 LBS
EMPTY WEIGHT C.G.: 40.37 IN
EMPTY WEIGHT MOMENT/1000: 89.72 IN LBS

Edward A. Thistlethwaite, Jr.
EDWARD A. THISTLETHWAITE, JR.
A&P 435706178

EQUIPMENT LIST
N6461Z CESSNA TU206G
S/N U20606282
SEPTEMBER 11, 1990

AVIONICS EQUIPMENT LIST:

RADIO STACK:

KMA-24	AUDIO AMP	1.7	13.0
KX-155	NAV/COM	5.3	13.0
KX-155	NAV/COM	5.3	13.0
R-40	ARNAV LORAN	4.7	13.0
KN-62	DME	2.6	13.0
KR-87	ADF	3.2	13.0
KT-79	TRANSPONDER	3.1	13.0

PILOT'S INSTRUMENT PANEL:

KI-525	HSI	4.0	13.8
KI-209	CDI	1.2	15.5
KI-227	ADF INDICATOR	0.5	15.5
WX-10A	STORMSCOPE IND.	2.5	15.5
AUTOPILOT ANNUNCIATOR		1.8	15.5
TURN & BANK		1.8	15.0

LEFT WING:

KMT-112	FLUX VALVE	0.3	167.5
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RIGHT WING:

ROLL SERVO		2.9	128.0
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AFT RADIO COMPARTMENT:

WX-10A	STORMSCOPE RCVR	2.5	160.0
KG-102A	GYRO	4.3	156.0
PITCH COMPUTER		3.0	160.0
ROLL COMPUTER		2.3	160.0
PITCH SERVO		2.9	188.0
TRIM SERVO		2.9	175.0
AUTOPILOT TRANSDUCER		0.2	166.4

BEHIND COPILOT'S PANEL:

ALTITUDE ENCODER		1.0	
KA-33 BLOWER		2.0	

CENTER CONSOLE:

CIRCUIT BREAKERS (7 EA)		1.0	
NAV SWITCHES		0.3	

PILOT'S LOWER PANEL

KA-51B	SLAVING METER	0.2	
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CESSNA AIRCRAFT COMPANY

WICHITA, KANSAS

Weight & Balance and Installed Equipment Data

CONTROL NUMBER	DATE	MODEL	REGISTRATION NUMBER	CESSNA SERIAL NUMBER
123263	04/14/81	TURBO STATIONAIR 6 II WITH NAV-PAC	N6461Z	020606282

ITEM	WEIGHT	ARM	MOMENT
Timing System Engine	1.0	8.5	9
TATIC KIT, ANTI-PRECIPITATION	.4	153.6	61
Recorder, FLIGHT HOUR	.4	9.2	4
EAT PILTS ARTICULATING RECLINE VERT. ADJ. (EXCH)	8.2	33.6	276
EAT, FRONT PASSENGER ARTIC RECLINE & VERT ADJ EX.	8.2	33.6	276
IPES 0/5 MAIN & N/G INCL 0/5 SPEED FAIRINGS EXCH	13.7	49.6	680
INDOW, HINGED RH	2.3	48.0	110
OUR NAVOMATIC INCL D BYRS CREDIT (EXCH.) REMOVED 10/13/89	8.2	33.6	276
WE 48.0	9.2	147.9	1361
SS VER/LLC INC. W/AUTOMATIC RADIAL CENTERING (EX) REMOVED 10/13/89	2	15.5	31
ATI-PRECIPITATION ADE SENSE ANTENNA (EXCH.)	.8	156.3	125
ASIC EMPTY WEIGHT	2194.9	37.1	81340
SEFUL LEAD	1421.1		
AXIMUM RAMP WEIGHT	3616.0		
AXIMUM TAKE-OFF HEIGHT 3600.0			
<u>Removed 8-00x6 Tires & Tubes & wheel pants</u>			
<u>nose gear fork & Tires & tube</u>			
<u>Installed 8-50x6 Tires & Tubes Airless nose fork</u>			
<u>& 8-00x6 nose tire & tube</u>			
<u>INST. STANDARD 600X6 M/W & 500X5 M/W 1/10/89</u>			
WX 10A R/T	5.3	159.0	842.7
WX 10A Display	3.0	15.0	45.0
WNT	2.0	91.0	182.0
King Cyro	4.8	187.5	900.0
ISI	3.9	115.0	59.1
Flux Valve	.3	170.0	51.0
Have Access	.3	17.0	5.1
NAV R40	5.2	15.0	78.6
FOR Converter (KN72)	1.3	159.5	208.9
Auto Pilot Adapter	.4	22.7	9.1

CESSNA AIRCRAFT COMPANY

WICHITA, KANSAS

Weight & Balance and Installed Equipment Data

CONTROL NUMBER	DATE	MODEL	REGISTRATION NUMBER	CESSNA SERIAL NUMBER
123263	04/14/81	TURBO STATIONAIR 6 II WITH NAV-PAC	N6461Z	U20606282

ITEM	WEIGHT	ARM	MOMENT
TANDARD AIRPLANE (EMPTY, DRY) COMPUTED	1969.5	35.5	69917
INCLUDING ALL REQUIRED AND STANDARD EQUIPMENT ITEMS			
USABLE FUEL 4.0 GALLONS	24.0	48.0	1152
ULL OIL 12.0 QUARTS	22.5	19.4	437-
TANDARD EMPTY WEIGHT	2016.0	35.0	70632
FTIONAL EQUIPMENT REPLACING OR IN ADDITION TO EQUIRED AND STANDARD EQUIPMENT ITEMS			
G-581G NIGHT BLUE-MAJOR	NEGL.		
T-581T JAY GRAY-ACCENT	NEGL.		
K-581W ALL-OVER VESTAL WHITE	NEGL.		
ARPET BLUE-MONACO	NEGL.		
EAT INSERTS HANDOVER BLUE FABRIC	NEGL.		
IDEWALLS BLUE VINYL	NEGL.		
EAT TRIM BLUE LEATHER	1.5	73.3	110
EAT BELTS BLUE	NEGL.		
LACK UPPER INSTRUMENT PANEL	NEGL.		
ASIC AVIONICS KIT	8.2	58.8	482
2 N/C RT385A 720 CH. 2ND NAV VOR/LOC	8.1	13.0	105
2 ADI W/210 R546E	8.0	24.1	193
2 TRANSPONDER RT450A HIGH ALTITUDE	3.7	21.9	81
W/S, ALTITUDE AND DIRECTIONAL	9.6	8.1	78
NDICATOR, ECONOMY MIXTURE	.6	8.0	5
NDICATOR, TRUE AIRSPEED (EXCH)	.1	17.0	2
ETECTORS, NAVIGATION LIGHTS	NEGL.		
LIGHT CONTROLS, DUAL	6.7	14.1	94
ROUND SERVICE PLUG RECEPTACLE	2.2	4.5-	10-
EATING SYSTEM, STALL WARNING & PITOT (EXCH.)	.2	22.1	4
IGHTS, COURTESY	.5	61.9	31
ICATOR BEACON	3.5	157.6	552
IM ANTENNA AND NAV COUPLER	1.3	36.2	47
2 N/C RT385A VOR/LOC (2ND UNIT)	8.1	13.0	105
2 SLIDESCOPE P442P 43 CH. INCL. VOR/ILS (EXCH)	4.3	6.4-	28-
2 MARKER BEACON (P432A)	2.8	99.1	277
LTITUDE ENCODER, BLIND -1000 TO 30,000 FT. RANGE	1.6	15.5	25
TERNATOR, 28-VOLT (95 AMP) (EXCH)	4.8	4.1-	20-
ATTERY, 24-VOLT, HEAVY DUTY (EXCH)	2.0	3.0	6
LOCK, DIGITAL QUARTZ READOUT (EXCH)	.1-	17.5	2-
II-ICE SYSTEM, PROPELLER (ELECTRIC)	6.6	18.4-	121-
IGHT, ICE DETECTION, LH	.6	9.6	6
EPS AND HANDLES, REFUELING	1.7	18.5	31
IGHTS, INSTRUMENT POST	.6	18.5	11
IGHTING, ELECTROLUMINESCENT	2.3	17.0	39
IGHTS, STROBE	3.1	43.4	135
ILVE, OIL QUICK DRAIN	NEGL.		
YGEN SYSTEM 6-PORT	32.6	159.5	5200

[illegible]

MODEL: TU206G

REGISTRATION: N6461Z

Computing New C.G.

9/13/13

Gross Weight:	3600
New empty weight:	2585.80
New Center of gravity:	43.10
Moment:	111450.70
Useful load:	1014.2

Prepared By

Date 9/1/2011

Ultracam X digital camera installed in 10' 6" 10' 12"
includes GSM + fabricated aluminum plate under GSM + SX
unit + fabricated aluminum plate + plate lbs. under CDX

	Weight	Arm	Moment
Basic Empty Weight	2330	36.4	84812
Useable Fuel	528	46.5	24552
Pilot + Camera Operator	370	37.0	13690
Ultracam X as installed (SX unit)	320	82.0	26240
CDX unit with (2) DX's	235	110.0	25850
POS AV	13	70.0	910
IPX control unit	6	37.0	222
MAX. ramp weight	3802	46.36	176276
T/O wt. after taxi + ramp allow 1 to 1.5 gal burn	3796		

January 2008

Loaded Moment

Remove C 2 tank

176276.00

3941.68

172334.32

5PM P19
WEIGHT A

MODEL: TU206G

REGISTRATION: ~~N8481Z~~

82
- N6461Z

Computing New C.G.

NEW TOTALS	3492.50	42.82	149542.00
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* ITEM NUMBERS WHEN LISTED IN THE PERTINENT AIRCRAFT SPECIFICATION MAY BE USED IN LIEU OF "ITEM, MAKE, AND MODEL."

Prepared By Jeffrey Anderson A&P 3139987 Date 9/28/2010

Intermountain Aerospace
1940 International Way
Idaho Falls, Idaho 83402
208/524/2792
fax 208/524-2666

RECEIVED
4/12/07

N- 6461Z

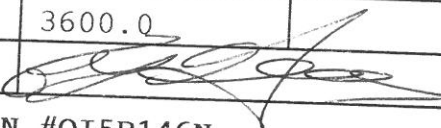
CUSTOMER: RENO BROWN
P.O. BOX 4958
JACKSON, WY. 83001-4958

MAKE: CESSNA

MODEL: TU206G

SERIAL # U20606282

DATE: 11/13/03

WEIGHT & BALANCE COMPUTATION			
	WEIGHT	ARM	MOMENT
PREVIOUS CALCULATED	2385.87	37.67	89881.47
INSTALLED/REMOVED			
KMA24	-1.7	13	-22.10
ARGUS 5000	-4	13	-52.00
KX155	-5.3	13	-68.90
PM3000	-1.0	13	-13.00
GMA340	2.0	13	26.00
GNS530	8	13	104.00
KI227	.7	13	9.10
TOTAL	2,384.57	37.69	89,864.57
NEW ARM	37.69		
NEW MOMENT	89,864.57		
NEW USEFUL LOAD	1,215.43		
MAX RAMP WT.	3600.0		
AUTH. SIG.			
AUTH. FAA REPAIR STATION #QI5R146N			

Supplemental Equipment List

Page 1

N6461Z

U20606282

Compiled 7/98

Includes all equipment installed 07/08/98, plus a compilation of previously installed Avionics.

Install. Date	Component	Arm	Weight	Date Removed
07/08/98	Annunciator Panel <i>still there</i>	21	-	4/12/03
07/10/95	Vertical Card Compass (Precision)	21	0.5	
09/11/90	KMA24 Audio panel	16	1.7	11/12/03
07/08/98	PM3000 ICS	16	0.8	11/12/03
07/08/98	2000 Approach GPS <i>plus</i>	14	3.0	
	MD41-624	17	0.8	Removed 11/12/03
	Shadin ADC200	158	1.3	
	Antenna P/N 16248-20	48	0.4	11/12/03
06/21/95	ATS8000 TCAD	13	3.5	
	KA60 Antenna (Top)	34	-	
	KA60 Antenna (Bottom)	13	-	
	Dual Antenna Module	15	.5	
	Transponder Coupler	20	.5	
09/11/90	KX155 with GS	14	5.3	11/12/03
	KN72 Nav converter	160	1.3	11/12/03
	CI 1125 Nav Ant Coupler	13	-	
09/11/90	KX155 with GS	13	5.3	
	KI209 Nav indicator	16	1.2	
09/11/90	KR87 ADF	13	3.2	
	KA44B Antenna	40	4.2	
07/08/98	ARGUS 5000CE	14	4.1	11/12/03
07/08/98	WX500 StormScope	159	2.5	
	Antenna			
07/08/98	400Hz Inverter	-23	.2	
09/11/90	KT79 Transponder	13	3.4	
	SSD120-30/10 Encoder	14	1.0	
	KA60 Antenna	52	-	
09/11/90	KN62 DME	13	2.6	
	KA60 Antenna	81	-	
09/11/90	KCS55A Compass system			
	KI525A Indicator	14	3.6	
	KA51B Slave Accessory	15	.2	
	KMT112 Flux Valve	35	.3	
	KG102A Remote Gyro	157	4.7	

Install. Date	Component	Arm	Weight	Date Removed
	System 55 Auto Pilot / Electric trim			
07/08/98	Programmer	14	2.7	
09/11/90	Roll Servo	58	2.9	
09/11/90	Pitch Servo	187	2.9	
09/11/90	Trim servo	175	2.9	
09/11/90	Altitude transducer	167	.2	
09/11/90	Turn Coordinator	15	1.8	
07/08/98	Altitude Preselect	16	.9	
??/??/??	Electric Attitude Indicator	16	-	
07/08/98	SC5 Digital Clock	17	.6	
09/11/90	KA33 Avionics Blower	9	2.0	
07/08/98	Astron 28/14 converter	-23	2.0	
07/08/98	Emergency Buss Block	-15	-	
07/08/98	RCA 22-7 Standby Vacuum AI	16	2.3	
07/08/98	RCA 11A-8 Standby Vacuum DG	15	2.8	
	SigmaTek Gage units			
07/08/98	Left Fuel - 169CL-62-TD2300	17	-	
07/08/98	Right Fuel -169CL-61-TD2300,	17	-	
07/08/98	Ammeter - 169CL-7-TD2300	17	-	
07/08/98	Vacuum - 169CL-4-TD2300	17	-	
07/08/98	transducer - S18017-003.	12	-	
	Electronics International Instruments			
07/08/98	R1- Digital tach	17	.6	
07/08/98	OPT1- Digital Oil Temp/Pressure	17	1.4	
07/08/98	M1- Digital MAP	17	.8	
07/08/98	C1 - Digital CHT	17	.8	
07/08/98	FP5L - Fuel Flow	17	1.8	
	201B transducer	-24	-	
07/08/98	VA1A Digital Volt/Ammeter	17	.6	
07/08/98	AV17 Voice annunciator	7	.6	
	Insight GEM			
06/28/95	Display unit	15	-	
06/28/95	EGT Probes	-21	-	

Install. Date	Component	Arm	Weight	Date Removed
06/28/95	CHT Probes	-21	-	
06/28/95	OAT Probe	10	-	
07/08/98	RMD Aircraft Lighting INC. wing tips	34	4	
07/08/98	Precise Flight Model 1210 Flasher	26	.6	
07/08/98	AeroEnhancements Glare Shield lights	12	-	
07/08/98	Avionics Split Buss Relay	14	-	
07/08/98	Paramount Light Panels	20	-	
07/08/98	Trtansistor Light Dimmer Block	-22	.5	
07/08/98	Prop Ice Control Unit	-14	-	
07/08/98	Installation Harness for Avionics	-----		
----- Aircraft Weighed at this time -----				
	Date: _____			
	Gross Wt. _____			
	Empty Wt. _____			
	Moment. _____			
	Useful Load _____			
	Approved by _____			
	Moody Aviation			
1/17/03	TO DOCUMENT ROSEN SUN VISOR SYSTEM PREVIOUS INSTALLATION IAW STC# A3694NM NO CHANGE TO WEIGHT & BALANCE.			



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

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 N6461Z	Serial No. 20606282
	Make Cessna	Model TU206G Series 206
2. Owner	Name (As shown on registration certificate) GMR Aerial Surveys Inc DBA	Address (As shown on registration certificate) Address 523 Wellington Way City Lexington State KY Zip 40503 Country USA

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name Robert S Ringel		☒ U. S. Certificated Mechanic	Manufacturer
Address 1620 Cambridge Avenue		☐ Foreign Certificated Mechanic	C. Certificate No.
City Sheboygan State WI		☐ Certificated Repair Station	
Zip 53081 Country USA		☐ Certificated Maintenance Organization	2722551

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 ☐	Signature/Date of Authorized Individual Robert S Ringel 8/26/14
--	--

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

Certificate or Designation No. 2722551	Signature/Date of Authorized Individual Robert S Ringel 8/26/14
---	--

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.)

N6461Z

August 26, 2014

Nationality and Registration Mark

Date

This aircraft has an existing modification for a camera installation. The modification includes a viewport cut into the lower portion of the fuselage and the associated structural reinforcement. The installation is previously approved via STC SA4004SW and FAA Form 337 dated April 20, 2007. This report will substantiate the equipment installation currently being used in the aircraft. Attached is FAA Form 8110-3 statement of compliance, "Cessna 206 N6461Z Installation drawings CE-SA-2000 Rev IR, dated 8/25/14," and "Stress Report Cessna 206 N6461Z Installation Report CE-SA-2000SR, Rev-, dated 8/25/14." System and installations shall be inspected for conformity to the installation drawings, condition and security of installation to coincide with regularly scheduled maintenance events. No special Instructions for Continued Airworthiness apply.

end

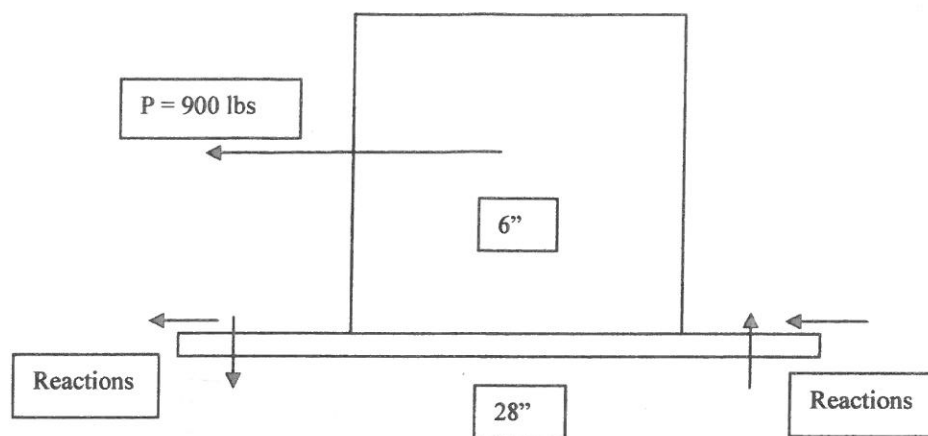
☒ Additional Sheets Are Attached

4.4 ZI Mount Attachment

The ZI Mount and its assembly are installed with six M6 fasteners. The total weight of the unit is 90 lbs. Note that there is misc equipment attached to the top of the unit, with a total weight of 10 lbs. The bolts will react the forward loading in shear split between the six attachments. The kick load will be reacted as a moment/couple. The aft attachments will be critical for shear and tension.

$$P = (90+10\#)(9G) = 900 \text{ lbs}$$

Height of the center of gravity is assumed to be 6 in



Free Body Diagram; VQ480i Attachment

Applied loading

$$P_{\text{shear}} = (900\#)/6 \text{ fast} = 150 \text{ lbs}$$

$$P_{\text{tension}} = (900\#)(8\#)/(28\# \times 2 \text{ fast}) = 128 \text{ lbs}$$

Fastener Allowables

Shear = 5,750 lbs

Tension = 6,500 lbs

Ref spec sheet

MS = High

5

Conclusion

This engineering is acceptable for all loading applications. The designs comply with the appropriate design, construction and structural strength requirements imposed by the aircraft's certification basis.

$$P_{\text{shear}} = 1575\#/12 \text{ fast} = 132 \text{ lbs}$$

$$P_{\text{tension}} = 1575\#(10'')/(30'' \cdot 4 \text{ fast}) = 132 \text{ lbs}$$

Allowable Loading
 $P_{\text{shear}} = 3,680 \text{ lbs}$
 $P_{\text{tension}} = 4,080 \text{ lbs}$

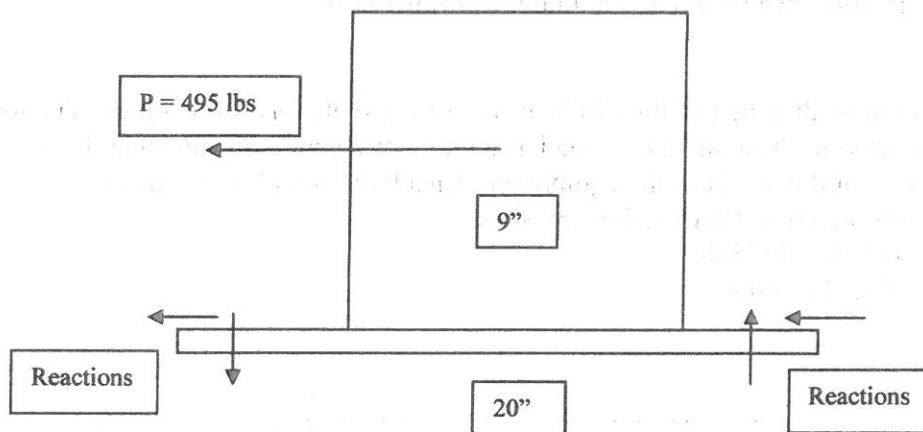
MS = High

4.3 Orion Laser Attachment

The Orion Laser and its assembly are installed with four AN4 fasteners. The total weight of the unit is 55 lbs. The bolts will react the forward loading in shear split between the four attachments. The kick load will be reacted as a moment/couple. The aft attachments will be critical for shear and tension.

$$P = 55\#(9G) = 495 \text{ lbs}$$

Height of the center of gravity is assumed to be 9 in



Free Body Diagram; VQ 820 (Bathy) Attachment

Applied loading

$$P_{\text{shear}} = 55\#(9G)/4 \text{ fast} = 123 \text{ lbs}$$

$$P_{\text{tension}} = 55\#(9G)(9'')/(20'' \cdot 2 \text{ fast}) = 111 \text{ lbs}$$

Fastener Allowables
 Shear = 5,750 lbs
 Tension = 6,500 lbs

Ref AN spec sheet

MS = High

$$H = 20''(3/4) = 15 \text{ in}$$

The moment is reacted as a couple, which is the fore aft distance between the AN5 bolts attaching the base plate = 24"

$$P_{\text{shear}} = 1080\#/4 \text{ fast} = 270 \text{ lbs}$$

$$P_{\text{tension}} = 1080\#(15'')/(24'' \cdot 2 \text{ fast}) = 337 \text{ lbs}$$

Fastener Allowables

Ref AN spec sheet

Shear = 5,750 lbs

Tension = 6,500 lbs

MS = +High

Therefore this engineering is acceptable.

4.2 -13 Base Plate

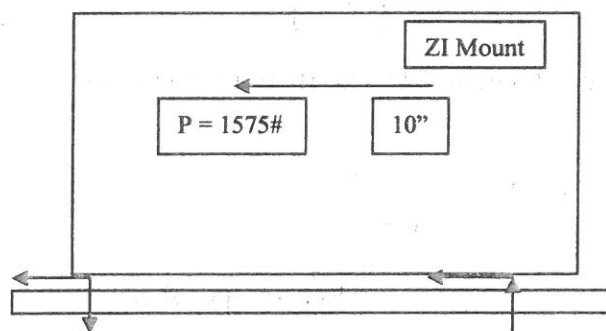
The -13 Base Plate is a 6061-T651 aluminum plate. The Base Plate is attached to the floor with twelve AN4 bolts.

The -13 Base Plate will carry a total weight of 175 lbs

The total loading of 175 lbs will be critical for the 9G forward loading. The load will be reacted in shear and a kick load as a moment/couple. Assume that the load is applied at $3/4$ of the height of the equipment. Check the AN4 bolts. The aft attachments are critical for tension and shear.

$$P = 175\#(9) = 1575 \text{ lbs}$$

$$H = 15''(3/4) = 10 \text{ in}$$



Free Body Diagram; Base Plate

The moment is reacted as a couple, which is the fore aft distance between the AN4 bolts attaching the Sensor plate = 30"

4 Structural Substantiation CE-SA-1000, Cessna Stationair Bathy Instl

4.1 -11 Sensor Plate

The -11 Sensor Plate is a 6061-T651 aluminum plate. The Sensor Plate is attached to the existing nutplates at four locations with AN4 bolts. The Sensor Plate will carry a total weight of

Equipment:

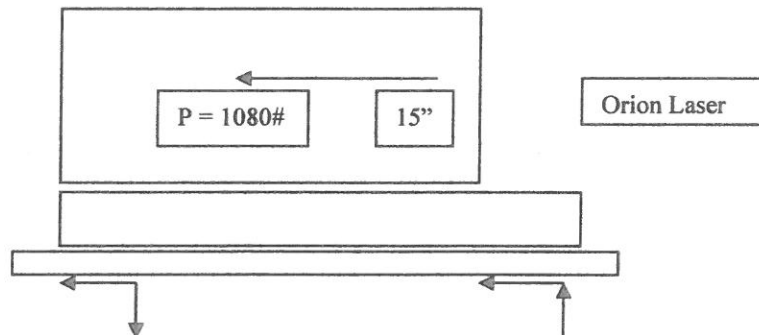
Orion Laser Head	55.1
Orion PDU	14.3
Headwall Hyperspec SWIR	7
Headwall Hyperspec VNIR	8
Headwall HDPU	9
Headwall Cables	5
8020 Frame	13.5
Orion Brackets	1.22
Hyperspectral Mount	2.59
Mount Baseplate	3.8

Structure:

Total 120 LBS

The total loading of 120 lbs will be critical for the 9G forward loading. The load will be reacted in shear and a kick load as a moment/couple. Assume that the load is applied at $\frac{3}{4}$ of the height of the equipment. The aft attachments are critical for tension and shear.

$$P = 120\#(9G) = 1080 \text{ lbs}$$



Free Body Diagram; Sensor Plate

$$P = 120 \#(9G) = 1080 \text{ lbs}$$

2

Scope

This report will analyze the Orion camera and equipment installation into a Cessna Stationair aircraft. The aircraft is a Cessna model TP206E, serial number P20606282. The aircraft has an existing modification for camera installations. The modification includes a sensor port cut into the lower portion of the fuselage and the associated structural reinforcement. The installation of the camera hole is previously approved via a STC.

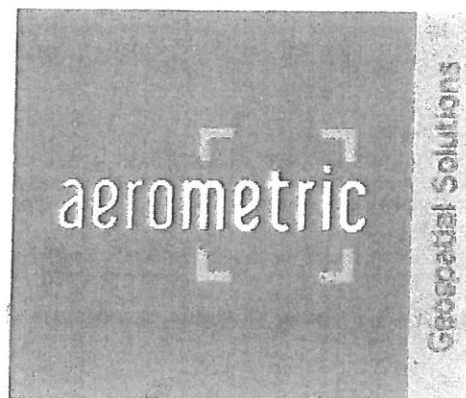
This report will substantiate the equipment installation currently being used on the aircraft.

3

References

MMPDS, Metallic Materials Properties Development and Standardization
Rourks Equations for Stress and Strain 7th edition
TCDS A4CE Cessna Stationair
CAR3,

1	Table of Contents	
1	Table of Contents	2
2	Scope	3
3	References	3
4	Structural Substantiation CE-SA-1000, Cessna Stationair Bathy Instl	4
4.1	-11 Base Plate	4
4.2	-13 Sensor Plate	5
4.3	VQ 820 (Bathy) Attachment	6
4.4	VQ480i Attachment	<i>Error! Bookmark not defined.</i>
5	Conclusion	7

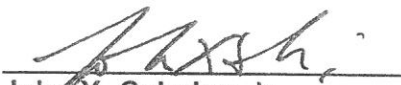


CE-SA-2000SR

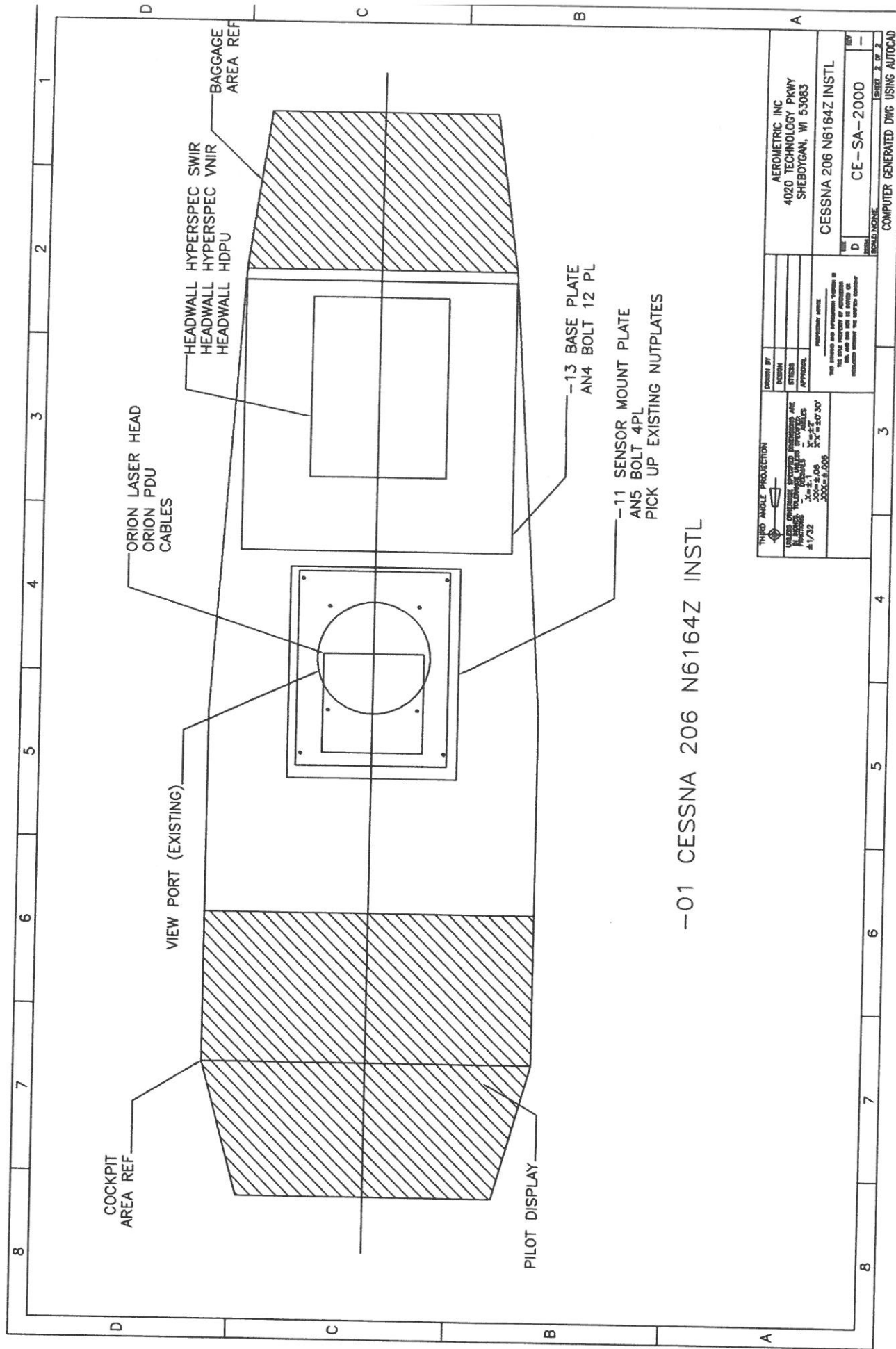
Stress Report
Cessna Stationair N6164Z

Rev -
Date: 8/25/14

Prepared By:


John X. Schober Jr
Structural DER

[illegible]



THIRD ANGLE PROJECTION

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SPECIFIED
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U.S. 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

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 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 N6461Z	Serial No. U20606282	
	Make Cessna	Model TU206G	Series 206
2. Owner	Name (As shown on registration certificate) GMR Aerial Surveys Inc DBA Photo Science	Address (As shown on registration certificate) Address 2670 Wilhite Dr. City Lexington State ky. Zip 40503 Country USA	

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name	Jeff Anderson	☒ U.S. Certificated Mechanic	Manufacturer
Address	C/O Flight Fixins 86 Airport Rd.	☐ Foreign Certificated Mechanic	C. Certificate No.
City	Frankfort State Ky.	☐ Certificated Repair Station	3139987
Zip	40601 Country USA	☐ 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 ☐ Signature/Date of Authorized Individual _____ 9-1-2011

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	Repair Station	☒ Inspection Authorization	Other (Specify)

Certificate or Designation No. 3139987 Signature/Date of Authorized Individual _____ 9-1-2011

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Oilamatic Inc

P.O. Box 5284 • Englewood, Colorado 80155 • (303) 770-0175

FAX 303 793-0493

1 800 343-7623

WEB: <http://www.oilamatic.com>

FACSIMILE COVER SHEET

TO: Flight Fixins

FAX NO: 502 564-0174

ATTN.: Jeff

FROM: GEORGE McCRILLIS

DATE: 7-7-11

REF.: All paperwork for Cessna T206G

TOTAL NO. OF PAGES INC. COVER: 13

Jeff,

Here are the Instructions for the Cessna T206G.

I'll call later with details for the parts you need.

Best fortunes,



George McCrillis, Pres.
Oilamatic, Inc.
1 800 343-7623

OILAMATIC, INC.
PO BOX 5284
ENGLEWOOD, CO 80155-5284

ENGINE PREOILER
CESSNA 206
REVISION # 1

FAA APPROVED
AIRPLANE FLIGHT MANUAL SUPPLEMENT
FOR
CESSNA MODEL 206, P206 A, B, C, D & E plus
U206 A, B, C, D, E, F, G & 206H
AND
CESSNA MODEL TP206A, B, C, D & E plus
TU206A, B, C, D, E, F, G & T206H
WITH
OILAMATIC ENGINE PREOILER

REGISTRATION NO. _____

SERIAL NO. _____

This supplement must be attached to the Cessna Model 206 approved Flight Manual when an OILAMATIC Engine Preoiler System has been installed in accordance with STC No. SA00124DE

The information in this document supplements or supersedes the basic manual only in those areas listed. For Limitations, Procedures and Performance Information not contained in this supplement, consult the basic Airplane Flight Manual.

FAA APPROVED: Roger A. Caldwell

for Ronald F. May, Manager
Denver Aircraft Certification Office
Northwest Mountain Region
Federal Aviation Administration

FAA APPROVED DATE: February 14, 2001

Page 1 of 3

OILAMATIC, INC.
PO BOX 5284
ENGLEWOOD, CO 80155-5284

ENGINE PREOILER
CESSNA 206
REVISION # 1

SECTION I. LIMITATIONS

1. Preoiler use is limited to ground operation when engine is not running. Operation in flight is prohibited.

2. For turbo charged models, terminate preoiling as soon as engine oil pressure stabilizes. Do not initiate preoiling again until the engine is operated to scavenge oil from the turbo-charger. Continued preoiling will cause excess oil to leak from the turbo-charger compressor and turbine seals.

3. Avoid prolonged Preoiler operation, particularly in colder temperatures, unless external power for battery charging is available. If temperature is below +40 deg. F, limit continuous Preoiler operation to 2 (two) minutes followed by a 5 (five) minute cooling period.

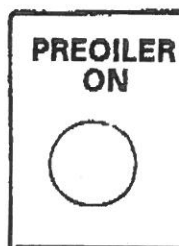
4. Recommended engine oil grades and engine pre-heating procedures must be adhered to. Pre-heating of Preoiler must be included in engine pre-heating. Note: Depending on oil grade used, operating Preoiler at cold temperatures may cause excess electric current draw and cause Preoiler power fuse to blow. In this event, replace fuse and pre-heat as recommended before attempting further preoiling.

5. The following placards are installed:

**DO NOT OPERATE PREOILER
WHILE ENGINE IS RUNNING**

(Operating Limitation: Installed
adjacent to control switch)

and



(Control Switch)

SECTION II. NORMAL PROCEDURES

1. GENERAL DESCRIPTION

The purpose of the Oilamatic Engine Preoiler is to lubricate the internal parts of the engine before starting. An electric motor driven pump uses aircraft battery power to draw lubricating oil from the engine sump and inject it into the engine through the oil filter or filter screen. Oil pressure during preoiling is limited by the engine's oil pressure relief valve. A check valve in the preoiler output hose prevents oil back flow through the pump when the engine is running. A dash mounted Control Switch is used to operate the Preoiler. Preoiler use is optional; the engine may be started at any time without preoiling.

OILAMATIC, INC.
PO BOX 5284
ENGLEWOOD, CO 80155-5284

ENGINE PREOILER
CESSNA 206
REVISION # 1

2. AMENDMENT TO NORMAL PROCEDURES STARTING ENGINE CHECKLIST WITH ENGINE PREOILING

-- Complete first checklist items.

**JUST PRIOR TO "STARTER ----- ENGAGE", INSERT THE
FOLLOWING STEPS:**

-- PREOILER _____ ON
-- Oil Pressure _____ Stabilized
-- PREOILER _____ OFF

**CAUTION: FOR TURBO CHARGED MODELS, TURN
PREOILER OFF AS SOON AS OIL PRESSURE STABILIZES.
CONTINUED PREOILING WILL CAUSE OIL TO LEAK FROM
TURBO-CHARGER.**

-- Starter _____ ENGAGE

-- Complete remaining checklist items.

AFTER ENGINE START:

Check for stable oil pressure 30 seconds
after engine start. If pressure is out
of limits, shut down engine and investigate.

If engine does not start within 10 seconds,
prime and repeat start procedure. Further
Preoiling is not required.

SECTION III. EMERGENCY PROCEDURES

No Change

SECTION IV. PERFORMANCE

No Change

SECTION V. WEIGHT AND BALANCE

Adjust as follows:

	<u>Weight of unit</u>	<u>X Arm</u>	<u>= Moment</u>
Pump & Motor	5.4 pounds	X -24.0 inches	= -(minus) 151.2 lb. in
Contacto	0.9 pounds	X -24.0 inches	= -(minus) 21.6 lb. in

FAA APPROVED DATE: February 14, 2001

Page 3 of 3

United States of America
 Department of Transportation—Federal Aviation Administration
Supplemental Type Certificate

Number SA00124DE

This certificate, issued to Oilmatic, Inc.
 P.O. Box 5284
 Englewood, CO 80155

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 3 of the Civil Air Regulations.

Original Product—Type Certificate Number: A4CE
Make: Cessna Aircraft Company
Model: SEE ATTACHED APPROVED MODEL LIST

Description of the Type Design Change:

Installation of Oilmatic Preoiler system in accordance with FAA approved Oilmatic, Inc. Drawing List No. 206400, initial release, dated April 1, 1994, or later FAA approved revision.

Limitations and Conditions:

1. FAA approved Airplane Flight Manual Supplement Rev. No. N/C, dated August 24, 1994 or later FAA approved revision is required.
2. This approval should not be extended to aircraft of this model on which other previously approved modifications are incorporated unless it is determined that the interrelationship between this change and any of those other previously approved modifications, including changes in type design, will introduce no adverse effect upon the airworthiness of that aircraft.
3. A copy of this Certificate and Flight Manual Supplement must be maintained as part of the permanent records for the modified aircraft.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: August 4, 1994

Date reissued:

Date of issuance: September 8, 1994

Date amended: February 14, 2001



By direction of the Administrator

Roger A. Caldwell
 Roger A. Caldwell (Signature) Acting Manager
 Denver Aircraft Certification Office
 Northwest Mountain Region, Denver, Colorado
 (Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

This certificate may be transferred in accordance with FAR 21.47.

United States of America

Department of Transportation—Federal Aviation Administration

Supplemental Type Certificate

(Continuation Sheet)

Number SA00124DE**APPROVED MODEL LIST**

Cessna Model				
206	U206	TP206A	TU206A	
206H	U206A	TP206B	TU206B	
P206	U206B	TP206C	TU206C	
P206A	U206C	TP206D	TU206D	
P206B	U206D	TP206E	TU206E	
P206C	U206E	T206H	TU206F	
P206D	U206F		TU206G	
P206E	U206G			

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

FAA FORM 8110-2-1 (10-69)
21.47.

This certificate may be transferred in accordance with FAR

830413	01-16-93	N/C		Gasket - Type A
820417	03-01-90	N/C		Hose Support Bracket
820416	09-01-90	N/C		Placard - Switch
820415-3	04-01-94	N/C		Placard - Switch
820411	02-01-88	B	03-01-90	Sump Adapter
820408-4	04-01-94	N/C		Suction T-fitting
820408-1	04-01-94	N/C		Suction T-fitting
720414-12	05-01-93	A	04-01-94	Adapter Fitting
720414-1	06-01-91	A	04-01-94	Adapter Fitting
720413	01-19-93	N/C		Gasket - Type G
720412-12	01-18-93	N/C		Filter Adapter - Type G
720408-24	04-02-94	N/C		Stiffener
720408-11	05-01-94	N/C		Mounting Plate
720407-1	09-05-90	B	04-14-94	Brackets/Pump/Motor
720403-12/13/14	09-05-90	C	01-04-94	Oil Pump /Motor Assembly
110001	09-01-90	N/C		Placard - Operation Limits
206401	04-01-94	N/C		Preoiler Installation
206401L	11-01-00	N/C		Preoiler Installation

Action Taken by:
 FAA, Denver Aircraft Certification
 Office, ANM-100D

☒ Approves Data
☐ Accepts Approval
☐ Approves Recommendation
☐ For Comments See FAA Letter
 Dated _____

This Data Has Been Added To Our Files
 Ref: STC#5A00124-DE ACTIVITY
Regina Caldwell 02/14/01
 Engineer Date

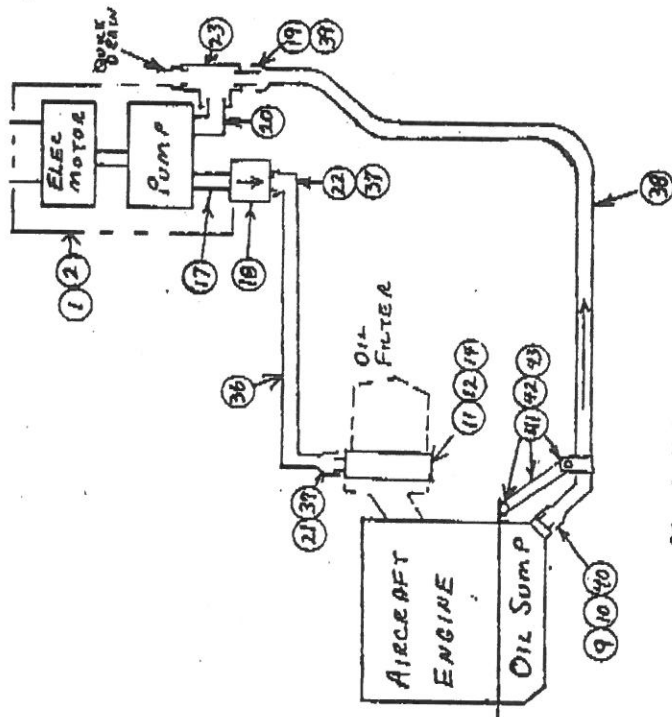
NUMBER	DATE	LET	DATE	TITLE
		REVISION		

DATE APRIL 1, 1994	CHANGE APRIL 1, 1994 NOV. 01, 2000	DRAWING TITLE PREOILER INSTALLATION	DRAWING LIST	DRAWING NUMBER 206400
APPROVED BY		DRAWN BY GEORGE R. McCRILLIS	SHEET 1 OF 1	

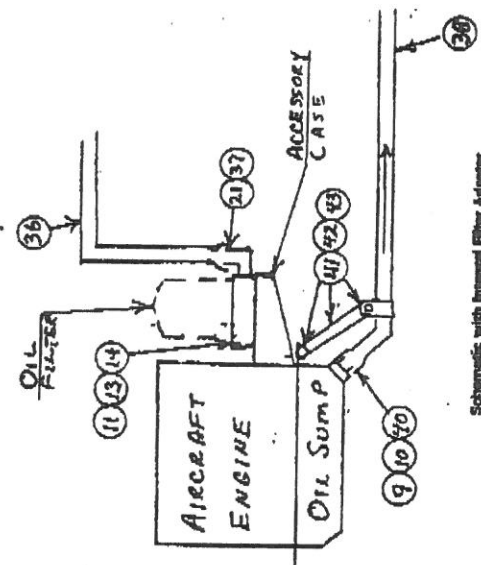
PARTS LIST FOR CESSNA 206

Item No.	Part Number	Part Name	No. Required 12V 24V	Remarks
1	720403-13	Pump/Motor Assembly	1	Oilomatic
2	720403-14	Shifter	2	Oilomatic
3	720408-24	Mounting Plate	1	Oilomatic
4	720408-11	Butt	3	Oilomatic
5	AN 3-4A	Butt	3	
5-1	AN 3-5A	Washer	4	
6	AN 550-10	Washer	14	
7	n/a	Luck Nut	14	
8	AN 363-1032	Luck Nut	7	
9	820411	Sump Adapter	1	Oilomatic
10	820413	Gasket-sump - Type A	1	Oilomatic
11	720412-12	Filter Adapter - Type G	1	Oilomatic
12	720414-1	Adapter Fitting	1p	Oilomatic
13	720414-12	Adapter Fitting	1a	Oilomatic
14	720413	Gasket - Type G	1	Duralon® 8500
15	n/a		1	
16	n/a		1	
17	SAE 140237-4S	45° Elbow - Pipe to pipe	1	Keiper
18	408A-1	Check valve	1	
19	SAE 720102-6-BS	Nipple-Pipe to flange	1	
20	SAE 140237-6S	90° Elbow - Pipe to pipe	1	
21	SAE 070202-4-SS	90° Elbow - Pipe to flange	1	
22	SAE 070202-4-SS	90° Elbow - Pipe to flange	1	
23	820408-1	45° Elbow - Pipe to flange	1	
24	8011K17	Section 1-shifting	1p	Oilomatic
25	820415-3	Switch	1p	MS 35059-30
26	104004	Switch Placard	1p	Oilomatic
27	2-541	Diode	1p	Cinch
28	70-914	Terminal Block	1p	Stancor
29	70-915	Contactor	1p	Stancor
30	7105-KZOE	Switch	1s	C&K
31	820416	Switch Placard	1s	Oilomatic
32	HFB	Fuse Holder	1s	Bussman
33	AGC-15	Fuse	1s	
34	MS W-22759/16-22	22 Ga. Wire - electric	1580	
35	MS W-22759/16-14	14 Ga. Wire - electric	1580	
36	(TBD)	Output Hose	ar s	See Note 10
37	n/a	Section Hose	ar	See Note 9
38	(TBD)		(ar)	
39	n/a	Hose support bracket	1	Oilomatic
40	820417	Sump screw	1	Superior
41	SA 537750	Hose clamp	1	
42	MS21819 DGS	Hose clamp	ar	
43	MS21819 DGS	Operations Limit Placard	1	Oilomatic
44	110091	Cap screws	4p	
45	8-32x3/4	Cap screws	4p	
46	n/a	Ring Terminal	2p	Thomas & Betts
47	RA18-6	Ring Terminal	1s	Thomas & Betts
48	RA18-10	Ring Terminal	7p	Thomas & Betts
49	RB14-6	Ring Terminal	1	Thomas & Betts
50	RB14-10	Ring Terminal	3s	Thomas & Betts
51	RB14-14	Ring Terminal	3s	Thomas & Betts
52	RB14-16	Ring Terminal	3s	Thomas & Betts
53	RB14-18	Ring Terminal	3s	Thomas & Betts
54	RB14-20	Ring Terminal	3s	Thomas & Betts
55	2RA18	Butt Splice	3s	Thomas & Betts
56				

(TBD) = To Be Determined by installer, see Note 7.
 p = primary installation only s = secondary installation only
 o = optional use with primary installation



Schematic with Gamma Filter Adapter



Schematic with Integral Filter Adapter

Figure 1: Installation Schematic

DATE APRIL 1, 1994	CHANGE N/C 4-1-94	DRAWING TITLE PREOILER INSTALLATION	DRAWING NUMBER 206401
APPROVED BY		DRAWN BY GEORGE R. McCRILLIS	SHEET 1 OF 6

CESSMA MODEL 206: READ ALL INSTRUCTIONS AND NOTES BEFORE PROCEEDING. COMPATIBILITY WITH OTHER MODIFICATIONS MUST BE DETERMINED BY INSTALLER PER STC "LIMITATIONS AND CONDITIONS"

A. INSTALL PUMP/MOTOR ASSEMBLY ON WHEEL WELL - FIGURES 1, 2 & 3

1. Drain engine oil.
2. Using Pump Mounting Plate (4) as template, mark and drill four 1/8" dia. (1.203) mounting holes on left side of wheel well. Reinstall mounting plate.
3. Install 90° pipe elbow (20) and T-fitting (23) in pump inlet with Helicoll insert facing aft. Install nipple (19) in forward port of T-fitting on pump. Install quick drain in aft port of T-fitting (5/8x18 Helicoll installed). Use new gasket and tighten to 20 ft. lb. torque. Safety wire quick drain to T-fitting.
4. Install 45° pipe elbow (17) in pump outlet and install check valve (18) onto elbow. CAUTION: Insure that arrow on check valve points away from pump. Install 45° elbow (22) in check valve.
5. Install with stiffener (3) on back side of wheel well using hardware (5, 6, 7 & 8).

B. TO INSTALL PREOILER INLET/SUCTION HOSE - FIGURE 2

1. Install sump adapter (8) with gasket (10) in engine drain plug hole. Tighten adapter to 190-210 in. lb. torque. Safety wire adapter to crank case.
2. Fabricate and install a suction hose assembly using suction hose (38) and hose fittings (39 and 40). See note 9 for suction hose length and fitting configuration.
3. Remove engine crankcase sump flange screw (part No. 530346) closest to sump adapter. Using new flange screw (42) and old washers, attach hose support bracket (41) to engine. Using hose clamp (43) and hardware (5, 6, 7 & 8), attach hose support bracket as close as possible to hose fitting. Bend, twist and rotate hose support bracket as necessary to align flat with hose. Tighten clamp to fully closed. Tighten flange screw to 155-175 in.-lb. 112.9-14.8 ft.-lb. torque.

C. INSTALL PREOILER OUTPUT/PRESSURE HOSE ASSEMBLY NOTE: FOR INSTALLATION WITH A FILTER SCREEN, REFER TO STC SE5205NM.

1. Remove oil filter and remove fitting from engine's filter adapter (Use "double nut" if necessary).
2. Install 80° fitting (21) in filter adapter (11), insert gasket (14) & adapter fitting (12 or 13) into adapter.
3. Install assembly on engine and tighten adapter fitting to 30 ft. lb. torque. Install safety wire from fitting (21) to engine to resist counter clockwise rotation.
4. Fabricate and install an output hose assembly using output hose (36) and hose fittings (37). See Note 10 for output hose length and fitting configuration.
5. Drill a .2 inch hole in aft edge of engine mount and secure hose using hose clamp (44) and hardware (5, 6, 7 & 8).
6. Install and safety wire new oil filter. Note: Use short filter with 3/4x16 female thread such as Champion CH48108.

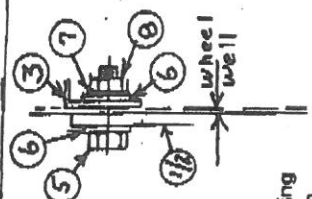
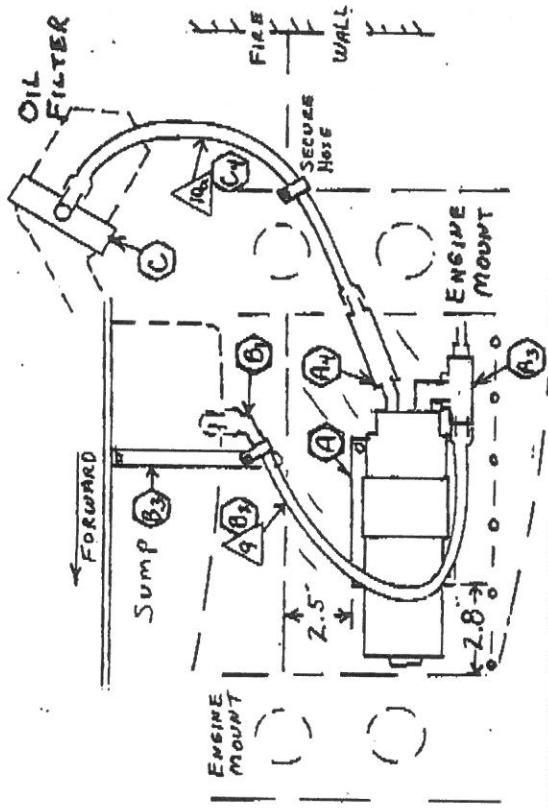


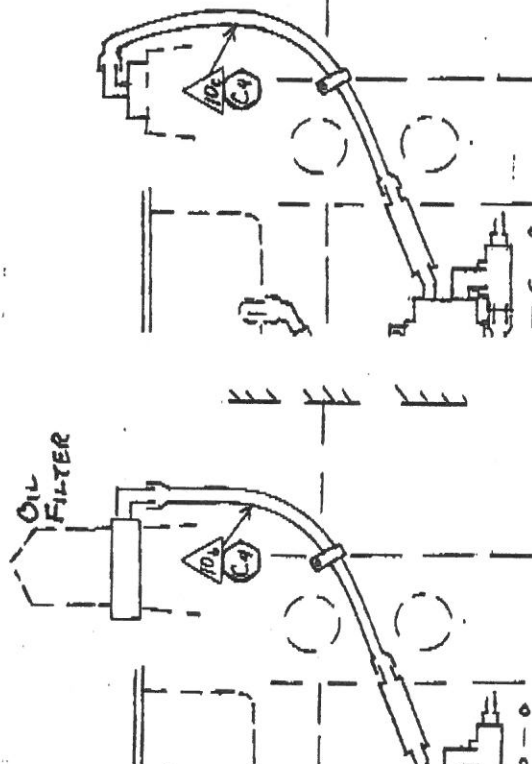
Figure 3:
Pump Mounting
Cross Section

- = Part number; Page 1
- = Installation instruction; Page 2
- △ = Note; Page 3



Installation with Camma Filter Adapter

Installation on Wheel Well - Left Side



Installation with Filter Screen

Requires Installation of
Filter Screen Adapter 9C5247
under STC SE5205NM

Installation with Integral Filter Adapter

Figure 2: Component Location

DATE APRIL 1, 1994	CHANGE N/C 4-1-94	DRAWING TITLE PREOILER INSTALLATION	DRAWING NUMBER 206401
APPROVED BY		DRAWN BY GEORGE R. McCRILLIS	SHEET 2 OF 6

NOTES for Cassia 206. Unless otherwise indicated:

1. Do not scale these drawings for dimensions.
2. Break all sharp edges .003 - .005 and remove all burrs and slivers.
3. Dimensions are in inches and tolerances are as shown below.

Tolerances	
decimals	angles
.XXX ± .005	± 1°
.XX ± .03	
.X ± .1	

4. Apply two coats of zinc chromate primer to all exposed steel - except stainless steel - and aluminum surfaces of fabricated parts not previously plated or anodized, respectively.
5. Complete installation is accomplished using standard practices. There are no special or unique procedures, techniques or fabrications required.
6. Certification basis for this aircraft is CAR 3.
7. Hydraulic hoses must meet the requirements of TSO C53a Type C (Fire resistant). All manufacturers' hoses and hose fittings meeting this standard are authorized. Hose fittings to be installed per hose manufacturer's specifications.

Examples:

- A. Hoses with slip on silicone-fiberglass FIRE SLEEVE
1. Stratoflex 111F, 124F, 156F OR 170F
 2. Aeroquip 303, 666, or 701 with FIRE SLEEVE added
- B. Hoses with integral silicone fire protection cover
1. Stratoflex 124H, 124J or 156H
 2. Aeroquip AE401 or AE458

8. AN, MS, SAE or equivalent steel fittings are authorized. Use sealant on pipe threads only.

9. Section inlet hose - 1/2 inch (4-9). Length = 24 inches as factory ordered with a 45° elbow fitting to sump and a straight fitting to pump.

10. Pump output hose - 3/8 inch (4-6). Length as factory ordered for following configurations:
 - a. With Cassia adapter (#1250922-1), Length = 29 inches; Straight fitting on both ends.
 - b. With Integral adapter, Length = 29 inches; Straight fitting on both ends.
 - c. With filter screen adapter, (STC SE5205NMI), Length = 29 inches with straight fitting to pump and 45° fitting to filter screen adapter.

11. All wire to be per MIL-W-22759/16. Route wire with existing bundles where possible. Install all switches and fuse holders in accordance with the manufacturer's instructions using hardware furnished with each component. Secure all wires and fuse holder with Ty-wraps.

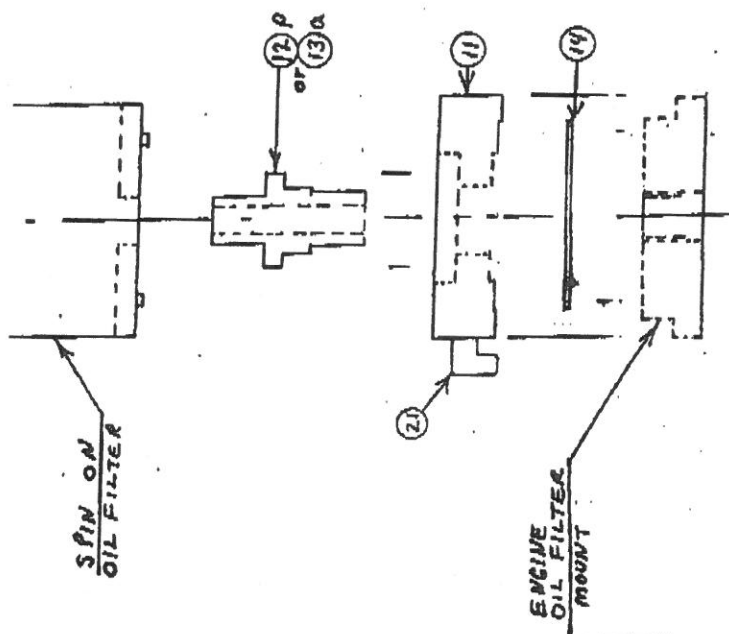


Figure 4: Filter Adapter Assembly

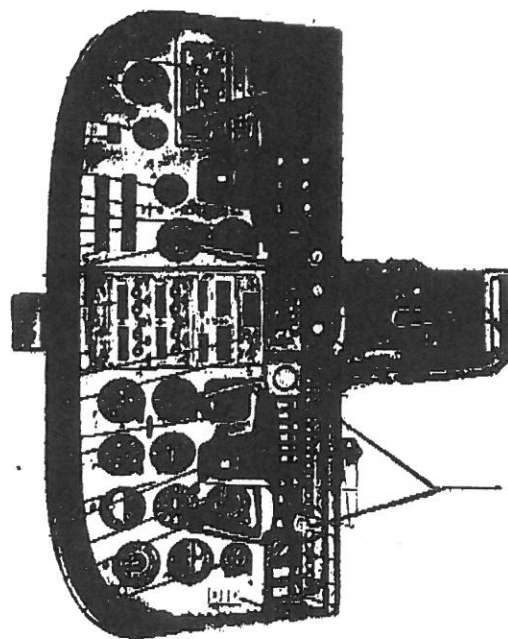


Figure 5: Switch Mounting Locations

DATE APRIL 1, 1994	CHANGE N/C 4-1-94	DRAWING TITLE PREOILER INSTALLATION	DRAWING NUMBER 206401
APPROVED BY		DRAWN BY GEORGE R. McCRILLIS	3 SHEET OF 6

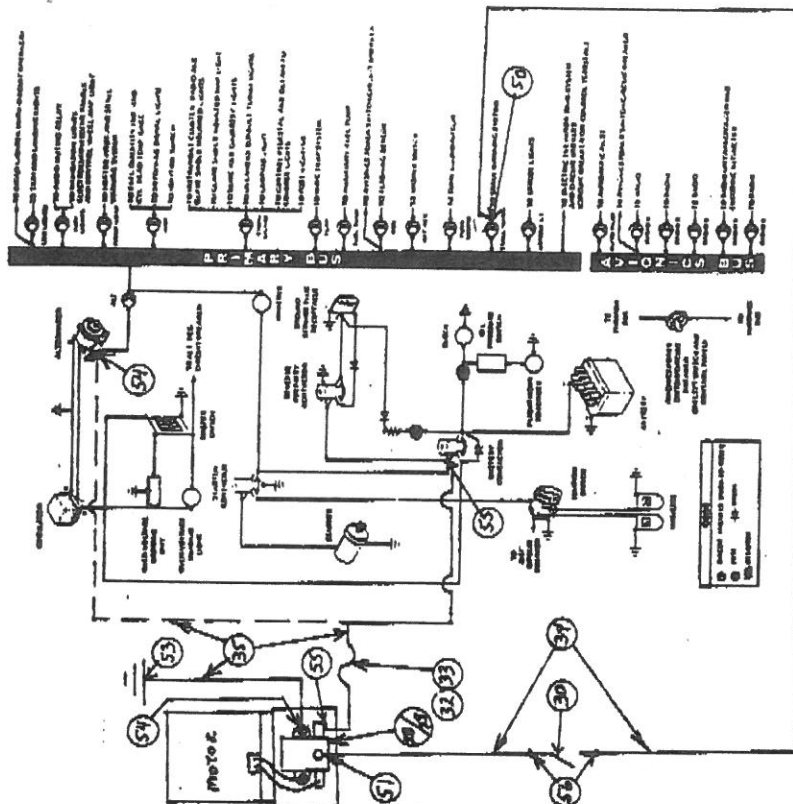
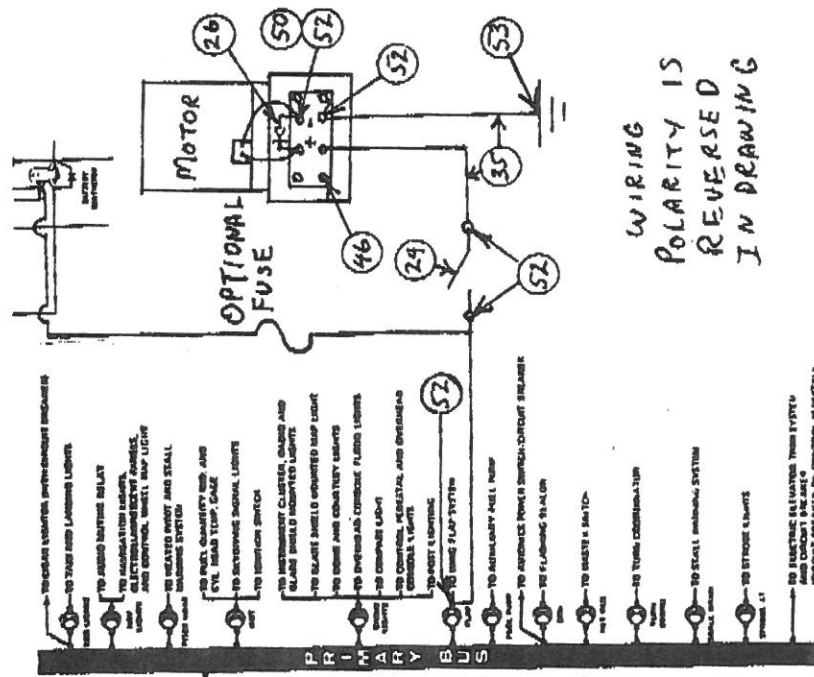


Figure 7: Alternate Wiring Diagram

E. ALTERNATE ELECTRIC INSTALLATION WITH CONTACTOR

1. Install Contactor (28 or 29) on pump/motor bracket.
2. Connect a 14 gauge wire (35) from the base of the contactor directly to the airframe.
3. Connect one end of fuse holder (32) to switched side of aircraft's battery contactor or to alternator battery terminal with no more than 6 in. lead. Connect other end of fuse holder to "Bat" terminal on contactor using 14 gauge wire.
4. Install fuse (33) and secure fuse holder.
5. Drill a 1/8 inch hole and install switch (30) using hardware provided.
6. Connect a 22 gauge wire (34) from center connector on switch to 5 amp circuit breaker on aircraft primary bus.
7. Connect a 22 gauge wire to upper switch connector, route wire thru firewall and connect to center terminal of contactor on pump/motor.



WIRING
POLARITY IS
REVERSED
IN DRAWING

Figure 6: Primary Wiring Diagram

D. INSTALL DASH MOUNTED SWITCH - PRIMARY INSTALLATION SEE INSTRUCTION "E" FOR ALTERNATE INSTALLATION USING CONTACTOR.

1. Connect a 14 gauge wire (35) from negative terminal on pump directly to airframe using Butt Splice (54), Ring Terminal (53) and hardware (5, 6 & 8).
2. Drill 1/8 inch hole in dash and install switch (24).
3. Connect a 14 gauge wire from flap circuit breaker on primary bus to lower connector on switch using Ring Terminals (52). NOTE: An optional Fuse holder (32) and fuse (33) may be connected to Battery Contactor using Ring Terminal (55) and run through Firewall directly to switch.
4. Connect a 14 gauge wire from upper switch connector, thru firewall to positive terminal on pump using Butt Splice (50).

○ = Part number: Page 1

DATE APRIL 1, 1994	CHANGE N/C 4-1-94	DRAWING TITLE PREOILER INSTALLATION	DRAWING NUMBER 206401
APPROVED BY		DRAWN BY GEORGE R. MCCRILLIS	4 SHEET OF 6

F. PREPARE AIRCRAFT FOR OPERATION AND OPERATE PREOILER.

1. **REFILL ENGINE WITH OIL.**
2. Insert Approved Airplane Flight Manual Supplement into approved Flight Manual.
3. Install Operations Limitations Placard (45) adjacent to switch.
4. **COMPLETE WARRANTY CARD AND RETURN TO OILAMATIC, INC.**

G. PREOILER FUNCTIONAL TEST

1. Turn aircraft master switch "On" and turn Preoiler switch "On".
2. Check engine oil pressure gage for rise indicating Preoiler has primed and engine is being preoiled.
3. If Preoiler fails to prime within 30 seconds, turn Preoiler "Off", open bleed valve at pump output ½ turn, turn Preoiler "On" until it primes and oil flows from bleed valve (use container to catch oil), turn Preoiler "Off", retighten bleed valve and operate Preoiler until engine oil pressure rises.

CAUTION: FOR ENGINES WITH TURBOCHARGER, TERMINATE TEST AS SOON AS OIL PRESSURE STABILIZES. CONTINUED PREOILING WILL CAUSE OIL TO LEAK FROM TURBOCHARGER SEALS!

4. Check installation for oil leaks.
5. Refer to "Flight Manual Supplement" for Preoiler use prior to engine start.

H. PREOILER MAINTENANCE

1. At each inspection, check hoses, fittings and pump for leaks and for signs of distress.
2. **AVOID SPRAYING HIGH PRESSURE WATER OR CLEANING SOLVENTS DIRECTLY ONTO PUMP OR ELECTRIC MOTOR.**

DATE APRIL 1, 1994	CHANGE N/C 4-1-94	DRAWING TITLE PREOILER INSTALLATION	DRAWING NUMBER 206401
APPROVED BY		DRAWN BY GEORGE R. McCRILLIS	5 SHEET OF 6



US Department
of Transportation
Federal Aviation
Administration

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

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

Electronic Tracking Number

For FAA Use Only

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	N6461Z	Serial No.		U20606282
	Make	Cessna	Model	T4206G	Series
2. Owner	Name (As shown on registration certificate)		Address (As shown on registration certificate)		
	GMR Aerial Surveys Inc.		Address 573 Wellington Way STE 375 City Lexington State KY Zip 40503 Country USA		

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☐	AIRFRAME		(As described in Item 1 above)	
☐	☒	POWERPLANT	Continental Motors	TSIO-520-M	830711-R
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name	RAM Aircraft, Limited Partnership	☐ U. S. Certificated Mechanic	☐ Manufacturer
Address	7505 Karl May Drive	☐ Foreign Certificated Mechanic	C. Certificate No.
City	Waco State Texas	☒ Certificated Repair Station	Airframe Class III, Powerplant Class I VA1R551K
Zip	76708 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 ☐	Signature/Date of Authorized Individual James Colson 6/21/13
--	---

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

Certificate or Designation No. VA1R551K	Signature/Date of Authorized Individual James Colson 6/21/13
--	---

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.)

N64612

Nationality and Registration Mark

6/21/13

Date

Engine modified per Dwg. 1157, Rev. AP, dated 09/09/09 I/AW STC SE3630SW-D.

Installed Slick pressurized magnetos p/n 6320 per Dwg. 1068, Rev. N, dated 1/02/07 I/AW STC SE4651SW-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. 6783.

---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))

1. Aircraft	Nationality and Registration Mark <u>N6461Z</u>	Serial No. <u>U20606282</u>		
	Make <u>CESSNA</u>	Model <u>TU206G</u>	Series <u>206</u>	
2. Owner	Name (As shown on registration certificate) <u>OMR AERIAL SURVEYS</u> <u>DBA PHOTO SCIENCE</u>		Address (As shown on registration certificate)	
			Address <u>2670 WHITE DR.</u>	
			City <u>LEXINGTON</u>	State <u>KY</u>
			Zip <u>40503</u>	Country <u>USA</u>

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☐	AIRFRAME		(As described in Item 1 above)	
☐	☒	POWERPLANT	Continental Motors	TSIO-520-M	520651
☐	☐	PROPELLER			
☐	☐	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>		☒ Certified Repair Station	
Zip <u>76708</u> Country <u>United States</u>		☐ Certified Maintenance Organization	
		C. Certificate No. <u>Airframe Class III, Powerplant Class I</u> <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 ☐	Signature/Date of Authorized Individual <u>James Colson 8/11/11</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 Flt. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee ☒	Repair Station	Inspection Authorization	
Signature/Date of Authorized Individual <u>James Colson 8/11/11</u>		Other (Specify)		

Certificate or Designation No.
VA1R551K

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.)

N6461Z

Nationality and Registration Mark

8/11/11

Date

Engine modified per Dwg. 1157, Rev. AP, dated 09/09/09 I/A/W STC SE3630SW-D.

Installed Slick pressurized magnetos p/n 6320 per Dwg. 1068, Rev. N, dated 1/02/07 I/A/W STC SE4651SW-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. 5878.

---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

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 violation (Section 901 of Federal Aviation Act of 1958).

1. Aircraft	Make Cessna	Model TU 206 G
	Serial No. U20606282	Nationality and Registration Mark N6461Z
2. Owner	Name (As shown on registration certificate) HJW Geospatial, Inc.	Address (As shown on registration certificate) 8407 Edgewater Dr. Oakland, CA 94621-1403

3. For FAA Use Only

This 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 FAR 43, Section 43.7.

04/19/2007 *[Signature]*
DATE Unit Identification FSDO

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

6. Conformity Statement

A. Agency's Name and Address William W. Putney 5780 Balmoral Drive Oakland, CA 94619	B. Kind of Agency	C. Certificate No. A.P. 2172454
	☒ U.S. Certificated Mechanic	
	☐ Foreign Certificated Mechanic	
	☐ Certified Repair Station	
	☐ 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: 04/20/2007 Signature of Authorized Individual: William W. Putney III

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	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 20 April 2007		Certificate or Designation No. A.P. 566870265 I.A.	Signature of Authorized Individual Justin P. Louw		

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

This alteration installs a streamline mast mounted GPS antenna and amplified splitter for use with aerial survey camera systems. The following elements were installed;

- 1) Adapted streamline mast from Beachcraft NAV/COM antenna components.
- 2) Fabricated adapter plate from 1" Acetyl to mount L1/L2 GPS antenna to mast.
- 3) Fabricated angle doublers from 0.040" 2024-T3. Removed 6 AN470 rivets at the site of antenna attachment and fastened the angle doublers to the aircraft skin and upper centerline stringer using 6 AN426AD-4-5 rivets with the existing layout and spacing. See attached photo.
- 4) Installed streamline mast to airframe on centerline at station 73.50 using 4 AN3-5A bolts and MS35338-43 split washers.
- 5) 1/4" grounding braid passes through the mast to bond the GPS antenna base plate to the airframe at the left rear mast mounting bolt.
- 6) RG-400/U coaxial cable is routed from the GPS antenna, through the mast and aircraft skin. The cable then passes over the headliner and down aft of the aft left door frame. Then to the GPS splitter.
- 7) The GPS Networks model NHILDCBS1X4-T/5/MC/28 GPS amplified splitter was mounted adjacent to the "Camera Control Panel".
- 8) Power for the GPS splitter is provided through 18 AWG wire by a 1A push/pull type circuit breaker (P/N MS26574-1) mounted in the "Camera Control Panel".
- 9) Distribution outputs R1 and R2 from the GPS splitter are connected to TNC female bulkhead connectors on the "Camera Control Panel". Distribution outputs R3 and R4 outputs are terminated with TNC 50 ohm terminators for future use.

Installation and wiring, circuit protection and component selection was performed in accordance with AC 43.13-1B Ch 11.

The aircraft electrical load including this alteration does not exceed 80% of the generation capacity.

The aircraft has been reweighed and the weight and balance sheet has been amended. The aircraft equipment list has been amended to reflect this alteration. This alteration does not alter the weight and balance limitations for this aircraft.

Instructions for Continued Airworthiness

- 1) **Introduction:** (see 337 section 8 above)
- 2) **Description:** (see 337 section 8 above)
- 3) **Control:** Not Applicable.
- 4) **Servicing Information:** Not Applicable
- 5) **Maintenance Instructions:** No periodic or preventative maintenance is required for this alteration.
- 6) **Trouble Shooting Information:** Not applicable
- 7) **Removal and Replacement Information:** Open Camera Master circuit breaker before working on these systems.
- 8) **Diagrams:** Not applicable
- 9) **Special Inspection Requirements:** Not applicable
- 10) **Application of Protective Treatments:** Not applicable
- 11) **Data:** No structural fasteners were used in this alteration.
- 12) **Special Tools:** No special tools are required to install or maintain this system.
- 13) **For Commuter Category Aircraft:** Not applicable
- 14) **Recommended Overhaul Periods:** Not applicable
- 15) **Airworthiness Limitation Section:** Not applicable
- 16) **Revision:** A letter will be submitted to the local FSDO with a revised FAA form 337 and the revised ICA. The Inspector accepts the revision by signing block 3 of the 337.

A/C Reg: N6461Z

A/C SN: U20606282

☒ Additional Sheets are Attached

0.1 Separator



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).

1. Aircraft	Make Cessna	Model TU206G
	Serial No. U20606282	Nationality and Registration Mark N6461Z
2. Owner	Name (As shown on registration certificate) HJW Geospacial, Inc.	Address (As shown on registration certificate) 8407 Edgewater Dr. Oakland CaA 94621-1403

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 William Frederick Courant Jr. 2806 Clay St. Alameda CA 94501-6325	B. Kind of Agency ☒ U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic ☐ Certificated Repair Station ☐ Manufacturer	C. Certificate No. 3242371
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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 12/08/2007	Signature of Authorized Individual <i>William F. Courant Jr.</i> William F. Courant Jr.
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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	☒	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 12-10-2007		Certificate or Designation No. 566870265		Signature of Authorized Individual <i>Justin P. Louw</i> Justin P. Louw	

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 M-20 Turbos, Inc./M-20 Air/Oil separator as per STC SA2033AT, and supplied instructions. "Installation instructions M-20 Crankcase Air/Oil Separators" Dated 07/01/1999, Revised 11/28/2001, edited 08/10/2006.

- 1) Separator mounted on right rear engine baffling.
- 2) Oil drain line from separator routed to engine low pressure opening on right side of engine case. Connection made with 45 degree fitting, and connected via 1/4 inch flexible tubing.
- 3) Separator discharge tube connect to lower section of original breather line by 3/4 inch flexible tubing.
- 4) Separator Inlet connected by rerouting original breather tube, and connecting via 3/4 inch flexible tubing.
- 5) All connections secured with adjustable hose clamps.

General

- 1) Installation performed per supplied instructions.
- 2) Negligible change in weight and balance Per. AC 43-13 -1B Para. C.
- 3) Equipment list updated.

***** NOTHING FOLLOWS *****

☐ Additional Sheets Are Attached

United States of America
Department of Transportation -- Federal Aviation Administration
Supplemental Type Certificate

Number SA02033AT

This certificate issued to M-20 Oil Separators, LLC
5612 NW 38th Terrace
Boca Raton, FL 33496-2719

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified herein meets the airworthiness requirements of Part 21 of the Regulations.

Original Product - Type Certificate Number . . .

Make: . . .

Model: . . .

* See Continuation sheets 3 thru 25.

Description of Type Design Change: Modification to Install an air-oil separator, to prevent oil from being aspirated from the engine breather line, in accordance with M-20 Turbos, Inc./M-20 Oil Separators, LLC, Assembly Drawing No. 303, Rev. B dated October 13, 1999 or 403, Rev. None, dated December 08, 2000 and Installation drawing no. 304, Rev None, dated September 27, 1999 or 404 Rev. None, dated December 08, 2000 Installation Instruction, Air/Oil Separator dated July 1, 1999, or later FAA approved revisions.

Limitations and Conditions: Airplane Flight Manual Supplement is not part of this STC. This approval should not be extended to other aircraft of these models on which other previously approved modifications are incorporated unless it is determined by the installer that the interrelationship between this change and any of those other previously approved modifications will introduce no adverse effects upon the airworthiness of the aircraft. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: May 05, 1999

Date reissued: March 16, 2000; September 19, 2000; January 18, 2001

Date of issuance: November 19, 1999

Date amended: December 10, 2001; May 22, 2002; January 09, 2003; March 24, 2004; November 05, 2004; December 23, 2004, May 17, 2005, June 29, 2005, April 10, 2006



By direction of the Administrator

Christina L. Marsh
(Signature)

for Melvin D. Taylor
Manager
Atlanta Aircraft Certification Office

(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

FAA Form 8130-2110-601

PAGE 1 of 25 PAGES

This certificate may be transferred in accordance with FAR 21.47.

United States of America
Department of Transportation - Federal Aviation Administration
Supplemental Type Certificate
(Continuation Sheet)

Number SA02033AT

Date of Issuance: November 19, 1999

Date Amended: December 23, 2004, May 17, 2005, June 29, 2005, April 10, 2006

Date Reissued: March 16, 2000; September 19, 2000; January 18, 2001

Model 300 Eligibility Continued:

Type Certificate Number	Model	Airworthiness Requirements
CESSNA AIRCRAFT COMPANY (continued):		
A4CE	206, P206, U206, P206A, TP206A, TU206A, U206A, P206B, TP206B, TU206B, U206B, P206C, TP206C, TU206C, U206C, P206D, TP206D, TU206D, U206D, P206E, TP206E, U206E, TU206E, U206F, U206F, TU206G, U206G, 206H, T206H	CAR 3, FAR 23
A16CE	207, 207A, T207, T207A	FAR 23
3A21	210, 210A, 210B, 210C, 210D, 210E, 210F, T210F, 210G, T210G, 210H, T210H, 210J, T210J, 210K, T210K, 210L, T210L, 210M, T210M, 210N, P210N, T210N, 210R, P210R, T210R, 210-5 (205), 210-5A (205A)	CAR 3, FAR 23
A34CE	T303	FAR 23
3A10	310, 310A (USAF U-3A), 310B, 310C, 310D, 310E (USAF U-3B), 310F, 310G, 310H, E310H, 310I, 310J, 310J-1, E310J, 310K, 310L, 310N, 310P, T310P, 310Q, T310Q, 310R, T310R	CAR 3, FAR 23
3A25	320, A, B, C, D, E, F, 320-1, 335, 340, 340A	CAR 3
A2CE	336	FAR 23
A6CE	337, 337A (USAF 02B), 337B, T337B, 337C, 337E, T337E, T337C, 337D, T337D, M337B (USAF 02A), 337F, T337F, 337G, T337G, 337H, P337H, T337H, T337H-SP	CAR 3, FAR 23
A7CE	401, 401A, 401B, 402, 402A, 402B, 414	CAR 3
CIRRUS DESIGN CORP.		
A00009CH	SR20, SR22	FAR 23
COMMANDER:		
A12SO	112, 112TC, 112B, 112TCA, 114, 114A, 114B, 114TC	FAR 23, 36

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

FAA Form 8110-2-1 (10-69)

PAGE 6 of 25 PAGES

This certificate may be transferred in accordance with FAR 23.47.



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 violation (Section 901 of Federal Aviation Act of 1958).

1. Aircraft	Make Cessna	Model TU 206 G
	Serial No. U20606282	Nationality and Registration Mark N6461Z
2. Owner	Name (As shown on registration certificate) HJW Geospace, Inc.	Address (As shown on registration certificate) 8407 Edgewater Dr. Oakland, CA 94621-1403

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 Justin Louw 980 Harbor Bay Pkwy Oakland, CA 94621	B. Kind of Agency ☒ U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic ☐ Certified Repair Station ☐ Manufacturer	C. Certificate No. 566870265
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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 20 April 2007	Signature of Authorized Individual
-----------------------	--

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	X	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 20 April 2007		Certificate or Designation No. A.P. 566870265 I.A.	Signature of Authorized Individual Justin P. Louw		

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

This alteration installs a camera port in accordance with STC SA4004SW (Attached).

The aircraft has been reweighed and the weight and balance sheet has been amended. The aircraft equipment list has been amended to reflect this alteration. This alteration does not alter the weight and balance limitations for this aircraft.

A/C Reg: N6461Z

A/C SN: U20606282

***** Nothing Follows *****

☒ Additional Sheets are Attached

March 22, 2007

Pacific Aerial Surveys
8407 Edgewater Drive
Oakland CA 94621

TO WHOM IT MAY CONCERN:

Pacific Aerial Surveys has purchased the right to install camera port and is authorized to install camera port in accordance with STC SA4004SW in Cessna U206G, N6461Z.



CHARLES M. SCHELNICK
505 Homer Young Road
Fredericksburg TX 78624
830 685-3305

United States of America
Department of Transportation — Federal Aviation Administration
Supplemental Type Certificate

Number SA4004SW

This certificate, issued to: Airmotive Engineering Corporation and Charles M. Schelnick
Division of Engine Components, Inc. Rt. 2, Box 2388
9503 Middlesex Wetmore, Texas 78163
San Antonio, Texas 78217

certifies that the change in the type design for the following product with the limitations and conditions
thereof as specified herein meets the airworthiness requirements of Part 3 of the Civil Air
Regulations

Original Product — Type Certificate Number A4CE
Make Cessna
Model TU206G, U206G

Description of Type Design Change:

Installation of camera port in accordance with PL-DT-001, Revision A dated 6/1/79, and Drawing DT1001, Revision A dated 5/31/79, or later FAA approved revision.

Limitations and Conditions:

Compatibility of this modification with other previously approved modifications must be determined by the installer.

This modification is for structural approval only.

*This certificate and the supporting data which is the basis for approval shall remain in effect until sur-
rendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the
Federal Aviation Administration.*

Date of application: May 24, 1979

Date received:

Date of issuance: June 20, 1979

Date amended: August 7, 1985



By direction of the Administrator

Don P. Watson
(Signature)

Don P. Watson
Manager, Aircraft Certification Division
Southwest Region

(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.



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 violation (Section 901 of Federal Aviation Act of 1958).

1. Aircraft	Make Cessna	Model TU 206 G
	Serial No. U20606282	Nationality and Registration Mark N6461Z
2. Owner	Name (As shown on registration certificate) HJW Geospacial, Inc.	Address (As shown on registration certificate) 8407 Edgewater Dr. Oakland, CA 94621-1403

3. For FAA Use Only

This 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 FAR 43, Section 43.7.

04/21/2007 *J. Dennis D. Pollard*
DATE SIGNATURE OAK FSDO

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 William W. Putney 5780 Balmoral Drive Oakland, CA 94619	B. Kind of Agency	C. Certificate No. A.P. 2172454
	☒ U.S. Certificated Mechanic	
	☐ Foreign Certificated Mechanic	
	☐ Certified Repair Station	
	☐ 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 10/11/2007	Signature of Authorized Individual William W. Putney III
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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

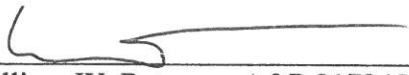
BY	FAA Flt. Standards Inspector	Manufacturer	☒	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 10-11-07		Certificate or Designation No. A.P. 566870265 I.A.	Signature of Authorized Individual Justin P. Louw		

A/C Reg: N6164Z
A/C S.N.: U20606282

Amendment to Description of Work Accomplished:

Item 2) Do to space considerations, the "pair of U-ground outlets" was mounted in a cutout in the baggage curtain adjacent to the static inverter. This outlet was mounted in a metal box attached to a plate fabricated from 2024-T3 .032 aluminum. The plate was attached to the airframe at the frame that supports the baggage curtain. For rigidity a folded aluminum brace was attached between the upper inboard corner of the mounting plate and the mounting tray the inverter is attached to.

No other changes were made in the application of this alteration.



William W. Putney – A&P 2172454
10-11-2007



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))

1. Aircraft	Nationality and Registration Mark <i>N6461Z</i>	Serial No. <i>U20606282</i>	
	Make CESSNA	Model <i>TU206G</i>	Series <i>U206</i>
2. Owner	Name (As shown on registration certificate) <i>COMR AERIAL SURVEYS INC DBA PHOTO SCIENCE</i>	Address (As shown on registration certificate) <i>2670 WILHITE DR.</i>	
		City <i>LEXINGTON</i>	State <i>KY</i>
		Zip <i>40503</i>	Country <i>USA</i>

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name <i>Jeffrey Anderson</i>		☐ U. S. Certificated Mechanic	☐ Manufacturer
Address <i>86 Airport Rd.</i>		☐ Foreign Certificated Mechanic	C. Certificate No.
City <i>Frankfort</i>	State <i>Ky.</i>	☐ Certificated Repair Station	
Zip <i>40601</i>	Country <i>USA</i>	☐ Certificated Maintenance Organization	<i>3139987</i>

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 ☐	Signature/Date of Authorized Individual <i>Jeffrey D. Anderson</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 Flt. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station	☒ Inspection Authorization	

Certificate or Designation No. <i>3139987 M/A</i>	Signature/Date of Authorized Individual <i>Jeffrey D. Anderson</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.)

N6461Z

Nationality and Registration Mark

Installation of vortex generators on the wings, tail surfaces and vertical fin, in accordance with Micro AeroDynamics Drawing Package MA2146, Revision A, dated March 11, 2004, and Installation Manual MA2147, Revision IR, dated January 25, 2001, per STC#SA00887SE.

Instructions for Continued Airworthiness of Micro Vortex Generator Installations are stated on VG Operating Placard #MA8001 which must be installed in an easily seen location in the cockpit. This placard states: "if more than 5 VGs are damaged or missing, the aircraft is not airworthy." To make it airworthy, the missing VGs in excess of five need to be replaced. The VGs should be examined prior to each flight, during the pre-flight inspection, to determine if any are missing or damaged. Missing or damaged VGs in excess of five need to be replaced by the installation of a new (replacement) part. Installation is accomplished with Loctite Depend Adhesive #330. No other maintenance or inspections are necessary.

Negligible weight change

END

☐ Additional Sheets Are Attached

Supplemental Type Certificate

Number SA00887SE

This certificate, issued to

Micro AeroDynamics, Inc.
4000 Airport Rd. Suite D
Anacortes, WA 98221

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part * of the * Regulations.

Original Product—Type Certificate Number:

* See attached FAA Approved Model List (AML)

Make:

No. SA00887SE for a list of approved airplane

Model:

models and applicable airworthiness regulations.

Description of the Type Design Change: Installation of vortex generators on the wings, tail surfaces, and vertical fin, in accordance with Micro AeroDynamics Drawing Package MA2146, Revision A, dated March 11, 2004, and installed in accordance with Installation Manual MA2147, Revision IR, dated January 25, 2001 (for the 206 series) or MA2196, Revision IR, dated March 11, 2004 (for the 207 series), or later FAA approved revisions.

Limitations and Conditions: Approval of this change in type design applies to the above model aircraft only. This approval should not be extended to other aircraft of this model on which other previously approved modifications are incorporated unless it is determined that the relationship between this change and any of those other previously approved modifications, including changes in type design, will introduce no adverse effect upon the airworthiness of that aircraft. A copy of this Certificate must be maintained as part of the permanent records for the modified aircraft.

NOTE: If more than five vortex generators are damaged or missing, the aircraft is not airworthy.

If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: December 21, 2000

Date reissued:

Date of issuance: March 12, 2001

Date amended: April 27, 2004



By direction of the Administrator

(Signature)

Acting Manager, Seattle Aircraft
Certification Office

(Title)

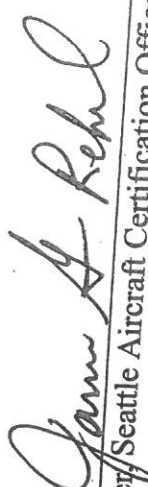
Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

This certificate may be transferred in accordance with FAR 21.47.

Micro Aerodynamics, Inc.
 FAA Approved Model List (AML) No. SA00887SE
 Installation of Micro AeroDynamics, Inc. Vortex Generator Kit

Original Issue Date: March 12, 2001

ITEM	AIRCRAFT MAKE	AIRPLANE MODEL	TYPE CERT. NUMBER	CERT. BASIS FOR ALTERATION	FAA APPROVED INSTALLATION INSTRUCTIONS			FAA APPROVED DRAWINGS			AML REVISION DATE
					NUMBER	REV.	DATE	NUMBER	REV.	DATE	
1.	Cessna	206, P206, P206A, P206B, P206C, P206D, P206E, U206, U206A, U206B, U206C, U206D, U206E, U206F, U206G, TP206A, TP206B, TP206C, TP206D, TP206E, TU206A, TU206B, TU206C, TU206D, TU206E, TU206F, TU206G, 206H, T206H	A4CE	CAR 3 FAR 23	MA2147	IR	1/24/01	MA2146	A	3/11/04	
2.	Cessna	207, T207, 207A, T207A	A16CE	FAR 23	MA2196	IR	3/11/04	MA2146	A	3/11/04	

APPROVED 
 Acting Manager, Seattle Aircraft Certification Office

Amended: 4/27/2004



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 violation (Section 901 of Federal Aviation Act of 1958).

1. Aircraft	Make Cessna	Model TU 206 G
	Serial No. U20606282	Nationality and Registration Mark N6461Z
2. Owner	Name (As shown on registration certificate) HJW Geospacial, Inc.	Address (As shown on registration certificate) 8407 Edgewater Dr. Oakland, CA 94621-1403

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 Justin Louw 980 Harbor Bay Pkwy Oakland, CA 94621	B. Kind of Agency ☒ U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic ☐ Certified Repair Station ☐ Manufacturer	C. Certificate No.
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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 20 April 2007	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	X	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 20 April 2007		Certificate or Designation No. A.P. 566870265 I.A.	Signature of Authorized Individual Justin P. Louw		

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

This alteration installs Flint Aero Auxiliary Fuel Tank Kit in accordance with STC SA4366WE (Attached).

The aircraft electrical load including this alteration does not exceed 80% of the generation capacity.

The aircraft has been reweighed and the weight and balance sheet has been amended. The aircraft equipment list has been amended to reflect this alteration.

A/C Reg: N6461Z

A/C SN: U20606282

***** Nothing Follows *****

☒ Additional Sheets are Attached

United States Of America
Department of Transportation - Federal Aviation Administration

Supplemental Type Certificate

Number SA4366WE

This Certificate is issued to Flint Aero, Inc.
1942 Joe Crosson Drive
El Cajon, California 92020-1236

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 3* of the Civil Air Regulations and Part 23* of the Federal Aviation Regulations. *Certification basis is set forth in Type Certificate Data Sheet A4CE, Revision 37.

Original Product Type Certificate Number. A4CE

Make: Cessna

Model: U206F, TU206F, U206G, TU206G, 206H, T206H

Description of Type Design Change: Installation of 14.9 gallon usable fuel-containing wing tips in accordance with FAA sealed Flint Aero, Inc. Master Drawing List MDL FA3330, no revision, dated June 18, 1981 or later approved FAA revisions. Increase in the gross weight from 3,600 to 3,800 pounds for landplane, floatplane, amphibian, and ski plane versions of models U206F, TU206F, U206G, TU206G as applicable per TCDS A4CE and the Flight Manuals. Increase in the gross weight from 3,600 to 3,800 pounds for landplane versions of the 206H and T206H. Flint Aero, Inc. FAA Approved Supplemental Airplane Flight Manual, dated December 7, 1987 for models U206F, TU206F, U206G, TU206G, or Flint Aero, Inc. FAA Approved Flight Manual Appendix, dated August 17, 2000 for models 206H and T206H, or later approved revisions, is required as part of this installation.

Limitations and Conditions: The limitations and conditions of Data Sheet A4CE apply, except as outlined on page 3 of this STC. The installation should not be incorporated in any aircraft unless it is determined that the interrelationship between this installation and any previously approved configuration will not introduce any adverse effect upon the airworthiness of the aircraft. (continued)

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: June 18, 1981

Date received: June 15, 1990, February 25, 2000,

Date of issuance: August 28, 1981

Date amended: December 7, 1987, September 7, 2000



By direction of the Administrator
Michael H. O'Leary

(Signature)

Manager, Airframe Branch
Los Angeles Aircraft Certification Office

(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

United States Of America
Department of Transportation - Federal Aviation Administration
Supplemental Type Certificate
(Continuation Sheet)

Number SA4366WE

Limitations and Conditions: (Continued)

The approval of this modification applies to the above noted airplane model series only. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission. A copy of this STC must be included in the permanent records of each airplane modified in accordance with this STC.

Fuel Capacity:

Noted in Type Certificate A4CE for specific model plus two 15 U.S. gallon (14.9 gallon usable) auxiliary wing tip tanks at (F.S.+53).

Placards:

The following placards are required in locations noted:

On instrument panel in clear view of the pilot: "Total wing tip fuel 30 U.S. gallons (29.8 gallon usable). Transfer fuel during level flight. Transfer fuel when main tank contains not less than 5.0 gallons and is at least 15.0 gallons below full. Wing tip fuel switch must be off during takeoff, landing, refueling, and when empty. Monitor main fuel tank gauge while transferring wing tip fuel to prevent over filling."

Adjacent to the airspeed indicator: "Reduce V_{ne} 5 MPH per 1,000 above 18,000 feet."
(Turbocharged models only).

Forward of each wing tip tank filler: "15.0 U.S. Gallons (14.9 gallon usable) 100LL or 100/130 min. grade aviation gasoline."

Adjacent to wing tip fuel tank pump switches: "Wing tip fuel tank pumps must be off during takeoff, landing, refueling and when empty. Monitor main fuel tank gauge while transferring wing tip fuel to prevent over filling."

At wing tip fuel tank pump switches: "Left (right) wing tip fuel. 15.0 U.S. gallons. 14.9 gallons usable. On. Off."

Adjacent to each wing tip fuel tank leak detection drain (3 per side): "Fuel or vapor from drain requires immediate repairs."

Adjacent to appropriate wing tip tank pump circuit breakers or fuses: "Tip tank L (R) pump."

Gross Weight:

3800 pounds or 3600 pounds; see Limitation of Applicability.

Center of Gravity:

Center of gravity range, inches aft of datum

Forward: 33.0 inches aft of datum at 2500 lbs. or less, with straight line variation to 44.4 inches aft of datum at 3800 lbs. or 42.5 inches aft of datum at 3600 lbs.

Aft: 49.7 inches aft of datum at all weights.

Reference datum: Front face of lower firewall.

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

Supplemental Type Certificate

(Continuation Sheet)

Number SA4366WE

Limitation of
Applicability:

The approval of this change in type design applies to the basic Cessna 206 series airplanes of the models shown above. Flint Aero, Inc. FAA Approved Supplemental Flight Manual, dated December 7, 1987 or later approved revisions, is required as part of this installation on Models U206F, TU206F, U206G, and TU206G.

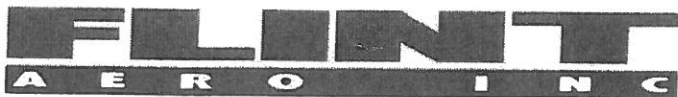
Flint Aero, Inc. FAA Approved Flight Manual Appendix, Report Number 050.04 or 050.06, or later FAA Approved revisions, are required as part of this installation on Models 206H and T206H. The appropriate Airplane Flight Manual selected and Maximum TakeOff Gross Weight (MTOGW) allowable is dependent upon the airplane serial number and the status of incorporation of Cessna Aircraft Company Accomplishment Instruction AI 206-57-01 as shown in the table below:

Applicability Table			
206H/T206H S/N	AI 206-57-01 incorporated?	AFM Appendix	MTOGW
20608060-20608091	no	FA 050.06	3600 lb
20608060-20608091	yes	FA 050.04	3800 lb
20208092 and subs	Not Required	FA 050.04	3800 lb
20608101-20608158	no	FA 050.06	3600 lb
20608101-20608158	yes	FA 050.04	3800 lb
20608159 and subs	Not Required	FA 050.04	3800 lb

This approval should not be extended to other airplanes of these models on which other modifications are incorporated unless it is determined that the interrelationship between this change and any previously approved modification will introduce no adverse effect on the airworthiness of these airplanes.

-- END --

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.



PERMISSION STATEMENT

This is a Flint Aero Inc. memo and is not part of the STC.

This permission statement is in accordance with Public Law 104-264, Federal Aviation Reauthorization Action of 1996, which requires Flint Aero to issue a "permission statement" to whomever we permit the use of the STC.

Permission is hereby granted to: H.J.W. Geospatial Inc
(Aircraft Registered Owner)

Address of Registered Owner: 8407 Edgewater DR.
Oakland CA. 94621

by Flint Aero Inc. to install Flint Aero auxiliary fuel kit Serial Number: Serial #06L-1091C

on Cessna Model: T4206G

aircraft serial number: 20606282

in accordance with STC No: SA4366WE

Note:

The second page of the STC is intended to transfer ownership of the STC to a new manufacturer. This has caused some confusion. Your purchase of our fuel kit includes a copy of the STC but does not transfer ownership of the STC. To clarify this situation, we have stamped "VOID" across the second page of the copy of the STC which is provided with the kit you have purchased.

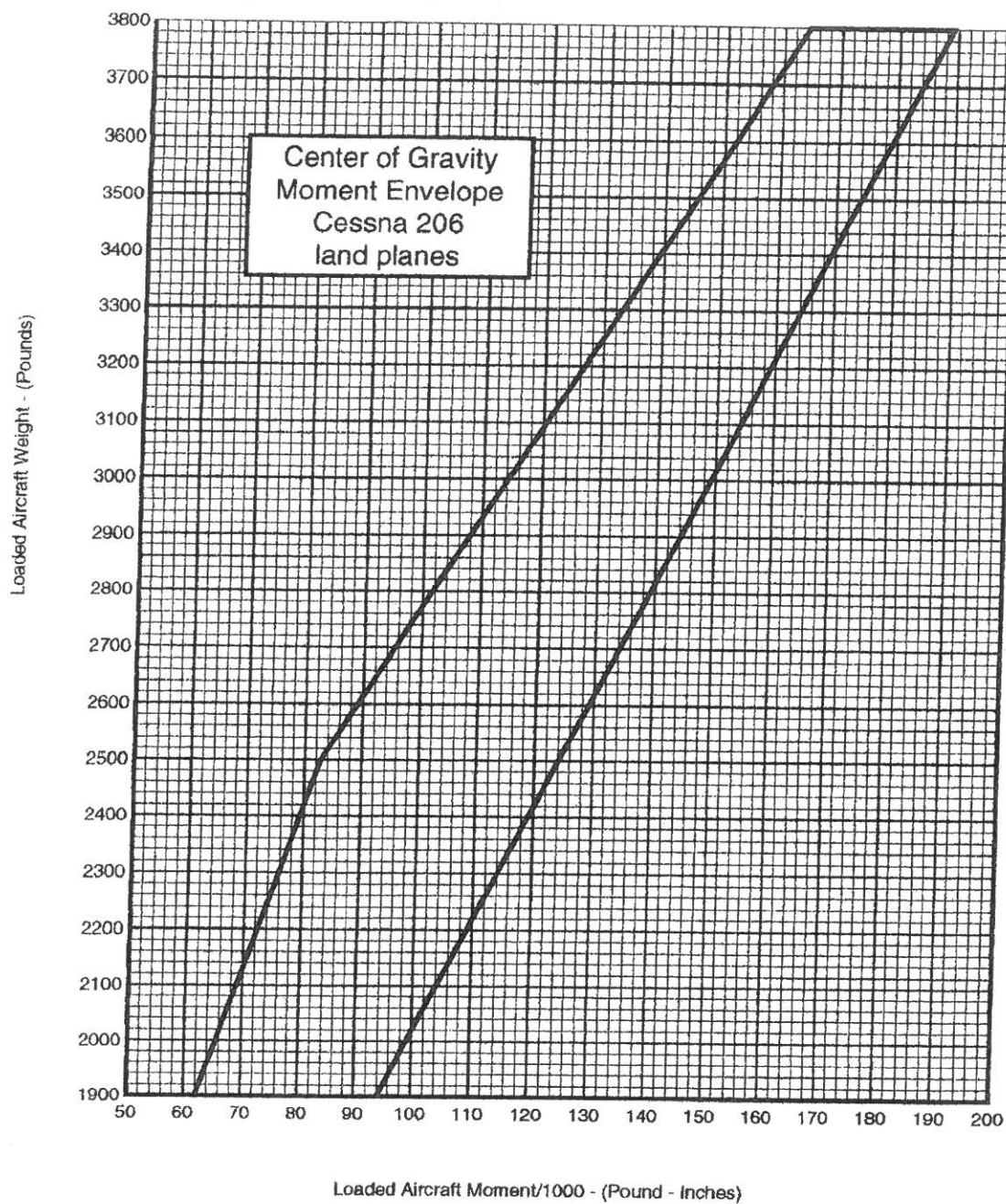
Flint Aero recommends that the installation manual be kept in the aircraft for continued air worthiness instructions and to aid in troubleshooting. Copies of the installation manual may be purchased from Flint Aero.

Flint Aero Inc.

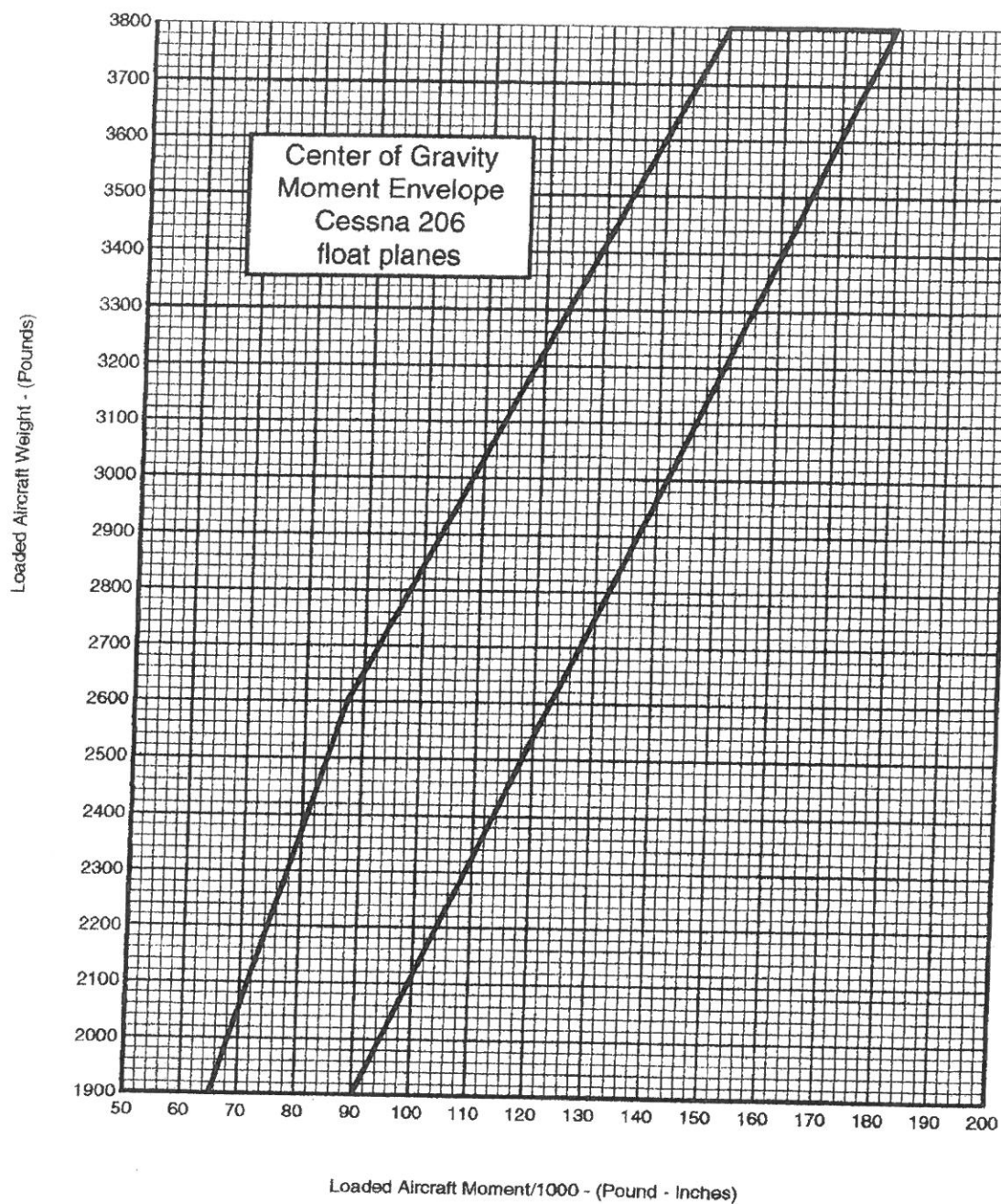
1942 Joe Crosson Drive, El Cajon, CA 92020 USA

Voice: (619) 448-1551 / Fax: (619) 448-1571 / Website: www.flintaero.com

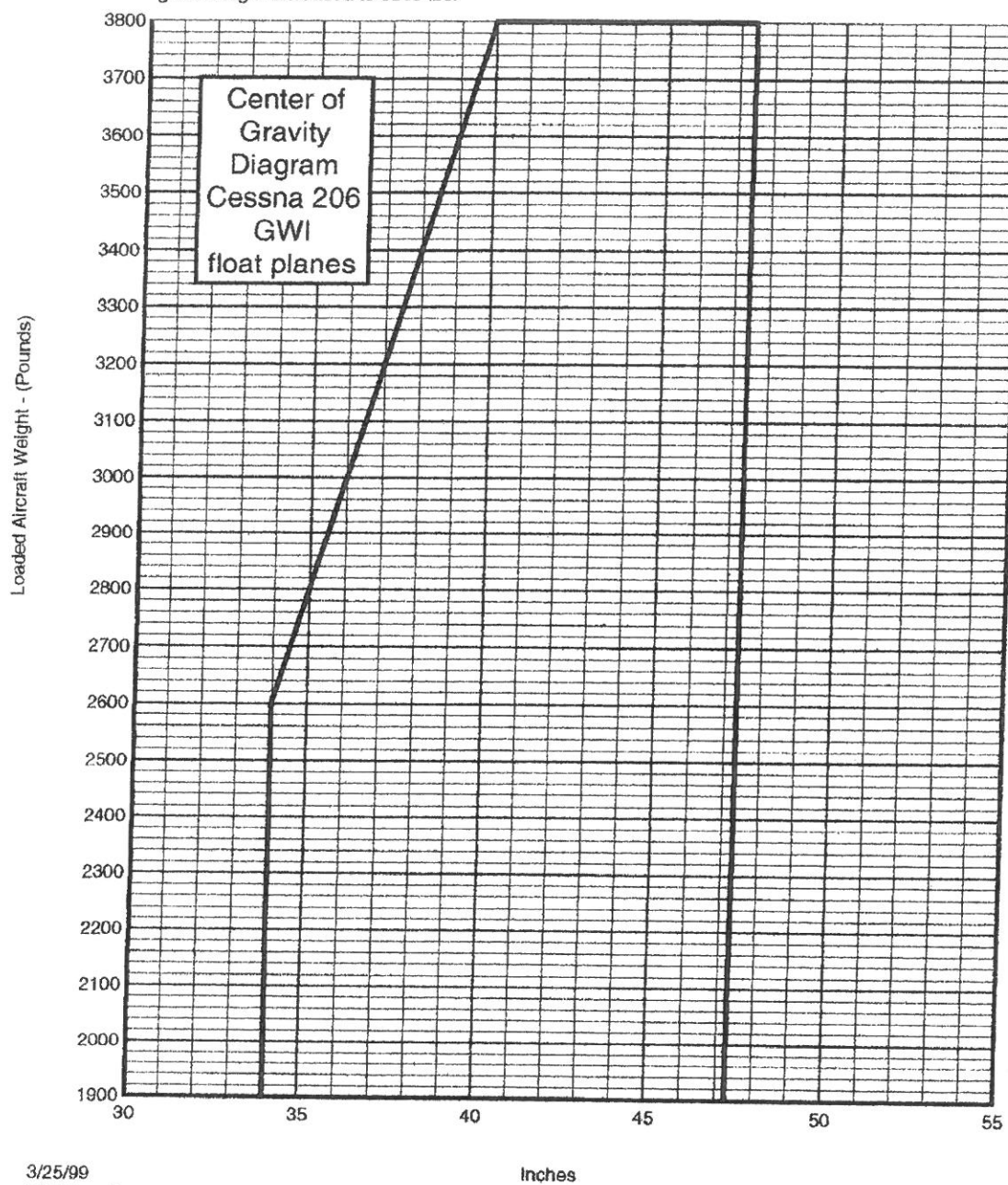
gross weight increased to 3800 lbs.



gross weight increased to 3800 lbs.



gross weight increased to 3800 lbs.



3/25/99
Flint Aero Inc.