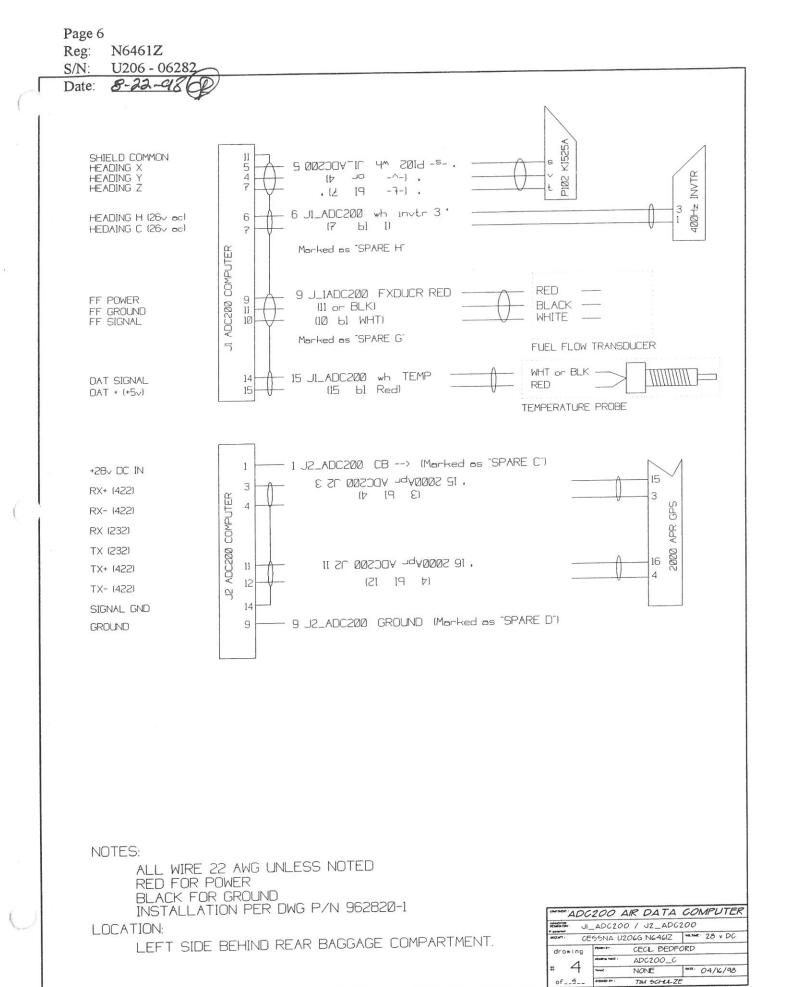


Reg: N6461Z S/N: U206 - 06282 8-22-98 Date: MD41 J1 32 - 14 MD41 J1 P1_AP 32 ILS ENERGIZE - 21 MD41 J1 DIMM (YELLOW) 21 +28 V DIMM - 20 MD41 JI GND (BLACK) DIMM COMMON - 13 MD41 J1 CB --> (RED) +28 V A/C PWR 13 CONVERTER — 25 MD41 J1 GND (BLACK) 25 POWER GND — 23 MD41 J1 NAV CB --> (RED) 23 + NAV CB — 14 MD41 JI KN72 S ILS ENERGIZE - 8 IL 140M 794000S 11 APP ANNUN 8 NAV 23 — 01 IL 140M 7qA000S ES MSG ANNUN 10 12 2000Apr MO41 JI 16 — 24 2000Apr MO41 JI 11 — 24 11 WPT ANNUN RECEIVER 12 16 HLD ANNUN GPS MD41 J2 - GROUND (BLACK) 7 2000Apr w MD41 J2 35 GPS + FLAG 35 22 6 SBORAP ~ MD41 JS 5 GPS -FLAG 36 ā 6 5 GPS +TO AUTOPILOT (SS PI 4) 22 4 GPS +FROM 04 SU 140M w 79000 01 10 40 GPS +RIGHT 18 39 GPS +LEFT -ANNUNCIATOR/SWITCH - 18 MD41 J2 P101 K 18 HSI +FLAG 19 — ' 19 MD41 J2 P101 F HSI -FLAG KI525A T HSI +FROM 20 - 20 MD41 J2 P101 T Z — 21 MD41 J2 P101 Z HSI +TO 21 - 123 MD41 J2 wh P101 -B-- 122 bl VI Ь 23 P101 HSI +RIGHT 22 HSI +LEFT CVTR 12 2 - 2 MD41 J2 KN72 12 NAV +FLAG 3 - 3 MD41 J2 KN72 7 NAV -FLAG 11 - 37 MD41 J2 KN72 11 NAV +FROM 37 3 - 38 MD41 J2 KN72 3 MAV +TO 38 2 7 - 7 MD41 J2 wh KN72 2 NAV +RIGHT (6 Ы 10) 10 NAV +LEFT 30 23 MD41 J2 wh P1_AP 30 -HSI +RIGHT 23 31 (22 Ы 31) HSI +LEFT 22 45 NOTE: YELLOW FOR DIMM MO41 ANNUNCIATOR/SWITCH BLACK FOR GROUND MD41 JI and MD41 J2 CESSNA TUZOGG NG4GIZ VETNE: 28 V DC LOCATION: Ceci Bedford drawing MD4I_C PILOT PANEL. BELOW HSI 3 O3/1/98 NONE of 4 TM SCHLLZE

Page 5



Huylog Almice an Grancerca Page 7 of Tennsportation - Hoberal Abintion Administration Semental Appe Aertificate Date:

Nurther SADSODSSC

The Bulificals issued to

Trimble Havigacion Inc. 2105 Donely Octoc Austin, TX 70750

wifes that the charge in the type design for the following product with the limitations and raditions therefor as specified heren ands the discontinues requirements of God 3 of the Civil ic Boyestelians

Frigural Product - Types Extificato Number:

Abake.

Becch

Model: 435,835,835, V35, V35A, V35B

Escription of Type Design Charge Installation of Trimble 2000 Approach Navigace: los in precision approach approval in accordance with Trimble Mavigation Drawing List 1. 176050-0061, Rev. B, dated february 7, 1995, or later FAA approved revision.

inidalians and Conditions. FAA approved Flight Henual Supplement dated March 7, 1995. later FAA approved revision required. Comparibility of this design change with eviously approved modifications must be determined by the inscaller.

is certificate and the supporting data which is the basic for approval shall remain in offert until rondered, suspended, rousked or a termination date is otherwise established by the Administrator Vio Foderal Axialian Administration.

the of application: Occember 19, 1994

the of issuana: Harch 07, 1995

Wall rivered

Delamended.



Dy direction of the Administrator

Manager, Special Certification Office

Southwest Region

alteration of this conficute is punishable by a fine of new exceeding \$1,000 or imprison new policies and

US Department

· c. .

MAJOR REPAIR AND ALTERATION

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OMB No. 2120-0020

(Airframe, Powerplant, Propeller, or Appliance)

of Transportation			(, .			,	1		FOR FAA USE C	niy
ral Aviation										Office Ident	ification	
and disposition	of this form. This re	port i	s. See FAR 43.9, FA s required by law (4 Il Aviation Act of 195	9 U.S.C	ppendi C. 1421	ix B, and AC 43.9-1 (1). Failure to report ca	or subseq an result ir	uent n a ci	revision thereof vil penalty not to	for instruct exceed \$1,	ions ,000	
	Make		Cessna				Model			TU206G	W.	
1. Aircraft	Serial No.		U206-062	192			Nationali	ty an	d Registration N	lark USA N646	17.	
	Name (As sho	own o	n registration certific				Address	(As s	hown on registr			
2. Owner			Columbia Aviat	ion, INC	2					ingston Pike, oxville TN 3		
					:	3. For FAA Use Only	/					
"The data ident inspection by a	tified herein complete person authorized	in F	AR 43, Section 43.	orthines 7."	ss requ		roved for ORGI	the a	Above described ERD	EL W		rmity
	T				4.	. Unit Identification				9	6. Type	Γ
Unit		Make	•			Model			Serial No.		Repair	Alteration
AIRFRAME				∼ (As a	lescrib	ed in Item 1 above) •					-	xxx
POWERPLANT					0	e e						
PROPELLER												
APPLIANCE	Туре				v.2/2/20							
	Manufacturer											
					$\overline{}$	Conformity Stateme	nt			C. Certifi	icato No	
A. Agency's Nam	ne and Address				В.	Kind of Agency U.S. Certificated M	echanic			C. Certin	DVPR374E)
ž.	MOODY A	VIAT	ION			Foreign Certificated	d Mechanic	;] :	LIMITED AIRF	RAME
	P.O. BO	X 429)		х	Certified Repair Sta	ation				LIMITED RAI	OIO
	ELIZABETHTO	N, T	N 37643			Manufacturer				L	IMITED INST - FABRICATIO	
in accordar	nce with the require	ments	literation made to the of Part 43 of the U to the best of my kn	S. Fed	eral Av	ified in item 4 above viation Regulations ar	and descr nd that the	ibed infor	on the reverse o	or attachmer	nts hereto have b	een made
Date	-24-98				Si	gnature of Authorized	d Individua	al	Cecil Bedfore	food		
				7.	Appro	oval for Return To S	ervice					
Pursuant to the Federal Aviation	authority given pe Administration ar	rsons	s specified below,	the unit	t ident	ified in item 4 was i EJECTED	nspected	in th	e manner pres	cribed by t	he Administrato	or of the
	Fit. Standards ector		Manufacturer		In	spection Authorizatio	n		Other (Specify)		
FAA	Designee	х	Repair Station		Pe	erson Approved by Tr anada Airworthiness	ransport Group		2 10	10		
Date of Approval 8 - 24			Certificate or Desig	58	Sig	gnature of Authorized	d Individua	· –	Cecil Bedford	for		
0-14	-70		DVPR374I)					Cecil Bearer	7		

8-24-98 FAA Form 337 (12-88)

Page 2

Reg: N6461Z

S/N: U206-06282

Date: 8-24-98

ii. Reference Installation instructions OI 0520911 5/20/91 Rev. C 10/08/97

iii. The OPT-1 is TSO'd, STC'd and PMA'd as a primary instrument.

iv. Interfaced optional external warning control line to both the AV-17 voice annunciator and the Glare shield mounted light annunciator panel.

d. Digital Fuel Flow

- i. Model Fuel Flow (FP-5) Digital fuel flow system installed IAW STC# SA00068NM. Interfaced with Flow Scan 201B transducer and Trimble 2000 Approach + GPS.
- ii. Reference Installation instructions II 0506931 5/6/93 Rev.H 10/16/97
- iii. The FP-5 is TSO'd, STC'd and PMA'd but is NOT certified as a primary instrument replacement. The original instrument remains in the panel.
 - (1) Flow Scan transducer installed IAW drawing # 1229932 and wrapped with fire sleeve.
- iv. Interfaced optional external warning control line to both the AV-17 voice annunciator and the Glare shield mounted light annunciator panel.
- v. System required placards are mounted on the panel above the yoke, below the FP-5, and state:

Do not rely on fuel flow instrument to determine fuel levels in tanks

Refer to original fuel flow/pressure instrument for primary information

- vi. A copy of the operating instructions, IO 0505931 Rev G. 9/7/95 (or later revision) has been included with the POH and must be kept in the aircraft at all times.
- e. CHT.
 - Model Primary CHT (C-1P) Digital CHT installed IAW STC# SA3862NM. Installed EI supplied probe to replace original Cessna probe.
 - ii. Reference Installation instructions OII 091294 9/12/94
 - iii. The C-1P is TSO'd, STC'd and PMA'd as a primary instrument.
 - iv. Interfaced optional external warning control line to both the AV-17 voice annunciator and the Glare shield mounted light annunciator panel.
- f. Volt/Ammeter
 - Model Volt / Amp (VA-1A), internal shunt, Digital Volt Ammeter installed IAW STC# SA2693NM. Interfaced with original Cessna Ammeter wiring.
 - ii. Reference Installation instructions OI 041032 and II 040934 4/9/83 Rev. C: 2/24/92
 - iii. The VA-1A is TSO'd, STC'd and PMA'd as a primary instrument.
- g. Clock Model SC-5 installed in the left instrument panel and replaces the AstroTech digital clock previously installed.
 - Functions for the clock include "Hobbs" time as well as normal clock and timer functions. This clock is an acceptable alternative as referenced FAA

Page 3

Reg: N6461Z U206-06282 S/N:

Date: 8-24-92

communication # 97-190S-721 dated Nov 18 1997.

- Reference Installation instructions II 1105962 11/5/96 ii. Rev. A: 10/22/97
- Installed the following Sigma Tek TSO'ed analog gages to replace original gages. 4. Mounted in right instrument panel in a "4 cluster" package with group identified as P/N 1S640-304-TD2300. Installed using SigmaTek supplied brackets and connectors.

Left and right fuel quantity indicators. Both gages meet TSO-C55, Type 1

- Left gage P/N 169CL-62-TD2300, calibrated against existing fuel tank sending unit.
- Right gage P/N 169CL-61-TD2300, calibrated against existing fuel tank ii. sending unit.

Prop Ice ammeter. b.

Ammeter P/N 169CL-7-TD2300, calibrated to work with existing aircraft

Vacuum gage. Gage meets TSO-C47, Type II C.

- Vacuum gage P/N 169CL-4-TD2300 calibrated and marked to replace original Cessna gage unit. Interfaced with supplied vacuum transducer P/N S18017-003.
- Remounted Insite "Graphic Engine Monitor" model 610 in right panel. 5.
- Installed annunciators to monitor gage "abnormal condition indications" 6.

Light Annunciator Panel

- Fabricated annunciator panel to "repeat" critical engine gage parameters i. indicated as "optional" on the STC paperwork. Additional annunciators added to monitor specific functions.
- Eaton series 582 Lighting assemblies used in fabrication of panel. Test ii. switch and circuitry included to test all light annunciator bulbs. - No system checks are performed with the lamp test function.
- Annunciator dimming is performed as a function of turning on the Aircraft iii. position lights. There is no pilot input necessary for dimming.

Audio annunciation b.

Voice Annunciator (AV-17) installed and interfaced as per Electronics i. International installation instructions # II 048971 4/28/97. Audio output is interfaced with the KMA24 audio panel.

Control box for the AV-17 is mounted behind the right hand panel 3" aft of ii. the firewall and attached to the stringer using standard AN hardware.

The control switch for the system is mounted on the left side of the pilot's iii. instrument panel.

Page 4

Reg: N6461Z

S/N: U206-06282 Date: <u>8-24-98</u>

7. General

- a. All wire meets Mil-w-22759 or equivalent and is installed with reference to AC43.13-1A, Ch. 11, Section 2, Par 424, Par 424(a), and Par 426(e). Section 3 Figure 11.5, Par 446, Par 448, Section 5, Par 478. and Section 7, Par 514 519.
- b. Instrument mounting done with reference to AC43.13-2A, Ch. 11, Sect. 213
 Paragraphs (a-b). and specified installation documents referenced by appropriate
 STC's.
- Performed Transponder biennial and encoder correspondence checks as required by FAR 91.413.
- d. Performed static system checks as required by FAR 91.411
- e. Weight and balance updated.
- f. Equipment list updated.
- g. Fuel flow placards state:

Do not rely on fuel flow instrument to determine fuel levels in tanks

Refer to original fuel flow/pressure instrument for primary information

i. Operators manual for fuel flow has been included with the POH

h.	Work performed on Moody Av	riation RS# DVPR374D work order number 84033
		END

Department of Transportation — Federal Aviation Administration

Supplemental Type Certificate

Number SA5924NM

This certificale, issued to

Electronics International, Inc.

cortifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the sireworthiness requirements of Pari

Regulations.

Original Product - Type Certificater Number:

- * See attached FAA Approved Model List (AML)
- * No. SA5924NM for list of approved airplane
- Medel * models and applicable regulations.

Description of Type Design Change: Electronics International RPM instrument manufactured and installed in accordance with the drawings and installation instructions specified on the FAA Approved Model List (AML) of this STC, or later FAA approved revisions.

Approval of this change in type design applies to the above model aircraft only. This approval should not be extended Limitations and Conditions: 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 and FAA Approved Model List (AML) No. SA5924NM, dated February 17, 1993, or later FAA approved revision, must be maintained as part of the permanent records for the modified aircraft.

This cortificate and the supporting data which is the basis for approval shull remain in effect until sur

rendered, suspended, rowched, or a termination date is otherwise established by the Administrator of the

Federal Aviation Ildministration.

Date of application: November 10, 1992

Sale ressued:

Dale of issuance .

February 17, 1993

Jale unended:

By direction of the Administrator

Acting Manager, Special Certification Branch Seattle Aircraft Certification Office

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.

Department of Transportation — Federal Aviation Administration

Supplemental Type Certificate

Number SA5926NM

This certificate, issued to Electronics International, Inc.

cortifies 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

Regulations.

Original Product - Type Certificate Number: * See attached FAA Approved Model List (AML)

- Make: * No. SA5926NM for list of approved airplane
- Model: * models and applicable regulations.

Description of Type Design Change: Electronics International manifold pressure instrument manufactured and installed in accordance with the drawings and installation instructions specified on the FAA Approved Model List (AML) of this STC, or later FAA approved revisions.

Approval of this change in type design applies to the above Limitations and Conditions: 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 and FAA Approved Model List (AML) No. SA5926NM, dated February 17, 1993, or later FAA approved revision, must be maintained as part of the permanent records for the modified aircraft.

This cortificate 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

Fedoral Aviation Administration.

Date of application: November 10, 1992

Sinle reissued :

Dale of issuance:

February 17, 1993

Tale umended:

By direction of the Administrator

(Signature) Acting Manager, Special Certification Branch Seattle Aircraft Certification Office

(Title)

Department of Transportation—Federal Aviation Administration

Supplemental Type Certificate

Number SA5925NM

This certificate, issued to

Electronics International, Inc.

cortifies 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

Regulations.

Original Product - Type Certificate Number:

- * See attached FAA Approved Model List (AML)
- * No. SA5925NM for list of approved airplane
- Model: * models and applicable regulations.

Description of Type Design Change: Electronics International oil pressure/temperature instrument manufactured and installed in accordance with the drawings and installation instructions specified on the FAA Approved Model List (AML) of this STC, or later FAA approved revisions.

Approval of this change in type design applies to the above model aircraft only. This approval should not be extended Limitations and Conditions: 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 and FAA Approved Model List (AML) No. SA5925NM, dated February 17, 1993, or later FAA approved revision, must be maintained as part of the permanent records for the modified aircraft.

This cortificate 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: November 10, 1992

Sale ressured:

Date of issuance: February 17, 1993

Tale unwended:

Acting Manager, Special Certification Branch Seattle Aircraft Certification Office

(Title)

By direction of the Administrator

ETHTHEE IN CTIMES HTHEE

Department of Transportation—Federal Aviation Administration

Supplemental Type Certificate

Number SA00068SE

This certificate, issued to Electronics International, Inc.

cortifies 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 *

Regulations

Original Product — Type Certificate Number: * See attached FAA Approved Model List (AML)

- Make: * No. SA00068SE for list of approved airplane

Model: * models and applicable regulations.

Description of Type Design Change: Electronics International fuel flow/pressure instrument manufactured and installed in accordance with the drawings and installation instructions specified on the FAA Approved Model List (AML) of this STC, or later FAA approved revision.

NOTE: The instrument approved by this STC is to be used as a secondary instrument only. This approval does not allow the removal of any original equipment instrumentation. See the continuation sheet for required placards.

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 these models 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, the continuation sheet, and FAA Approved Model List (AML) No. SA00068SE, dated March 31, 1994, or later FAA approved revision, must be maintained as part of the permanent records for the modified aircraft. (continued on page 3)

This cortificate and the supporting date which is the basis for approval shull remain in effect until surrendered, suspended, revoked; or a termination date is otherwise established by the . Idministrator of the

Federal Diviation Administration.

Date of application: November 1, 1993

Jule ressurd:

Date of issuance: March 31, 1994

Tale amended:



By direction of the Adminatory to

(Signature)

Acting Manager, Seattle Aircraft

Certification Office

Bepartment of Transportation - Jederal Aviation Administration Supplemental Type Certificate United States of Charter

Number SA3862NM

This conditions, insued to. Electronics International, Inc.

therefor as specified howen much the airworthiness organismments of Bart . got the Federal Aviation corbities that the change in the type design for the following product ands the limitations and conditions

Original Broduct - Type level greater Sumber: Make 11.41

Hymlaticas.

list of approved airplane models *See Attached Master Eligibility List (MEL) No. SA3862NM, for and applicable airworthiness regulations.

remote switches and associated accessories in accordance with Electronics International, Inc. Installational Instructions No. II 110361 (Rev. A) and II 111361 respectively, or later FAA approved revisions. These instruments are applicable to Quaranthina of Type Danipa Change: Installation of Electronics International, Inc. Primary III/DGI/GHI instruments, internal combustion engines only.

NOTE: These will replace the existing TIT/EGI/CHT analog gauges. (Continued on Page 3)

Invisions and Landilling. Approval of this change in type design applies to the above model aircraft only. 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 relationship between this change and any of those other previously approved modifications, including changes in type design, will introduce no adverse effect upon the airvorthiness of that aircraft. A copy of this Certificate, Continuation Sheet and Master Eligibility List, dated July 24, 1987, or later FAA approved revision, must be maintained as part of the permanent records for the modified aircraft. This critical and the supporting data unitidity the hasis for approved shall remain in effect antiferen

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Jederal Swieling Saministration.

Late of application: December 16, 1986

Sick of issurance: July 24, 1987

Aircraft Certification Office Lasistant Manager, Seattle

Any alteration of this certificate is punishable by a fine of not exceeding 81,000, or imprisonment not exceeding 3 yenss, or both This cirtificate may be transferred in accordance unit FAR 21.47.

FAA Pose 8110-3(10-66)

Department of Transportation—Acderal Aviation Administration Hairel Scares of America

Supplemental Type Certificate

(Continuation Sheet)

Литвек влявегия

DESCRIPTION OF TYPE DESIGN CHANGE: (Continued)

γ.	INSTRUMENTS	TECHNICAL DATA REPORT
	(1) C-1P (), CHT W/Light (2) T-1P (), TIT W/Light (3) E-1P (), DUI CHT W/Light (4) CC-1P (), DUAI CHT W/Light (5) TT-1P (), DUAI TIT W/Light (6) EE-1P (), DUAI EGT W/Light (7) EC-1P (), DUAI EGT W/Light (8) TC-1P (), DUAI TIT/CHT W/Light	TD 111063 TD 111063 TD 111062 TD 111062 TD 111062 TD 111062 TD 111062
å	REMOTE SWITCH	TECHNICAL DATA REPORT
	(1) RS-5-1P, 5 Channel 1 Deck (2) RS-5-2P, 5 Channel 2 Decka (3) RS-7-1P, 7 Channel 1 Deck (4) RS-7-2P, 7 Channel 2 Decks (5) RS-2-2, 2 Channel 2 Decks	TD 121061 TD 121061 TD 121061 TD 121061 TD 121061

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Any alteration of this certificate is punishable by a fine of not exceeding \$11,000, or impisoment not exceeding 3 years, or both.

This certificate may be unaffered in exceedant with FAR 2131.

This certificate may be transferred in accordance with FAR 21.67.

PAGE 3 OF 3 PAGES

Department of Transportation—federal Abiation Administration

Supplemental Type Certificate

Number SA2693NM

This certificate, issued to

Electronics International, Inc.

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

Criginal Preduct - Type Certificater Sumber: *

Make: *

*See attached Master Eligibility List (No. SA2693NM for list of approved airp models and applicable regulations.

Installation of Electronics International Digital Volt/ Lescription of Type Design Change Amp Guages and Accessories in accordance with Electronics International, Inc. Installation Instructions No. II 040934.

*Model Type

Adaptability

VA-1 Volt/Amp Gauge Internal Shunt
VA-1-50-500 Volt/Amp Gauge Connected to Aircraft External Shunt

RSVA-3

Switch (Remote) For Twin Engine Only Adapted to Aircraft External Shunt

S-50-500 External Shunt

50-500 Amp Used with Units Requiring External Shunts

*NOTE: The above models are approved as replacements. Limitations and Conditions: Approval of this change in type design applies to the above referenced aircraft models only. 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 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, MEL SA2693NM, and Electronics International, Inc. Instructions No. II 040934 must be maintained as part of the permanent records for the modified aircraft. This certificate and the supporting date which is the basis for approval shall remain in effect until sur-

rendered, suspended, reveked, or a termination date is otherwise established by the Idministrator of the

Federal Distion Administration.

Late of application: July 8, 1983

Tule rissued:

Tale of issuance: February 16, 1985

Tale amended: January 26, 1988

By direction of the Administrator

Assistant Manager, Seattle - Aircraft Certification Office



US Department of Transportation

An some

MAJOR REPAIR AND ALTERATION

(Airframe, Powerplant, Propeller, or Appliance)

Form App	proved
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OMB No. 2120-0020

For FAA Use Only

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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 dispo	osition o	f this form. This re (Section 901 of Fe	port is	required by law (4 Aviation Act of 195	19 U.S.C 58).	C. 142	21).	Failure to report c	an result	in a civ	il penalty not to e	xceed \$1,0	000	
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FAA Form				DVPR3/4	10						CCC. Double			

Department of Transportation — Federal Aviation Administration

Supplemental Type Certificate

Number SA4337NM

This coolificals issued to R.M.D. Aircraft Lighting, Inc:

cortifies that the shange in the type design for the following product with the limitations and conditions therefor as specified hereon mosts the sirworthiness requirements of Part * of the * Regulations

Original Graduct - Type Cortificato Number: * * See attached Approved Model List (AML)

Make: * No. SA4337NM for list of approved airplane models and applicable airworthiness regulations.

Description of Type Design Change: Installation of landing/recognition lights inside the modified wing tip Teading edge in accordance with R.M.D. Aircraft Lighting, Inc. Drawing List No. RMD-001100-C, Revision 1, dated August 4, 1938, and Installation Instructions Number RMD-001100-C, Revision 1, dated August 4, 1988, or later FAAapproved revision.

NOTE: This is eligible to replace Cessna wing tips P.N 07232(0-5/-6 only.

Limitations and Conditions:

Approval of this change in type design applies to the above model aircraft only. This approva 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

The cortificate and the supporting date which is the basis for approval shull remain in effect until sur-

rendered suspended rowked, or a termination date is uthorwise established by the Administrator of the

Federal Aviation Administration

Dolo of application: April 1, 1988 ...

Date of issuance: July 20, 1988

Sale ressured:

Tale amended :

January 04, 1990

By direction of the Stdministrator

Assistant Manager, Seattle Aircraft Certification Office

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.

Department of Transportation—Federal Aviation Administration

Supplemental Type Certificate

Number SA4005NM

This certificate, issued to Precise Flight, Inc.

cortifies 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 Cortificate Number: *See Attached Approved Model List (AML)

Make: * No. SA4005NM for List of Approved Aircraft

Model: * Models and applicable Airworthiness Regulations

Description of Type Design Change: Installation of Precise flight Control Unit in the Landing/Taxi/Recognition Visual Control Light System, in accordance with Precise Flight Option 1) Installation Instructions No. PPRI-3000, Revision 4, dated May 12, 1993, or Option 2) Installation Instructions No. PPRI-2000, Revision 9, dated May 12, 1993, or Option 3) Installation Instructions No. PPRI-1000, Revision 4, dated March 31, 1992, or later FAA Approved Revisions.

NOTE: This Pulselite system is considered optional equipment and the aircraft may be dispatched with the system turned off. In case of malfunction, an alternate means of deactivating the system by pulling the circuit breaker has been evaluated as an alternate configuration and is considered acceptable for dispatch.

Timilations 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 and AML No. SA4005NM, must be maintained as part of the permanent records for the modified aircraft.

aircraft. This cortificate and the supporting date which is the basis for approval shall remain in effect until surrendered, suspended, rovoked, or a termination date is otherwise established by the Administrator of the

Federal Aviation Administration.

Date of application: July 21, 1984

Date of issuance: August 19, 1988

Sale wissurd:

March 31, 1988; May 4, 1989; Tale amended:

By direction of the Sidministrator

Manager, Special Scriffication Branch 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.

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US Department of Transportation

MAJOR REPAIR AND ALTERATION

Form Approved

OMB No. 2120-0020

For FAA Use Only

ral Aviation

(Airframe, Powerplant, Propeller, or Appliance)

Office Identification

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and d	lisposition	of this form. This	report	es. See FAR 43.9, FAI is required by law (4 ral Aviation Act of 195	9 U.S	Appe S.C. 1	ndix 421	B, and AC 43.9-1 (). Failure to report c	or subse an resul	equei t in a	nt revision thereof) civil penalty not to	for instruct exceed \$1	ions ,000	
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Page 2

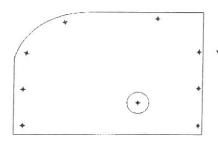
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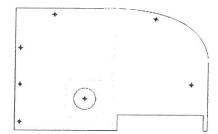
S/N: U20606282

- b. Left instrument panel
 - i. Removed switch bracket from left side of sub panel.
 - ii. Added 4 brackets with attached nut plates, as per the Cessna plates on the top of panel, for floating panel attachment. Reference Figure 2.
 - iii. Fabricated bracket from .050 Alclad to attach yoke supports to the lower subpanel. Reference the original mounting procedure.
 - (1) Moved one subpanel nutplate 1 1/4" toward center of panel.
 - (2) Attached fabricated bracket to sub panel using one original Cessna nutplate and the moved nutplate, in conjunction with AN525-8 screws.
 - (3) Attached existing yoke supports to fabricated bracket using AN507-8 screws as per the original panel.

3. Instrument panel fabrication

- a. Original plastic panel overlays and original "rigid mounted" instrument panels were used as layout patterns for the new panels. Reference Cessna bill of materials for verification of material type and temper for One and Two hundred series instrument panels.
- b. Fabricated new panels for left and right sides from 2024 T42 Alclad equivalent stock.
 - i. Machined and drilled holes for instrumentation.
 - ii. Welded 3/8" lip (.125" thick) to fit along top and edges of panel. Lip increases panel rigidity and enhances the cosmetic appearance.





Floating Panels - Figure 3

- iii. Dressed welded edges and prepared for painting.
- iv. Finished panels using Red Spot "Nextel" paint process with final cover of grey Suede Urethane Coating P/N 3101-B2

4. Panel Installation

- a. Mount shock mounts (P/N ISO200370R durometer rating -70, shear weight bearing rating 15#) to subpanel. 8 used on left panel, 6 used on right panel.
 - i. Shock absorption capability and weight bearing capacity meet or exceed

US Department

US Department of Transportation Federal Aviation

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

Form Approved

OMB No. 2120-0020

For FAA Use Only

Office Identification

Administration

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).

		Federal Aviation Act of								
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		Cessna						TU2060	j .	
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BY FAA (Designee	Repair Station		Ca	rson Approved by Tra nada Airworthiness G	roup				
Date of Approval January	or Rejection y 28,1998	Certificate or Designation No. 332388550		Sig	leve f	Individu	al			
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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).

for each s	such violation (Se	ction 901 Federal Av	iation	Act of 1958).				,	υυσυ ψ 1,00
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	Name (As sho	own on registration c	ertific	ate)	Address	s (As shown on re	gistration (certificate)	
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Bepartment of Cransportation federal Ablation Administration United Berte of Direction

Supplemental Type Certificate

Kumber SA4614NH

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. Make Cessna

.//.../. 206, P206, P206A, P206B, P206C, P206D, P206E,

Istaliation of Aero Iwin, inc. Main Gear Gravel Deflector Kit No. GD6-100 are manufactured in accordance with Aero Iwin Drawing List No. A11600 dated are I min Installation instructions dated May 22, 1989, or later FAA approved revision, and installed in accordance with evision.

"midefine and "indiffice." The approval of this change in type design applies to be basic Cessna Model 206 series airplanes noted above. This approval should be extended to other airplanes of these models on which other previously oproved modifications are incorporated unless it is determined by the staller that the interrelationships between this change and any of those ther previously approved modifications will introduce no adverse effect upon the airworthiness of that aircraft.

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June 30, 1989 and of demone

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By divertion of the Administration

Anchorage Aircraft Certification Field Office Northwest Mountain Region Alan C. Strickladenkierwier Supervisor

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Supplemental Type Certificate Bepartment of Cronsportation — federal Abiation Administration Dairi Som of Aerto

(Continuation Sheet)

Vumber SA461414

Original Product - Model: (Continued)

U206, U2064, U2068, U206C, U2060, U206E, U206F U206G, IP206A, IP206B, IP206C, IP206D, IP206E, IU206A, IU206B, IU206C, IU206D, IU206E, IU206F

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

PAGE OF PAGES



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).

for each su	ch violation (Section	on 901 Federal Av	ation A	ct of	1958).					
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	U20606282		٠.			N646				
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Department of Transportation — Federal Aviation Administration

Supplemental Type Certificate

Number SE5009NM

This certificate, issued to

Knisley Welding, Inc.

cortifies that the change in the type design for the following product with the limitations und conditions

therefor as specified hereon meets the airworthiness requirements of Part 13 of the Civil Air

dated June 15, 1956, as amended 13-1 through 13-6.

Chrizinal Product - Trype Certificate Number: E8CE-19

Make: Continental

Model: TSIO-520-C, H, M, R

Description of Type Design Change:

Installation of a modified exhaust system in accordance with FAA Approved Knisley Welding, Inc. Modified Master Drawing List No. 1, Revision B, dated July 16, 1990, or later FAA approved revision to this document.

Limitations and Conditions: This approval is limited to engines specifically identified above and does not constitute approval for installation in an aircraft. A separate FAA approval for installation on each aircraft must be obtained. Engines which have previously approved modifications shall not be modified by this STC, unless it is determined that the interrelationship between this change and any previously approved modifications will introduce no adverse effect upon the airworthiness of the engine. A copy of this STC must be included in the permanent records of each engine modified in accordance with this STC. 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 :

September 10, 1989

Sale reissued:

Dale of issuance :

October 12, 1990

Tale umended:



By direction of the Edministrator Caret fellewhere (Signature)

Manager, Propulsion Branch

Department of Transportation — Federal Aviation Administration

Supplemental Type Certificate

Number SA5010NM

This certificate, issued to

Knisley Welding, Inc.

cortifies 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. dated May 15, 1956, as amended 3-1 through 3-8.

Original Product - Type Certificate Number: A4CE

Make: Cessna

Model: TP206 A, B, C, D, E TU206 A, B, C, D, E, F, G

Description of Type Design Chango:

Installation of a modified exhaust system in accordance with FAA Approved Knisley Welding, Inc. Modified Master Drawing List No. 1, Revision B, dated July 16, 1990, or later FAA approved revision to this document. Supplemental Type Certificate SE5009NM is required as part of this installation.

Limitations and Conditions: This approval is limited to aircraft specifically identified above. Aircraft which have previously approved modifications shall not be modified by this STC, unless it is determined that the interrelationship between this change and any previously approved modifications will introduce no adverse effect upon the airworthiness of the engine. A copy of this STC must be included in the permanent records of each engine modified in accordance with this STC. No acoustical change was shown under the provisions of FAR Paragraph 21.93(b) Amendment 21-63. This corlificate 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 Diviation Administration.

Date of application:

September 10, 1989

Sule reissued:

Date of issuance :

October 12, 1990

Jale umended:

By direction of the Administrator

acting Manager, Los Angeles Aircraft Certification Office

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.



U.S. Department of Transportation

Federal Aviation Administration Small Airplane Directorate
Wichita Aircraft Certification Office
1801 Airport Road, Room 100
Mid-Continent Airport
Wichita, Kansas 67209

NOV 0 7 1990

Mr. Bill Knisley Knisley Welding Inc. 3450 Swetzer Rd Loomis, California 95650

Dear Mr. Knisley:

This refers to your September 25, 1990, letter and data submittal concerning an alternate method of compliance with Airworthiness Directive (AD) 71-09-07R1.

We have reviewed your data and our malfunction and defect reports concerning AD 71-09-07R1 and concur with your request in part. We do not concur with your request for a visual only inspection at 100 hours. However, you may advise your customers that Cessna 200 Series airplanes equipped with your Part Number K1250860-203 in place of the Cessna Part Number 1250860-203 exhaust stack assembly (heat exchanger) may extend the 50 hour pressure test inspection interval to 100 hours. Those operators with an approved inspection system may adjust the inspection interval 10 hours at each scheduled 100 hour interval.

We congratulate you on your efforts to provide an improved replacement for the Cessna 1250860-203 exhaust stack assembly.

Sincerely,

Lawrence A. Herron, Manager

Wichita Aircraft Certification Office

B >	LTR	
DELETED T207A. INCORPORATED T207/T207A.	DESCRIPTION	REVISION
3/6/92 ack	APPROVED	

INSTALLATION INSTRUCTIONS

TU/TP206 T207/T207A T210

This system is designed to replace the original Cessna exhaust system and can be removed and installed in accordance with the Cessna Service Manual, Chapter 12. When removing the old exhaust system, the heat shield across the rear of the engine may also be removed. No adjustment of the turbocharger wastegate is required. If differences are noted, troubleshoot the system using the Cessna Service Manual.

M-2-1

3/27/90

APPROVEU

M-2-1 INSTALLATION INST.

;		
REVISED: AvSpe	Bell Trusty	DATE: 3/27/90
DRAWN BY: GRH	APPROVED BY:	SCALE: NONE

KNISLEY WELDING INC.

SHEET 1 OF 1 REV. B

M-2-1

FAA APPROVED MODEL LIST (AML) NO. SA5012NM

KNISLEY WELDING, INC. FOR INSTALLATION OF A MODIFIED EXHAUST SYSTEM

Issue Date: 1/6/94

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e Type Cert	Cessna		Cessna	AIRCRAFT MAKE	,
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neet No. 3A21	A16CE		3A21	CERTIFICATE	ORIGINAL TYPE
for complete (** FAR 23	٠	* CAR 3	FOR ALTERATION	CERTIFICATION BASIS
* See Type Certificate Data Sheet No. 3A21 for complete Certification Basis	MMDL #1		WMDL #1	NUMBER	INSTALLATION INSTRUCTIONS
	G 5/19/93		B 7/16/90	REVISION & DATE	SNO
	N/A		N/A	SUPPLEMENT NUMBER / DATE	
			2	AMENDMENT	АМІ

See Type Certificate Data Sheet No. A16CE for complete Certification Basis.

FAA Approved:

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Manager, Propulsion Branch Los Angeles Aircraft Certification Office

KNISLEY WELDING INC. MANUFACTURING DRAWINGS

MMDL #1 5/19/93 Revision G

Drawing No.	Revision	Nomenclature	Model	DCN
K1250860M	E, 2/28/92	Exhaust Assembly	TU/TP206, T210, T207, T207A	1 - 5/11/93 2 - 5/19/93
K1250860	D, 2/18/92	Exhaust System	TU/TP206, T210, T207, T207A	1 - 10/31/92
M-2-1	в, 3/6/92	Installation Instructions	TU/TP206, T210, T207, T207A	

FAA APPROVED

JAN 1 2 1994

AIRCRAFT CERTIFICATION OFFICE

Department of Transportation—Federal Aviation Administration

Supplemental Type Certificate

Number SA00796AT

This certificate, issued to

Aero Modifications & Consulting, LLC P.O. Box 35408 Greensboro, NC 27425-5408

cortifies 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.

See Continuation Sheet

Original Product - Trype Certificate Number:

Make: See Continuation Sheet

Model:

Description of Type Design Change:

Installation of dual-isolator forward engine mount system in accordance with Aero Modifications & Consulting, Inc. "21094021 Installation Instructions" Rev. C dated June 23, 1995, and "21094050 Master Drawing List" Rev. C dated June 23, 1995, or later FAA approved revision of either document.

Limitations and Conditions:

This approval should not be extended to other aircraft of this model 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 (See Page 2)

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: January 19, 1995

Sale reissued :

Date of issuance :

June 29, 1995

Tale amended :

TO A NO STATE OF THE PROPERTY OF THE PROPERTY

for Paul C. Sconyers

Associate Manager, Atlanta

By direction of the Admin Strate

Aircraft Certainication Office

Department of Transportation—Jederal Aviation Administration

Supplemental Type Certificate

(Continuation Sheet)

Number SA00796AT

Airworthiness Requirements: A4CE and 3A21 Part 3 of the Civil Air

Regulations

A16CE Part 23 of the Federal Aviation

Regulations

Original Product:

Type Certificate Number: A4CE, A16CE and 3A21

Make: Cessna Aircraft Company

Model: 206 Series, 207 Series and 210 Series

Limitations and Conditions: (continued)

previously approved modifications will introduce no adverse effect upon the airworthiness of that aircraft.

June 29, 1995 Date of Issuance:

---END---

RECEIVED



US Department of Transportation Federal Ariation Administration

MAJOR REPAIR AND ALTERATION APR 2 2 1996 (Airframe, Powerplant, Propeller, or Appliance) FAA FSDO-03

Form Approved . OMB No. 2120-0020 .

For FAA Use Only

Office Identification

SO-FSDO-03

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).

and dispositi	on of this form. This report in violation (Section 901 Fed	eral Aviation Act	of 1958).	421).1 dilato to rop			-	
101 04411	Make			Model	206G	:		
1: 'Aircraft	Cessna			. Nationali				
I. AllClait	Serial No. U20606282	v.		US				
	Name (As shown on regis	tration certificate	·)	Address.	ertificate)			
	Columbia Avi	ation Inc		1 54	01 Kingstonoxville, The	n Pik	e ste 1	.90
2. Owner		ř		Kn	10			
••								
			3. For FA	Use Only				
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	8)							- 1
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			A Maria Lak	entification			5. Type	
	T				Carial No.		Repair	Alteration
Unit	Make		Mo	del	Serial No.	-	Перап	
				20 1. 20	•			
AIRFRAME		As desc	cribed in Ite	m 1 above)		~		Х.
						•		
			*					
POWERPLANT			• • • •					
PROPELLER						*		
	Туре					1		
APPLIANCE	Manufacturer							
							<u> </u>	
				ity Statement		C. Cert	ificate No.	
A. Agency's h	Name and Address			of Agency Certificated Mechani	ic	Rad	io	
KnoxAir, Inc. 2221 Airport Highway				Foreign Certificated Mechanic Class 1,2,3				
22	coa, TN 37701		X Certi					
			Man	ufacturer		<u> </u>		-te berete
D. I certify	that the repair and/or altera en made in accordance with	tion made to the u	nit(s) identi	fied in item 4 above	e and described on t	he revers ons and t	hat the infor	mation
	en made in accordance with d herein is true and correct							
Date	d Herein is trac and comme		Signatur	e of Authorized In	dividual		*	
	11-101	2				. 5	IM FOUL	ß
	4/17/96							
		7. A	pproval for	Return To Service	n 4 was inspected i	in the ma	nner prescri	bed by the
Pursuant to	o the authority given perso tor of the Federal Aviation	ns specified belo Administration an	ow, the unit	APPROVED				
	t mit Ottor don't	s 18 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		n Authorization	Other (Specify))		
I Ins	spector Manuf	acturer						
BY	A Designee X Repai	Station	Person A	pproved by Transpo Airworthiness Group	ort			
/		icate or		e of Authorized In				
,	Desig	nation No.	/	THE	5	2	MEOUS	1
: 41	17/96 RE	4R489M	1	1(-)				

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.

574 W . (43

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: AIM 305-2BL Electric Attitude Gyro, S/N 25167 in pilot's instrument panel, top right hand side at STA.16.00 Relocated King ADF indicator to copilot's instrument panel. Unit installed in accordance with manufacturer's installation manual and complies with the following:

AC 43.13-1A, Chapter 5, Section 1, Para.227,228,230,231 Chapter 11, Section 2, Para. 424,426, 428,429 . Section 3, Para. 442-450 Section 5, Para. 478 Section 7, Para. 514-520

Chapter 13, Para. 656,657,659,662 Chapter 15, Section 1, Para. 754

AC 43.13-2A, Chapter 1, Para. 6,9-12 Chapter 2, Para. 21-27

Equipment checked and found to have no adverse effect on other equipment installed in the aircraft. Compass calibration checked. Electrical load does not exceed 80% of the 95 amp alternator installed in the aircraft. Weight and balance and equipment list revised, log book entry made. This work was completed under Knox- Air, Inc. Work Order No. 17815.

RECEIVED

US Department of Transportation Federal Aviation Administration

FAA Form 337 (12-88)

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance) -FSDO-03

APR 2 2 1996 Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification

56-FSDO-83

and dien	contion of this tori	n ini	all entries. See FAF is report is required n 901 Federal Avia	JUVIGW	1701	J. O. O. 1 7 L 1 J. 1 .	and AC 43.9 ailure to rep	9-1 (or subse port can resu	quent It in a	revision t civil pena	hereof) for in Ity not to exc	eed \$1,000
101 00011	Make					Model :			:			
	Cessna					TU206G						
1. Aircraft Serial No.									nd Registration Mark			
	U20606282 N6461Z											
	Name (As s	Name (As shown on registration certificate) Address (As shown on registration certificate)										
	Columbia	Av	iation		5401 Kingston Pike							
2. Owner			Suite 190 Knoxville, TN 37919									
						Tan Ilaa O		OXVIIIe	TH	3/71		
					3. 1	For FAA Use O	niy					
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					4. 1	Jnit Identificat	ion				5. Type	T
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.³OWERPL#	ANT	т										
PROPELLE	R											
	Туре											
APPLIANCI	Manufactur	er		•								
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A. Agency's Name and Address										A & P		
David B. Cates										0902666		
David B. Cates						Certificated Repair Station						
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h	Lana made in act	COTO	or alteration made t nce with the requir correct to the bes	I CHILCHES		all to of the o	m 4 above .S. Federal	and describe Aviation Re	d on t gulati	he reverse ons and ti	e or attachme hat the inform	nts hereto nation
					Sig	nature of Auth	orized Ind	ividual				
: 4-11-96 David (the												
				7. Ar	prov	al for Return T	o Service					
Pursuar	nt to the authority	give	n persons specific	ed belo	w, th	e unit identifie	ed in item	4 was inspe	cted i	n the mar	nner prescrib	ed by the
	FAA Fit. Standard Inspector	1	Manufacturer .	×	1	pection Authori	zation	Other (Sp	ecify)			
BY	FAA Designee		Repair Station		Car	son Approved b nada Airworthin	ess Group	. /	2			
	pproval or Rejection	n	Certificate or Designation No.		1	nature of Auth	ørized Indi	ividual V.	r.l	_		
0.4-	-11-96	Su	mi	8. /	_							

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 requiremants:

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

04-10-96

TACH: 797.1

TAT: 1876.4

Installed Soros Inc., ventube/fresh air duct, STC # SA8150SW. All work performed in accordance with installation instructions provided STC SA8150SW and drawing #S1-50.

No weight and balance change

RECEIVED

US Department of Transportation federal Aviation Administration

MAJOR REPAIR AND ALTERATION NOV 1 3 1995 (Airframe, Powerplant, Propeller, or Appliance) FAA SO-FSDO-03

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification

SO-FSDO 03 (BNA)

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

for each su	ition of this form. ch violation (Sec	tion	901 Federal Aviat	ion Ac	of 19	958).	•				
101 64611 50	Make						Model				
	Cessi	na					TI	1206G			
1. Aircraft	Serial No. U206	-	282			٠.	Nationali N	ty and Registration USA			
	1		n registration cer	tificate)		Address	As shown on regis	stration ce	ertificate)	
			a Aviatio				54	101 Kingst	on Pi	ke Ste	190
2. Owner							Kı	noxville,	TN 37	919	
					3 F	or FAA Use On	ilv				
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					4. L	Jnit Identification	on			5. Type	
11-16		Mak				Model		Serial No.		Repair	Alteration
Unit		THICH									
AIRFRAME		•••	(/	As desc	cribed	d in Item 1 abov	e)				X
											v
OWERPLANT	-										X
OWEN DAIL											
PROPELLER										·	
	Туре										
APPLIANCE											
AT EIMIOE	Manufacturer				•						
				-	6. Co	nformity States	nent				
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	fery M. D		arcus		X	U.S. Certificated			3 CD	642990	15
	xAir, Inc				-	Foreign Certific			A&P Z	0429904	±5
	l Airport					Manufacturer					
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h	een made in acco ed herein is true a	raon	ce with the recuir	CHICKE	3 01 1	mie to di mio di	S. Federal	Aviation Regulation	ons and tr	nat the inform	iation
Date					Sig	nature of Author	przed Ind	Widyay			
	0/27/95				1	- fuffor).	1EK	Jeffe	erv M.	DeMar	cus
·,.					1/	al for Return To	Sanice		<u> </u>		
		.		r. Al	htoa	e unit identifie	d in item	4 was inspected in	n the man	ner prescrib	ed by the
Pursuant Administra	to the authority gator of the Federa	l Avi	ation Administrat	ion and	is	APPROVE	D DF	Other (Specify)			
	AA Fit. Standards		Manufacturer .		Insp	pection Authoriz	ation	- Ciries (openity)			
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Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

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

- 1) Airborne Auxilliary Dry Air Pump Kit No. 372-2 in accordance with STC SA807GL. All work carried out in accordance with Airborne Kit 372-2 installation instructions . Rev. A, dated 10/18/94, and AC 43.13-1A Ch. 2, Sec. 3; Ch. 11, Sec. 2,3,7 and Ch. 16, Sec. 3.
- 2) Shadin Fuel Flow Transducer Kit in accordance with STC SE444GL and Shadin Digital Fuel Flow Meter Kit in accordance with STC SA630GL. All work carried out in accordance with Shadin installation drawings and instructions and AC 43.13-14, Ch. 2, Sec. 3; Ch. 11, Sec 2,3,7; Ch. 14, Sec. 2 and Ch. 15, Sec. 2.

Equipment checked for proper operation and found to have no adverse effects on other equipment installed in the aircraft. Probable continuous electrical load found to be within the capacity of the 95 amp alternator installed in the aircraft. Operating manuals and FAA Approved Flight Manual Supplement placed with the Aircraft Flight Manual or Pilot's Operating Handbook. Weight and balance and equipment list revised. Log book entry made. This work was completed under KnoxAir Work Order No. 17205 and 17223.

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

	Make				,	Model				
1. Aircraft	Ces		<u> </u>				TU206G			
	Serial No. U20		5282				lity and Registrati $6461\mathrm{Z}$	on Mark		
•			n on registration co			Address	(As shown on reg	gistration o	certificate)	
2. Owner	Col	umb	oia Aviatio	n,	Inc.		401 Kingst ncxville,			. 190
					3. For FAA Use Or	nly				
,	JUN 2 8 19	ents or oformi 95	nd is epproved only for tho ty inspection by a person au	above de thorized	in FAD 43.7		onald R. Green rincipal Airwort	hiness In	spector	
		Dote-	Signoter	1	SACESOO 4. Unit Identification				5. Type	
Unit		M	ake		Model	J11	Serial No	,	Repair	Alteration
- Oilli							J Center 14		- riepaii	Alteration
AIRFRAME	~	••••	(As des	scribed in Item 1 abov	e)				xx
POWERPLANT										
PROPELLER										
	Туре									
PPLIANCE	Manufacture	г								
					6. Conformity Statem	ent				
. Agency's N	ame and Addr	ess			B. Kind of Agency			C. Certif	icate No.	
Patter	son Avi	at:	ion Service	es	U.S. Certificated			AVU	JR289C	
	reeport				Y Certificated Repa		nic	Rad		_
Sacram	ento, C	a .	95822		Manufacturer			Cla	ass 1,2	,3.
have been	made in acco	ordar		ment	nit(s) identified in item s of Part 43 of the U.S. knowledge.					
ate					Signature of Author	ized Indi	vidual			
6-28-	95				FAT 6	200	lay			
	:				proval for Return To					
Pursuant to ti Administrator	of the Federa	l Avi	ation Administration	n and	w, the unit identified is B APPROVED		EJECTED	the mann	ier prescribe	a by the
FAA F Inspec	It. Standards		Manufacturer		Inspection Authorizati	ion	Other (Specify)			
FAA D	esignee	x	Repair Station		Person Approved by T Canada Airworthiness	ransport Group				
te of Approva			Certificate or Designation No.		Signature of Authoriz	2ed Indiv	dual			
6-28-	90		AVUR289C		0000	in	low			

Weight and balance of 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.)

NG4617.

TT: 1784.6 6-28-95

- A. The following equipment and major components were removed:
 - 1. Garmin Model GPS 100 GPS with mounting tray.
 - Garmin antenna.
- B. The following equipment and major components were installed:
 - 1. IIMorrow Apollo Model 2001NMS GPS Unit S/N: 94784 TSO: C60b and C115a.
 - 2. IIMorrow Apollo Model A-33 GPS Antenna.
 - 3. Icarus Model 3000U Altitude Serializer, S/N: 3880.
- C. The Garmin GPS and mounting tray were removed from the center Avionics stack and replaced with the Apollo GPS unit and its tray. The Garmin antenna was removed from the upper fuselage skin above the pilot's seat and replaced with the Apollo GPS antenna. The GPS was connected to the HSI and autopilot thru a previously installed switching unit. The Icarus altitude serializer was mounted to the glove box.
- D. The installation was done in accordance with the following manuals:
 - 1. Apollo GPS Model 2001NMS I.M. #560-0098 Rev A, dated 7-93.
 - 2. FAA Advisory Circular AC 20-138, Airworthiness Approval of Global Positioning System (GPS) Navigation Equipment for use as a VOR and IFR Supplemental Navigation System.
 - 3. FAA Advisory Circulars, AC 43.13-1A Chapter 11 and AC 43.13-2A Chapters 1 and 2.
 - 4. Icarus I.M.410-799-9497 Rev 2.3, dated 12-95.
- E. An electrical load analysis was performed and found that the continuous load of the alternator does not exceed 80% of capacity.
- F. A complete operational test was done and the equipment performed satisfactorily and did not adversely affect existing components or systems in the aircraft.
- G. The aircraft's equipment list and weight and balance data were revised to reflect these changes and were placed in the aircraft's records. Inst. panel placarded "GPS not approved for IFR".

-----END-----

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 wf 2525

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

	Make				,	Model				
1. Aircraft	Cess	sna					TU206G			
, Alleran	Serial No. U206	506282				Nation	nality and Registrat	ion Mark		
	Name (As s	hown on registr	ation certifi	icate)	·	Addre	ss (As shown on re	gistration	certificate)	
2. Owner	Colu	mbia Avi	ation,	In	C.		5401 Kings Kncxville,	ton Pi	ike Ste	. 190
	16-		5 1 13	3	. For FAA Use Or	nly				
	men confi	deta/alteration herein c ts and is approved only ormity inspection by a p 95	for the nhave	describe	d ojugoft subject to	Do Pri	nald R. Green ncipal Airworthi	nees ins	pector	
				4.	. Unit Identification	n			5. Type	
Unit		Make			Model		Serial N	0.	Repair	Alteratio
AIRFRAME	~~	······	(As d	escrib	ed in Item 1 above	?) ~~~				xx
OWERPLANT										
ROPELLER								-		
PLIANCE	Туре									
FEININGE	Manufacturer									
				6. Co	onformity Stateme	nt				
	me and Addres			В.	Kind of Agency			C. Certifi	icate No.	
Patters	cn Avia	tion Serv	rices	-	U.S. Certificated N			AVU	R289C	
	eeport			x	Foreign Certificate Certificated Repair		inic	Rad		
Sact alle	nto, Ca	• 95822			Manufacturer	0.0		C1a	ss 1,2,	3.
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le					nature of Authoriz	ed Indiv	vidual			
6-28-9	5				ff Q	2 is	Rey			
					l for Return To Se					
	authority giv	en persons spe viation Adminis	cified belo tration and	w, the	unit identified in APPROVED	item 4	was inspected in	the manne	er prescribed	by the
1	Tine receiar						Other (Specify)			
1	Standards	Manufacturer		Inspe	ection Authorization	n 				
FAA FIL	Standards or X	Manufacturer		Perso	ection Authorization on Approved by Tra da Airworthiness G	nsport				

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

TT:1784.6

6-28-95

- A. The following components were installed:
 - 1. 6 ea. Insight Cylinder Head Temperature Probes.
 - 2. 6 ea. Insight Exhaust Gas Temperature probes.
 - 3. 1 ea. Insight Turbine Inlet Temperature probes.
 - 4. 1 ea. Insight wiring harness assemblies.
 - 5. 1 ea. Insight Model 610 Indicator. TSO: C43b.
 - 6. 1 ea. Insight OAT/IAT installation kit P/N: 1200-020PL.
- B. The modification to the aircraft was performed in reference to STC Number SA157NE, issued June 4, 1983, as ammended through October 31, 1989. (Reference Master Eligibility List, Insight Instrument Corporation Model 602 and Model 603 for applicable aircraft approved under STC.) STC approval is for a Piper PA-34-220T.
- C. Neither Model 602 nor Model 603 Graphic Engine Moniter was installed which represents a deviation to STC Number SA157NE.
- D. All components were installed, wired and secured in accordance with instructions provided within Insight Instrument Corporation Installation Manuals, Dwg. 8258, Version 2.1 and Document No. 930320, Revision 1.02 or later, as appropriate.
- E. The components, as installed, comply with the requirements of FAR(s) 23.1121 (b) & (c), 23.1301, and 23.1309 (a) & (b)(1) & (2).
- F. The alteration was performed in accordance with AC 43.13-1A, Chapter 11, Paragraphs 446 through 448, 450,451,464 through 466, 514 through 518 and AC 43.13-2A, Chapter 13 (if applicable).
- G. The aircraft weight and balance, and the aircraft equipment list were ammended in accordance with AC 43.13-1A, Chapter 13, Paragraphs 659 through 663. Insight Flight Manual Supplement dated: 6-14-83 and revised 5-6-85 was added to aircraft's POH.
- H. All inspection records and other documents pertaining to this major alteration are on file at Repair Station AVUR289C under Work Order 46720.

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US Department of Transportation Federal Aviation Administration

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

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification

W12571

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

101 64611 300	on violation (00011	011 501 1 0001017171	21.0	101 01 1000/.					
	Make Ces	ssn	a			Model	:U206G			
1. Aircraft	Serial No. U20		6282				ity and Registration	on Mark		
	Name (As s	show	n on registration ce	rtifica	te) .	Address	(As shown on reg	istration o	certificate)	
2. Owner			bia Aviati			5401 Kingston Pike Ste. 190 Knoxville, Tn. 37919				
					3. For FAA Use O	nly				
					4. Unit Identificati	оп			5. Type	7
Unit		М	ake		Model		Serial No).	Repair	Alteration
AIRFRAME	~	••••	(As des	cribed in Item 1 abov	'e)		.•		xx
POWERPLANT										
PROPELLER		15539-6							7	
APPLIANCE	Type Manufacture	er								
				(6. Conformity Staten	nent				
A. Agency's Na	me and Addi	ress			B. Kind of Agency			C. Certi	licate No.	
Patters	on Avia	tio	on Services	5	U.S. Certificated			AVUI	R289C	
6133 Fre	eeport	Bly	vd.		Foreign Certificated Rep		nic		Frame	
Sacramen	nto, Ca	. 9	95822		X Certificated Rep	all Station		Clas	ss 1,3.	
have been	made in acc	orda	or alteration made to nce with the require correct to the best	ements	nit(s) identified in item s of Part 43 of the U.S	4 above a	nd described on the Aviation Regulation	ne reverse ons and th	or attachmer at the inform	nts hereto ation
Date					Signature of Author	rized Indiv	idual			
6-23-95					FM a	Pusil	Pers	2		
				7. Ap	proval for Return To	Service	11			
Pursuant to the Administrator	ne authority of the Federa	giver al Av	n persons specified iation Administration	d belov on and	w, the unit identified is 20 APPROVED	in item 4	was inspected in JECTED	the man	ner prescribe	d by the
Inspec	It. Standards		Manufacturer		Inspection Authorizat	lion	Other (Specify)			
FAA D	esignee	х	Repair Station		Person Approved by Canada Airworthines	Transport s Group				
	or Rejection		Certificate or Designation No. AVUR289C		Signature of Author	ized Indivi	dual			

Weight and balance of 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
 TT: 1784.6 6-23-95
 - A. Installed a Oilamatic, Inc. Preoiler System per Oilamatic, Inc. STC# SA00124DE.
 - B. The installation was done in accordance with the following data:
 - 1. Oilamatic, Inc. Installation Instructions # 204401.
 - 2. FAA Advisory Circular, AC 43.13-1A, Chapter 14.
 - C. A complete operational test was done and the equipment performed satisfactorily and did not adversely affect existing components or systems in the aircraft.
 - D. The aircraft's equipment list and weight and balance data were revised to reflect these changes and were placed in the aircraft's records.

UNITSN# 9506452



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

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 "	-	Make					Model T	U206G			
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Date						Signature of Aut	norized Ind	ividual			
	6-13-	95				FA	Yave	ley			
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ate		l or Rejection		Certificate or Designation No.		Signature of Auth	orized Indi				
	6-13-	95		AVUR289C		1/1/80	usee	4			

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

Com	panble will co		
8. Des	cription of Work	Accomplished uired, attach additional sheets. Identily with aircraft nationality and registration mark and date work complete.	pleted.)
	N6461Z	TT: 1784.6 6-13-95	
٠		following equipment and major components were previously loved: King Model 950 HF System. System was removed 5-16-95 with a log book entry and Weight & Balance change. ARNAV Model R-40 Loran-C System. This system was removed without any reference in the aircraft records. Heavy duty main wheels (8.50-6) and Cessna nose gear piston (P/N: 0743600-201) and Airglass Engineering nose fork (P/N: PA 32-206L). These items were removed with a log book entry dated 12-30-88.	i e
	C. The	aircraft was weighed on 9-11-90.	*
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MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020

For FAA Use Only
Office Identification WP25/

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ie of Approval			Certificate or Designation No. AVUR289C		Sign	ature of Author	ized Indiv				
A Form 337 (12)						, i v cu		7			

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

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

TT: 1784.6

6-12-95

- A. The following equipment and Major components were installed:
 - TCAD Computer/Display Unit, P/N: 70-1000, S/N: 950223.
 - TCAD Mounting Tray Assembly, P/N: 70-1001.
 - Transponder Coupler, P/N: 70-1040, S/N: 950277.
 - Dual Antenna Module,
 P/N: 70-1050, S/N: 950511.
 - 5. L-band Antenna, (2). P/N: KA 90.
- B. The Computer/Display Unit with mounting tray was placed in the center radio stack in the instrument panel. One L-band. Antenna was installed on top of the aircraft fuselage and the other was installed to the forward fuselage belly. The transponder coupler and the dual antenna module were attached to the right fuselage skin on the co-pilot's side just aft of the instrument panel.
- C. The installation was done in accordance with the following data: :
 - Ryan TCAD Model ATS-8000 I.M. P/N: 32-2001, Rev 7. 11-92.
 - 2. FAA Advisory Circulars AC 43.13-1A, Chapter 11, and AC 43.13-2A, Chapters 1,2,3.
- D. An electrical load analysis was performed and found that the continuous load of the alternator does not exceed 80% of capacity.
- D. A complete operational test was performed according to Ryan TCAD model ATS-8000 Installation Manual, P/N: 32-2001, Rev 7 dated 11-92. The equipment performed satisfactorily and did not adversely affect existing components or systems in the aircraft as required by FAR 23.1301.
- E. The aircraft Equipment List and Weight and Balance Data were revised to reflect these changes and placed in the aircraft records. A Ryan TCAD Pilot's Handbook, P/N: 32-2002 Rev 4 dated 1-10-94, was placed in the aircraft.

-----END-----



1. Aircraft

Make

Serial No.

Cessna

U20606282

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

Form Approved OMB No. 2120-0020

For FAA Use Only
Office Identification

WP25 ZZ

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).

Model

TU206G

N6461Z

Nationality and Registration Mark

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

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

N6461Z

TT: 1784.6

7-10-95

- A. The following equipment and major components were installed:

 1. Rapco Inc. Oil Filler Extension Tube Kit, P/N: RA100-1.
- B. Extension Tube was installed in accordance with STC# SE941GL.
- C. The installation was done in accordance with the following data:

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

- 1. Rapco Inc. Instruction Form # 7-85-1 Rev B.
- 3. FAA Advisory Circulars, AC 43.13-1A Chapter 14.

Additional Sheets Are Attached

2
US Department of Transportation
Federal Aviation Administration

Form Approved OMB No. 2120-0020

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

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

N6461Z

Total Time: 1784.6

7-10-95

- A. Installed Bob Fields Aerocesseries inflatable door seal door seal and electric motor kit.
- B. Motor installed per Bob Fields drawings 3960 Rev A, dated 7-29-80, and report BFA 310. Installation is in accordance to STC SA4286WE (inflatable door seal).
- C. Installed the compressor under the left upholstery kick panel per instructions. The switch and motor indication light were added to the switch panel under the pilot's instrument panel.
- D. A complete operational test was performed and the system operated satisfactorily and did not adversely affect existing components or systems in the aircraft as required by FAR 23.1301. A electrical load analysis was done and found that the continuous load of the alternators does not exceed 80% of capacity.
- E. The aircraft's Weight & Balance Data was revised to reflect this change.

--END-

Additional Sheets Are Attached

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NOTICE

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

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accordance 1. Ryan No. I 2. FAA	llation was inspected and with the following data: 3M Model WX 9, WX 10 Storms , dated 6-81. Advisory Circulars AC 43. 3-2A Chapters 2 and 3.	found to be installed in scope Installation Manual
C. Weight & B	Salance data was revised.	
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Attachment to FAA Form 337

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NOTICE

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

- 8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, affach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)
- Removed: Apollo 604 from instrument panel co-pilot side: VOR indicator model 368A and directional Gyro P/N 4000-01 removed from instrument panel, pilots side.
- Installed Ryan 3M WX10A stormscope RT model 78-8047-0985-1 on avionics shelf, station 159. Installed model 78-8047-0984-1 WK10A in pilots; instrument panel station 15.0. Installed WX10A stormscope antenna model 78-8041-7950-1 on bottom AFT fuselage in accordance with AC43:13-2A. Chapter 3 and 11.
- 3. Installed RNAV R40 Loran P/N 453-0089-T3 in center instrument panel. installed RNAV R40 antenna fuselage top cabin roof.
- Installed King directional Gyro KG5102A on existing axionic shelf station 157.5. Installed King HSI KI525 in pilots instrument panel station 15.0. Installed flux valve model 071-1052-00 in left wing at wing station 170.0. Installed KA51 slaving accessory pilots lower instrument panel ... Installed KN 72 P/N 066-4009-00 VOR converter on avionics shelf, station 159.5. Installed KA 57 P/N 071-0017-00 auto pilot adapter in left sidewall station
- Electrical wiring accomplished in accordance with AC 43.13-1A, chapter 11, section 2,3 and 7; also AC 43.13-2A, chapter 13.
- 6. Equipment installed in accordance with manufactures installation manuals: Post installation check out revealed equipment met minimum specifications and did not inpact on existing systems.
- Electrical load does not exceed 80% of alternator output.
- Equipment list and weight and balance amended

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

- DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)
 - 1. REMOVED: 2 EA. CESSNA 300 NAV/COM-RT385A RADIOS AND 1 EA. VOR INDICATOR, CESSNA 300 ADF RT546E RADIO AND ANTENNA, CESSNA RT495A TRANSPONDER, CESSNA 400 R443B GLIDESLOPE RECEIVER, CESSNA R402A AUDIO AMPLIFIER AND MARKER BEACON RECEIVER, CESSNA DME 450C AND CESSNA 300A NAVOMATIC AUTOPILOT WITH ASSOCIATED SERVOS.
 - 2. INSTALLED IN THE CENTER AVIONICS RACK THE FOLLOWING EQUIPMENT: KMA-24 AUDIO AMPLIFIER/MARKER BEACON RECEIVER, 2 EA. KX-155 NAV/COM TRANSCEIVERS, KN-62 DME, KR-87 ADF, KT-79 TRANSPONDER.
 - INSTALLED IN PILOT'S INSTRUMENT PANEL KI-209 VOR INDICATOR, KI-227 ADF INDICATOR.
 - 3. INSTALLED S-TEC SYSTEM 60 TWO AXIS AUTOMATIC FLIGHT GUIDANCE SYSTEM, MODEL ST-037 WITH AUTOMATIC ELECTRIC TRIM SYSTEM, ACCORDING TO BULLETIN NO. 140, REVISION 4, DATED 4-28-88 AND MASTER DRAWING LIST NO. 92172, REVISION D DATED 4-29-88. S-TEC SYSTEM 60 INSTALLED IN ACCORDANCE WITH STC SA5140SW-D ISSUED 2-28-83 AND REISSUED 5-06-38.
 - 5. INSTALLED BEHIND THE COPILOT'S INSTRUMENT PANEL A KA-33 BLOWER FOR AVIONICS COOLING.
 - 6. INSTALLED IN THE CENTER CONSOLE 7 EA. CIRCUIT BREAKERS USED FOR CIRCUIT PROTECTION SPECIFIED BY THE MANUFACTURER IN THE ABOVE LISTED AVIONICS.
 - 7. ELECTRICAL WIRING ACCOMPLISHED IN ACCORDANCE WITH AC 43.13-2A, CHAPTER 11, SECTIONS 2,3 AND 7, ALSO AC 43.13-2A, CHAPTER 13.
 - 8. ALL EQUIPMENT INSTALLED IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS INSTALLATION MANUALS AND DRAWINGS. POST INSTALLATION CHECK REVEALED ALL OF THE EQUIPMENT AFT MINIMUM SPECIFICATIONS AND DID NOT ADVERSELY AFFECT EXISTING SYSTEMS.
 - 9. ELECTRICAL LOAD DOES NOT EXCEED 80% OF THE ALTERNATOR OUTPUT.
 - 10. THE TRANSPONDER WAS TESTED AND INSPECTED IN ACCORDANCE WITH FAR 91.413 (b),(c) BY POWELL AVIONICS, R/S 711-1.
 - 11. THE ALTIMETER AND AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM AND STATIC SYSTEM HAVE BEEN INSPECTED AND TESTED IN ACCORDANCE WITH FAR 91.411 (a)(2) & (a)(3) BY POWELL AVIONICS, R/S 711-1.
 - 12. THE EQUIPMENT LIST WAS UPDATED AND THE AIRCRAFT WAS WEIGHED THIS DATE AND A NEW WEIGHT AND BALANCE COMPUTED.

ADDITIONAL SHEETS ARE ATTACHED

\$115 GOVERNMENT PRINTING DEFICE: 1977-771-021-79

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

- DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)
- Removed: Apollo 504 from instrument panel co-pilot side: VOR indicator model 368A and directional Gyro P/N 4000-01 removed from instrument panel, pilots side.
- Installed Ryan 3M WX10A stormscope RT model 78-8047-0985-1 on avionics shelf, station 159. Installed model 78-8047-0984-1 WX10A in pilots instrument panel station 15.0. Installed WX10A stormscope antenna model 78-8041-7950-1 on bottom AFT fuselage in accordance with AC43.13-2A. Chapter 3 and 11.
- Installed RNAV R40 Loran P/N 453-0089-T3 in center instrument panel, installed RNAV R40 antenna fuselage top cabin roof.
- 4. Installed King directional Gyro RG5102A on existing avionic shelf station 157.5. Installed King HSI K1525 in pilots instrument panel station 15.0. Installed flux valve model 071-1052-00 in left wing at wing station 170.0. Installed KA51 slaving accessory pilots lower instrument panel. Installed KN 72 P/N 066-4009-00 VOR converter on avionics shelf, station 159.5. Installed KA 57 P/N 071-0017-00 auto pilot adapter in left sidewall station 22.7.
- Electrical wiring accomplished in accordance with AC 43.13-1A, chapter 11, section 2,3 and 7, also AC 43.13-2A, chapter 13.
- Equipment installed in accordance with manufactures installation manuals.
 Post installation check out revealed equipment met minimum specifications and did not inpact on existing systems.
- 7. Electrical load does not exceed 80% of alternator output.
- 8. Equipment list and weight and balance amended 5

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TUS. GOVERNMENT PRINTING OFFICE: 1977-771-021/244

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved Budget Bureau No. 04-R060.1 FOR FAA USE ONLY

INSTRUCT	TIONS: Print or typ	e all entries. See FA	R 43.9,	FAR 43 App	endix B, and	AC 43.9-1 (or	subsequent :	evision th	sereof)	
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D. I certify attachm and tha	that the repair an ents hereto have be t the information for	d/or alteration mad en made in accordan arnished herein is tro	e to the	unit(s) ider	nified in item	4 above and 63 of the U.S. mowledge.	described of Federal Avia	the rev	erse or lations	
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Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.) 1. Removed all wheel fairings

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Installed Cassna PIN 0743600-201 piston

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firk: PIN PA 32-2061 - SIN-229 ADDITIONAL SHEETS ARE ATTACHED € U.S. GPO-1581 - 775-332/47