

TXD1 -

3

* 3 2000Apr FP-5L 16

16

2

FP-5L

RXD1 +
RXD1 -

16

* 16 2000Apr ADC200 J2 11

4

(4 b1 12)

11

12

ADC 200 J2

TXD1 +
TXD1 -

15

* 15 2000Apr ADC200 J2 3

3

(3 b1 4)

3

4

9

SRL CMN

18

* 18 2000Apr PI5000CE 4

4

TXD2 -

5

(5 b1 16)

16

9

5000CE

SHLD CMN

13

+ RIGHT

10

10 2000Apr P1 w MD41 J2 40

40

+ LEFT

18

(18 b1 39)

39

+ FLAG

7

7 2000Apr P1 w MD41 J2 35

35

- FLAG

22

(22 b1 36)

36

+ TO

6

6 2000Apr P1 w MD41 J2 5

5

+ FR

22

(22 b1 4)

4

SAFEGUARD

21

18

BLACK (GND)

GROUND

13

13 2000Apr P1 BLACK (GND)

GROUND

14

14 2000Apr P1 BLACK (GND)

A/C POWER

1

1 2000Apr P1 RED J106 9

A/C POWER

2

2 2000Apr P1 RED J106 9

MSG

23

23 2000Apr P1 MD41 J1 10

10

HLD

12

12 2000Apr P1 MD41 J1 16

16

APR

11

11 2000Apr P1 MD41 J1 8

8

WPT

24

24 2000Apr P1 MD41 J1 11

11

COMMON

6

6 2000Apr P3 COMMON (BLACK)

A1

1

1 2000Apr P3 JB101 2

2

A2

14

14 2000Apr P3 JB101 21

21

A4

2

2 2000Apr P3 JB101 24

24

B1

15

15 2000Apr P3 JB101 28

28

B2

3

3 2000Apr P3 JB101 31

31

B4

16

16 2000Apr P3 JB101 13

13

C1

4

4 2000Apr P3 JB102 2

C2

17

17 2000Apr P3 JB102 6

C4

5

5 2000Apr P3 J102 9

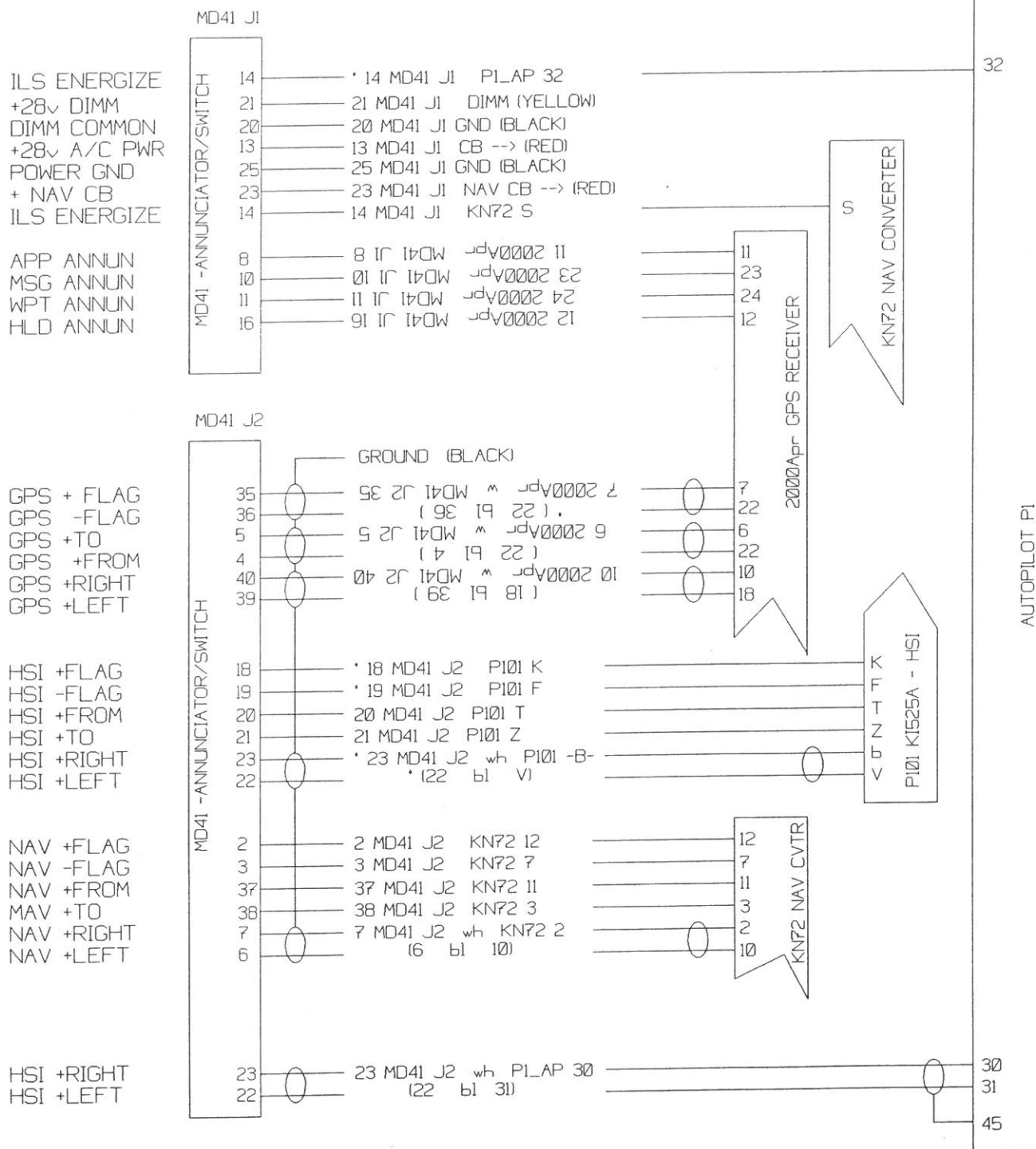
D4

13

13 2000Apr P3 JB102 13

LOCATION:
SECOND IN STACK

2000 APPROACH			
DATE:	2000 Apr		
BY:	CESNA TU206G N6461Z	VOL:	28 v DC
DRAWING:	Cecil Bedford		
DATA NAME:	2000AP_G		
#	2	SCALE:	NONE
OF	4	DATE:	03/10/98
DESIGNED BY:		TIM SCHULZE	



NOTE:

YELLOW FOR DIMM
BLACK FOR GROUND

LOCATION:

PILOT PANEL, BELOW HSI

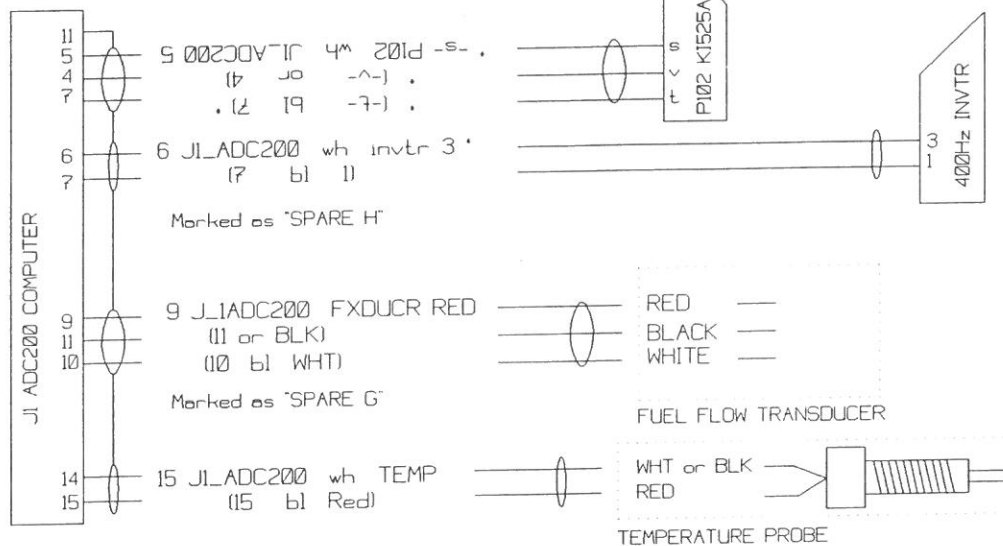
MD41 ANNUNCIATOR/SWITCH			
APPROVED FOR:	MD41 J1 and MD41 J2		
RECEIVED:	CESSNA TU206G N6461Z	VOLUME:	28 v DC
drawing	BY: Cecil Bedford	DATE:	MD41_C
#	3	SCALE:	NONE
OF	4	DATE:	03/11/98
DESIGNED BY:	TM SCHULZE		

SHIELD COMMON
HEADING X
HEADING Y
HEADING Z

HEADING H (26v ac)
HEADING C (26v ac)

FF POWER
FF GROUND
FF SIGNAL

OAT SIGNAL
OAT + (+5v)



+28v DC IN

RX+ (422)

RX- (422)

RX (232)

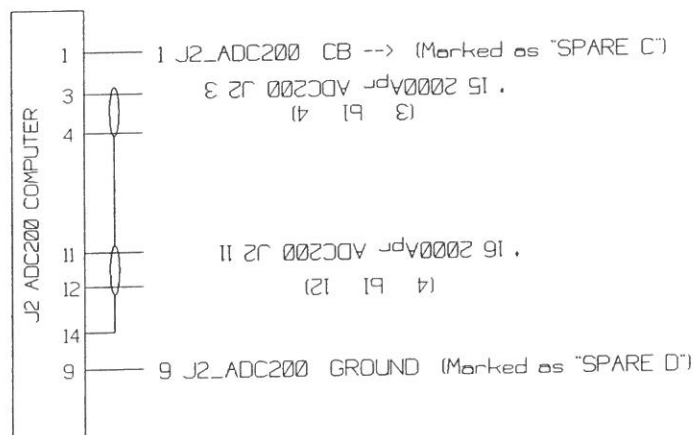
TX (232)

TX+ (422)

TX- (422)

SIGNAL GND

GROUND



NOTES:

ALL WIRE 22 AWG UNLESS NOTED
RED FOR POWER
BLACK FOR GROUND
INSTALLATION PER DWG P/N 962820-1

LOCATION:

LEFT SIDE BEHIND REAR BAGGAGE COMPARTMENT.

ADC200 AIR DATA COMPUTER			
COMPONENT	J1_ADC200 / J2_ADC200		
ASSEMBLY	CESSNA U206G N6461Z	VOLTA	28 v DC
drawing	CECL BEDFORD		
#	4		
of 4	4		
NAME	NONE		
DATE	04/6/98		
DESIGNED BY	TIM SCHULZE		

Reg: N6461Z

S/N: U206-06282

Date: 8-22-95

United States of America

Department of Transportation - Federal Aviation Administration

Supplemental Type Certificate

Number SA09005SC

This Certificate issued to Trimble Navigation Inc.
2105 Donely Drive
Austin, TX 78750

Notifies 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 3 of the Civil Air Regulations.

Original Product - Type Certificate Number: 3213

Make: Beech

Model: H35, P35, S35, V35, V35A, V35B

Description of Type Design Change: Installation of Trimble 2000 Approach Navigators for precision approach approval in accordance with Trimble Navigation Drawing List 176050-0001, Rev. B, dated February 7, 1995, or later FAA approved revision.

Limitations and Conditions: FAA approved Flight Manual Supplement dated March 7, 1995, later FAA approved revision required. Compatibility of this design change with previously approved modifications must be determined by the installer.

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

Date of application: December 19, 1994

Date issued:

Date of issuance: March 07, 1995

Date amended:



By direction of the Administrator

Gary S. Klock

(Signature)

Wm. J. Merrill

Manager, Special Certification Office
Southwest Region

(Title)

alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 1 year.



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 TU206G
	Serial No. U206-06282	Nationality and Registration Mark USA N6461Z
2. Owner	Name (As shown on registration certificate) Columbia Aviation, INC	Address (As shown on registration certificate) 5401 Kingston Pike, Suite 190 Knoxville TN 37919

3. For FAA Use Only

"The data identified herein complies with 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."

6-24-98
DATE

GEORGE T. ERDEL
ASI/AW ESDO-03
SIGNATURE OF FAA INSPECTOR

4. Unit Identification

5. Type

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

6. Conformity Statement

A. Agency's Name and Address MOODY AVIATION P.O. BOX 429 ELIZABETHTON, TN 37643	B. Kind of Agency ☐ U.S. Certified Mechanic ☐ Foreign Certified Mechanic ☒ Certified Repair Station ☐ Manufacturer	C. Certificate No. DVPR374D LIMITED AIRFRAME LIMITED RADIO LIMITED INST - PANEL FABRICATION
--	---	--

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 8-24-98	Signature of Authorized Individual Cecil Bedford
-----------------	---

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

FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
FAA Designee	X Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 8-24-98	Certificate or Designation No. DVPR374D	Signature of Authorized Individual Cecil Bedford	

Reg: N6461Z

S/N: U206-06282

Date: 8-24-98
CB

- 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.
 - i. 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
 - i. 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.
 - i. 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

S/N: U206-06282

Date: 8-24-98

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

- ii. Reference Installation instructions II 1105962 11/5/96
Rev. A: 10/22/97

- 4. Installed the following Sigma Tek TSO'ed analog gages to replace original gages. 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.
 - a. Left and right fuel quantity indicators. Both gages meet TSO-C55, Type 1
 - i. Left gage P/N 169CL-62-TD2300, calibrated against existing fuel tank sending unit.
 - ii. Right gage P/N 169CL-61-TD2300, calibrated against existing fuel tank sending unit.
 - b. Prop Ice ammeter.
 - i. Ammeter P/N 169CL-7-TD2300, calibrated to work with existing aircraft shunt.
 - c. Vacuum gage. Gage meets TSO-C47, Type II
 - i. 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.
- 5. Remounted Insite "Graphic Engine Monitor" model 610 in right panel.
- 6. Installed annunciators to monitor gage "abnormal condition indications"
 - a. Light Annunciator Panel
 - i. Fabricated annunciator panel to "repeat" critical engine gage parameters indicated as "optional" on the STC paperwork. Additional annunciators added to monitor specific functions.
 - ii. Eaton series 582 Lighting assemblies used in fabrication of panel. Test switch and circuitry included to test all light annunciator bulbs. - No system checks are performed with the lamp test function.
 - iii. Annunciator dimming is performed as a function of turning on the Aircraft position lights. There is no pilot input necessary for dimming.
 - b. Audio annunciation
 - i. Voice Annunciator (AV-17) installed and interfaced as per Electronics International installation instructions # II 048971 4/28/97. Audio output is interfaced with the KMA24 audio panel.
 - ii. Control box for the AV-17 is mounted behind the right hand panel 3" aft of the firewall and attached to the stringer using standard AN hardware.
 - iii. The control switch for the system is mounted on the left side of the pilot's instrument panel.

Page 4

Reg: N6461Z

S/N: U206-06282

Date: 8-24-98

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.
- c. 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:

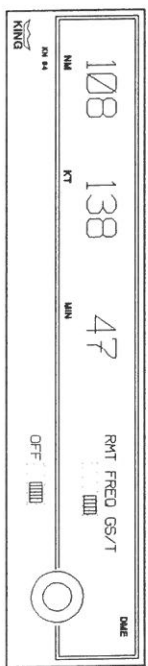
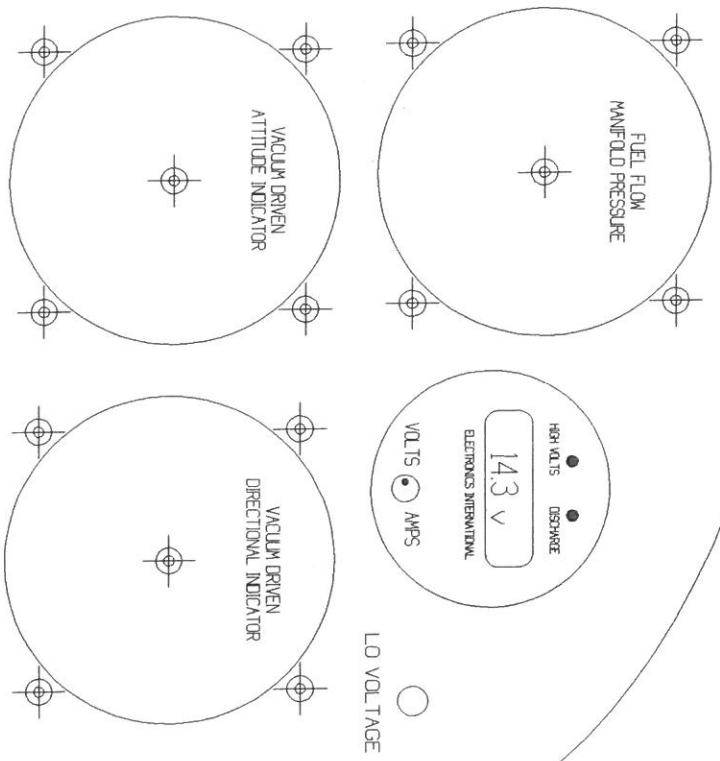
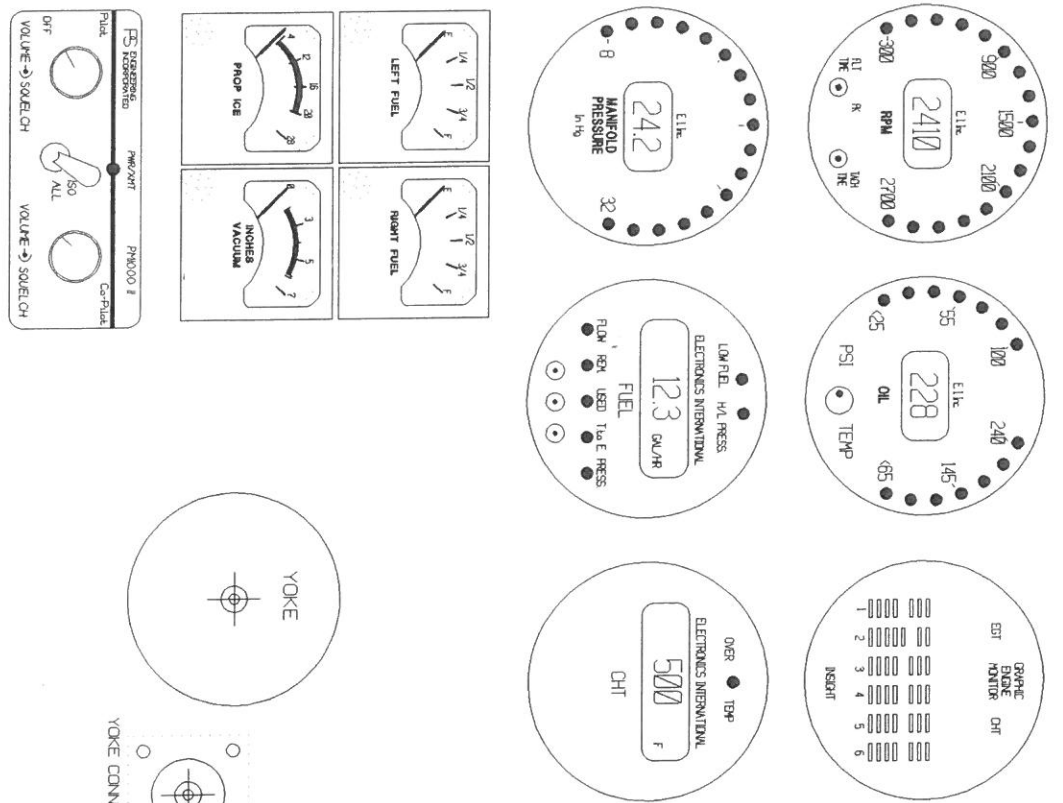
**Do not rely on fuel flow instrument to
determine fuel levels in tanks**

**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 Aviation RS# DVPR374D work order number 84033

----- END -----

8-24-98



PANELS - RIGHT

COMPONENT: **CECIL BEDFORD**

DATE: **06/19/98**

DESIGNED BY: **JON CHRISTIAN**

checked by: **JON CHRISTIAN**

drawing # **3**

of **2**

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

Number SA5924NM

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 airworthiness requirements of Part * of the * Regulations.

Original Product — Type Certificate Number: * See attached FAA Approved Model List (AML)
Make: * No. SA5924NM for list of approved airplane
Model: * 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 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 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: November 10, 1992

Date issued:

Date of issuance: February 17, 1993

Date amended:



By direction of the Administrator
[Signature]
(Signature)

Acting Manager, Special Certification 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.

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

Number SA5926NM

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 airworthiness requirements of Part * of the **
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.

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 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 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: November 10, 1992

Date issued:

Date of issuance: February 17, 1993

Date amended:



By direction of the Administrator

[Signature]
(Signature)
Acting Manager, Special Certification 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.

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

Number SA5925NM

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 airworthiness requirements of Part * of the * Regulations.*

Original Product — Type Certificate Number: * See attached FAA Approved Model List (AML)
Make: * 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
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. SA5925NM, dated February 17, 1993, or later FAA approved revision, 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: November 10, 1992

Date issued:

Date of issuance: February 17, 1993

Date amended:



By direction of the Administrator
[Signature]

(Signature)
Acting Manager, Special Certification 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.

Department of Transportation — Federal Aviation Administration
Supplemental Type Certificate

Number SA00068SE

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 airworthiness requirements of Part * of the * 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 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: November 1, 1993

Date issued:

Date of issuance: March 31, 1994

Date amended:

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.

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

Number SA3862NH

This certificate, issued to: Electronics International, Inc.

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 21 of the Federal Aviation Regulations.

Original Product—Type Certificate Number: *

Make: *

Model: *

*See Attached Master Eligibility List (HEL) No. SA3862NH, for list of approved airplane models and applicable airworthiness regulations.

Description of Type Design Change:

Installation of Electronics International, Inc. Primary TIT/EGT/CHT Instruments, remote switches and associated accessories in accordance with Electronics International, Inc. Installation Instructions No. II 110361 (Rev. A) and II 111361 respectively, or later FAA approved revisions. These instruments are applicable to internal combustion engines only.

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

Limitations and Conditions: 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 airworthiness 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 certificate and the supporting data which is the basis for approval shall remain in effect until:

retracted, suspended, annulled, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: December 16, 1986

Date issued:

Date of issuance: July 24, 1987



By direction of the Administrator

D. R. Rigney
(Signature)

Assistant 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.

FAA Form 8110-2 (10-85)

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

Number SA3862NH

DESCRIPTION OF TYPE DESIGN CHANGE: (Continued)

A. INSTRUMENTS

- | | | |
|-----------|---------------------------|-----------|
| (1) C-1P | (), CHT W/Light | TD 111063 |
| (2) T-1P | (), TIT W/Light | TD 111063 |
| (3) E-1P | (), EGT W/Light | TD 111063 |
| (4) CC-1P | (), Dual CHT W/Light | TD 111062 |
| (5) TT-1P | (), Dual TIT W/Light | TD 111062 |
| (6) EE-1P | (), Dual EGT W/Light | TD 111062 |
| (7) EC-1P | (), Dual EGT W/Light | TD 111062 |
| (8) TC-1P | (), Dual TIT/CHT W/Light | TD 111062 |

TECHNICAL DATA REPORT

B. REMOTE SWITCH

- | | |
|--------------------------------|-----------|
| (1) RS-5-1P, 5 Channel 1 Deck | TD 121061 |
| (2) RS-5-2P, 5 Channel 2 Decks | TD 121061 |
| (3) RS-7-1P, 7 Channel 1 Deck | TD 121061 |
| (4) RS-7-2P, 7 Channel 2 Decks | TD 121061 |
| (5) RS-2-2, 2 Channel 2 Decks | TD 121061 |

TECHNICAL DATA REPORT

- END -

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 (10-85)

PAGE 3 OF 3 PAGES

United States of America
Department of Transportation — Federal Aviation 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 airworthiness requirements of Part * of the Civil Air Regulations.*

Original Product — Type Certificate Number: *

Make: *

Model: *

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

Description of Type Design Change Installation of Electronics International Digital Volt/Amp Gauges 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 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: July 8, 1983

Date issued:

Date of issuance: February 16, 1985

Date amended: January 26, 1988



By direction of the Administrator

D. L. Ruggen
(Signature)

Assistant 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.



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 TU206G
	Serial No. U206-06282	Nationality and Registration Mark USA N6461Z
2. Owner	Name (As shown on registration certificate) Columbia Aviation, INC	Address (As shown on registration certificate) 5401 Kingston Pike, Suite 190 Knoxville TN 37919

3. For FAA Use Only

4. Unit Identification

5. Type

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
MOODY AVIATION P.O. BOX 429 ELIZABETHTON, TN 37643	☐ U.S. Certificated Mechanic	DVPR374D LIMITED AIRFRAME LIMITED RADIO LIMITED INST - PANEL FABRICATION
	☐ 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 8-24-98	Signature of Authorized Individual Cecil Bedford
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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

FAA Flt. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
FAA Designee	X Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 8-24-98	Certificate or Designation No. DVPR374D	Signature of Authorized Individual Cecil Bedford	

STAMP
IS
NECESSARY
FOR
RECORD

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

Number SA4337NM

This certificate issued to R.M.D. Aircraft Lighting, Inc.

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 Approved Model List (AML)
Make: * No. SA4337NM for list of approved
Model: * airplane models and applicable
airworthiness regulations.

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

NOTE: This is eligible to replace Cessna wing tips P.N 0723210-5/-6 only.

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.

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: April 1, 1988

Date received:

Date of issuance: July 20, 1988

Date amended: January 04, 1990

By direction of the Administrator



Stewart K. Miller
(Signature)

Assistant 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.

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

Number SA4005NM

This certificate, issued to Precise Flight, Inc.

*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 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.

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 and AML No. SA4005NM, 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: July 21, 1984

Date issued:

Date of issuance: August 19, 1988

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

June 24, 1993
By direction of the Administrator



(Signature)
Manager, Special Certification 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.



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 TU206G
	Serial No. U206-06282	Nationality and Registration Mark USA N6461Z
2. Owner	Name (As shown on registration certificate) Columbia Aviation, INC	Address (As shown on registration certificate) 5401 Kingston Pike, Suite 190 Knoxville TN 37919

3. For FAA Use Only

"The data identified herein complies with 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."

2-9-98
DATE

SIGNATURE OF FAA INSPECTOR

4. Unit Identification

5. Type

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
MOODY AVIATION P.O. BOX 429 ELIZABETHTON, TN 37643	☐ U.S. Certificated Mechanic	DVPR374D LIMITED AIRFRAME LIMITED RADIO LIMITED INST - PANEL FABRICATION
	☐ 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 8-14-98	Signature of Authorized Individual Cecil Bedford
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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

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 8-14-98	Certificate or Designation No. DVPR374D	Signature of Authorized Individual Cecil Bedford	

Page 2

A/C: N6461Z

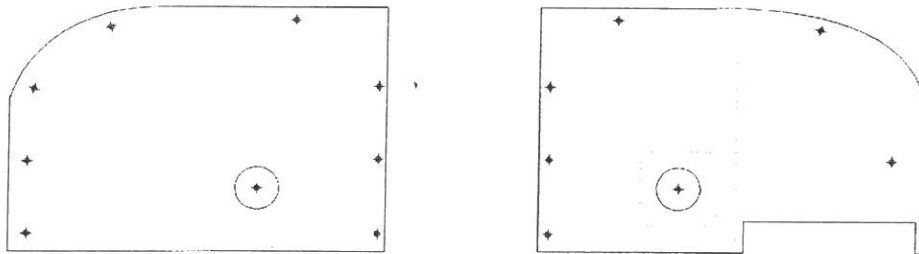
S/N: U20606282

8-14-98

- 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
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 TU206G
	Serial No. U20606282	Nationality and Registration Mark N6461Z
2. Owner	Name (As shown on registration certificate) Colombia Aviation Inc.	Address (As shown on registration certificate) 5401 Kingston Pike STE 190 Knoxville, TN 37919

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 Paul E Huling 1816 N. Duke St. Redlands, CA 92374	B. Kind of Agency ☒ U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic ☐ Certified Repair Station ☐ Manufacturer	C. Certificate No. A&P 2123723
--	--	--

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 January 28, 1998	Signature of Authorized Individual <i>Paul E. Huling</i>
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7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection January 28, 1998		Certificate or Designation No. 332388550	Signature of Authorized Individual <i>Steve Hob</i>		



US Department
of Transportation
**Federal Aviation
Administration**

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

Form Approved
OMB No. 2120-0020

For FAA Use Only
Office Identification

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

1. Aircraft	Make Cessna	Model TU206G
	Serial No. U20606282	Nationality and Registration Mark N64612
2. Owner	Name (As shown on registration certificate) Columbia Aviation Inc.	Address (As shown on registration certificate) 5401 Kingston Pike STE 190 Knoxville, TN 37919

3. For FAA Use Only

4. Unit Identification

5. Type

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

6. Conformity Statement

A. Agency's Name and Address Dwight Fegley 1235 Via Antibes Redlands, CA 92374	B. Kind of Agency	C. Certificate No. 296560463
	☒ 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 Oct. 24, 1997	Signature of Authorized Individual Dwight Fegley
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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	
Date of Approval or Rejection October 24, 1997		Certificate or Designation No. 332388550	Signature of Authorized Individual Steve Holz

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

Number SA4614NM

This certificate issued to: Aero Twin, Inc.

certifies that the change in the type design for the following product with the limitations as used in this certificate, as specified herein meets the airworthiness requirements of Part 3* of the Civil Air Regulations. *(See Type Certificate Data Sheet for complete Certification Basis)

Original Product - Type Certificate Number: A4CE

Make: Cessna

Model: 206, P206, P206A, P206B, P206C, P206D, P206E, P206F.
(See Continuation Sheet Page 3 of 3)

Description of Type Design Change:

Installation of Aero Twin, Inc. Main Gear Deflector Kit No. 606-100 when manufactured in accordance with Aero Twin Drawing List No. AT1600 dated May 22, 1989, or later FAA approved revision, and installed in accordance with Aero Twin Installation Instructions dated May 22, 1989, or later FAA approved revision.

Limitations and Conditions: The approval of this change in type design applies to the basic Cessna Model 206 series airplanes noted above. This approval should not be extended to other airplanes of these models on which other previously approved modifications are incorporated unless it is determined by the installer that the interrelationships between this change and any of those previously approved modifications will introduce no adverse effect upon the airworthiness of that aircraft.

This certificate and the supporting data which is the basis for approval shall remain in effect until such time as the certificate is superseded, modified, or a termination date is otherwise established by the Administration of the Federal Aviation Administration.

Date of application: October 25, 1988

Date of issuance: June 30, 1989

Date received

Date forwarded



By direction of the Administration
Alan C. Strickland
Alan C. Strickland, Supervisor
Anchorage Aircraft Certification Field Office
Northwest Mountain Region

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 1 year, or both.
FAA Form 3360-001

Page 1 of 3

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

Number SA4614NM

Original Product - Model: (Continued)

U206, U206A, U206B, U206C, U206D, U206E, U206F,
U206G, TP206A, TP206B, TP206C, TP206D, TP206E,
TU206A, TU206B, TU206C, TU206D, TU206E, TU206F,
TU206G.

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 1 year, or both.
FAA Form 3360-001
PAGE 3 OF 3 PAGES



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

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

1. Aircraft	Make Cessna	Model TU206G
	Serial No. U20606282	Nationality and Registration Mark N6461Z USA
2. Owner	Name (As shown on registration certificate) Columbia Aviation, Inc.	Address (As shown on registration certificate) 5401 Kingston Pike, Suite 190 Knoxville, TN 37919

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 Moody Aviation P. O. Box 429 Elizabethton, TN 37643	B. Kind of Agency ☐ U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic ☒ Certificated Repair Station ☐ Manufacturer	C. Certificate No. Limited Airframe DVPR374D
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D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date May 22, 1997	Signature of Authorized Individual Michael C. Dunkley <i>Michael C. Dunkley</i>
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7. Approval for Return To Service

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

BY	FAA Flt. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	Signature ☒	Repair Station	Person Approved by Transport Canada Airworthiness Group	
	Rejection	Certificate or Designation No. DVPR374D	Signature of Authorized Individual Michael C. Dunkley <i>Michael C. Dunkley</i>	

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

Number SE5009NM

This certificate, issued to Knisley Welding, Inc.

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 13 of the Civil Air Regulations. dated June 15, 1956, as amended 13-1 through 13-6.

Original Product — Type Certificate Number: E8CE-19

Make: Continental

Model: TSI0-520-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 surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.*

Date of application: September 10, 1989

Date received:

Date of issuance: October 12, 1990

Date amended:



By direction of the Administrator

Robert J. Allen
(Signature)

Manager, Propulsion Branch

(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

Number SA5010NM

This certificate, issued to Knisley Welding, Inc.

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. 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 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. 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 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: September 10, 1989

Date issued:

Date of issuance: October 12, 1990

Date amended:



By direction of the Administrator
[Signature]
(Signature)
Acting Manager, 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.

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 07 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

REVISION		
LTR	DESCRIPTION	APPROVED
A	DELETED T207A.	9/10/91 BCK
B	INCORPORATED T207/T207A.	3/6/92 ACK

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

APPROVED

M-2-1 INSTALLATION INST.			
SCALE: NONE	APPROVED BY:	DRAWN BY: GRR	
DATE: 3/27/90	<i>Bill Knisley</i>	REVISED: AVSpec	
KNISLEY WELDING INC.			
SHEET 1 OF 1 REV. B		DRAWING NUMBER M-2-1	

FAA APPROVED MODEL LIST (AML) NO. SA5012NM

KNISLEY WELDING, INC.

FOR
INSTALLATION OF A MODIFIED EXHAUST SYSTEM

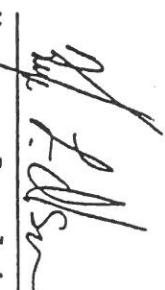
Issue Date: 1/6/94

ITEM	AIRCRAFT MAKE	AIRCRAFT MODEL	ORIGINAL TYPE CERTIFICATE NUMBER	CERTIFICATION BASIS FOR ALTERATION	INSTALLATION INSTRUCTIONS		AFM SUPPLEMENT NUMBER / DATE	AML AMENDMENT DATE
					NUMBER	REVISION & DATE		
1	Cessna	T210F, G, H J, K, L, M, & N	3A21	* CAR 3	MMDL #1	B 7/16/90	N/A	—
2	Cessna	T207/T207A	A16CE	** FAR 23	MMDL #1	G 5/19/93	N/A	—

* See Type Certificate Data Sheet No. 3A21 for complete Certification Basis.

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

FAA Approved:


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	B, 3/6/92	Installation Instructions	TU/TP206, T210, T207, T207A	

FAA APPROVED

JAN 12 1994

LOS ANGELES
AIRCRAFT CERTIFICATION OFFICE
INITIALS: EB, -143L

United States of America
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

*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. See Continuation Sheet

Original Product — Type 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

Date received:

Date of issuance: June 29, 1995

Date amended:



By direction of the Administrator
W. H. Taylor
(Signature)

for Paul C. Sconyers
Associate Manager, Atlanta
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.

United States of America
Department of Transportation—Federal 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.

Date of Issuance: June 29, 1995

---END---

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

RECEIVED



US Department
of Transportation
Federal Aviation
Administration

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

APR 22 1996

FAA
SO-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).

1. Aircraft	Make Cessna	Model TU206G
	Serial No. U20606282	Nationality and Registration Mark USA N6461Z
2. Owner	Name (As shown on registration certificate) Columbia Aviation Inc.	Address (As shown on registration certificate) 5401 Kingston Pike Ste 190 Knoxville, TN 37919

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 KnoxAir, Inc. 2221 Airport Highway Alcoa, TN 37701	B. Kind of Agency ☐ U.S. Certified Mechanic ☐ Foreign Certified Mechanic ☒ Certified Repair Station ☐ Manufacturer	C. Certificate No. Radio Class 1,2,3 RE4R489M
--	---	--

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 4/17/96	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 Fit. Standards Inspector	Manufacturer	Inspection Authorization
	FAA Designee	☒ Repair Station	Person Approved by Transport Canada Airworthiness Group
Date of Approval or Rejection 4/17/96		Certificate or Designation No. RE4R489M	Signature of Authorized Individual

NOTICE

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

8. Description of Work Accomplished

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

Installed: 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.

-----END-----

☐ Additional Sheets Are Attached

RECEIVED

APR 22 1996



U.S. Department
of Transportation
Federal Aviation
Administration

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

FAA
b-FSDO-03

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

SG-FSDO-83

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) Columbia Aviation	Address (As shown on registration certificate) 5401 Kingston Pike Suite 190 Knoxville, TN 37919

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address David B. Cates	B. Kind of Agency ☒ U.S. Certified Mechanic ☐ Foreign Certified Mechanic ☐ Certified Repair Station ☐ Manufacturer	C. Certificate No. A & P 230902666
--	---	--

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 4-11-96	Signature of Authorized Individual <i>David Cates</i>
---------------------	--

7. Approval for Return To Service

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

BY	FAA Fil. Standards Inspector	Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 04-11-96		Certificate or Designation No. 410567468		Signature of Authorized Individual <i>Lynn B. Galt</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.)

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

☐ Additional Sheets Are Attached

RECEIVED



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

NOV 13 1995

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).

1. Aircraft	Make	Cessna	Model	TU206G
	Serial No.	U20606282	Nationality and Registration Mark	N6461Z USA
2. Owner	Name (As shown on registration certificate)		Address (As shown on registration certificate)	
	Columbia Aviation Inc		5401 Kingston Pike Ste 190 Knoxville, TN 37919	

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					X
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
	☒ U.S. Certificated Mechanic	
	☐ Foreign Certificated Mechanic	
	☐ Certified Repair Station	
Jeffery M. DeMarcus KnoxAir, Inc 2221 Airport Hwy, Alcoa, TN 37701		A&P 264299045

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
10/27/95	 Jeffery M. DeMarcus

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		Certificate or Designation No.	Signature of Authorized Individual	
10-30-95		410567468		

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:

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 43.13-1A, 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.

-----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
WP-25 XE

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) Columbia Aviation, Inc.	Address (As shown on registration certificate) 5401 Kingston Pike Ste. 190 Knoxville, Tn. 37919

3. For FAA Use Only

The date of alteration herein complied with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR 43.7.

JUN 28 1995

Date _____ Signature _____ SAC JSUO

Donald R. Green
Principal Airworthiness Inspector

4. Unit Identification

5. Type

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Patterson Aviation Services 6133 Freeport Blvd. Sacramento, Ca. 95822	☐ U.S. Certificated Mechanic	AVUR289C Radio Class 1, 2, 3.
	☐ Foreign Certificated Mechanic	
	☒ Certificated 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 6-28-95	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	Inspection Authorization	Other (Specify)
	FAA Designee	☒ Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 6-28-95		Certificate or Designation No. AVUR289C	Signature of Authorized Individual 	

NOTICE

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.

B. 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 equipment and major components were removed:
1. Garmin Model GPS 100 GPS with mounting tray.
 2. 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-----

☐ 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

WP2522

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) Columbia Aviation, Inc.	Address (As shown on registration certificate) 5401 st Kingston Pike Ste. 190 Knoxville, Tn. 37919

3. For FAA Use Only

The date/alteration herein complied with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR 43.7.

Donald R. Green
Principal Airworthiness Inspector

JUN 28 1995

Date

Signature

SAC FSDO

4. Unit Identification

5. Type

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Patterson Aviation Services 6133 Freeport Blvd. Sacramento, Ca. 95822	☐ U.S. Certificated Mechanic	AVUR289C Radio Class 1,2,3.
	☐ Foreign Certificated Mechanic	
	☒ Certificated 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 6-28-95	Signature of Authorized Individual <i>FAA Wiley</i>
-----------------	--

7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	☒ Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 6-28-95		Certificate or Designation No. AVUR289C	Signature of Authorized Individual <i>FAA Wiley</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

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 Monitor 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.

-----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

WP 2571

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) Columbia Aviation, Inc.	Address (As shown on registration certificate) 5401 Kingston Pike Ste. 190 Knoxville, Tn. 37919

3. For FAA Use Only

4. Unit Identification

5. Type

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

6. Conformity Statement

A. Agency's Name and Address Patterson Aviation Services 6133 Freeport Blvd. Sacramento, Ca. 95822	B. Kind of Agency ☐ U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic ☒ Certificated Repair Station ☐ Manufacturer	C. Certificate No. AVUR289C Airframe Class 1,3.
---	--	--

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 6-23-95	Signature of Authorized Individual <i>J. H. Bailey</i>
-----------------	---

7. Approval for Return To Service

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

BY	FAA Flt. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	X Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 6-23-95		Certificate or Designation No. AVUR289C	Signature of Authorized Individual <i>J. H. Bailey</i>	

NOTICE

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.

-----END-----

UNET SN# 9506452

☐ 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

WP2521

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) Columbia Aviation, Inc.	Address (As shown on registration certificate) 5401 Kingston Pike Ste.190 Knoxville, Tn. 37919

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Patterson Aviation Services 6133 Freeport Blvd. Sacramento, Ca. 95822	☐ U.S. Certificated Mechanic	AVUR289C Airframe Class 1,3.
	☐ Foreign Certificated Mechanic	
	☒ Certificated 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 6-13-95	Signature of Authorized Individual <i>J. M. Paisley</i>
-----------------	--

7. Approval for Return To Service

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

BY	FAA Flt. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	☒ Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 6-13-95		Certificate or Designation No. AVUR289C	Signature of Authorized Individual <i>J. M. Paisley</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

TT: 1784.6

6-13-95

A. The following equipment and major components were previously removed:

1. King Model 950 HF System.
System was removed 5-16-95 with a log book entry and Weight & Balance change.
2. ARNAV Model R-40 Loran-C System.
This system was removed without any reference in the aircraft records.
3. 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.

C. The aircraft was weighed on 9-11-90.

-----END-----

☐ Additional Sheets Are Attached

157A



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

WP25

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) Columbia Aviation, Inc.	Address (As shown on registration certificate) 5401 Kingston Pike Ste.190 Knoxville, Tn. 37919

3. For FAA Use Only

The data/alteration identified herein complies with the applicable airworthiness requirements and is approved only for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43, section 43.7

13 JUN 1995

Signature of FAA Inspector

JAMES P. NELSON
SAC. FSDO

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

6. Conformity Statement

A. Agency's Name and Address Patterson Aviation Services 6133 Freeport Blvd. Sacramento, Ca. 95822	B. Kind of Agency	C. Certificate No.
	U.S. Certificated Mechanic	AVUR289C Radio Class 1,2,3.
	Foreign Certificated Mechanic	
	☒ Certificated 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 6-13-95	Signature of Authorized Individual Dilbert R. Hays
-----------------	---

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 6-13-95		Certificate or Designation No. AVUR289C	Signature of Authorized Individual P. P. Paisley	

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

TT: 1784.6

6-12-95

- A. The following equipment and Major components were installed:
1. TCAD Computer/Display Unit, P/N: 70-1000, S/N: 950223.
 2. TCAD Mounting Tray Assembly, P/N: 70-1001.
 3. Transponder Coupler, P/N: 70-1040, S/N: 950277.
 4. 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:
1. 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-----

FAA

 MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)		Form Approved OMB No. 2120-0020		
		For FAA Use Only		
		Office Identification <i>WP2522</i>		
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) Columbia Aviation, Inc.	Address (As shown on registration certificate) 5401' Kingston Pike Ste. 190 Knoxville, Tn. 37919		
	3. For FAA Use Only			
4. Unit Identification				
Unit	Make	Model	Serial No.	5. Type
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~			
POWERPLANT	TCM	TSIO-520-M7B	283199-R	XX
PROPELLER				
APPLIANCE	Type			
	Manufacturer			
6. Conformity Statement				
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.
Patterson Aviation Services 6133 Freeport Blvd. Sacramento, Ca. 95822		☐ U.S. Certified Mechanic		AVUR289C Powerplant Class 1.
		☐ Foreign Certified 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 7-10-95		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 Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	☒ Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 7-10-95		Certificate or Designation No. AVUR289C		Signature of Authorized Individual

NOTICE

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

8. Description of Work Accomplished

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

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

-----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

WP 25 ZF

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) Columbia Aviation, Inc.	Address (As shown on registration certificate) 5401 st Kingston Pike Ste. 190 Knoxville, Tn. 37919

3. For FAA Use Only

4. Unit Identification

5. Type

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Patterson Aviation Services 6133 Freeport Blvd. Sacramento, Ca. 95822	☐ U.S. Certificated Mechanic	AVUR289C Airframe: Class 1,3.
	☐ Foreign Certificated Mechanic	
	☒ Certificated 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 7-10-95	Signature of Authorized Individual <i>J. H. Paisley</i>
-----------------	--

7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	☒ Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 7-10-95		Certificate or Designation No. AVUR289C	Signature of Authorized Individual <i>J. H. Paisley</i>	

NOTICE

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

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

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 WP-25	
INSTRUCTIONS: Print or type all entries. See FAR 43.8, 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 991, 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) Columbia Aviation, Inc.		Address (As shown on registration certificate) 5401 Kingston Pike Ste. 190 Knoxville, TN 37919		
3. For FAA Use Only					
The data/alteration herein complied with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR 43.7					
4. Unit Identification					
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				XX
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
5. Type					
6. Conformity Statement					
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
Patterson Aviation Services 6133 Freeport Blvd. Sacramento, Ca. 95822		☐ U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic ☒ Certificated Repair Station ☐ Manufacturer		AVUR289C Airframe Class 1,3.	
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 6-14-95		Signature of Authorized Individual <i>J. H. Paisley</i>			
7. Approval for Return To Service					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED					
BY	FAA Ftn. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)	
	FAA Designee	☒ Repair Station	Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection 6-14-95		Certificate or Designation No. AVUR289C	Signature of Authorized Individual <i>J. H. Paisley</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

TT: 1784.6

6-13-95

A. Attached is a FAA Form 337 previously completed without "Approved" data.

1. Installation of a Ryan 3M Model WX10A Stormscope System. Reference FAA Form 337 dated 10-13-89, copy attached.

B The installation was inspected and found to be installed in accordance with the following data:

1. Ryan 3M Model WX 9, WX 10 Stormscope Installation Manual No. 1, dated 6-81.
2. FAA Advisory Circulars AC 43.13-1A Chapter II and AC 43.13-2A Chapter 2 and 3.

C. Weight & Balance data was revised.

END

☒ Additional Sheets Are Attached

Attachment to FAA Form 337

N6461Z

6-13-95

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060-1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				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.					
1. AIRCRAFT	MAKE	CESSNA	MODEL	TU206G	
	SERIAL NO.	112060282	NATIONALITY AND REGISTRATION MARK	N6461Z	
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	Claggett and Company		109 Spanish Village Suite 561, Dallas TX 75248		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
Aero Contractors Ltd. P.O. Box 1139 Smithfield, NC 27577			☐ U.S. CERTIFICATED MECHANIC ☐ FOREIGN CERTIFICATED MECHANIC ☒ CERTIFICATED REPAIR STATION ☐ MANUFACTURER		711-25
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE		SIGNATURE OF AUTHORIZED INDIVIDUAL			
10/13/89					
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	X REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
10/13/89		711-25			

FAA AIRCRAFT REGISTRY
CAMPA NO. 14 DATE 8-16-95

Attachment to FAA Form 337

N6461Z

6-13-95

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.)

1. 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.
2. 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.
3. 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 KG5102A on existing avionic 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
22.7.
5. 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 impact on existing systems.
7. Electrical load does not exceed 80% of alternator output.
8. Equipment list and weight and balance amended
end

☒ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION 50-7320-05	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE	CESSNA	MODEL	TU2066	
	SERIAL NO.	U2060282	NATIONALITY AND REGISTRATION MARK	N6461Z	
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	Clagett and Company		109 Spanish Village Suite 561, Dallas TX 75248		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Edward A. Thistlethwaite, Jr. 2004 Quail Roost Clayton, NC 27520		☒ U.S. CERTIFICATED MECHANIC ☐ FOREIGN CERTIFICATED MECHANIC ☐ CERTIFICATED REPAIR STATION ☐ MANUFACTURER		A&P 435706178	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE		SIGNATURE OF AUTHORIZED INDIVIDUAL			
9/12/90		Edward A. Thistlethwaite, Jr.			
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 R.T. STANDARDS INSPECTOR	MANUFACTURER	☒	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.		SIGNATURE OF AUTHORIZED INDIVIDUAL	
10/10/90		435706178IA		Edward A. Thistlethwaite, Jr.	

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.)

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.

3. 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 NC. 92172, REVISION D DATED 4-29-88. S-TEC SYSTEM 60 INSTALLED IN ACCORDANCE WITH STC SA5140SW-D ISSUED 2-28-83 AND REISSUED 5-06-88.

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 MET 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.

END

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller or Appliance)				FOR FAA USE ONLY	
INSTRUCTIONS: Print or type all entries for instructions and disposition of this form.				OFFICE IDENTIFICATION NC FSDO - 178	
1. AIRCRAFT	MAKE	CESSNA	MODEL	TU206G	
	SERIAL NO.	02060282	NATIONALITY AND REGISTRATION MARK	N6461Z	
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	Clagett and Company		109 Spanish Village Suite 561, Dallas TX 75248		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Aero Contractors Ltd. P.O. Box 1139 Smithfield, NC 27577		☐ U.S. CERTIFICATED MECHANIC ☐ FOREIGN CERTIFICATED MECHANIC ☒ CERTIFICATED REPAIR STATION ☐ MANUFACTURER		711-25	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE		SIGNATURE OF AUTHORIZED INDIVIDUAL			
10/13/89		<i>Sal W. J.</i>			
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNEE	☒ REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
10/13/89		711-25	<i>Sal W. J.</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.

B. 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: 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.
2. 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.
3. 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 KG5102A 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.
5. 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 impact on existing systems.
7. Electrical load does not exceed 80% of alternator output.
8. Equipment list and weight and balance amended
_____ end _____

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION NO. 83	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE	CESSNA		MODEL	TU 206G
	SERIAL NO.	U20606282		NATIONALITY AND REGISTRATION MARK	N6461Z
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	Adkins steel company		Box 947 Bethel Alaska 99559		
3. FOR FAA USE ONLY					
the applicable airworthiness requirements, and approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43.9, section 43. SAF 1 <i>Richard D. Buss</i> Signature of FAA Inspector AMC 840081 8-8-81					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
James H. Feuster Box 305 Bethel AK 99559		☒ U.S. CERTIFICATED MECHANIC ☐ FOREIGN CERTIFICATED MECHANIC ☐ CERTIFICATED REPAIR STATION ☐ MANUFACTURER		A8P219461766	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE June 19, 1983		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>James Feuster</i> A8P219461766			
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	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION 6-19-83		CERTIFICATE OR DESIGNATION NO. A8P219461766		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>James Feuster</i> A8P219461766	

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.)

1. Removed all wheel fairings.
2. Removed existing 30x6 main tires & tubes.
Installed 800x6 tires & tubes. Positive clearance exists between tire & brake pads.
3. Removed existing lower nose strut assembly.
Installed Cessna P/N 0743600-201 piston assembly & Airboss Engineering Anchorage - AK Fork P/N PA32-206L 3/11/86.

☐ ADDITIONAL SHEETS ARE ATTACHED