US Department of Transportation
Federal Aviation Administration

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

Form Approved OMB No. 2120-0020 2/28/2011 | Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C.§44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a)).

1. Aircraft

Nationality and Registration Mark	Serial No.	
N6572E	56072	
Make	**Model**	**Series**
CESSNA	175	

2. Owner

Name *(As shown on registration certificate)*	Address *(As shown on registration certificate)*
HAYS, MARK J	Address 72 JAMESTOWN BEACH LN
	City SEQUIM State WA
	Zip 98382 Country USA

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency		
Name SEQUIM VALLEY AIRCRAFT, INC.	X	U. S. Certificated Mechanic	☐ Manufacturer
Address 464 DOROTHY HUNT LN	☐	Foreign Certificated Mechanic	C. Certificate No.
City SEQUIM State WA	☐	Certificated Repair Station	IA539782858
Zip 98382 Country USA	☐	Certificated Maintenance Organization	

D. I certify that the repair and/or alteratiion made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B ☐	Signature/Date of Authorized Individual
	11/16/2012

7. Approval for Return to Service

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

BY								
	☐	FAA Flt: Standards Inspector	☐	Manufacturer	☐	Maintenance Organization	☐	Persons Approved by Canadian Department of Transport
	☐	FAA Designee	☐	Repair Station	X	Inspection Authorization		Other *(Specify)*

Certificate or Designation No.	Signature/Date of Authorized Individual
IA539782858	11/16/2012

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.)

N6572E 11/16/2012

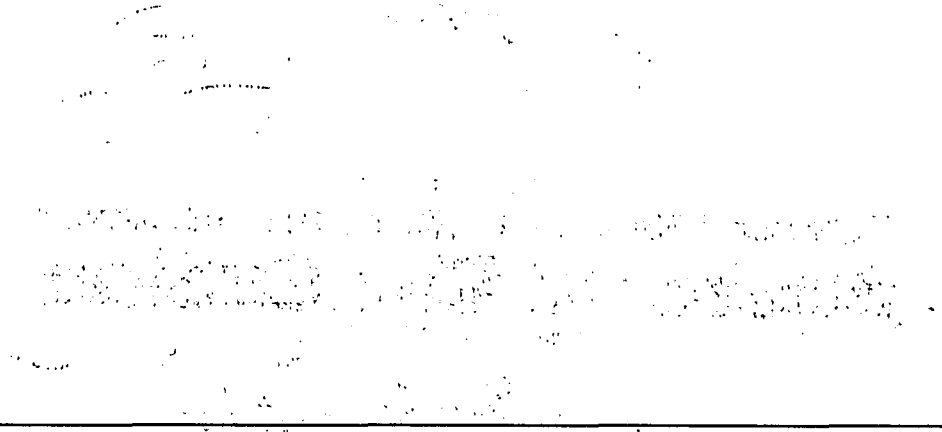
Nationality and Registration Mark Date

Removed Electro Delta voltage regulator P/N VR600.

Installed Zeftronics alternator controller unit Model No. R15V00 I/A/W Zeftronics drawing No. Z00IDC dated 01/31/91.

Instructions for continued airworthiness are contained in Zeftronics installation instructions.

Negligible change to weight & balance.



☐ Additional Sheets Are Attached

United States of America

Department of Transportation — Federal Aviation Administration

Supplemental Type Certificate

Number SA8031SW

This certificate, issued to Tovya Group, Inc. dba Zeftronics
1622 E. Whaley St.
Longview, TX 75601-6830

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

Original Product — Type Certificate Number: * *See
Make: * attached FAA Approved Model List
Model: * No. SA8031SW for list of approved aircraft and certification data.

Description of Type Design Change:

Installation of Zeftronics Alternator Controller Unit P/N R15100 (Product Configuration File Z0CPCF), or R15V00 (Product Configuration File Z0DPCF), in accordance with Zeftronics Drawing Z00IDC, dated 1/31/91 (R15100), or Z00IDD, dated 1/31/91 (R15V00), or later FAA approved revision.

Limitations and Conditions:

Compatibility of this modification with previously installed equipment must be determined by the installer.

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 31, 1991

Date of issuance: May 28, 1991

Date reissued:

Date amended 01/06/92, 11/17/92, 1/6/94 Rev. 3

By direction of the Administrator

Mark R. Schilling (Signature)

Mark R. Schilling, Manager
Special 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 (10-68)

OKC

US Department of Transportation Federal Aviation Administration

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

Form Approved OMB No. 2120-0020 2/28/2011 | Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark: N6572E	Serial No.: 56072	
	Make: CESSNA	Model: 175	Series: 175
2. Owner	Name *(As shown on registration certificate)*: HAYS, MARK J	Address *(As shown on registration certificate)*: Address 72 JAMESTOWN BEACH LANE; City SEQUIM; State WA; Zip 98382; Country USA	

3. For FAA Use Only

The technical data identified herein has been found to comply with applicable airworthiness requirements and is hereby approved for use only on the above decribed aircraft, subject to conformity inspection by a person in FAR 43.7

15 July 2011 — Pat Poole

DATE — FAA Inspector, NM-FSDO-01

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☐	AIRFRAME	———	*(As described in Item 1 above)*	———
☐	☑	POWERPLANT	FRANKLIN	6A-350-C2	61023
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type / Manufacturer		

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency			
Name JOHN D ROLLSTON/ SEQ VALLEY A/C INC.	☑	U. S. Certificated Mechanic	☐	Manufacturer
Address 464 DOROTHY HUNT LANE	☐	Foreign Certificated Mechanic	C. Certificate No.	
City SEQUIM State WA	☐	Certificated Repair Station	IA539782858	
Zip 98382 Country USA	☐	Certificated Maintenance Organization		

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B ☐

Signature/Date of Authorized Individual: John D. Rollston 7/15/2011

7. Approval for Return to Service

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

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

Certificate or Designation No.: IA539782858

Signature/Date of Authorized Individual: John D. Rollston 7/15/2011

FAA Form 337 (10-06)

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.)

N6572E	07/15/2011
Nationality and Registration Mark	Date

INSTALLED SECONDARY CRANKSHAFT SEAL KIT FABRICATED OF 6061 T3 ALUMINUM MACHINED HOUSING WITH GROOVES FOR A FELT SEAL AND AN ADDITIONAL PMA'D CRANKSHAFT SEAL.

PRIMARY CRANK SEAL ADAPTER PLATES ARE REMOVED AND THE SECONDARY SEAL HOUSING IS BOLTED TO THE CRANKCASE WITH AN/MS HARDWARE AND TCM GASKET MAKER IS APPLIED TO MATING SURFACES.

NO CHANGE TO WEIGHT AND BALANCE.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS ARE CONTAINED IN AC 43.13 1B.

SEE ATTACHED PHOTOS OF INSTALLATION.

☐ Additional Sheets Are Attached

Sequim Valley Aircraft, Inc.
464 Dorothy Hunt Lane Sequim, WA 98382
(360) 477-0829

July 15th, 2011

Dear Mr. Paden,

I am requesting authorization for the installation of a secondary crankshaft seal assembly on a Cessna 175 powered by a Franklin PZL 6A-350-C2 215HP engine. This installation does not affect the operation or performance of this aircraft or engine.

Reason for installing this kit:

Franklin engines have had a history of crankshaft seal leakage, usually due to their high compression rating (in this case 10:5-1); so I've been told by Franklin engine experts.

Franklin engine Co. had addressed this issue some years ago and designed a secondary (or back-up seal assembly) which bolted to the crankcase in front of the primary crankshaft seal. This secondary seal assembly consisted of a two piece cast aluminum housing incorporating a felt seal and a drain back tube that routed leaking oil back into the crankcase.

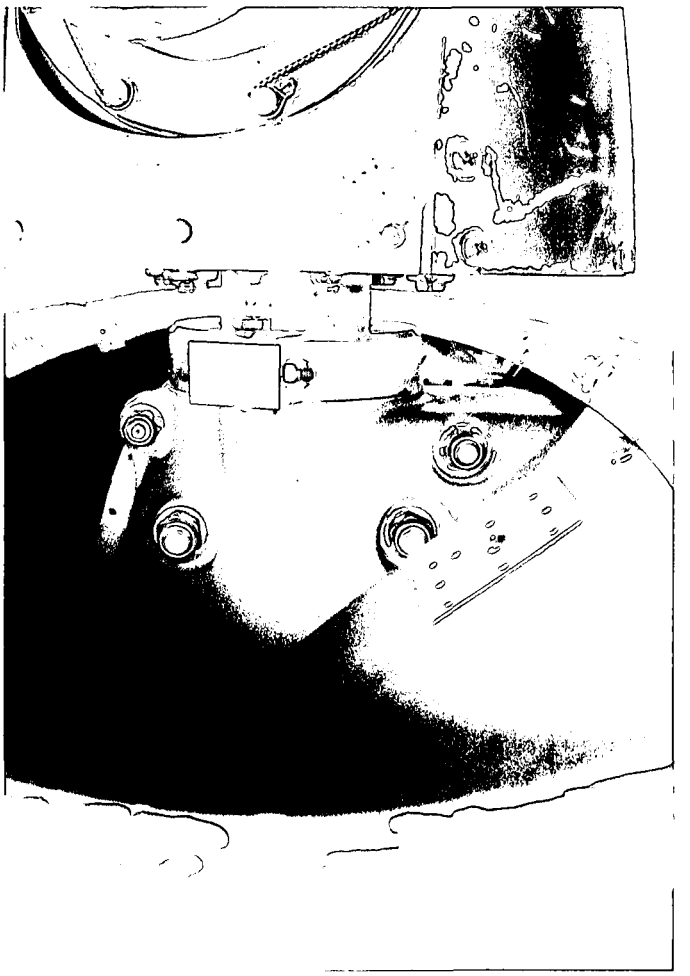
These secondary seal assemblies are no longer available, fortunately a gentleman by the name of Bruce Kown of Cartersville, GA (770)386-7435, has taken an original Franklin secondary seal assembly and by using a state of the art CAD/CAM program and a CNC machine, duplicated and improved upon the original Franklin design. The new and improved design consists of a two piece precision machined housing made of 6061 T6 aluminum with a groove for a felt seal and crankshaft seal. (Original Franklin P/N) It was drilled for two ¼-28 AN/MS bolts with an acceptable grip length and AN/MS flat and internal locking washers. The assembly bolts to the crankcase in place of the original crank seal keeper plates. TCM gasket maker is applied to the mating surfaces of the crankcase and secondary housing. The inside lip of the secondary crank seal is lubricated not only by the leakage of the primary seal but molybdenum grease is applied for additional lubrication. No additional servicing is required. AC 43.13 1B may be referenced for instructions for continued airworthiness.

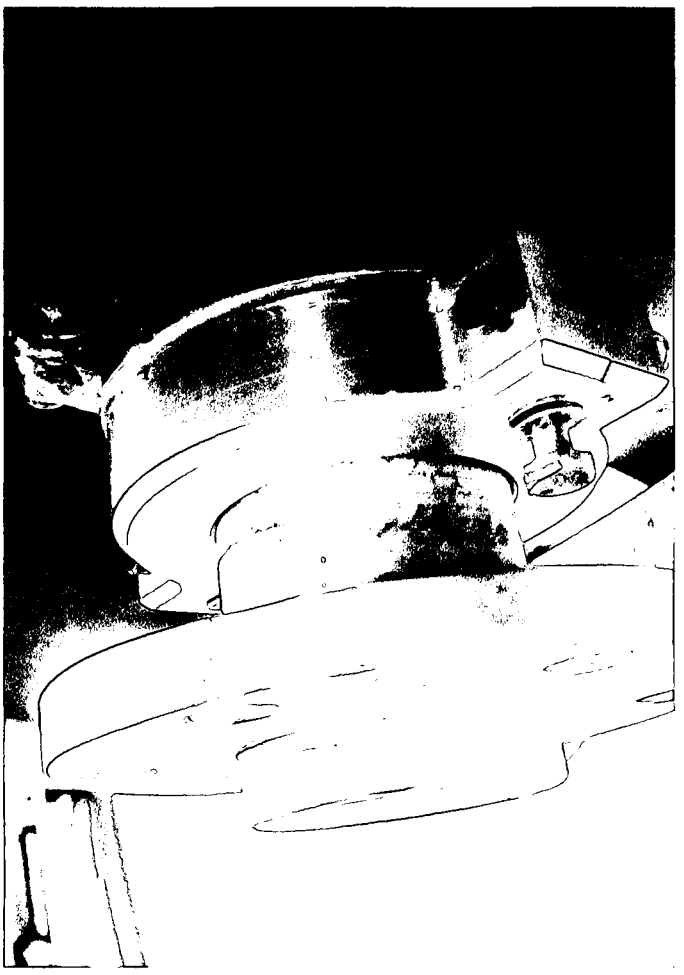
According to Mr. Kown, this seal kit has been used on many aircraft that are equipped with the Franklin engines and has proven to be a reliable means of stopping excessive oil leakage past the primary crank seal.

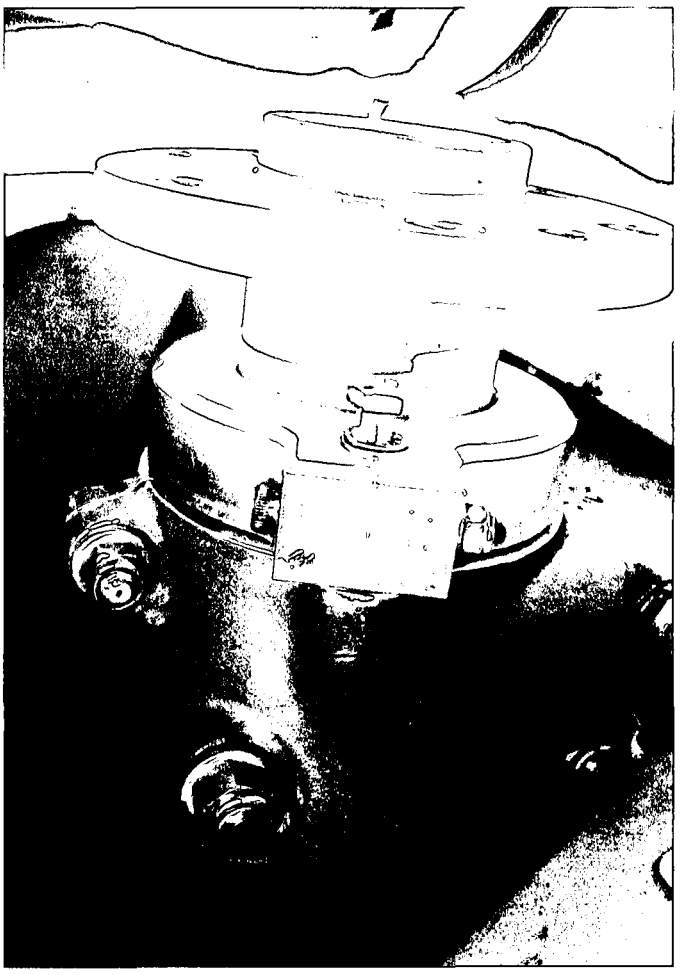
Please refer to the attached photos to review the completed work.

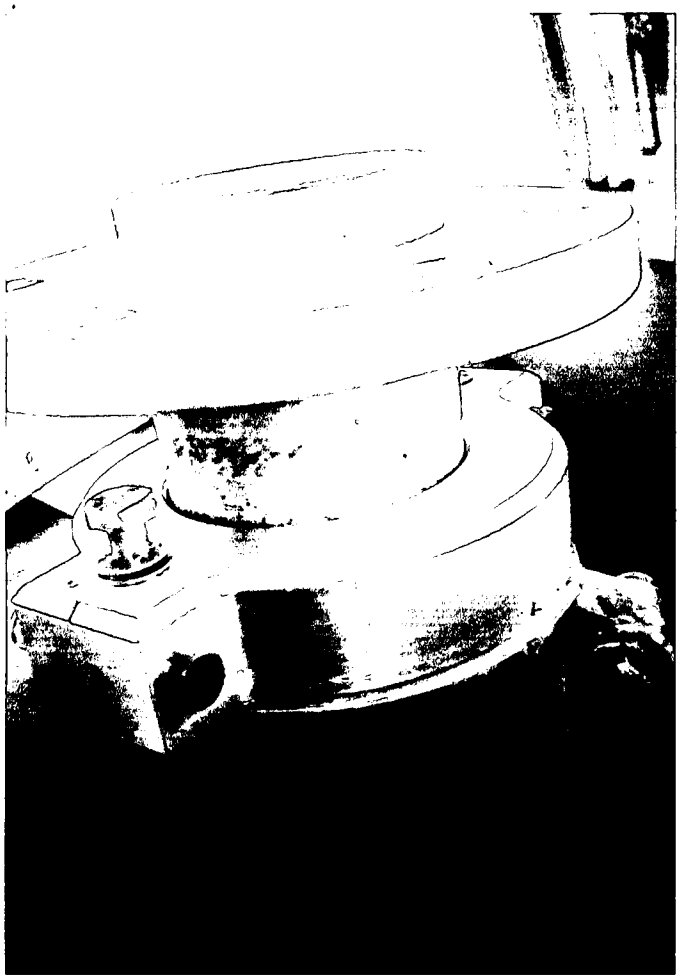
Thank you for your consideration and time.

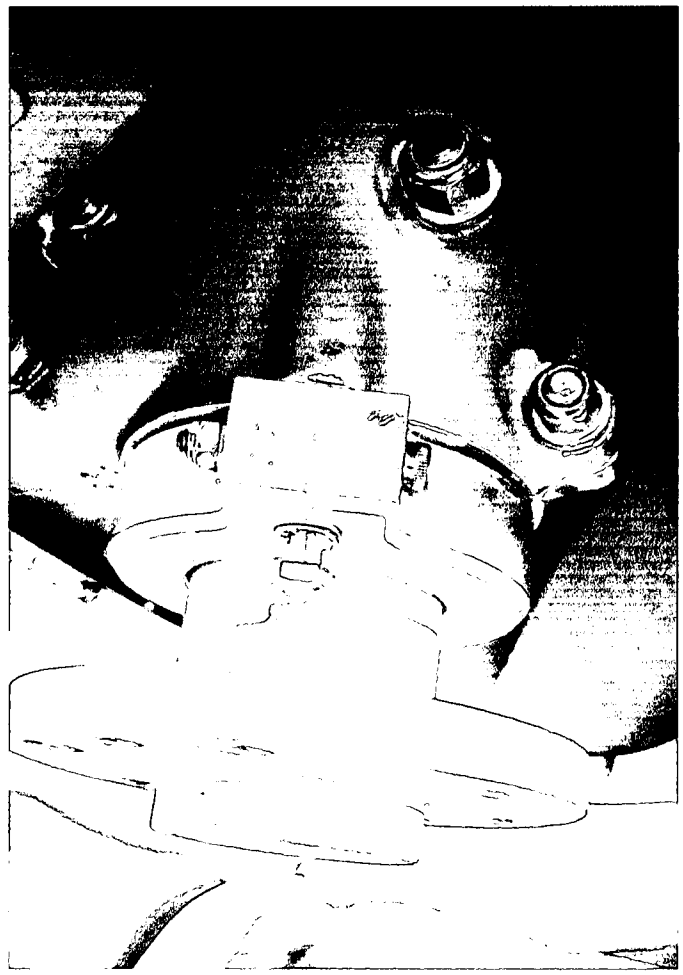
John D. Rollston

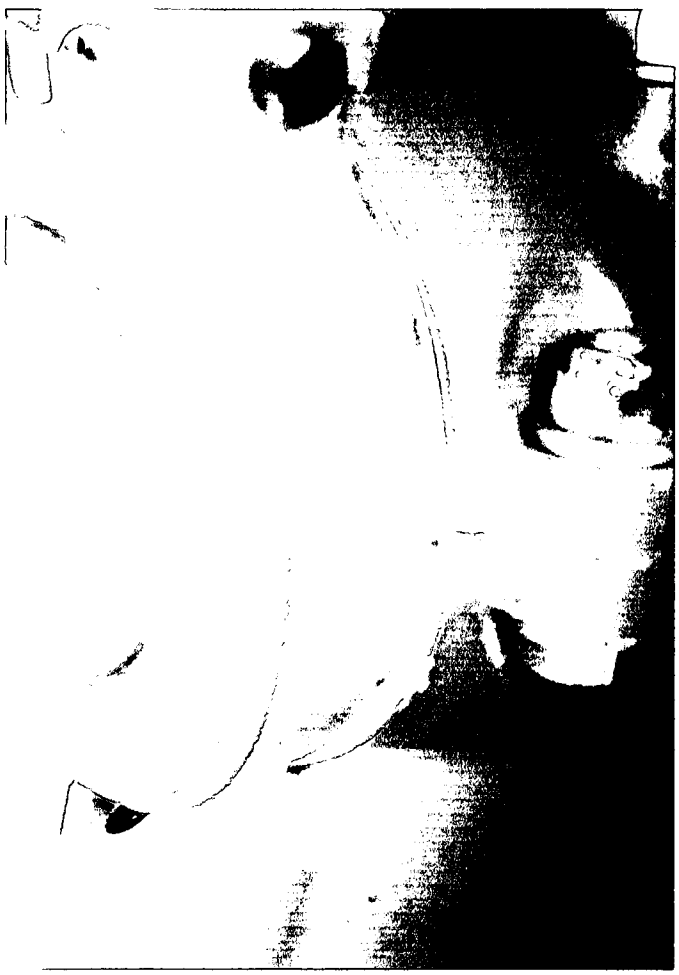


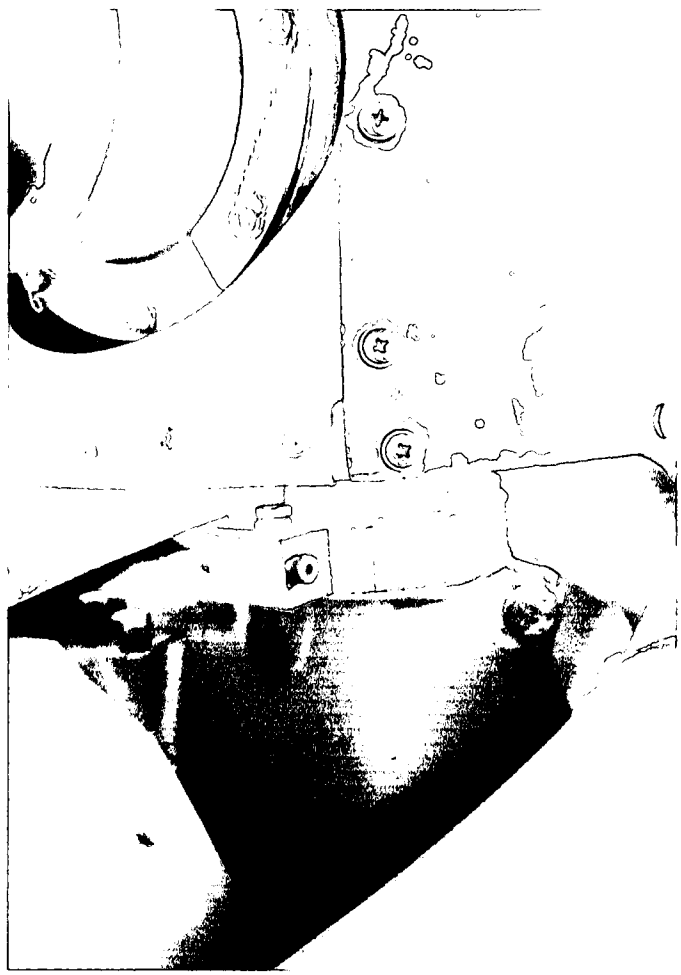












INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

A/C Make: CESSNA **Model:** 175 **S/N:** 56072 **Reg. #:** N6572E

Revision: N/A **Date:** 07/15/2011

This sixteen item checklist are Instructions for Continued Airworthiness (ICA), to comply with FAA Handbook Bulletin for Airworthiness (HBAW 98-18 Dated October 7, 1998), are applicable to the aircraft listed above when the following equipment is installed:

SYSTEM: SECONDARY CRANKSHAFT SEAL INSTALLATION

ITEM	CHECKLIST INFORMATION
1.	**Introduction:** This section briefly describes the aircraft, engine, propeller, or component that has been altered. Include any other information on the content, scope, purpose, arrangement, applicability, definitions, abbreviations, precautions, units of measurement, referenced publications, and distribution of the ICA as applicable. **Comment:** DUE TO HIGH CRANK CASE PRESSURE AN ADDITIONAL CRANKSHAFT SEAL IS INCORPORATED.
2.	**Description:** Of the major alteration, its functions, including an explanation of its interface with other systems, if any. **Comment:** N/A
3.	**Control:** Operation information: Or special procedures, if any. **Comment:** N/A
4.	**Servicing information:** Such as types of fluids used, servicing points, and location of access panels, as appropriate. **Comment:** PER AC43.13 1B
5.	**Maintenance Instructions:** Such as recommended inspection/maintenance periods in which each of the major alteration components are inspected, cleaned, lubricated, adjusted, tested, including applicable wear tolerances and work recommended at each scheduled maintenance period. This section can refer to the manufacturers' instructions for the equipment installed where appropriate (e.g., functional checks, repairs, inspections.) It should also include any special notes, cautions, or warnings, as applicable. **Comment:** INSPECTED I/A/C FAR PART 43 APPENDIX D. REPLACED UPON CONDITION.
6.	**Trouble shooting information:** Information describing probable malfunctions, how to recognize those malfunctions, and the remedial actions to be taken. **Comment:** PER AC 43.13 1B AND FAR PART 43 APPENDIX D.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

7.	**Removal and replacement information:** This section describes the order and method of removing and replacing products, parts and any necessary precautions. This section should also describe or refer to manufacturer's instructions to make required tests, trim checks, alignment, calibrations, center of gravity changes, lifting or shoring, etc., if any. **Comment:** PER AC 43.13 1B
8.	**Diagrams:** Of access plates and information, if needed, to gain access for inspection. **Comment:** N/A
9.	**Special inspection requirements:** Such as X-ray, ultrasonic testing, or magnetic particle inspection, if required. **Comment:** N/A
10.	**Application of protective treatments:** To the affected area after inspection and/or maintenance, if any. **Comment:** N/A
11.	**Data:** Relative to structural fasteners such as type, torque, and installation requirements, if any. **Comment:** PER AC 43.13 1B
12.	**List of special tools:** Special tools that are required, if any. **Comment:** N/A
13.	**For commuter category aircraft:** The following additional information must be furnished, as applicable: A. Electrical loads B. Methods of balancing flight controls C. Identification of primary and secondary structures D. Special repair methods applicable to the airplane. **Comment:** N/A
14.	**Recommended overhaul periods:** Are required to be noted on the ICA when an overhaul period has been set by the manufacturer of a component, or equipment. If there is no overhaul period, the ICA should state for item 14: "No additional overhaul time limitations." **Comment:** N/A

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

15.	**Airworthiness Limitation Section:** Include any "approved" airworthiness limitations identified by the manufacturer or FAA Type Certificate Holding Office (e.g., An STC incorporated in a larger field approved major alteration may have an airworthiness limitation.) The FAA inspector should not establish, alter, or cancel airworthiness limitations without coordinating with the appropriate FAA Type Certificate Holding Office. If there are no changes to the airworthiness limitations, the ICA should state for item 15: "No additional airworthiness limitations" or "Not Applicable." **Comment:** N/A
16.	**Revision:** This section should include information on how to revise the ICA. For example, a letter will be submitted to the local FSDO with a copy of the revised FAA Form 337 and revised ICA. The FAA inspector accepts the change by signing Block 3 and including the following statement: "The attached revised/new Instructions for Continued Airworthiness (date_____) for the above aircraft or component major alteration have been accepted by the FAA, superseding the Instructions for Continued Airworthiness (date_____)." Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, its location, date of the Form 337. **Comment:**

Note:

Implementation and Record Keeping: For major alterations performed in accordance with FAA Field Approval policy, the owner/operator operating under part 91 is responsible for ensuring that the ICA is made part of the applicable section 91.409 inspection program for their aircraft. This is accomplished when a maintenance entry is made in the aircraft's maintenance record in accordance with section 43.9. This entry records the major alteration and identifies the original ICA location (e.g., Block 8 of FAA Form 337, dated 5/28/98) along with a statement that the ICA is now part of the aircraft's inspection/maintenance requirements.

For major alterations performed in accordance with a field approval on air carrier aircraft, the air carrier operator is responsible for ensuring that the ICA is made part of the applicable inspection/maintenance program for their aircraft. If a procedure is not currently included in the operator's manual to incorporate ICA, this process will need to be appropriately addressed (i.e. the operator submits a revision to its maintenance program to the applicable certificate-holding district office (CHDO).

For aircraft inspected under an Approved Aircraft Inspection Program (AAIP), the operator will submit a change to the CHDO in accordance with section 135.419 b).

For air carrier aircraft inspected using an annual/100 hour inspection program, a reference to the new ICA will be made in the aircraft's maintenance record in accordance with section 43.9. This entry records the major alteration and identifies the original ICA location (e.g., ICA are located/attached to Block 8 of FAA Form 337, dated 5/28/98). In addition, the operator will request a revision to the operator's Operations Specifications, additional maintenance requirements, which incorporates the ICA into the inspection program.

US Department of Transportation
Federal Aviation Administration

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

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

Electronic Tracking Number

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INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft

Nationality and Registration Mark	Serial No.
N6572E	56072
Make	**Model** / **Series**
Cessna	175 /

2. Owner

Name *(As shown on registration certificate)*	Address *(As shown on registration certificate)*
HAYS, MARK J	Address 72 Jamestown Beach Ln City Sequim State WA Zip 98382 Country USA

3. For FAA Use Only

The technical data identified herein has been found to comply with applicable airworthiness requirements and is hereby approved for use only on the above decribed aircraft, subject to conformity inspection by a person in FAR 43.7

22Aug2008 — DATE

Pat Pinch — FAA Inspector, NM-FSDO-01

4. Type / 5. Unit Identification

Repair	Alteration	Unit	Make	Model	Serial No.
☐	☑	AIRFRAME	—	*(As described in Item 1 above)*	—
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type / Manufacturer		

6. Conformity Statement

A. Agency's Name and Address

Name John D. Rollston
Address 464 Dorothy Hunt Ln
City Sequim State WA
Zip 98382 Country USA

B. Kind of Agency

- ☑ U. S. Certificated Mechanic
- ☐ Foreign Certificated Mechanic
- ☐ Certificated Repair Station
- ☐ Certificated Maintenance Organization
- ☐ Manufacturer

C. Certificate No.: IA539782858

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B ☐

Signature/Date of Authorized Individual: John D. Rollston

7. Approval for Return to Service

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

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

Certificate or Designation No.: IA539782858

Signature/Date of Authorized Individual: John D. Rollston — John D. Rollston 8/22/08

FAA Form 337 (10-06)

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 appicable airworthiness requirements.

N6572E	08-22-2008
Nationality and Registration Mark	Date

8. Description of Work Accomplished

1) This STC SA5862NM was approved for Cessna 175 equipped with engine model GO-300. This aircraft was modified with a Franklin 6A350C-2 per STC SA436EA.

2) Replaced original mechanical tachometer with a Horizons Instrument, Inc. Digital Tachometer STC SA5826NM installation instructions and drawings.

3) Neglegable change to weight and balance. Operational check normal.

4) Work was accomplished in accordance with Horizon Instruments, Inc. model P-1000 installation instructions and AC43-13-1B, CHG.1.

5) Revised aircraft flight manual with Horizon Instruments, Inc. model P-1000 supplement.

6) Instructions for continued airworthiness per 8300.10 checklist are attached with this document.

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

[✓] Additional Sheets Are Attached

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

A/C Make: Cessna **Model:** 175 **S/N:** 56072 **Reg. #:** N6572E

Revisions: N/A **Date:** 8/22/08

SYSTEM: Electronic Digital Engine Tachometer

ITEM	CHECKLIST INFORMATION
1.	**Introduction:** Cessna 175 with STC #SA436EA (Installation of Franklin 6A350C-2 engine & McCauley Model 2A31C21E propeller) was not previously approved for Horizon Instruments, Inc. Digital Tachometer per STC #SA5826NM
2.	**Description:** Replacement of original mechanical driven tachometer.
3.	**Control, operation information:** Operational information located in Horizon Instruments airplane flight manual supplement for Cessna 175.
4.	**Servicing information:** Per manufacturers recommendations and AC43.13 1B.
5.	**Maintenance instructions:** Inspect in accordance with Horizon Instruments, Inc. Installation Instructions and FAR Part 43, Appendix D.
6.	**Trouble shooting information:** Located in Horizon Instruments, Inc. Installation Instructions, AFM supplement and STC #SA5826NM.
7.	**Removal and replacement information:** Removal & replacement information is located in Horizon Instruments, Inc. Installation Instructions and AC 43-13-1B CHG.1.
8.	**Diagrams:** Instrument mounted on left hand side of instrument panel. See Cessna 175 service manual and AC43-13-1B CHG.1 for inspection practices.
9.	**Special inspection requirements:** No special inspection requirements.
10.	**Application of protective treatments:** None necessary.
11.	**Data:** Installation requirements per Horizon Instruments, Inc. Installation Instructions and AC43-13-1B CHG.1.
12.	**List of special tools:** None required.
13.	**For commuter category aircraft:** Electrical load requirement. Input signal voltage: 100 to 1,000 volts AC, power requirements 7.5-31 volts, DC, 200 ma. Max.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

A/C Make: Cessna **Model:** 175 **S/N:** 56072 **Reg. #:** N6572E

Revisions: N/A **Date:** 8/22/08

SYSTEM: Electronic Digital Engine Tachometer

ITEM	CHECKLIST INFORMATION

14. **Recommended overhaul periods:** Per manufacturers recommendations, on condition.

15. **Airworthiness limitation section:** No airworthiness limitations per this installation.

16. **Revision:** A letter will be submitted to the local FSDO with a copy of the revised FAA form 337 and revised ICA. The FAA inspector accepts the change by signing block 3 and including the following statement: "The attached revised/new Instructions for Continued Airworthiness (date_____)." Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, its location, and date of the Form 337.

    N/A No revisions.

Airplane Flight Manual Supplement
for a
Cessna 175

This document, by no means, gives the authority to amend or add to any existing Pilot Owners Handbook. This document serves as an example of a Model P-1000 Electronic Digital Engine Tachometer Flight Manual Supplement, which must be approved by the FAA.

This document must be carried in the airplane at all times. It describes the operating procedures for the Horizon Model P-1000 Electronic Digital Engine Tachometer, **PART NUMBER P100-052-680-00, SERIAL NUMBER(S)** 0736403 when it has been installed in accordance with Horizon Instruments, Inc. P/N P103050/D **Horizon Instruments, Inc. Model P-1000 Installation & Instruction Manual** and FAA Form 337.

Date: 22 Aug 2008

Approved

Patrick M Prader

Aviation Safety Inspector

NM01 SEA FSDO

Patrick M. Prader

LOG OF REVISED PAGES

Revision Number	Pages Attached	Description	FAA Approved	Date
———	1-7	Original Issue		

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Section I. General: No Change

Section II. Limitations:

22 Aug 2008
Approved
Patrick M Pardue
NM01 SEA FSDO

This table lists each engines operating range by the lowest RPM within the operating range. Ranges are listed in order from the highest (engine Red-line) on the left side of the table to the lowest on the right side. Note that an RPM range with no colored marking is denoted as a black, or "BLK", range.

TACHOMETER PART NUMBER P100-101-371-00										
RPM ARC PLACARDING										
TOP ARC		ARC 2		ARC 3		ARC 4		LOWEST ARC		CYL
RPM	COLOR	RPM	COLOR	RPM	COLOR	RPM	COLOR	RPM	COLOR	
2800	RED	900	GRN	---	---	---	---	---	---	6

The face of the P-1000 tachometer is placarded with the Engine RPM Operating Range information that normally appears on the face of the mechanical tachometer. This includes the RED (restricted), YELLOW (cautionary or transient) and GREEN (normal) operation RPM ranges.

A placard is provided to label the newly installed circuit breaker for operation with the P-1000 tachometer. This placard is placed on the circuit breaker panel. Refer to Figure 1.

Tachometer

Figure 1, Circuit Breaker Placard

Section III. Emergency Procedures: *No Change*

Section IV. Normal Procedures:

The operation of the P-1000 Electronic Digital Engine Tachometer is straightforward. After power is supplied to the Tachometer, the engine is started, and the self-tests are performed, the default display of engine RPM appears on the display. The default display is insured via the use of internal timers that will restore the display to the current RPM even in the event that one of the panel buttons becomes stuck or defective.

Internally, (2) independent tachometers watch the pulses received from each magneto. Each tachometer is accurate to less than 1 RPM and can be individually enabled/disabled via buttons on the face of the Tachometer, refer to items K and I on page 5 of 7.

Engine operating ranges are indicated on the large green, yellow, and red LED's (Light Emitting Diode). See page 7, items D, E, and F. Three small LED magneto system *alert* indicator lights are located within the **"Status"**

22 Aug 2008
Approved
Manager, Production
Nmoi SEA FSDO

area on the upper left corner of the Tachometer face, see items A, B, and C on page 7, figure 2. The left and right red LED *alert* indicator lights, when illuminated, indicate, because of a loss of the ignition signal to the Tachometer, a possible malfunction of the respective left or right magneto ignition system.

While performing a magneto check during engine run-up, the red *alert* indicator lights will illuminate, thus identifying the grounding of the respective right or left magneto systems.

IGNITION SWITCH POSITION	TACHOMETER MAGNETO ALERT INDICATOR LIGHTS	
	LEFT STATUS LED	RIGHT STATUS LED
OFF	ON	ON
RIGHT	ON	OFF
LEFT	OFF	ON
BOTH	OFF	OFF

Between the left and right red magneto ignition system *alert* indicators is a yellow **"RPM Synchronization"** indicator. This small yellow indicator is illuminated when there is a difference of more than 80 RPM between the right and left tachometers. This indicator also may flicker during extreme RPM excursions of the engine.

There are three panel buttons, see items J, K, and I on page 7, figure 2. Each button has two modes of operation:

- Press-and-hold,
- Press-and-release.

Press-and-hold button operations instruct the Tachometer to perform a *specific operation* when a button is pressed and held for more than 2/3 of a second. Press-and-hold button operations are placarded on the face of the Tachometer above each button.

Similarly, press-and-release button operation instructs the Tachometer to perform a specific operation when a button is pressed and released in less than 2/3 of a second. Press-and-release button operations are placarded on the face of the Tachometer below each button.

PRESS AND HOLD OPERATIONS

The left button, K, upon depression, will cause the Tachometer to display the non-fractional portion (0000.) of the current accumulated engine hours. When the button is released, the fractional part of the engine hours (.00) is displayed for a short period of time. The clock is started whenever the engine RPM exceeds 800 RPM and is recorded in real hours.

22 Aug 2008
APPROVED
Patrick M Preach
NM01 SEA FSDO

The right button, I, upon depression, will cause the Tachometer to display the current contents of the **RPM trap**. This trap records the highest engine RPM achieved before the button was pressed. The middle button, J, upon depression, clears the RPM trap. During depression of the switch, the RPM trap is zeroed. When the button is released, the trap will record the current engine RPM.

PRESS AND RELEASE OPERATIONS

During normal operation, the Tachometer presents the average of the left and right internal tachometers on the display. However, a mechanism exists to **mask** either tachometer from the display, leaving the remaining tachometer to display its RPM.

The regular flashing of the right or left signal loss status indicator LEDs indicates a masked tachometer. This feature is handy when attempting to determine magneto/ignition problems.

Quickly pressing and releasing the left button, K, causes the Tachometer to mask or un-mask the left internal tachometer.

Quickly pressing and releasing the right button, I, causes the Tachometer to mask or un-mask the right internal tachometer.

An internal interlock prevents masking both internal tachometers at the same time, therefore preventing total loss of RPM indication.

If the tachometer is masked, pressing the button will un-mask it and allow its RPM to show on the display, and conversely, if the tachometer is un-masked, pressing the button will mask it from the display.

Quickly pressing and releasing the center button, J, causes the Tachometer to alternately dim or brighten the LED indicators.

The LED indicators, see items A thru F, are bright enough to overcome daylight washout conditions. However, during night operations the large green, yellow, and small red and yellow LEDS are **dim-able**. The large red LED still operates at full intensity to maximize the possibility of gaining pilot attention during excursion into restricted rpm ranges.

Section V. Performance: No Change

Section VI. Weight & Balance and Equipment List: Negligible Change

Section VII. System Description

22 Aug 2008
Approved
Paul M Prado
NMOI SEA FSDO

The Horizon Instruments' Model P-1000 Electronic Digital Engine Tachometer is an electronic replacement for the existing mechanical cable-driven tachometer.

The Tachometer differs from the existing mechanical tachometer in the following areas:

The Tachometer is fully electronic and uses timing information from the primary leads ("P-Leads") of both the left-hand and right-hand magneto ignition systems, operating the P-1000's internal left and right tachometers, to determine engine rpm instead of a rotating cable driving a magnetic slip-clutch analog type display.

The Tachometer uses super bright LED indicators to indicate normal range engine operation (Green LED), cautionary range operation (Yellow LED), and do-not-exceed or restricted range RPM (Red LED) as substitutes for the ranges normally painted on the tachometer dial.

The primary display consists of four 1/2" high characters on a backlit Liquid Crystal Display (LCD), easily and clearly visible in daylight and night flying.

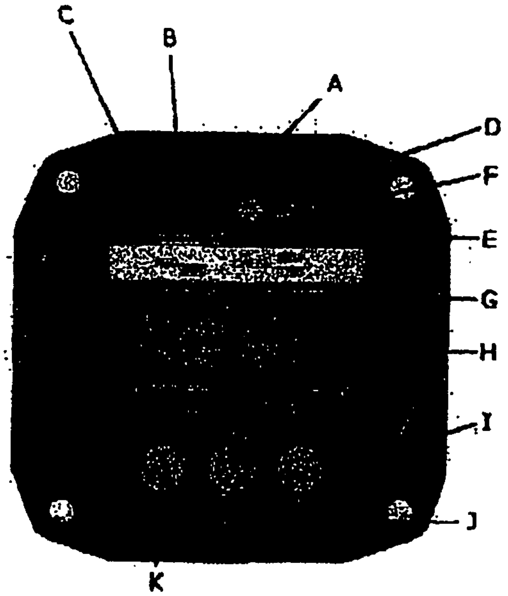
Diagnostic features available include: *alert* indication of loss of magneto signal, indication that both magnetos are reporting different rpm, and the ability to mask RPM from either magneto.

Magneto test, via the ignition switch, is indicated by the illumination of the grounded magneto system's *alert* light and the display of the amount of RPM that the engine has slowed. This is indicated as a negative number on the display (number is preceded by a leading hyphen or minus sign).

LED indicators are dim-able (except the restricted or red-light indicator) to reduce pilot annoyance during night flying.

A specific engine hour is preset at the factory to accommodate Tachometer changes on non-zero-time engines. Only Horizon Instruments, Inc may change engine time.

22 Aug 2008
Approved
Preston M Read
NM01 SEA FSDO



A) Right Magneto Signal Loss Indicator

B) RPM Sync Loss Indicator

C) Left Magneto Signal Loss Indicator

D) Normal Operating Green RPM Mark

E) Cautionary Yellow RPM Arc Indicator

F) Restricted Red RPM Arc Indicator

G) Placard Area

H) 4 Digit LCD Display

I) Right switch for Overspeed Trap display and right tachometer enable/disable.

J) Middle switch for Overspeed Trap Clear and LED dimming.

K) Left switch for engine hours display and left tachometer enable/disable.

Figure 2, P-1000 Features

Section VIII. Additional Information

For additional information about the operation and installation, refer to Horizon Instruments, Inc. Document Number P103050 Horizon Instruments, Inc. Model P-1000 Installation & Instruction Manual.

The exterior of the P-1000 is nameplated with all pertinent operational and configuration information referred to in Figure 3.

Horizon Instruments, Inc 600 S. Jefferson St., Unit C Placentia, CA 92870, USA Model P-1000 Digital Tachometer H/W P/N: P100-100-106-00 Serial Number: 0342401 Red Arc: 2700 - UP Green Arc: 2699 – 1800 06 Cylinder Patent Number: 4,811,255

Figure 3, Example of Product Identification Nameplate

22 Aug 2008
Approved
[signature]
NM01 SEA FSDO

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 pmp
NM01 SEA FSDO

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: 175
	Serial No.: 56072	Nationality and Registration Mark: N6572E
2. Owner	Name *(As shown on registration certificate)*: Mark J. Hays	Address *(As shown on registration certificate)*: 72 Jamestown Beach Lane Sequim, WA 98382-8565

3. For FAA Use Only

The technical data identified herein has been found to comply with applicable airworthiness requirements and is hereby approved for use only on the above decribed aircraft. subject to conformity inspection by a person in FAR 43.7

16SEPT2005 Donald M Pridham
DATE FAA Inspector, NM-FSDO-01

4. Unit Identification / **5. Type**

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Donald C. Pridham 411 Sunshine Ave. Sequim, WA 98382	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	1332747

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
September 16, 2005	Donald C. Pridham

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						Other *(Specify)*
		FAA Flt. Standards Inspector		Manufacturer	X	Inspection Authorization
		FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
September 16, 2005	IA 1332747	Donald C. Pridham

FAA Form 337 (12-88)

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.)

Install *S.I.R.S. Navigation Ltd.* Navigator compass NV2C-12V Per JAA FORM ONE Authorized release certificate, Ref. No. SIRS/71877/08, and manufacturer's installation instructions. Unit has a TSO. No weight/balance change. Compass swung and installation is airworthy.

----------end----------

☑ Additional Sheets Are Attached

*U.S.GPO:1994-568-012/00019

technical data Copies: Green - Consignor, White - C nee, Yellow - Consignee

2 Civil Aviation Authority A member of the JAA	**JAA FORM ONE** AUTHORISED RELEASE CERTIFICATE	3. CERTIFICATE REF. NO. SIRS/71877/08
ATION	**S.I.R.S. Navigation Ltd.,** Compass House, Bowes Estate, Wrotham Road, Meopham, DA13 0QB,England	5. WORK ORDER/CONTRACT 200309111

7. DESCRIPTION	8. PART No	9. ELIGIBILITY*	10. QTY.	11. SERIAL/BATCH No.	12. STATUS/WORK
Navigator Compass (12V BLUE ILLUMINATION) Approved to TSO C7d Ref:GE/vk/11/18/98/C7d And CAA Approval E15753	NV2C – 12V	Various	1	Ser: 617759-08 B/No. 617759	Manufactured

ES Manufactured in accordance with specification NV5125 Issue 2
This Certificate has been issued under National Rule Provisions

will normally be accompanied by maintenance history including life used

worthiness ☐ Conformity only
the part(s) identified above except as otherwise specified in block 13 was (were)
/Inspected in accordance with the applicable design data and with the Airworthiness regulations of
intry (See below)

19. ☐ JAR-145.50 Release to service
Certifies that the work specified above except as otherwise specified in block 13 was carried out in accordance with JAR-145 and in respect to that work, the part(s) is (are) considered ready for release to service. (see below)

	16. Approval Reference Number: DA1/8992/85	20. Signature [redacted]	21. Approval Reference Number: CAA00413
R. W. EADY	18. Date (d/m/y) : 15 December 2003	22. Name	23. Date (d/m/y)

USER/INSTALLER RESPONSIBILITIES

tant to understand that the existence of the document alone does not automatically constitute authority to install the part/component/assembly

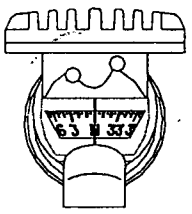
user/installer works in accordance with the national regulations of an Airworthiness Authority different from the Airworthiness Authority specified in block 2 it is essential that the user/installer ensures that worthiness Authority accepts parts/components/assemblies from the Airworthiness Authority specified in block 2.

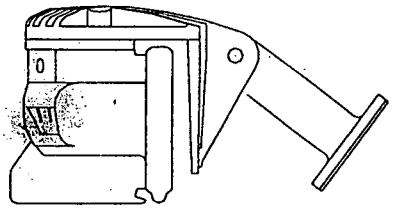
s 14 and 19 do not constitute installation certification. In all cases the aircraft maintenance record must contain an installation certification issued in accordance with the national regulations by the before the aircraft may be flown.

ne Issue:3 * installer must Cross-check eligibility with applicable technical data

THE 'NAVIGATOR' AIRCRAFT COMPASS

From SIRS Navigation Ltd – England.





Installation Instructions

The **NAVIGATOR** is a precision compass suitable for installation into Light Aircraft. To obtain the optimum performance you should ensure that you carry out the following instructions carefully. We advise you to read through these instructions and notes before attempting to mount the unit in your aircraft.

THE COMPASS

The **NAVIGATOR** is provided with a compensating system, which will enable you to minimise the magnetic disturbances created by the mechanical and electrical characteristics of your aircraft.

The Compass Card is graduated in 5-degree increments with cardinal points at N, S, E & W. Because of the limited space available, the markings between the cardinal points should be multiplied by a factor of 10. i.e. 3 = 30 degrees, 24 = 240 degrees etc.

POSITION

The optimum mounting positions for the NAVIGATOR is to secure it to the inside of the canopy, on top of the coaming or slung beneath the roof panelling or a spar. (Fig.1).

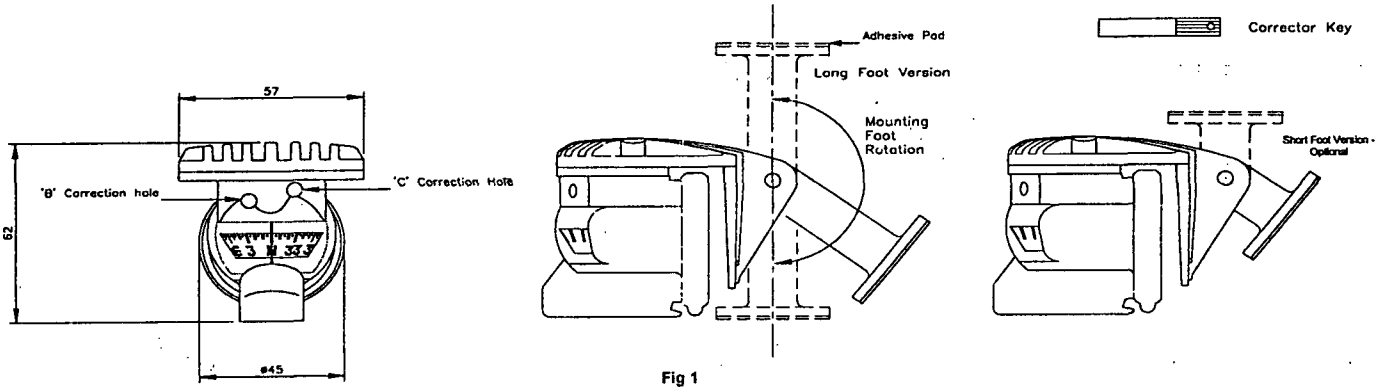


Fig 1

Before finalising the mounting point, it is a good idea to temporarily mount the compass in its intended position and "Swing" the aircraft to see if the initial deviations are less than 30 degrees. If the deviation for each cardinal point is less than 30 degrees then proceed with the mounting procedure described below. If the errors are greater than 30 degrees, then try mounting the compass in a more suitable position. If this does not resolve the problem, local de-gaussing may be required to reduce the disturbing magnetic influence.

MOUNTING

1) To mount the unit follow steps 2 to 9

2) Ensure that the mounting surface temperature is not less than 10 degrees C. Ensure that the mounting area you have chosen is clean. **(Do not use the sachet provided, this will be required later.)**
3) Close doors, windows, switch on the engine and accessories which are commonly used such as radio, heater fan etc.
4) Offer the unit up to the position chosen and note the reading, adjust the position of the unit so that the error shown is at a minimum, (this error must not exceed 30 degrees), note this position.
5) Using the cleaning cloth, contained in the sachet provided, clean the area of the aircraft you have selected to mount the compass. **(DO NOT TOUCH THIS AREA AFTER CLEANING.)**
6) Carefully remove the plastic film from the base of the mounting bracket; **(DO NOT TOUCH THE ADHESIVE PAD).** Position the compass and bracket on to the mounting surface, making sure that it is square and true to the aircraft. Press very lightly to the mounting surface and check that the location is satisfactory, when you are sure that the location is correct press hard and maintain this pressure for approximately 30 seconds.
7) Screw Holes are provided Ø 3.1mm for additional securing if required.
8) It is advisable not to stress the mounting for 24 hours. This will allow the adhesive bond to fully cure.

ADJUSTING YOUR COMPASS

Before your compass can be adjusted the aircraft must be capable of being aligned to both the East /West axis and North/South axis.
The use an another compass outside the aircraft, to determine the cardinal points is advised.

These following notes should be used for initial installation guidance only, the corrections should be checked by a qualified Compass Adjuster before flying.

CORRECTION EAST/WEST ('B' Coefficient)

1) Align your aircraft facing East, insert the Corrector Key provided, into the Left hand hole at the front of the compass, rotate the key in either direction so that the East point is directly under the Index line.
2) Align your vehicle/aircraft facing west and check that the West Point is under the Index line, Any error may be corrected by readjusting to remove **HALF** the error shown.

CORRECTION NORTH/SOUTH ('C' Coefficient)

1) Align your vehicle/aircraft facing North, Insert the Corrector Key into the Right hand hole at the front of the compass, rotate the key in either direction so that the North point is directly under the Index line.
2) Align your vehicle/aircraft facing South and check that the South point is under the Index Line. Any error may be corrected by readjusting to remove HALF the error shown

The above procedures can be repeated until the errors are minimised.

Fig 2 Fig 3

CORRECTION FOR MIS-ALIGNMENT ('a' Coefficient)

Only follow this procedure if the results obtained so far do not reach or requirements.

1) Align the aircraft facing North; record the compass error in Box A.
2) Align the aircraft facing South; record the compass error in Box B.
3) Align the aircraft facing East, record the compass error in Box C.
4) Align the aircraft facing West; record the compass error in Box D.

Note:

Errors to the Left of the true heading should be prefixed with a plus sign (+). [Fig 2]
Errors to the right of the true reading should be prefixed with a minus sign (-). [Fig 3]

5) Add the readings in Boxes A to D, enter the result in Box E. Divide the figure in Box E by 4, record the result in Box F, this figure is the error due to mis-alignment and may be corrected as follows.

Note the current magnetic heading, carefully loosen the two cross headed screws which secure the compass to the bracket, rotate the compass body in the opposite direction to the error shown in Box F. i.e. If the error in Box F is +5 degrees, rotate the compass body by -5 degrees and vice versa. Carefully tighten the two cross-headed screws without moving the compass body

CORRECTION TABLE

In this example the compass body would need to be rotated by +5 degree

If having carried out these procedures the results are not satisfactory a new location must be found before this can be done the **NAVIGATOR** must be returned to it's ZERO status by carrying out the following procedure.

BOX	Sample Error	BOX	ACTUAL ERROR
A (NORTH)	+15	A	
B (SOUTH)	+5	B	
C (EAST)	-10	C	
D (WEST)	+10	D	
E (TOTAL)	+20	E	
F ("E" / 4)	+5	F	

1) Remove the **NAVIGATOR** from the bracket by removing the two cross-headed screws, this will reveal the top plate with its four spindles with white lines across.

   Using the key provided rotate the spindles until all the white lines are parallel across the top plate, this is the ZERO CORRECTION status

3) Choose another location for the **NAVIGATOR** and repeat the installation procedure.

Correction Card Fitting

The correction card, supplied with the compass is designed to be either:

fitted to the underside of the compass

or

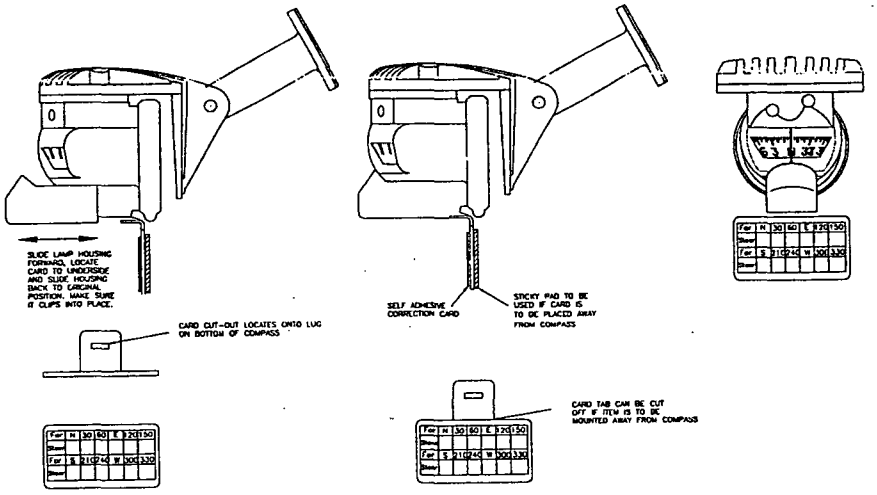
stuck to the Aircraft panel local to the unit.

Depending upon the fitting location, either withdraw the lower housing as shown and clip the card into place.

Or

Cut off the tab and stick the card to a convenient panel, local to the compass.

Spare Compass cards are available as a spare item.



Technical Help can be provided by SIRS Navigation Ltd.

Tel: +44 (0) 1474–816320 Fax: +44 (0) 1474-816321 or email: sales@sirs.co.uk

Sales in the USA are handled by SIRS Product Services. Tel: 310-325-3422 Fax: 949-951-0778 email: sirs@primenet.com

SIRS Navigation Ltd

Compass House, Bowes Estate,

Wrotham Road, Meopham,

Kent DA13 OQB

England

Spares:

To convert the compass to the short foot version please order part: NV2-SF1 Price: £5.00 or US$9.00 + p&p

The compass units can be illuminated with 6, 12, or 28V DC supply. A full range of spares and technical assistance is available upon request.

Please contact us for an up to date leaflet.

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 PMP
NM01 SEA FSDO

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: 175
	Serial No.: 56072	Nationality and Registration Mark: N6572E
2. Owner	Name *(As shown on registration certificate)*: Hays, Mark J.	Address *(As shown on registration certificate)*: 72 Jamestown Beach Lane Sequim, WA 98382-8565

3. For FAA Use Only

The technical data identified herein has been found to comply with applicable airworthiness requirements and is hereby approved for use only on the above decribed aircraft, subject to conformity inspection by a person in FAR 43.7

16SEPT2005 (DATE) — Donald M Pridham (FAA Inspector, NM-FSDO-01)

4. Unit Identification / **5. Type**

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Donald C. Pridham 411 Sunshine Ave. Sequim, WA 98382	X U.S. Certificated Mechanic	IA 1332747
	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	Signature of Authorized Individual
September 16, 2005	Donald C. Pridham

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						Other *(Specify)*
	FAA Flt. Standards Inspector		Manufacturer	X	Inspection Authorization	
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
September 16, 2005	IA 1332747	Donald C. Pridham

FAA Form 337 (12-88)

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.)

Replace existing *Brackett* engine air filter frame assembly with *Challenger* unit, per Manufacturer's Installation and Maintenance Instructions 0402, Rev. F. FAA approved Continuing Airworthiness and Maintenance data added to aircraft records. This installation has an STC for *Cessna* 172, and also for Franklin Engine powered *Maules*.

----------end----------

☑ Additional Sheets Are Attached

*U.S. GPO: 1994-568-012/00019

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

20051631 SEA FSDO SEP 27 2005

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: 175
	Serial No.: 56072	Nationality and Registration Mark: N6572E
2. Owner	Name *(As shown on registration certificate)*: Hays, Mark J.	Address *(As shown on registration certificate)*: 72 Jamestown Beach Lane Sequim, WA 98382-8565

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				

RECEIVED
SEP 16 2005
SEATTLE FSDO

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Donald C. Pridham 411 Sunshine Ave. Sequim, WA 98382	X U.S. Certificated Mechanic	IA 1332747
	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	Signature of Authorized Individual
September 13, 2005	Donald C. Pridham

7. Approval for Return To Service

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

BY						
	FAA Flt. Standards Inspector		Manufacturer	X	Inspection Authorization	Other *(Specify)*
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
September 13, 2005	IA 1332747	Donald C. Pridham

FAA Form 337 (12-88)

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.)

Install *Aero Fabricators* shoulder harness and seat belt assemblies per *Aero Fabricators* Installation Instructions AF-28, dated March 30, 1998, Revision D, and *Aero Fabricators, Inc.* STC SA1518GL. Supplemental Weight and Balance sheet computed and added to aircraft records.

----------end----------

☐ Additional Sheets Are Attached

*U.S.GPO:1994-568-012/00019

U.S. Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
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: 175
	Serial No.: 56072	Nationality and Registration Mark: N6572E
2. Owner	Name *(As shown on registration certificate)*: Hays, Mark J.	Address *(As shown on registration certificate)*: 72 Jamestown Beach Lane Sequim, WA 98382-8565

3. For FAA Use Only

RECEIVED
JUN 04 2003
SEATTLE FSDO

4. Unit Identification / 5. Type

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Donald C. Pridham 411 Sunshine Ave. Sequim, WA 98382	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	IA 1332747

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
June 1, 2003	Donald C Pridham

7. Approval for Return To Service

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

BY						
	FAA Flt. Standards Inspector		Manufacturer	X	Inspection Authorization	Other *(Specify)*
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
June 1, 2003	IA 1332747	Donald C Pridham

FAA Form 337 (12-88)

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.)

Installation of a remote spin-on oil filter, filter base adapter, and mounting plate, on the the firewall of the aircraft, in accordance with Aviation Development Corporation STC SA00402SE, and Installation Instructions issue date January 7, 1997.

----------end----------

☐ Additional Sheets Are Attached

*U.S.GPO:1994-568-012/00019

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 PMP
NM-01 SEA FSDO

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

1. Aircraft	Make: CESSNA	Model: 175
	Serial No.: 56072	Nationality and Registration Mark: USA N6572E
2. Owner	Name *(As shown on registration certificate)*: HAYS, MARK J	Address *(As shown on registration certificate)*: 72 JAMESTOWN BEACH LN SQUIM, WA 98382-8565

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			MAY 06 2003		
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency		C. Certificate No.
Avian Aeronautics David M. Pearson 8850 State Hwy 3 SW Port Orchard, WA 98367	X	U.S. Certificated Mechanic	AP537782909IA
		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	Signature of Authorized Individual
04/30/03	David M. Pearson

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 [X] APPROVED [ ] REJECTED.

BY							
		FAA Flt. Standards Inspector		Manufacturer	X	Inspection Authorization	Other *(Specify)*
		FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
04/30/03	IA537782909	David M. Pearson

FAA Form 337 (12-88)

NOTICE

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

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

Repair engine mount frame to correct dented area by welding 30 deg. fishmouth split tube reinforcments (1 location). Repairs completed I/A/W reference data AC43.13-1B, Chapter 4, section 5, paragraphs 4-85 and 4-88.

Additional Sheets Are Attached

* U.S.G.P.O. 1990-761-753

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
GL09 Pitt

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: 175
	Serial No.: 56072	Nationality and Registration Mark: N6572E
2. Owner	Name *(As shown on registration certificate)*: Noble Harold E	Address *(As shown on registration certificate)*: 6886 E Clark Rd. Bath, Mi. 48808

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				

RECEIVED
JAN 24 1996
FAA GRR FSDO
GRAND RAPIDS, MICHIGAN

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Horold D Hamp 7350 Osborn Rd. Elwell, Mi. 48832	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	A&P379325921

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
Jan 22 1996	Harold D Hamp

7. Approval for Return To Service

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

BY						
	FAA Flt. Standards Inspector		Manufacturer	X	Inspection Authorization	Other *(Specify)*
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
Jan 22 1996	379325921IA	Harold D Hamp

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.)

Removed Cessna Airfilter P/N C294510-0301,
Installed Brackett Air filter BA5110. All work was done in accordance with STC No. SA71GL.
********** END **********

☐ Additional Sheets Are Attached

☆U.S. GOVERNMENT PRINTING OFFICE: 1992–769–012/60157

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 2-23-91

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
GRR FSDO

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: 175
	Serial No: 17556072	Nationality and Registration Mark: N6572E
2. Owner	Name (*As shown on registration certificate*): Roderick Duckworth	Address (*As shown on registration certificate*): 3361 N. Bagley Rd. Alma, MI 48801

3. For FAA Use Only

4. Unit Identification | **5. Type**

Unit	Make	Model	Serial No.	5. Repair	5. 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.
Tyler Avionic Systems, Inc. FAA Repair Station #JD5R958M 730 Lincoln Lake Rd. Lowell, MI 49331	U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer	JD5R958M

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
5/17/90	

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: X APPROVED ☐ REJECTED

BY						
		FAA I.R. Standards Inspector		Manufacturer	Inspection Authorization	Other (*Specify*)
		FAA Designee	X	Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
5/17/90	JD5R958M	

FAA Form 337 (6-86)

MAY 29 1990

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.)

Removed:
MK-12 Nav/Com System

Installed:
ACK A-30 Encoder, P/N Not Available
AV-529 Antenna, P/N Not Available
King KY-97A Com Transceiver, P/N 064-1051-51
Foster LRN-500 Receiver, P/N 805C0565-01
Foster Loran Antenna, P/N 805D0630-11

Units were installed in manufacturers trays in accordance with manufacturers instructions and FAA AC43-13-1A and 43-13-2A.

Aircraft logbook, Weight and Balance Data, and Equipment List has been updated to reflect the above changes.

Loran Receiver placarded: "For VFR Use Only."

NEW EMPTY WEIGHT: 1452.8 lbs.
NEW C.G. 42.1 in. aft of datum
NEW USEFUL LOAD: 897.2 lbs.

END

☐ Additional Sheets Are Attached

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 4-2-86

AAC-250

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
N6572E	CESSNA 175	55072	NORMAL

5. AUTHORITY AND BASIS FOR ISSUANCE
This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.
Exceptions: NONE.

6. TERMS AND CONDITIONS
Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE		DESIGNATION NUMBER
5 - 16 - 57 (Replacement)	NORMAN MECKLENBURG	WE FSDO 62

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding $1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA Form 8100-2 (7-67) FORMERLY FAA FORM 1362 GPO 963-O-270 931

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 4-2-86

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 4-2-86

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION: AGL-FSDO-63

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: 175
	SERIAL NO.: 56072	NATIONALITY AND REGISTRATION MARK: N6572E
2. OWNER	NAME (As shown on registration certificate): Douglas Anderson	ADDRESS (As shown on registration certificate): 11135 Easton Road, Rives Junction, MI 49277

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: 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.
Brian VanWagnen 6780 Brooklyn Road Jackson, MI 49201	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	379548096

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
Aug 13, 1985	Brian Van Wagnen

7. APPROVAL FOR RETURN TO SERVICE

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

BY							
		FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)
		FAA DESIGNEE		REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
Aug 13, 1985	379548096	Brian Van Wagnen

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 4-2-86

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.)*

REMOVED CONTINENTAL GO-300 ENGINE

INSTALLED FRANKLIN 6A350C-2 ENGINE (SERIAL #61023) AND MCCAULEY MODEL 2A31C21E PROPELLER (SERIAL# 672771) IN ACCORDANCE WITH STC SA436EA

WEIGHT AND BALANCE DATA, FLIGHT MANUAL AND PLACARDS REVISED

END

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE: 1977-771-021/344

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 4-2-86

AAC-250

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION: DET-MI50-CE

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: 175
	SERIAL NO.: 56072	NATIONALITY AND REGISTRATION MARK: N6572E
2. OWNER	NAME (As shown on registration certificate): Douglas Anderson	ADDRESS (As shown on registration certificate): 11135 Easton Rd. Rives Jct., Mi. 49277

3. FOR FAA USE ONLY

The alteration identified herein complies with the applicable [illegible] and is approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43 Section 43.7.

DATE: 12-12-85 SIGNATURE of FAA INSPECTOR: John J Tobin DET-MI50-CE

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: 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.
Brian VanWagnen 6780 Brooklyn Road Jackson, Mi. 49201	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	379548096

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
Aug. 13, 1985	Brian Van Wagnen

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 [X] APPROVED [ ] REJECTED

BY						
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	X	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
13 DEC 85	379548096	Brian Van Wagnen

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 4-2-86

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.)*

Removed original 500x5 nosewheel fork and wheel.

Installed 600x6 nosewheel fork (Cessna pn. 5042013-497), and Cleveland 40-113B nosewheel, with 15x6.00x6 4 ply tire.

Weight and balance data and equipment list revised.

-END-

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE: 1977 771-021/344

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 4-2-86

WO #35919 - mb

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION: ACONGADO - 7
Columbus, Ohio

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: C-175
	SERIAL NO.: 56072	NATIONALITY AND REGISTRATION MARK: N6572E
2. OWNER	NAME (As shown on registration certificate): Willard L. Schoonover	ADDRESS (As shown on registration certificate): 103 Melick Street, Mt. Vernon, Ohio 43050

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. REPAIR	5. 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.
ElectroSonics Division AiRadio Corporation 4885 Sawyer Road Columbus, Ohio 43219	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC XX CERTIFICATED REPAIR STATION MANUFACTURER	Repair Station 1009 Radio Class 1, 2, & 3 Limited Instruments Limited Specialized Services

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
July 26, 1979	Jerry M. Leonard

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							OTHER (Specify)
		FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	
		FAA DESIGNEE	XX	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
July 26, 1979	1009	Jerry M. Leonard

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 4-2-86

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. A MK-6 was removed from the aircraft.

2. A MK-12, VOA-4 and an AT-150 were installed.

3. The following equipment was installed in the instrument panel in accordance with A.C. 43.13-2, Chapter 2 and 11:
   MK-12 VOA-4 AT-150

4. A Power Supply was installed on the inside firewall.

All of the above was installed in accordance with A.C. 43.13-2, Chapter 2.

All pertinent details regarding the above information is on file with this agency.

The following antennae were installed in accordance with A.C. 43.13-2, Chapter 3:
Top Fuselage -- Com Ant. Bottom Fuselage -- TXP Ant.

Electrical load check completed per A.C. 43.13-2 Chapter 2, Paragraph 27 and found to be within limits.

All wires, fuses, circuit breakers, and method of installation was in accordance with A.C. 43.13-1, Chapter 11, Section 2 and 3.

AIRCRAFT MUST BE LOADED IN ACCORDANCE WITH THE PRESCRIBED LOADING INFORMATION FROM MANUFACTURER.

Moment / Weight 53930.44 / 1460.2 = New E. W. CG 36.93 = New Useful Load 889.8

END

D. Shaffer
Mac

O-1		CHIEF		AFS		
O-2		RECEIVED				M-2
O-3						M-3
O-4		AUG 14 1979				M-4
O-5		FAA GL-GADO-7				M-5
O-6		C-1	C-2	C-3	A-1	

☐ ADDITIONAL SHEETS ARE ATTACHED

☆U.S. Government Printing Office 1976—771-980/65

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 4-2-86

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION - GADO-7
Columbus, Ohio

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

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE: Cessna	MODEL: 175
	SERIAL NO.: 56072	NATIONALITY AND REGISTRATION MARK: N 6572 E
2. OWNER	NAME (As shown on registration certificate): Bruce Waters	ADDRESS (As shown on registration certificate): 8 Plaza Dr. Mt Vernon, Ohio 43050

3. FOR FAA USE ONLY

The alteration identified herein complies 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.

APPROVING INSPECTOR: Myron V Brown AGL-GADO-7

DATE: 01-26-83

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: 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.
John W Wilson Wynkoop Airport Rt 4 Mt Vernon, Ohio 43050	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A&P 1929716

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
26 Jan. 83	John W Wilson

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						OTHER (Specify)
	☐	FAA FLT. STANDARDS INSPECTOR	☐	MANUFACTURER	X INSPECTION AUTHORIZATION	
	☐	FAA DESIGNEE	☐	REPAIR STATION	☐ CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
26 Jan 83	1929716A	John W Wilson

FAA Form 337 (7-67) (8320)

GPO : 1974 O - 410-878

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.)*

Removed 35 amp. Delco Rem generater P/N 1101914 Serial 31280. Generater regulator, noise filter, and related wiring.

Installed, Cessna alternater P/N C 611501-0204 D8F 10-300 F Cessna alternater regulator P/N 611001-02-1 Noise filter P/N 0770038-2 Plug assembly P/N 1250211-5 Diode assembly P/N 0770719-1 60 amp circuit breaker S 1596-60 and related wiring.

Cessna customer service, by phone, stated Cessna conversion unit kit SK 172-22F used for this converstion on 175 aircraft. Letter from Cent. dated 15 Dec. 82 signed by Service Rep. A.L. Beech approves of such change.

Reference made to Cessna Drawing 0500062 172 1965 Page 4.9

Units removed 17.5 lbs Units installed 12.9 lbs.

New weight and balance as follows:

Weight 1455.6 Arm 36.993844 Moment 53848.24 U/L 894.4

- - - - - - - - - - - - - - - - - - ending - - - - - - - - - - - - - - - - - -

RECEIVED
JAN 26 1983
FAA GL-GADO-7

[ ] ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 4-2-86

WO #39183 - mb

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION GL - GADO - 7 Columbus, Ohio

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: 175
	SERIAL NO.: 56072	NATIONALITY AND REGISTRATION MARK: N6572E
2. OWNER	NAME (As shown on registration certificate): Bruce Waters	ADDRESS (As shown on registration certificate): 8 Plaza Drive, Mt. Vernon, Ohio 43050

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				XXXXX
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
ElectroSonics Division AiRadio Corporation 4885 Sawyer Road Columbus, Ohio 43219	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC XX CERTIFICATED REPAIR STATION MANUFACTURER	Repair Station 1009 Radio Class 1, 2, & 3 Limited Instruments Limited Specialized Services

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
March 1, 1983	[signature]

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	XX REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
March 1, 1983	1009	[signature]

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977--772-646/141 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 4-2-86

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. **The following equipment was removed from the aircraft:**
   Attitude gyro KX-150, Nav/Comm

2. **The following equipment was installed in the instrument panel in accordance with A.C. 43.13-2, Chapter 2 and 11:**
   VOA-4, Indicator MK-12B, Nav/Comm Attitude gyro

3. **The following equipment was installed in the aft fuselage:**
   MK-12, Power supply

All of the above was installed in accordance with A.C. 43.13-2, Chapter 2.

All pertinent details regarding the above information is on file with this agency.

Electrical load check completed per A.C. 43.13-2, Chapter 2, paragraph 27 and found to be within limits.

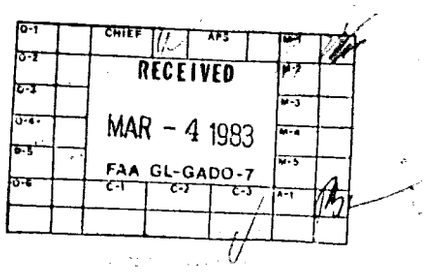
All wires, fuses, circuit breakers, and method of installation was in accordance with A.C. 43.13-1, Chapter 11, Section 2 and 3.

AIRCRAFT MUST BE LOADED IN ACCORDANCE WITH THE PRESCRIBED LOADING INFORMATION FROM MANUFACTURER.

Moment 54414.0 = New E.W. CG 37.3 = New Useful Load 889.8
Weight 1460.2

End

Beatty



☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 4-2-86

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

FEB 12 1976

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION CL-GADO-7
Columbus, Ohio

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: 175
	SERIAL NO.: 56072	NATIONALITY AND REGISTRATION MARK: N6572E
2. OWNER	NAME (As shown on registration certificate): NET INC.	ADDRESS (As shown on registration certificate): 2246 SOUTHGATE PARKWAY SUITE 211 CAMBRIDGE, OHIO 43725

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / **5. TYPE**

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆ (As described in item 1 above) ◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
ROGER R. MAYES 68 N. CHURCH ST. THORNVILLE, OHIO 43076	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A&P1958995

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: FEBRUARY 10, 1976

SIGNATURE OF AUTHORIZED INDIVIDUAL: Roger R. Mayes
ROGER R. MAYES

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 [X] APPROVED [ ] REJECTED

BY						OTHER (Specify)
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	X	INSPECTION AUTHORIZATION	
	FAA DESIGNEE		REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
FEBRUARY 10, 1976	A&P1958995 IA	Roger R. Mayes ROGER R. MAYES

(8320)

FAA Form 337 (7-65)

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 4-2-86

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. INSTALLED DORNE AND MARGOLIN INC. MODEL ELT DM5-2 EMERGENCY LOCATOR TRANSMITTER WEIGHT 3.2 LBS. AT STATION 84.0. INSTALLED DMQ18-1/A EXTERNAL ANTENNA WT. 8.0 OZ. AT STATION 100.0.

ALL WORK ACCOMPLISHED IN ACCORDANCE WITH A.C. 43.13-1; A.C. 43.13-2, CHAPTERS 1,2 & 3 AND A.C. 00-35.

NO ELECTRICAL LOAD CHANGE - SELF CONTAINED BATTERY.

2. THE FOLLOWING ITEMS INSTALLED AT DATES UNKNOWN AND BY PERSON OR PERSONS UNKNOWN:

1 DIRECTIONAL GYRO	3.0	+14
1 ARTIFICAL HORIZON	4.5	+14
1 VENTURI SYSTEM INCLUDING HOSES & TUBING	3.0	+ 8
1 CYLINDER TEMP GUAGE	.5	+15
1 KING KX150	8.5	+10
1 NARCO MK 6	6.5	+10

ELECTRICAL LOAD DOES NOT EXCEED 80% OF ALTERNATOR CAPACITY OF 20 AMPS.

NEW EMPTY WEIGHT	1448.2
NEW EMPTY C.G.	37.2
NEW USEFUL LOAD	901.8

NOTHING BELOW

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. G.P.O. 1972/720-694/545/1303

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 4-2-86

Form Approved. Budget Bureau No. 41-R041.A.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT

INSTRUCTIONS
Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.

1. TYPE OF APPLICATION (Check which)

a. [X] ORIGINAL ISSUANCE OF CERTIFICATE
b. [ ] ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE
c. [ ] AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE
d. [ ] RECERTIFICATION UNDER THE PROVISIONS OF CAR 8
e. [ ] MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8
f. [ ]

2. AIRWORTHINESS CLASSIFICATION (Check appropriate item(s))
It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following airworthiness classification(s):

a. [X] STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES)
b. [ ] LIMITED (SEE CAR 9)
c. [ ] RESTRICTED (SEE CAR 8)
(Check the restricted special purpose operation(s) to be conducted)
- [ ] AGRICULTURAL AND PEST CONTROL
- [ ] AERIAL ADVERTISING
- [ ] AERIAL SURVEYING
- [ ] GLIDER TOWING
- [ ] PATROLLING
- [ ] FOREST AND WILDLIFE CONSERVATION
- [ ] WEATHER CONTROL
- [ ] OTHER

d. [ ] EXPERIMENTAL
(Check the type of experimental operation(s) to be conducted)
- [ ] RESEARCH AND DEVELOPMENT
- [ ] AMATEUR-BUILT
- [ ] DEMONSTRATION
- [ ] RACING
- [ ] EXHIBITION
- [ ] OTHER

3. AIRCRAFT IDENTIFICATION (Complete all items)

a. AIRCRAFT MAKE	b. AIRCRAFT MODEL	c. AIRCRAFT SERIAL NO.
Cessna	175	56072

d. ENGINE MAKE	e. ENGINE MODEL
Continental	GO-300A

4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)

a. REGISTERED OWNER'S FULL NAME	b. PERMANENT MAILING ADDRESS	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK
Cessna Aircraft Company	Wichita, Kansas	N- 6572E

5. AIRCRAFT OWNER'S CERTIFICATION (Check and complete appropriate item)

I hereby certify that I am the registered owner (or his agent) of the aircraft identified in Item 3 above which is registered* with the Civil Aeronautics Administration as required by the Regulations of the Administrator, Part 501 or 502 and when operated displays the following evidence of registration:

a. [ ] CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A). DATE OF ISSUE _____
b. [ ] APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B). FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON _____ (DATE)
c. [X] DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED 7-28-58

*In order to be eligible for registration an aircraft must be owned by a citizen of the United States, as defined by Section 1 (13) of the Civil Aeronautics Act of 1938, as amended.

ATTACHMENTS (Check which)
- [ ] ACA-319
- [ ] ACA-337
- [ ] ACA-317
- [ ] WEIGHT AND BALANCE REPORT
- [ ] DATA, DRAWINGS, ETC.
- [ ] UNAPPROVED DEVIATION DATA

Del Roskam
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

5-16-59 (DATE)

Owner's Agent (TITLE)

Form ACA-308 (11-51)

16- 60887 2

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 4-2-86

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

(To be completed by a CAA representative or approved repair station)

The aircraft described in Item 3 on the reverse of this form has been inspected and found to conform to the following:
(Check and complete applicable items)

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS
   - a. ☒ AIRCRAFT SPECIFICATION NO. 3A17 THROUGH SHEET REVISION NO. 1
   - b. ☐ AIRCRAFT LISTING PAGE NO. _____
   - c. ☐ AIRWORTHINESS DIRECTIVE SUMMARY _____ (YEAR) THROUGH CARD NO. _____
   - d. ☐ CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS
   - a. ☒ AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
   - b. ☐ COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
   - c. ☐ AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF _____ HOURS
   - d. ☐ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:
     - SERIAL NO. _____ TOTAL HOURS _____
     - SERIAL NO. _____ TOTAL HOURS _____
     - SERIAL NO. _____ TOTAL HOURS _____
     - SERIAL NO. _____ TOTAL HOURS _____

3. PREVIOUS INSPECTION RECORD (INSPECTION RECORDED ON FORM ACA-319)
   - a. LAST AIRWORTHINESS INSPECTION CONDUCTED _____ (DATE)
     - ☐ BY AIRCRAFT MANUFACTURER
     - ☐ BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
     - ☐ BY MECHANIC, CERTIFICATE NO. _____
   - b. ☐ PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED
   - a. ☒ OPERATION LIMITATIONS, ~~FORM ACA-309, WAS ISSUED (COPY ATTACHED)~~ CAR 3.777 (b) displayed in aircraft
   - b. ☐ CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
   - c. ☐ CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
   - d. ☒ CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
   - e. ☐ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
   - f. ☒ CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE Indefinite (DATE)
   - g. ☐ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE _____ (DATE)
     BY _____ (NAME OF ISSUING REPRESENTATIVE) _____ (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

The aircraft described on the reverse has been inspected under the authority accorded certificated repair station No. _____ by CAR 52 and was found to be:

☐ AIRWORTHY
☒ UNAIRWORTHY

DMER 3-1 _____ (REPAIR STATION AUTHORIZED SIGNATURE) _____ (DATE)

6. CAA REPRESENTATIVE CERTIFICATION

Executive Engineer, Commercial Div.
I HAVE INSPECTED THE AIRCRAFT DESCRIBED ON THE REVERSE AND FOUND IT ☒ AIRWORTHY ☐ UNAIRWORTHY (Check appropriate item)
CESSNA AIRCRAFT COMPANY

DESIGNEE'S SIGNATURE	DESIGNATION NO.	DATE	
By R Kevin Tobin		5-16-89	
AVIATION SAFETY AGENT'S SIGNATURE	CAA DESIGNATION NO.	DATE	☐ ACCEPTED ☐ REINSPECTED ☐ SPOT CHECKED

☐ ATTACHMENT

U. S. GOVERNMENT PRINTING OFFICE

Form ACA-340a (11-51)

DC JW

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 4-2-86

878 660

Verified by Operator

Form approved.
Budget Bureau No. 04-R060.

FEDERAL AVIATION AGENCY

MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

1. AIRCRAFT	MAKE: Cessna 175	MODEL: 175	SERIAL NO.: 56072	NATIONALITY AND REGISTRATION MARK: N6572E
2. OWNER	NAME (First, middle, last): CANYON FLYING CLUB	ADDRESS (Street and number, city, zone and State): Room 211, Administration Bldg. Orange County Airport, Santa Ana, Calif.		

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18. 2

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check): MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	(As described in Item 1 above)				XXX
b. POWERPLANT					
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA *AFTER the repairs and/or alterations described below were made.

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Standard	1448.2	37.42" Aft.	901.8

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
William A. Neill 2518-B Elden Ave. Costa Mesa, California	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	AAP 1318763

d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

12/15/64 (Date repair and/or alteration completed)

Wm. A. Neill (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is

☑ APPROVED ☐ REJECTED BY ☐ FAA Designee ☑ FAA Flight Standards Inspector ☐ Manufacturer ☐ Repair Station ☐ Canadian Department of Transport Inspector of Aircraft ☐ Other (Specify)

12/15/64 (Date of approval or rejection)

R. P. Stone WE GADO-5 (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum 7 DEC 31 1964 ☐ Spot Checked (Date)

b. ☐ Accepted (Date) ☐ Reinspected (Date)

REG. WE - 4-05
GADO-5 (FAA designation number)

(Signature Flight Standards Inspector)

Form FAA-337 (4-62)

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 4-2-86

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, powerplant, propeller or appliance. After the repair and/or alteration has been inspected and Item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the FAA for administrative purposes.

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

6. DESCRIPTION OF WORK ACCOMPLISHED.*

Installed Kelair V.H.F. Reciever in instrument panel using all A.N. Hardware. Connected reciever electrical to a/c electrical system in accordance with CAM-18. Total steady current drain does not exceed 80% of generator rated output!

	Wt.	Arm.	Moment.
a/c empty	1447	37.44	54175.68
Kelair Rec.	1.2	9.0	10.80
	1448.2		54186.48

$\frac{54186.48}{1448.2}$ = plus 37.42" new E.W.C.G

NOTHING FOLLOWS!

*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.

Check block if additional sheets are attached. ☐

U.S. GOVERNMENT PRINTING OFFICE : 1981 O - 807350

Form FAA-337 (4-82)

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 4-2-86

Form approved.
Budget Bureau No. 04-R(66).

FEDERAL AVIATION AGENCY

MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

1. AIRCRAFT	MAKE: Cessna	MODEL: 175	SERIAL NO.: 56072	NATIONALITY AND REGISTRATION MARK: N6572E
2. OWNER	NAME (*First, middle, last*): Cable Flying Service	ADDRESS (*Street and number, city, zone and State*): 13th and Benson, Upland, Calif.		

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check): MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	(As described in Item 1 above)				XX
b. POWERPLANT		The alteration identified herein complies with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in car. 18.11(b).			
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER	10/3/62 Date	Robert a Byrd Approving Inspector GADO 4-18		

4. AIRCRAFT WEIGHT AND BALANCE DATA (**AFTER the repairs and/or alterations described below were made.*) This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

CATEGORY	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
Standard	1448	37.43	902

5. CONFORMITY STATEMENT (*Complete and check*)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Vernon W Hickey 1899 Salem Ct Claremont, Calif.	☑ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	A+E 1160861

d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

3 Oct 1962 (Date repair and/or alteration completed) — V. W. Hickey (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (*Check and complete appropriate items*)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is

☑ APPROVED ☐ REJECTED BY { ☐ FAA Designee ☐ FAA Flight Standards Inspector ☐ Manufacturer ☐ Repair Station ☐ Canadian Department of Transport Inspector of Aircraft ☑ Other (*Specify*) I.A.

Oct 3, 1962 (Date of approval or rejection) — (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☑ Accepted 4/18 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

10/12/62 (FAA designation number) — Robert a Byrd (Signature Flight Standards Inspector)

NOV 14 1962

Form FAA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 4-2-86

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, powerplant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the FAA for administrative purposes.

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

6. DESCRIPTION OF WORK ACCOMPLISHED.*

Removed mark II Omnigator and installed mark VI in same brackets - Installed 5640 Lear transmitter in radio panel

	weight	arm	moment
aircraft empty	1445.9	37.50	54191.75
mark II	- 7.0	10.00	-70.00
mark VI	6.5	9.00	58.50
5640 Transmitter	2.6	9.00	23.40
	1448.0		54203.65

$\frac{54203.65}{1448.0} = 37.43$ M.E.C.G.

Total steady current drain does not exceed rated generator output

Nothing follows

*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.

Check block if additional sheets are attached. ☐

U.S. GOVERNMENT PRINTING OFFICE: 1961-0-547360

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 4-2-86

Form approved.
Budget Bureau No. 41-R053.4.

FEDERAL AVIATION AGENCY

MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
1. AIRCRAFT	Cessna	175	56072	N6572E

	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
2. OWNER	Cable Flying Service	13th & Benson Upland, Cal.

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	---------- (As described in Item 1 above) ----------			XX	
b. POWERPLANT					
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA (*AFTER the repairs and/or alterations described below were made.*) This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Standard	1445.9	plus 3750	904.1

5. CONFORMITY STATEMENT (*Complete and check*)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
E. R. Wilcox 1510 N. Pleasant Ontario, Cal.	☐ U. S. Certificated Mechanic. ☒ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	P1431415

d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U.S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

7-13-62 (Date repair and/or alteration completed)

E R Wilcox (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (*Check and complete appropriate items*)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is

☒ APPROVED ☐ REJECTED BY ☐ FAA Designee ☐ FAA Flight Standards Inspector ☐ Manufacturer ☐ Repair Station ☐ Canadian Department of Transport Inspector of Aircraft ☒ Other (*Specify*) I.A.

7-13-62 (Date of approval or rejection)

W D Hickey A/E 1160561 A.C.U. (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 8/6/62 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked AUG 24 1962 (Date)

WESTERN GADO 18 (FAA designation number)

Robert a Byrd (Signature Flight Standards Inspector) M. V.

18-53010-5

Form FAA-337 (4-62)

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 4-2-86

INSTRUCTIONS

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8. DESCRIPTION OF WORK ACCOMPLISHED:*

Engine and accessories overhauled this date
Engine disassembled, cleaned and inspected in accordance with Manufactures instructions.
All steel parts magnafluxed, all alloy parts zyglowed.
A.D. 62-4-4 complied with.

NEW PARTS INSTALLED

6 - 626146 plus .015 Pistons
1 - 627330-Al plus .015 Ring set
1 - 626165 Bushing
1 - 626184 Bushing
3 - 538616 Pin
2 - 626943 Bearing
6 - 10-885143 Bushing
1 - M1217 Rotro case mag.
4 - M2007 Gasket
1 - 615-46 Gea r
2 - Seal (0185JM)
12 - 20087 Harness ferrell
12 - 532149 Ferrell
1 - A286-1035 Kit (Carb.)
1 - A666-651 Kit (Carb.)
1 - 627372Al Gasket set
12 - 35897 Bearing
1 - 626943-Al Bearing set
1 - 539241 Seal
6 - 629404 Valve
6 - 24047 Guide
6 - 24024 Guide
1 - 262088 Gear
12 - REM 40E Plugs
~~2 - 9811271 Pucks~~
~~2 - 9811269 Pucks~~
~~4 - AN - 3 Washers~~
~~1 - 175A Manual~~
1 - 626087 Gear
1 - 626090 Cover
1 - 534885 Spring
1 - 1885029 Coil
1 - 1885030 Coil
2 - M1067 Block
2 - M1068 Plate
1 - 1867150 Seal
1 - 1910379 Seal
Harness wire
Spark plug terminals
2 - 1548A Breaker Assy.
1 - 626785 Name plate

RECEIVED AUG 6 1962 FAA AIRCRAFT REGISTRY Ontario International Airport Ontario, Calif.

*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.

Check block if additional sheets are attached. ☐

U.S. GOVERNMENT PRINTING OFFICE 16—84010-6

FORM FAA-337 (6-62)

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 4-2-86

Form approved.
Budget Bureau No. 41-R043.4.

FEDERAL AVIATION AGENCY

MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
1. AIRCRAFT	Cessna	175	56073	N6573Z

	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
2. OWNER	Cable Flying Service	15th & Benson Upland, Cal.

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	(As described in Item 1 above)				XXX
b. POWERPLANT					
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA (*AFTER the repairs and/or alterations described below were made.*) This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Standard	1345.9	+37.50	304.1

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
James R. Hubele 542 West 5.St. Ontario, Cal.	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	A&P 1386136

d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

3-25-62 (Date repair and/or alteration completed) James R Hubele (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is

☒ APPROVED ☐ REJECTED } BY { ☐ FAA Designee ☐ FAA Flight Standards Inspector ☐ Manufacturer ☐ Repair Station ☒ Other (Specify) I.A.

3-25-62 (Date of approval or rejection) (Signature of authorized individual, title or identification number) A&P 1386136

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 4-20-62 (Date) ☐ Reinspected (Date) ☐ Spot Checked A.C.U. (Date) MAY 11 1962

WESTERN CADO 18 (FAA designation number)

APR 24 1962 George A Bonard (Signature Flight Standards Inspector) A.W.

Form FAA-337 (4-62)

16—Revised

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 4-2-86

INSTRUCTIONS

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See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

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8. DESCRIPTION OF WORK ACCOMPLISHED.*

Installed Richter Carburator Air Temp. Gage & E-5 probe (STC # SA1-201) as per Kit instructions.

Revised equipment list, computed new weight and balance

	Weight	Arm	Moment
Aircraft	1444.9	37.50	54,183.75
Carb.Air Temp. Kit	1.0	8	8.00
	1445.9		54,191.75

54,191.75 div. by 1445.9 equals new E.W.C.G. 37.50

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*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.

Check block if additional sheets are attached. ☐

U.S. GOVERNMENT PRINTING OFFICE 16—84010-6

Form FAA-337 (4-82)

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 4-2-86

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.4.

MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

1. AIRCRAFT	MAKE: CESSNA	MODEL: 175	SERIAL NO.: 56072	NATIONALITY AND REGISTRATION MARK: N6572E
2. OWNER	NAME (*First, middle, last*): SKY ROAMERS		ADDRESS (*Street and number, city, zone and State*): 2945 N. Hollywood Way Burbank Calif.	

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*) MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	••••••••••••••••••••• (*As described in Item 1 above*) •••••••••••••••••••••				XX
b. POWERPLANT		The alteration identified herein complies with applicable airworthiness requirements and is approved only for the above described aircraft, subject to conformity inspection by a person authorized in CAR 18.11(b). Harold J. Burk Date 11-30-59			
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA (**AFTER the repairs and/or alterations described below were made.*) This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

CATEGORY	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
Std.	1444.9	+37.50	905.1

5. CONFORMITY STATEMENT (*Complete and check*)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Joseph J. Kappa, Jr 16525 Superior St Sepulveda, Calif.	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	AP1204230

d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

11-14-59 (Date repair and/or alteration completed)

Joseph J Kappa Jr (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (*Check and complete appropriate items*)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

☒ APPROVED ☐ REJECTED } BY { ☐ CAA Designee ☐ CAA Aviation Safety Agent ☐ Manufacturer ☐ Repair Station ☐ Canadian Department of Transport Inspector of Aircraft ☒ Other (*Specify*) INSP. AUTH.

11-21-59 (Date of approval or rejection)

Joseph J Kappa Jr, AP1204230 IA (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☐ Accepted _____ (Date) ☒ Reinspected 11-30-59 (Date) ☐ Spot Checked _____ (Date)

Reg. 4 LA
GSDO 13 (CAA designation number)

Harold J. Burk (Signature of Aviation Safety Agent)

16—54010-4

Form ACA-337 (4-52)

Pm 1-13-60

MC

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 4-2-86

INSTRUCTIONS

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See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

8. DESCRIPTION OF WORK ACCOMPLISHED.*

INSTALLED VACUUM SYSTEM AND GYROS (DIRECTIONAL, HORIZON)
INSTALLED TWO 4" VENTURI'S ON RIGHT SIDE,
ALL WORK ACCOMPLISHED IN ACCORDANCE WITH CAM 18.
WEIGHT AND BALANCE COMPUTED

~~RMD~~
DIRECTION & HORIZON GYRO'S INSTALLED IN PANEL
AND HOLES IN PANEL WERE PROVIDED BY MANUFACTURER,
END

*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.

Check block if additional sheets are attached. ☐

U. S. GOVERNMENT PRINTING OFFICE 16—84010-4

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 4-2-86

Form approved, Budget Bureau No. 41-R052.4.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	Cessna	175	56772	N 6572E

2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
	Sky Roamers, Inc.	2945 N. Hollywood Way Burbank, California

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

UNIT	MAKE	MODEL	SERIAL NO.	MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	(As described in item 1 above)				XXX
b. POWERPLANT	The data identified herein complies with the applicable airworthiness requirements and is approved for duplication or identical aircraft make and model and altered configuration when accomplished by the original modifier.				
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA *AFTER the repairs and/or alterations described below were made.*

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CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Standard	1433.9	37.41	916.1

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS

THE Air-Oasis CO.
Cessna Distributor
Central and Southern California
LONG BEACH

b. KIND OF AGENCY

- ☐ U. S. Certificated Mechanic.
- ☐ Foreign Certificated Mechanic.
- ☒ Certificated Repair Station.
- ☐ Manufacturer.
- ☐ (Check if repair or alteration was made under delegation option procedures.)

c. CERTIFICATE NO.

Airframe Class 3
Approved C. A. A. Rep. Sta.
No. 4082

d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

June 19, 1959
(Date repair and/or alteration completed)

E. D. Curry DMR
(Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)
Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

☒ APPROVED ☐ REJECTED BY ☐ CAA Designee ☒ CAA Aviation Safety Agent ☐ Manufacturer ☐ Repair Station ☐ Canadian Department of Transport Inspector of Aircraft ☐ Other (Specify)

June 19, 1959
(Date of approval or rejection)

F N Robinette
(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum
b. ☐ Accepted ______ (Date) ☐ Reinspected ______ (Date) ☐ Spot Checked ______ (Date)

Reg. 4 LA
ASDO 20
(CAA designation number)

______
(Signature Aviation Safety Agent)

16—54810-4

Form ACA-337 (4-52)

6-18-9 MC

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 4-2-86

INSTRUCTIONS

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8. DESCRIPTION OF WORK ACCOMPLISHED.*

Installed Rotating Beacon per Air Oasis Supplemental Type Certificate SA4-306, drawing # A. O. 172/175.
Install Narco Mark II omnigator, power supply mounted on firewall, tuner mounted in instrument panel in factory installed mounting brackets.

Airplane	1433.5	37.5	53243
Narco Mark II Omnigator			
Power Supply	6.9	0	0
Tuner	7	10	70
Rotating Beacon	1.5	220	330
	1433.9		53643.0

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Check block if additional sheets are attached. ☐

U. S. GOVERNMENT PRINTING OFFICE 16—84010-4