US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

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

1. Aircraft	Make: Cessna	Model: 182F
	Serial No.: 18254730	Nationality and Registration Mark: N3330U
2. Owner	Name *(As shown on registration certificate)*: Leon James Construction Co. Inc.	Address *(As shown on registration certificate)*: 940 SE 12th Ave. Ontario, Or. 97914

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 described aircraft, subject to conformity inspection by a person authorized in § 43.7.

11 FEBRUARY 2005
Date

FAA Inspector, NM FSDO-11

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.
Avionics Master, Inc. 3305 Airport Road Nampa, Idaho 83687		U.S. Certificated Mechanic	VM9R082N Radio Class 1& 2
		Foreign Certificated Mechanic	
	X	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
01/18/2005	Thomas E. Bergstrom

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		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
02/11/05	VM9R082N	Thomas E. Bergstrom

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.)

CESSNA Model 182F S/N 18254730 N3330U 01/18/2005

This aircraft has been modified by the installation of:

Garmin GNS-420 Communications Transceiver/ GPS Receiver, Collins IND-351 Course Deviation Indicator and Garmin GA-56 Gps Antenna; in accordance with the Garmin 400 Series Installation Manual P/N 190-00140-02, Rev. M, dated 07/04; Collins IND-351 Installation Manual P/N 523-0766002-103118, Rev.1, dated 4/20/83.

Removed the following:
* King KY-97A Com with tray weighing 2.80 lbs from STA. 12.00;
* II Morrow 800 Loran Receiver with tray weighing 2.75 lbs from STA. 12.00;
* II Morrow A-16 Loran antenna weighing .60 lbs from STA. 40.00;

Installed the following:
* Garmin GNS-420 Com/GPS unit with tray weighing 5.80 lbs at 12.00.
* Garmin GA-56 Gps Antenna weighing .50 lbs at STA. 40.00.
* Collins IND-351 CDI weighing 1.20 lbs at STA. 14.00.

Removed King KY-97A Com Transceiver, II Morrow 800 Loran and A-16 Loran antenna. Installed Garmin GNS-420 in the #1 radio position coupled to Collins IND-351. Utilized existing Com Coaxial cable and antenna. Installed GA-56 GPS Antenna on the upper forward cabin at Loran antenna site utilizing an internal doubler fabricated from .032" 2024 T3 Alclad aluminum sheet and sealed with silicon sealant, as required.

The GNS-420 is installed in an instrument fashion with navigating information being displayed on the IND-351 only. The IND-351 recieves no power inputs. Lighting for the GNS-420, and the IND-351 is provided by paralleling the existing "Instrument Lighting" Buss at the existing #2 KX-125 Nav/Com.

Circuit protection is provided as follows:
* GNS-420 (14vdc) receives power through a 10 amp circuit breaker placarded "COM- 1" and a 5 amp circuit breaker placarded "GPS".

This installation was evaluated as a "follow-on" to STC# SA00801WI "Installation of Garmin GNS-420" held by Garmin International and dated July 06, 1999 FAA Advisory Circular AC 20-138A, dated December 22, 2003, was used as a basis to evaluate and approve this GPS equipment for use as primary navigation systems and oceanic/remote, domestic enroute, terminal, and non-precision instrument approach (except localizer, localizer directional aid (LDA) and simplified directional facility (SDF) operations).

A satisfactory functional flight evaluation was conducted in accordance with AC 20-138A, Paragraph 22 (a) (3) (ii) and 23 (a) and the results are attached. This GPS installation is approved for IFR enroute navigation. For complete operating instructions, refer to the GNS-420 Pilot's Guide and Reference, P/N 190-00140-20, Rev.B, dated August 2002, and the Pilot's Guide Addendum for the 400/500 Series Display Interfaces, P/N 190-00140-10, Rev.D dated March 2003. An FAA Approved Flight Manual Supplement, "GNS-420 VHF Communications Transceiver/ VOR/ ILS Receiver/ GPS Receiver", dated January 18, 2005, is installed in the POH.

Continuous Airworthiness Instructions are found in appendix A of the GNS-400 series installation manual. At this time, Garmin does not require any scheduled maintenance to ensure continued airworthiness of the GNS-420. Maintenance is performed "on condition". Inspect entire avionics & instrument installation for security, including all antennas and connectors for security and corrosion as well as coaxial cables and wiring runs for chaffing and control cable interference, during next annual inspection.

Electrical loads have been evaluated in accordance with Advisory Circular AC 43.13-1B, change 1, dated September 27, 2001, Chapter 11, Section 3, Paragraph 11-36 (determination of electrical loads) and were found to be within limits.

Wire used in the above installations conforms to M27500 or M22759/16 of the appropriate guage as required by AC 43.13-1B, Paragraph 11-76 and 77. Wire was installed in accordance with Chapter 11 Section 5, Paragraphs 11-66 through 11-69; Section 8, Paragraph 11-96; Section 9, Paragraphs 11-115 through 11-126; Section 11, Paragraph 11-146 through 11-147; and Section 16, Paragraphs 11-205 through 11-210.

☒ Additional Sheets Are Attached

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

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.)

CESSNA Model 182F S/N 18254730 N3330U 01/18/2005

The antenna coaxial cable used in this installation conforms to MIL-C-17/ 128-RG-400.

The above installations meet the requirements for static loading in accordance with AC 43.13-2A Chapter 1, Paragraph 2(d), and materials and methods were chosen and employed in accordance with AC 43.13-2A Chapter 1, Paragraphs 4 through 12.

No changes are noted in the aircaft compass system. Ammended equipment list and revised aircraft Weight and Balance records.

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

☐ Additional Sheets Are Attached

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

GPS - IFR GROUND AND OPERATIONAL FLIGHT CHECK PROCEDURES/REPORT FORM

OPERATIONAL FLIGHT CHECK PROCEDURES

OVERALL PERFORMANCE FUNCTION OF GPS AND DISPLAYED INFORMATION:

NAVIGATION EQUIPMENT ABILITY TO -		NAVIGATION DATA PRESENTATION -	
CREATE & MODIFY FLIGHT PLAN:	✓	DEPICTION OF -	
PERFORM "DIRECT TO" FUNCTIONS:	✓	"TO" WAYPOINT NAME:	✓
HOLD AT DESIGNATED WAYPOINT:		BEARING-TO-WAYPOINT:	✓
INTERCEPT AND TRACK TO OR FROM A WAYPOINT ON A SELECTED COURSE:	✓	DISTANCE-TO-WAYPOINT:	✓
TURN ANTICIPATION:	✓	ESTIMATED TIME-OF-ARRIVAL:	✓
WAYPOINT SEQUENCING:	✓	ESTIMATED TIME EN ROUTE:	✓
		GROUND SPEED:	✓

EFFECTS OF GPS EQUIPMENT FAILURE:

OPEN GPS CIRCUIT BREAKER:	✓
LOSS OF GPS SIGNAL:	✓
(E)HSI/CDI SELECTOR SWITCHING ON RELAY POWER FAILURE:	
AFCS MODE REVERSION:	
ANNUNCIATOR FAILURE:	
OTHER FAILURES: ______	

FAILURE PROTECTION: Any probable failure of the airborne GPS navigation system shall not degrade the normal operation of other required equipment or create a flight hazard. Likewise, normal operation of the GPS navigation system installation shall not adversely affect the performance of other aircraft equipment. The interfaces with other aircraft equipment must be designed such that normal or abnormal GPS equipment operation shall not adversely affect the operation of other equipment nor shall normal or abnormal operation of other equipment adversely affect the GPS navigation equipment operation. (Reference FAR 2X.1309).

AUTOPILOT/FLIGHT DIRECTOR INTERFACE:

TRACK ANGLE MODE CHANGES -	
TRANSITION FROM EN ROUTE TO APPROACH:	✓
TRANSITION FROM APPROACH TO ENROUTE:	
EVALUATE ALL DISPLAYED (E)HSI/CDI SENSITIVITIES:	✓

DISPLAYED NAVIGATION PARAMETERS:

FLIGHT INSTRUMENTATION -	
(E)HSI INFORMATION:	
CDI INFORMATION:	
MOVING MAP DISPLAY:	✓
DISTANCE-TO-WPT(S):	✓
TEMP/TAS/ALT:	✓
FUEL MANAGEMENT:	

EFFECTS OF SWITCHING AND TRANSFER FUNCTIONS:

PILOT NAV SWITCHING -		CO-PILOT NAV SWITCHING -	
INTERFACE LOGIC:	✓	INTERFACE LOGIC:	✓
ANNUNCIATORS:	✓	ANNUNCIATORS:	✓
NAV TRANSFER:	✓	NAV TRANSFER:	✓
(E)HSI/CDI RESPONSE:		(E)HSI/CDI RESPONSE:	
AFCS MODES:		AFCS MODES:	
OTHER:		OTHER:	

EMC EVALUATION (9.c.(1)(v)(F)):

TRANSPONDER(S):	✓
DME(S):	
TCAS:	
SAT COMM:	
AFIS:	
AIRBORNE TELEPHONE:	
OTHER EQUIPMENT ON SYSTEM:	

VHF COMM INTERFERENCE (6.b.(5)(iii)):

VHF COMM FREQUENCY -			
121.125		131.200	✓
121.150	✓	131.225	✓
121.175	✓	131.250	✓
121.200	✓	131.275	✓
121.225	✓	131.300	✓
121.250	✓	131.325	✓
		131.350	✓

ACCESSIBILITY AND VISIBILITY (8.b.(8)) and (9.c.(2)(iv)(G)):

SYSTEM FUNCTIONS:	✓
CONTROLS/DISPLAYS:	✓
ANNUNCIATIONS:	✓
SUNLIGHT READABILITY:	✓
NIGHTLIGHTING READABILITY:	✓
EASE OF OPERATION:	✓
MINIMIZED PILOT RECOLLECTION:	✓

ADDITIONAL EVALUATIONS:

VERIFY CONTINUITY OF NAVIGATION DATA DURING 360 DEGREE LEFT AND RIGHT TURNS AT 30 DEGREES BANK ANGLE:	
VERIFY FTE IS LESS THAN 1.0 NM (EN ROUTE AND APPROACH TRANSITION):	
WITH AUTOPILOT AND FLIGHT DIRECTOR:	
WITHOUT AUTOPILOT AND FLIGHT DIRECTOR:	
VERIFY FTE IS LESS THAN .025 (APPROACH):	
WITH AUTOPILOT AND FLIGHT DIRECTOR:	
WITHOUT AUTOPILOT AND FLIGHT DIRECTOR:	
VERIFY LAT. ___°___'___ LONG. ___°___'___	

NON-PRECISION APPROACH MODE EVALUATION:

NON-PRECISION APPROACH APPROVAL -			
TURN ANTICIPATION:	✓	LEG MODE OPERATION:	✓
WAYPOINT SEQUENCING:	✓	DME ARC OPERATION:	
DISPLAY SENSITIVITY CHANGES:	✓	HEADING LEGS AFTER THE "IAF" TO INTERCEPT FINAL APPROACH COURSE (BOTH), BEFORE THE "FAF":	✓
ANNUNCIATES TRANSITIONS:	✓	AND, AFTER THE "FAF":	
PROCEDURE TURNS AT "FAF":		DIRECT-TO FUNCTION, BEFORE "IAF":	✓
HOLDING PATTERNS AT MISSED APPROACH HOLDING FIX:		AND, AFTER THE "IAF":	
TRANSITIONS from "TO-FROM" to "TO-TO" OPERATIONS:		NON-PRECISION APPROACHES - VERIFY PROPER EQUIPMENT OPERATION DURING ~~THREE~~ 2 INSTRUMENT APPROACHES:	✓
HOLD AT PROCEDURE TURN:			
OBS MODE CANCELLATION:			

(Suggest three different types of overlay approaches or dedicated GPS approaches)

LIST ANY ADDITIONAL INSPECTION AND TEST ITEMS: ______

I certify that an operational flight check was conducted I.A.W FAR 91.407 and the aircraft is airworthy for return to service.

[signature]
SIGNATURE: PILOT/ FLIGHT TEST DER

3626 7764
CERTIFICATE NO.

SEL
RATINGS

1/31/05 2PM
DATE AND TIME CONDUCTED

I certify that the data contained or referenced herein accurately reflects the final installation configuration of the GNC 430 navigation equipment as it is installed within this aircraft. This final configuration has been tested and inspected in accordance with the prescribed procedures and appropriately recorded on this form. All discrepancies have been noted and corrections made prior to return-to-service.

[signature]
SIGNATURE OF INSPECTOR

AVIONICS MASTER, INC. VM9R082N
INSPECTOR FOR (ENTER REPAIR STATION NAME AND NUMBER)

NAMPA 1/31/04
LOCATION AND DATE

GPS - IFR GROUND AND OPERATIONAL FLIGHT CHECK PROCEDURES/REPORT FORM

Repair Station Name: Avionics Master Inc Number: VM9R083N Aircraft Type: CESSNA 182F

Address or Location: 3305 Airport Rd. Nampa, Id. 83687 Serial Number: 18257730 Reg.: N3330U

W/O No.: _____ Technician: _____ Date: _____ Report No: _____ Date: /

FOREWORD

Paragraph numbers and references used in this form are described in FAA Advisory Circular, AC 20-138. Each block should be initialed to signify that the procedure was completed or a value was entered, where appropriate.

Paragraph 8.c.(2) of the AC describes requirements for: "FOLLOW-ON IFR AIRWORTHINESS INSTALLATION APPROVALS"

"This type of approval refers to installation approvals after a first time airworthiness approval of the particular GPS navigation equipment has been issued. Follow-on approvals may use the first-time airworthiness approval, which was issued under either a TC or an STC, as a basis for installation (and operational) approval."

In order to validate that a previous TC or STC was issued for the installation of the GPS navigation equipment in any make and model of aircraft, you must produce a copy of the STC certificate, the approved Airplane or Rotorcraft Flight Manual Supplement, and a copy of the authorization or agreement from the GPS navigation equipment manufacturer or STC holder, if different from the manufacturer, allowing the use of the technical data and the rights to reference the STC.

DATA REVIEW AND GROUND TEST PROCEDURES

INITIAL GPS APPROVAL STATUS (8.c.(2)(i)):

GPS NAVIGATION EQUIPMENT APPROVAL STATUS:	✓
GPS NAVIGATION EQUIPMENT CLASSIFICATION:	✓
GPS ANTENNA APPROVAL CLASSIFICATION:	✓
INITIALLY APPROVED SOFTWARE VERSION/REVISION:	✓
AUTOPILOT AND/OR FLIGHT DIRECTOR INTERFACE:	✓
SYSTEMS INTEGRATION REQUIREMENTS:	✓

ICING CONDITIONS (3.b.(7) and (8.c.(2)(i)):

APPROVED FOR FLIGHT IN KNOWN ICING CONDITIONS:	✓
ANTENNA SUSCEPTIBLE TO ICE BUILD-UP	✓
POSSIBLE HARMFUL EFFECTS:	✓

ADDITIONAL NOTES: _____

AIRCRAFT INSTALLATION DATA EVALUATION AND INSTALLATION CONFIGURATION REVIEW (8.c.(1)(ii)):

DESCRIPTIVE AND SUBSTANTIATING DATA:

INSTALLATION DIAGRAMS:	✓
WIRING DIAGRAMS:	✓
EQUIPMENT DATA FLOW DIAGRAMS:	—
ANTENNA LOCATION DRAWING:	—
EQUIPMENT LOCATION DRAWING(S):	—
DESCRIPTIVE WIRE ROUTING:	—
WIRE AND CONNECTOR MARKING:	✓
OTHER:	

GPS NAVIGATION EQUIPMENT AND INTERFACED COMPONENT PART NUMBERS:

EQUIPMENT LOCATION/PRIMARY FIELD OF VIEW:	
GPS EQUIPMENT PART NUMBER:	✓
(S)HSI DISPLAY TYPE:	
(S)HSI PART NUMBER:	
CDI PART NUMBER:	
MOVING MAP DISPLAY TYPE:	✓
XTK/TA DISPLAY PART NUMBER:	

EQUIPMENT CONTROLS:	✓
CIRCUIT BREAKERS -	
LABELS:	✓
ACCESSIBILITY:	✓
SWITCHING ARRANGEMENTS:	✓
RELATED INDICATORS:	✓
RELATED DISPLAYS:	✓
RELATED ANNUNCIATORS:	✓

VHF COMM INTERFERENCE (8.b.(3)(iii)):

VHF COMM FREQUENCY -			
121.125:	✓	131.200:	✓
121.150:	✓	131.225:	✓
121.175:	✓	131.250:	✓
121.200:	✓	131.275:	✓
121.225:	✓	131.300:	✓
121.250:	✓	131.325:	✓
		131.350:	✓

AIRPLANE OR ROTORCRAFT FMS EVALUATION:

IS AN AIRPLANE OR ROTORCRAFT FLIGHT MANUAL SUPPLEMENT REQUIRED? (YES or NO - CIRCLE ONE)	YES
IF NO, PREPARE AND INSTALL "GPS NOT APPROVED FOR IFR" PLACARD.	
IF YES, INCLUDE, FORMATTED THE SAME AS THE FAA APPROVED BASIC FMS, THE FOLLOWING:	
EQUIPMENT OPERATING LIMITATIONS AS THEY EFFECT SYSTEM:	✓
EMERGENCY AND/OR ABNORMAL OPERATING PROCEDURES:	✓
NORMAL OPERATING PROCEDURES REFERENCING OPERATIONS MANUAL:	✓
GENERAL SYSTEM DESCRIPTION DETAILING SYSTEM INTERFACES:	✓

ADDITIONAL EVALUATIONS:

STRUCTURAL ANALYSIS -	
GPS EQUIPMENT MOUNTING:	✓
GPS ANTENNA MOUNTING:	✓
DYNAMIC REQUIREMENTS:	—
CRASH LOAD REQUIREMENTS:	—
ANTENNA ANALYSIS -	
IS IT CLEAR OF OBSTRUCTIONS?	✓
IS IT FREE OF ELECTRICAL NOISE?	✓

ELECTRICAL LOAD ANALYSIS - ARE ELECTRICAL LOADS REQUIRED FOR OPERATION OF GPS NAVIGATION EQUIPMENT WITHIN CAPACITY OF THE GENERATOR/ALTERNATOR? ✓

AIRCRAFT ENVIRONMENT ANALYSIS - DOES GPS NAVIGATION EQUIPMENT MEET THE RTCA/DO-160C REQUIREMENTS FOR THE AIRCRAFT IN WHICH IT IS INSTALLED? ✓

COMMENTS: _____

NOTE: Mount the GPS Antenna as close as possible to the antenna of an interfering VHF transmitter to reduce VHF COMM interference. If VHF COMM interference prevails from VHF transmitters, remove the ELT antenna connection and check for re-radiation through ELT.

LIST ANY ADDITIONAL TESTS REQUIRED BY THE EQUIPMENT MANUFACTURER NOT MENTIONED ABOVE: _____

US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This form 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: 182F
	Serial No.: 18254730	Nationality and Registration Mark: N3330U
2. Owner	Name *(As shown on registration certificate)*: Leon James Construction Co In	Address *(As shown on registration certificate)*: 940 SE 12th Ave. Ontario OR 97914

3. For FAA Use Only

The data 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.

3 JULY 2001
Date

FAA Inspector, NM-FSDO-11

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.
Avionics Master,Inc. 3305 Airport Rd. Nampa, Idaho 83687		U.S. Certificated Mechanic	VM9R082N Radio class 1&2
		Foreign Certificated Mechanic	
	X	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
6/19/2001	Thomas E. Bergstrom

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		Inspection Authorization	
		FAA Designee	X	Repair Station		Person Approved by Transport Canadian Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
7/03/01	VM9R082N	Thomas E. Bergstrom

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.)

Installed Proprietary Software System, Inc. "Angle of Attack Sport" instrument, CPU, and ports. This is an "Advisory instrument" only, completely stand-alone from any other type certified aircraft system. The AOA utilizes pressure from two pressure ports located in the aircrafts upper and lower airfoil and pressure from a stand-alone Aero Instruments Co. Inc. pitot/ static head. The instrument requires calibrating in flight and permanently records two coefficients of pressure measurments in the computer memory. The AOA display is a 3 color, 8 LED instrument located in the Pilots left instrument panel, (top left). The display provides information when the AOA is at critical angles, such as when the angle from zero lift is approaching an unsafe AOA. This instrument is placarded "AOA -Advisory instrument only-Never for Primary Use". A flap down micro switch is mounted overhead near the flap cross through cables so as not to interfere with flap operation. When the flaps are just started in the down direction, a small adell clamp mounted on a swedged cable end releases contact with the switch, there-by informing the CPU that flaps are in use. The Left wing AOA pressure ports are located 17 in. inboard/ 9 in. aft of leading edge (bottom) and 20 in. inboard/ 9 in. aft of leading edge (top). Both Top and Bottom are placarded "AOA Pressure Port". The drain valve is located 20 in. inboard and 9 in. aft of leading edge (bottom). The new stand-alone Pitot head was installed in an existing inspection plate cover located at Left wing sta. 72.00 and 8 in. outboard from existing aircraft pitot probe. A new stand-alone S-Tec Static port was installed in the left side, forward cabin, 4 inches below the existing aircraft static port. A .032" 2024T-3 doubler was added to the inspection plate cover to support the newly installed Pitot/ Static head.

Circuit protection provided by 5amp ckt. brkr. placarded "AOA".

All installations IAW the following:

* AC 43.13-1B para. 4-52, 4-53,4-57, 4-58 & table 4-5,4-9/11, 6-40, 7-1, 7-14/18, 7-63/64 & table 7-2, 10-1/2 & table 10-1/8, 10-19/20, 10-21 fig.10-16 & table 10-1811-33, 11-47/49 & table 11-3, 11-53 & table 11-4, 11-66 & 67, 11-115/126, 11-135/139, 11-167, 11-174/179, 11-185/189, fig. 11-20/22 & table 11-14/16, 12-1/27, 12-37 and 38 & fig 12-1/4, 12-51/53.
* Proprietary Software Systems installation and operation handbook, dated Aug.8,1998.

Wire used was Mil 22759/16 & Mil 27500/18.

All installations completed using standard "AN" or mfgr. supplied hardware.

Aircraft recertified IAW FAR 91.413 & FAR 91.411.

Functional ground tests and calibrations satisfactory IAW appropriate post installation/calibration document, dated 07/99, rev. 1.

Functional flight evaluations IAW "Sport calibration checklist", "Cruise and Landing Data" dated 07/99, rev. was accomplished and recorded in the CPU.

Weight and Balance/Equipment list updated.

Log entry completed.

No adverse effects to magnetic compass noted.

Load analysis completed and found to not exceed 80% of the alternator max. output(Continuous and intermittant).

Instructions for cont.airworthyness: Aircraft was modified to install Proprietary Software Systems stand-alone Angle of Attack system. At each annual inspection the following is to be accomplished:

Perform the annual condition checklist; 1). Pressure Ports, clear; 2). Air/ Water separator, drained; 3). Angle of Attack, checked-The unit is self testing and will display it's findings; 4). Wiring condition and security, OK? 5). Each 24 months a Static system leak test will be performed on the AOA system to coincide with the aircrafts biennial Static leak test as required by FAR 91.411.

END

☒ Additional Sheets Are Attached

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

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 NM11

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 form 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: **182F**
	Serial No.: **18254730**	Nationality and Registration Mark: **N3330U**
2. Owner	Name *(As shown on registration certificate)*: **Leon James Construction,Co In**	Address *(As shown on registration certificate)*: **940 SE 12th Ave. Ontario OR 97914**

3. For FAA Use Only

The data 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.

10-7-98 Russell E. Fraser
Date FAA Inspector, NM-FSDO-11

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.
Erik B. Peterson **3403 Airport Rd.** **Nampa, Idaho 83687**	X	U.S. Certificated Mechanic	A&P 519080711
		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
10/1/98	Erik B. Peterson

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 Canadian Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
10-7-98	**519080711**	Erik B. Peterson

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.)

Removed: Standard equipment Cessna control wheels (plt/cplt).

Installed Avion Research Corp. Control wheels p/n CW-101 (plt/cplt), IAW Avion installation manual p/n CW-8001 Rev.2, June 26,1998.
Functional ground tests were found to be satisfactory IAW specifications listed in installation manual pg.3.
This installation is similar to Cessna factory installation used on later aircraft of this same model.

Weight and Balance negligible/Equipment list updated.
Log entry completed.
Instructions for continued airworthyness: At each annual check for condition and security.

---------- **E N D** ----------

☐ Additional Sheets Are Attached

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

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 GM2 NM-11

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 form 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: **182F**
	Serial No.: **18254730**	Nationality and Registration Mark: **N3330U**
2. Owner	Name *(As shown on registration certificate)*: **Leon James Construction Co In**	Address *(As shown on registration certificate)*: **940 SE 12th Ave. Ontario OR 97914**

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.
Avionics Master L.L.C. **3305 Airport Rd.** **Nampa, Idaho 83687**	[ ] U.S. Certificated Mechanic [ ] Foreign Certificated Mechanic [X] Certificated Repair Station [ ] Manufacturer	**VM9R082N** **Radio Class 1 & 2**

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

Date	Signature of Authorized Individual
10/1/98	Thomas E. Bingstrom

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	[ ]	Inspection Authorization	Other (Specify)
	[ ]	FAA Designee	[X]	Repair Station	[ ]	Person Approved by Transport Canadian Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
10-101998	**VM9R082N**	Thomas E. Bingstrom

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.)

Removed: ACK A-30 Altitude Encoder.
Installed Transcal Mdl. SSD120-20 Altitude Encoder IAW AC 43.13-1A Ch.5 sec.1 par 228,230,231,233; Ch. 11 sec.1 par407, sec.7 par 514-519; Ch.15 sec.2 par766-768;and Transcal Installation manual p/n M881000D Rev.E Oct.01,1996.
Also installed was an Avionics Master switch Placarded "Avionics Master".
Functional ground tests were found to be satisfactory IAW specifications listed in installation manuals.
Aircraft was Recertified for instrument flight IAW FAR 91.411 part 43 app F and FAR 91.413 part 43 app.E and found satisfactory.

Weight and Balance/Equipment list updated.
Log entry completed.
No adverse effects to magnetic compass noted.

----------**E N D**----------

☐ Additional Sheets Are Attached

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

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 GWZ NM-11

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: 182F
	Serial No.: 18254730	Nationality and Registration Mark: N3330U
2. Owner	Name *(As shown on registration certificate)*: Leon James Construction Co., Inc.	Address *(As shown on registration certificate)*: 940 SE 12th. Ave. Ontario, Ore. 97914

3. For FAA Use Only

The data ~~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.

JUN 24 1997 (Date) — Donos M. Zadar (FAA Inspector, NM-FSDO-11)

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.
Western Aircraft, Inc. 4444 W. Aeronca St. Boise, Idaho 83705	U.S. Certificated Mechanic	F.A.A. C.R.S. FE6R532N, Airframe Class 1,2,3, & 4 Radio Class 1 & 2
	Foreign Certificated Mechanic	
	X 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	
24 June 1997	Dennis Phillips	Dennis Phillips

7. Approval for Return To Service

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

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

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
7-3-97	FE6R532N	Dennis Phillips

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.)

1. This aircraft is modified by the installation of a model ATS-9000 TCAD system, manufactured by Ryan International Corporation, 4800 Evanswood Drive, Columbus, Ohio 43229. The TCAD display unit, part number 70-1100, serial number 940920, is installed in the aircraft's instrument panel, into structure previously approved for the mounting of avionics and electronic equipment. The transponder coupler, part number 70-1040, serial number 941073, is mounted to the aircraft's instrument panel substructure at station 10.00 and the dual antenna module, part number 70-1050, serial number 940787, is mounted in the aircraft's tail cone at station 129.00. The TCAD processor unit, part number 70-1101, serial number 940920, is also mounted in the aircraft's tailcone at station 131.5. These units meet the static load requirements of AC 43.13-2A, as revised in 1977, Chapter 1, paragraph 2d, for normal/utility aircraft. Two "L" band antennas, Comant model number CI-105, are mounted on the aircraft, one on the upper fuselage cabin roof exterior skin at station 37.00 and one on the lower fuselage, at station 71.00. Antenna installation is as per AC 43.13-2A, Chapter 3, paragraph 38b. System is installed as per the manufacturer's Installation Manual, part number 32-2101, revision 2, dated 6 December 1993. Altitude warning, traffic advisory, and equipment malfunction functions are provided to the aircraft's King KA-134 audio system. System operational tests are performed with no discrepancies noted. The Ryan TCAD Pilot's handbook, part number 32-2102, revision 1, dated 31 January 1993, is installed in the aircraft. A F.A.A. Approved Supplemental Flight Manual, document number N3330U.doc, dated JUN 24 1997, is added to the aircraft's required equipment. Circuit protection is per the manufacturer's recommendations in form of a 3 amp circuit breaker marked "TCAD".

This installation conforms to AC 43.13-1A, change 3, as revised in 1988, Chapter 11, section 2, paragraphs 424 (electrical loads limits), 429; section 3, paragraphs 442-449, and section 7, paragraphs 514-519. No change is noted to the aircraft's standby compass system. Electrical loads have been evaluated and found to be within limits.

Weight and balance forms have been amended and the equipment list is revised, at this time.

Details are on file, at this F.A.A. C.R.S., FE6R532N, under work order A8240, dated 20 June 1997.

********** NOTHING ELSE FOLLOWS **********

☐ Additional Sheets Are Attached

☆ U.S. GOVERNMENT PRINTING OFFICE: 1991-668-012/60015

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 PCC NM11

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 182F
	Serial No. 18254730	Nationality and Registration Mark N3330U
2. Owner	Name *(As shown on registration certificate)* LEON JAMES CONSTRUCTION CO. INC. LEON JAMES	Address *(As shown on registration certificate)* 940 S.E. 12th AVE. ONTARIO, OREGON 97914

3. For FAA Use Only

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

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
WALT SITZ HC 71 BOX 87A BURNS, OREGON 97720	XX U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	AP544645414

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
8-27-96	walt sitz

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
8-27-96	519972	John A Scallon

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.)

MAKE: CESSNA MODEL: 182F S/N: 18254730 N3330U
INSTALLED CLEVELAND WHEEL #40-97A, BRAKE#30-63A IN ACCORDANCE WITH CLEVELAND DRAWINGS 20-134, REVISION A ; AND MOUNTING INSTRUCTIONS 50-24, REVISION C ; ALL IN ACCORDANCE WITH STC # SA13GL. WEIGHT AND BALANCE AND EQUIPMENT LIST REVISED.

END

☐ Additional Sheets Are Attached

☆U.S. GOVERNMENT PRINTING OFFICE: 1992-668-012/60046

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
NM11

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 Serial No.: 18254750	Model: C182F Nationality and Registration Mark: N3330U
2. Owner	Name (As shown on registration certificate): LEON JAMES CONSTRUCTION CO. INC. LEON JAMES, PRESIDENT	Address (As shown on registration certificate): 940 SE 12TH AVE. ONTARIO, OR 97914

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.
Avionic's Master L.L.C. 3305 Airport Road Nampa, ID 83687	___ U.S. Certificated Mechanic ___ Foreign Certificated Mechanic XX Certificated Repair Station ___ Manufacturer	VM9R082N Radio Class 1 & 2

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

Date	Signature of Authorized Individual
9/13/96	Thomas E Brightman

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	___	Inspection Authorization	
	.	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
9/13/96	VW9R082N	Thomas E Brightman

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.)

INSTALLED P.S. ENGINEERING 4 PLACE INTERCOM PM-501 IAW AC43.13-1A CHAPTERS: 5 SECT 1; 11 SECT. 2,3,5&7; 15 SECT 1-6, P.S. ENGINEERING INSTALLATION MANUAL P/N 01269401 DATED 1/27/94 AND ALLIED SIGNAL KA134 AUDIO PANEL INSTALLATION MANUAL P/N 006-00159-0002 REV. 2-1/94.

PM501 IS MOUNTED IN THE TOP CENTER PEDESTAL USING MFGR SUPPLIED HARDWARE AND INTERFACED TO A/C AUDIO PANEL KA-134 TO PROVIDE FOR A/C COMMUNICATIONS IN THE EVENT OF INTERCOM FAILURE VIA A/C HAND MIC AND PHONE JACKS.

CIRCUIT PROTECTION PROVIDE BY 1 AMP IN LINE FUSE.

INSTALLED JACK CUPS FOR REAR PASSENGERS.

NO ADVERSE EFFECTS NOTED ON MAGNETIC COMPASS.

WEIGHT & BALANCE/EQUIPMENT LIST UPDATED.

LOG BOOKS COMPLETED.

NOTHING ELSE FOLLOWS

☐ Additional Sheets Are Attached

US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
For FAA Use Only
Office Identification
NMH

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: 182F
	Serial No.: 18254730	Nationality and Registration Mark: N3330U
2. Owner	Name (As shown on registration certificate): LEON JAMES CONSTRUCTION CO. INC. LEON JAMES, PRESIDENT	Address (As shown on registration certificate): 940 SE 12TH AVE. ONTARIO, OR 97914

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Avionic's Master L.L.C. 3305 Airport Road Nampa, ID 83687	— U.S. Certificated Mechanic — Foreign Certificated Mechanic XX Certificated Repair Station — Manufacturer	VM9R082N Radio Class 1 & 2

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

Date	Signature of Authorized Individual
9/11/96	Thomas E. Bergstrom

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		Inspection Authorization	
		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
9/11/96	VW9R082N	Thomas E. Bergstrom

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.)

REMOVED MODEL 40005-8 DIRECTIONAL GYRO AND 1394T100 TURN COORDINATOR.

INSTALLED S-TEC SYSTEM 50 (ST-178-50) AUTOPILOT IAW STC SA5199SW-D, AC 43.13-1A CHAPTERS 5 SECT. 1; 11 SECT. 2,3,5 & 7; 15 SECT 1-6; ALLIED SIGNAL INSTALLATION MANUAL P/N 006-00655-0001 REV. 1 - 1/94 AND II MORROW INSTALLATION MANUAL P/N 560-0124-00 REV 0 - 5/95.

ACCOMPLISHED INSTALLATION OF SYS 50 PROGRAMMER/COMPUTER IN LOWER CENTER INSTRUMENT PANEL USING SUPPLIED HARDWARE. INTERFACED TO "GPS" II MORROW 360 AND ALLIED SIGNAL KX-125 "NAV/COM" (+L AND +R) DEVIATION OUTPUTS, VIA 12VDC 4PST RELAY AND PB-08-001 "NAV/GPS" LIGHTED PUSHBUTTON SWITCH. THE PUSH BUTTON SWITCH LIGHTING FOR "DAY/NIGHT" OPERATIONS IS CONTROLLED BY SEPARATE SWITCH PLACARDED "DAY/NIGHT". CIRCUIT PROTECTION FOR THE LTS. PROGRAMMER/COMPUTER IS PROVIDED BY 5 AMP CIRCUIT BREAKER IAW STC.

INSTALLED ROLL SERVO IN LEFT WING AND PITCH SERVO IN AFT FUSELAGE AS WELL AS ABS. PRESSURE TRANSDUCER FOR ALTITUDE INFORMATION AND S-TEC TURN COORDINATOR IAW STC.

INSTALLED SIGMA-TEK DIRECTIONAL GYRO P/N 52D54M WITH HEADING PICK-OFF IN PLACE OF REMOVED D. GYRO, IAW STC.

FUNCTIONAL TESTED IAW SECTION III OF STC INSTALLATION MANUAL, SATISFACTORY.

NO ADVERSE EFFECTS TO MAGNETIC COMPASS NOTICED UTILIZING SIGHT COMPASS.

WEIGHT & BALANCE COMPLETED.

LOGS AND EQUIPMENT LIST UPDATED.

FUNCTIONAL FLIGHT EVALUATION PROVED TO BE SATISFACTORY IAW STC INSTALLATION MANUAL SECTION III.

NOTHING ELSE FOLLOWS

☐ Additional Sheets Are Attached

US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
GWZ NM-11

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: C182F
	Serial No.: 18254730	Nationality and Registration Mark: N3330U
2. Owner	Name *(As shown on registration certificate)*: LEON JAMES CONSTRUCTION CO; INC. LEON JAMES, PRESIDENT	Address *(As shown on registration certificate)*: 940 SE 12TH AVE ONTARIO, OREGON 97914

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.
AVIONICS MASTER, LLC 3305 AIRPORT ROAD NAMPA, ID. 83687	U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer	VM9R082N RADIO CLASS I CLASS 2

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 8, 1996	Thomas E. Bergstrom

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	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
3/8/96	VM9R082N	Thomas E. Bergstrom

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.)

ACCOMPLISHED INSTALLATION OF UP INDUSTRIES EDM-700-GRAPHIC ENGINE ANALYZER S/N 5714 WITH OIL TEMP. AND OAT, IAW INSTALLATION MANUAL EGT-701-#103 REV. A AND AC43.13-1A CH. 5 SECT. 1; CHAP. 11 SECT. 2, 3, 5 & 7; CH. 15 SECT. 1-6; AND STC # SA2586NM. UNIT MOUNTED LOWER RIGHT INSTRUMENT PANEL, PLT. SIDE. WIRING FOR EGT, CHT & OIL TEMP ROUTED THRU EXISTING HOLE IN FIREWALL UPPER LH SIDE & TO THE RESPECTIVE PROBES 6 EGT, 6 CHT AND 1 OIL TEMP. THE OAT PROBE IS MOUNTED ON RIGHT SIDE CABIN AIR DUCT LOUVER.

ALSO INSTALLED DAYTRON M-655-1 TEMP/VOLT./ALTITUDE METER IAW INSTALLATION MANUAL M-655-1 REV. 0, A-30 ALTITUDE ENCODER INSTALLATION MANUAL; BENDIX/KING MANUAL P/N 006-00143-0005 REV. 5 - 2/94 AND AC43.13-1A CH. 5 SECT. 1; CH 11 SECT. 2, 3, 5 & 7; CH 15 SECT. 1-6. UNIT MOUNTED IN LOWER LEFT INSTRUMENT PANEL CPLT. SIDE. CIRCUIT PROTECTION PROVIDED BY 3 AMP IN LINE FUSE FOR BOTH UNITS.

FUNCTIONAL TESTS SATISFACTORY AND NO OIL LEAK NOTED.
NO ADVERSE EMI NOTED.
NO AFFECT ON MAGNETIC COMPASS.

NOTHING ELSE FOLLOWS

☐ Additional Sheets Are Attached

FAA AIRCRAFT REGISTRY
CAMERA NO 2N DATE: 8-11-95

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
NM-11 M2

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: 182F
	Serial No.: 182-54730	Nationality and Registration Mark: N3330U
2. Owner	Name (As shown on registration certificate): Leon James Construction Co.Inc.	Address (As shown on registration certificate): 940 S.E. 12th Avenue Ontario, Oregon 97914

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.
Helicopter Maint. Corp dba Executive Avionics & Maint 2465 Commerce Ave Boise, Id 83705		U.S. Certificated Mechanic	FC6R530N Radio 1 & 2
		Foreign Certificated Mechanic	
	X	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
06/12/95	Dennis Dulligan

7. Approval for Return To Service

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

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

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
6-28-95	FC6R530N	Dennis Dulligan

FAA Form 337 (12-88)

FAA AIRCRAFT REGISTRY
CAMERA NO 2N DATE: 8-1-95

NOTICE

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

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

1. Removed Genave A 200B Nav/Com and Cessna electric clock.

2. Installations:

(a) Installed new Allied Signal Avionics KA-134-02 audio panel in center panel at station 15.0 and protected by 5 amp circuit breaker labeled "AUDIO".

(b) Installed new Allied Signal Avionics KY-97A COM RADIO in center avionics panel at station 12.0 system protected 10 amp circuit breaker labeled "COM 2". Existing antenna used.

(c) Installed Mid Continent Instruments MD-90 BLET analog clock. Used existing Clock wiring, system protected by 2 amp fuse. Spare provided.

3. All work accomplished in accordance with:

AC43.13-1A chapter 11, paragraph 428-430,442-449, 514-519.
Chapter 15 paragraphs 753,754,766-768,820,842.
AC43.13-2A chapter 2, paragraphs 21-23 & 27.
Allied Signal Install Manual part number 006-00674-0001 for KY-97A, 006-00159-0002 for KA-134 audio panel.

4. No effect noted to wet compass.

5. Weight and balance revised and equipment list updated.

**********END**********

☐ Additional Sheets Are Attached

★U.S.GPO:1991-0-568-012/40035

FAA AIRCRAFT REGISTRY
CAMERA NO 2N DATE: 8-11-95

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 ANM-11 M

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: 182F
	Serial No.: 182-54730	Nationality and Registration Mark: N33300
2. Owner	Name (As shown on registration certificate): Leon James Construction Co. Inc	Address (As shown on registration certificate): 940 S.E. 12th Avenue Ontario, Oregon 97914

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.
Helicopter Maintenance Corp. dba Executive Avionics & MAint. 2465 Commerce Ave Boise, Idaho 83705	U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer	FC6R530N Airframe 2

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
06/12/95	Dennis Dullye

7. Approval for Return To Service

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

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

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
6/12/95	FC6R530N	Dennis Dullye

FAA Form 337 (12-88)

FAA AIRCRAFT REGISTRY
CAMERA NO 2N DATE: 8-11-95

NOTICE

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

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

1. Installed Shadin Company Inc. fuel flow system in accordance with STC# SA964GL. 2 amp circuit breaker labeled "FUEL FLOW".
2. All work accomplished in accordance with Shadin Company report #4091 for gravity feed fuel system.
   AC43.13-1A Chapter 11 paragraph 428-430, 442-450, 514-519.
3. No effect noted to wet compass.
4. Weight and balance revised and equipment list updated.

**********END**********

☐ Additional Sheets Are Attached

★U.S.GPO:1991-0-568-012/40035

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-20-95

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
NM-FSDO-09

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: 182F
	Serial No.: 18254730	Nationality and Registration Mark: N3330U
2. Owner	Name (As shown on registration certificate): Leon James Construction Co. Inc.	Address (As shown on registration certificate): 940 SE 12th AVE Ontario OR 97914

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) ----------				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Flightcraft, Inc. 90454 Boeing Drive Eugene OR 97402	U.S. Certificated Mechanic	FCP2831D Class I&II Radio Class III Airframe
	Foreign Certificated Mechanic	
	X 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
27 Jan 1995	Gary L. Picou

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 XX APPROVED ☐ REJECTED

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

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
27 Jan 1995	FCP2831D	Gary L. Picou

FAA Form 337 (12-88)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-20-95

NOTICE

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

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

The following equipment was installed:

1. II Morrow Apollo 360 GPS receiver

1.1 Equipment

The II Morrow Apollo 360 GPS consists of a panel mounted GPS receiver/navigator. This equipment is installed as reference only, and not approved or intended for navigation under instrument flight rules.

1.2 Components and locations

The Apollo 360 GPS panel unit, Part Number 430-0256, serial number 1034076 is located in the upper right hand section instrument panel, in a 3-inch instrument opening previously unoccupied. The instrument mounting was modified to accommodate the unit. This location provides ideal pilot visibility and access to the unit. In addition to the GPS unit, a panel-mounted plate to accommodate the serial-interface cable was fabricated and installed below the instrument panel. This connector is not designed for in-flight access, but only for database updates.

Instrument panel alterations were made in accordance with Advisory Circular 43.13-2A, Chapter 2, paragraph 21 (installation), 22 (manufacturer's instructions) and 23 (a)(b)(c) and (f)(instrument panel mounting).

1.3 Approval basis

The Apollo 360 GPS, part number 430-0256, is FAA-PMA approved and has previously approved Supplemental Type Certificate, STC SA00146SE, covering installation in a Partenavia P68, for flight under VFR. This approval basis would extend to this aircraft under AC 20-138, paragraph 7.(a)(2) Follow-on installations of the same GPS navigation system. This GPS is not integrated with any other aircraft system.

The Apollo 360 GPS is designed and tested to meet all environmental requirements contained in RTCA DO-160C as applicable to installation in this aircraft. Mechanical and electrical installation conforms to the standards and practices specified in Advisory Circular 43.13-1A and Advisory Circular 43.13-2A, as indicated below.

1.3.1 Installation manuals

Installation made in accordance with manufacturer's instructions contained in *Apollo Round GPS Model 360 I Installation Guide* part number 560-0124-00, October 1994.

1.4 Electrical installation

1.4.1 Electrical power

Fourteen-volt power supplied through 2 ampere circuit breaker, Klixon part number 7727-2-7, collocated with the GPS data port, labeled "GPS." Electrical load is within load limits for the aircraft electrical system.

Electrical load performance limits comply with considerations outlined in Advisory Circular 43.13-1A, Chapter 11, paragraph 424 (load limits), 425 (generators), 428 (determination of load) and 429 (circuit protection).

☒ Additional Sheets Are Attached

☆ U.S. GOVERNMENT PRINTING OFFICE: 1992-668-012/60046

1.4.2 Electrical Interface

No external displays or annunciators are used. The serial data cable was supplied by the manufacturer. Power and ground wires are Tefzel M22759-18-18.

Electrical installation and wiring in accordance with Advisory Circular 43.13-2A, Chapter 11, section 3, paragraph 442 (general), 443 (wire requirements), 449 (stripping insulation), 450 (terminals) and 451 (terminal/stud attachments), Section 5 (connectors), paragraph 478 (general), and 485 (terminal strips), as well as Section 7 (routing, tying, lacing and tying), paragraph 514 (general), 515 (bend radii), 516 (slack) 517 (routing) and 519, (ties and lacing).

1.5 Placards

Placard "GPS LIMITED TO VFR USE ONLY" applied to instrument panel below Apollo 360 GPS navigator. Placard " APOLLO 360 DATA PORT" applied to serial data port connector plate.

1.6 Antennas

A Patch GPS antenna manufactured by Aero Antenna and supplied by II Morrow, part number 575-9, was installed on fuselage cabin top. The antenna is mounted on the skin, with a doubler plate inside the skin. The doubler is constructed of .040 2024T3 aluminum, and bolted through the structure in accordance with manufacturer's instructions and Advisory Circular 43.13-1A, Chapter 15, Section 6 (antennas), paragraph 842, (coaxial connectors), and Advisory Circular 43.13-2A, Chapter 3, paragraph 36 (performance), 39 (3)(b) (assembly of coaxial connectors).

1.7 Testing

Operationally tested per manufacturer's instructions for the Apollo 360 GPS. Determined this installation does not adversely affect existing aircraft systems per FAR 23.1301.

1.8 Documentation Supplements and other manuals

Apollo 360 Users Guide part number 560-0123-00, placed in the airplane. A copy of the STC, Master Drawing List, and Unit Configuration Matrix placed with aircraft records. No additional Airplane Flight Manual supplements, amendments or other documentation specified or required.

1.9 Weight & balance & equipment list

Weight and balance and equipment list amended.

2. Horizon Tachometer, Model T1000

Installed Horizon Instruments Tachometer, Model P-1000, P/N P100-053-143-03 This installation replaces existing mechanical tachometer with Electronic Engine Digital Tachometer.

The new unit is in the same position occupied by the original tachometer

2.1 Approval basis

Installation in accordance with Supplemental Type Certificate SA5822NM to Type Certificate 5A6.

2.1.1 Installation manuals

Installation made in accordance with Horizon Instruments, Inc. P-1000 Installation & Instruction Manual, part number P103050, rev. D, dated 03/12/92.

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-20-95

2.1.2 Electrical power and interface

Electrical power supplied by additional circuit breaker in aircraft main bus section, labeled "TACHOMETER." This breaker and placard supplied as part of STC installation kit. Unit connected to aircraft magneto switches per manufacturer's instructions. Wire routed per manufacturers instructions, and Advisory Circular 43.13-2A, paragraph 517 (routing).

Unit is internally illuminated, with pilot controlled intensity on unit face.

Other than as specified in the manufacturer's instructions, electrical installation and wiring was done in accordance with Advisory Circular 43.13-2A, Chapter 11, section 3, paragraph 442 (general), 449 (stripping insulation), 450 (terminals) and 451 (terminal/stud attachments), Section 5 (connectors), paragraph 478 (general), and 485 (terminal strips), as well as Section 7 (routing, tying, lacing and tying), paragraph 514 (general), 515 (bend radii), 516 (slack) 517 (routing) and 519, (ties and lacing).

2.2 Documentation Supplements and other manuals

Aircraft Flight Manual Supplement P/N P114053 provided to aircraft documentation.

2.3 Testing

Operationally tested per manufacturer's instructions. Determined this installation does not adversely affect existing aircraft systems per FAR 23.1301.

2.4 Weight & balance & equipment list

Weight and Balance change is negligible, according to manufacturer's instructions. Equipment list amended.

END

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 4-20-95

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 12-30-94

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 NM11

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: 182 F
	Serial No.: 18254730	Nationality and Registration Mark: N3330U
2. Owner	Name (As shown on registration certificate): LEON JAMES CONSTRUCTION CO. INC LEON JAMES	Address (As shown on registration certificate): 940 SE 12TH AVE ONTARIO, OREGON 97914

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:
WALT SITZ
HC71 BOX 87A
BURNS, OREGON 97720

B. Kind of Agency:
XX U.S. Certificated Mechanic
Foreign Certificated Mechanic
Certificated Repair Station
Manufacturer

C. Certificate No.: AP544645414

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: 9-15-94
Signature of Authorized Individual: Walt Sitz

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
- ☐ FAA Designee
- ☐ Manufacturer
- ☐ Repair Station
- X Inspection Authorization
- ☐ Person Approved by Transport Canada Airworthiness Group
- Other (Specify):

Date of Approval or Rejection: 9-15-94
Certificate or Designation No.: 519972
Signature of Authorized Individual: John A. Seablom

FAA Form 337 (12-88)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 12-30-94

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 GREAT LAKES AERO PRODUCTS WINDSHEILD IN ACCORDANCE WITH STC SA301GL. WEIGHT AND BALANCE AND EQUIPMENT LIST REVISED.

END

☐ Additional Sheets Are Attached

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 N DATE: 1-28-91

U.S. 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
NM-FSFO-04

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: 182F
	SERIAL NO.: 182 54730	NATIONALITY AND REGISTRATION MARK: N3330U
2. OWNER	NAME (As shown on registration certificate): COLBY II, JOHN W.	ADDRESS (As shown on registration certificate): 51 N. VERDE, ONTARIO, ORE. 97914

3. FOR FAA USE ONLY

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.
ROBERT E. GRIFFITHS 936 2ND AVE. SOUTH PAYETTE, IDAHO 83661	X U.S. CERTIFICATED MECHANIC	A&P 518448210
	FOREIGN CERTIFICATED MECHANIC	
	CERTIFICATED REPAIR STATION	
	MANUFACTURER	

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

DATE: 6 August 1990

SIGNATURE OF AUTHORIZED INDIVIDUAL: Robert E. Griffiths

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
6 August 1990	518448210	Robert E. Griffiths

FAA Form 337 (7-67) (8320)

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 WHELEN ROTATING BEACON MOD WRM-12 WT 2.0 LBS FROM VERTICAL FIN.

INSTALLED WHELEN ANTI-COLLISION STROBE LIGHT MODEL HRDF-14. LIGHT INSTALLED IN ACCORDANCE WITH WHELEN S.T.C. NUMBER SA615EA APPROVED FOR CESSNA C-182F T.C. NUMBER 3A13. INSTALLATION WORK WAS DONE IN ACCORDANCE WITH WHELEN INSTALLATION INSTRUCTIONS AND AC 43.13 2A CHAPTER 4.

NEW INSTALLATION WT. 2.0 LBS, NO CHANGE IN WT. AND BAL.

END

☐ ADDITIONAL SHEETS ARE ATTACHED

U S GPO 1981 775-332 47

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 6-15-89

U.S. 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
NM-FSFO-08

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: 182F
	SERIAL NO.: 182 54730	NATIONALITY AND REGISTRATION MARK: N3330U
2. OWNER	NAME (As shown on registration certificate): COLBY II, JOHN W.	ADDRESS (As shown on registration certificate): 51 N. VERDE ONTARIO, OR 97914

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)			X	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
GEORGE MENDENHALL 130 W. JEFFERSON HUNTINGTON, OR 97907	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A&P 540467501

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
3/9/89	George Mendenhall GEORGE MENDENHALL

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
3/9/89	540467501	George Mendenhall GEORGE MENDENHALL

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-15 84

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.)*

Replaced AFT FUSELAGE BULKHEAD AT STA 230.187 CESSNA P/N 0712616-1

Rivets and rivet spacing as per original.

No weight and balance on Equipment changes.

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

☐ ADDITIONAL SHEETS ARE ATTACHED

C FAA AC 78-4906

☆ U.S. GOVERNMENT PRINTING OFFICE: 1986-659-121/40

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-15-94

U.S 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 NM-FSFO-08

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: 182F
	SERIAL NO.: 182 54730	NATIONALITY AND REGISTRATION MARK: N3380Q
2. OWNER	NAME (As shown on registration certificate): COLBY II, JOHN W.	ADDRESS (As shown on registration certificate): 51 N. VERDE, ONTARIO, OREGON 97914

3. FOR FAA USE ONLY

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.
GEORGE MENDENHALL 130 WEST JEFFERSON HUNTINGTON, OR 97907	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A&P 540467501

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: 3/9/89

SIGNATURE OF AUTHORIZED INDIVIDUAL: George Mendenhall
GEORGE MENDENHALL

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: 3/9/89

CERTIFICATE OR DESIGNATION NO.: 540466501IA

SIGNATURE OF AUTHORIZED INDIVIDUAL: George Mendenhall
GEORGE MENDENHALL

FAA Form 337 (7-67)

(8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 6-15-94

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 carpets and installed carpets manufactured by Airtex Products, Inc. 259 Lower Morrisville road, Fallsington, PA 19054.

Front and rear seats have been covered with material from IR fabrics also glear shield was covered with material from the same manufactrer Glue use for glear shield was 3M 1300L.

Removed original induction air filter and replaced with bracket filter assembly in accordance with STC SA 71GL.

Removed original windshield and replaced it with windshield manufactured by Cee Bailey Aircraft Plastics, 2955 Juniper Ave., Long Beach, CA, 90806. Windshield was installed in accordance with Cee Bailey instructions sheet.

Weight and Balance and Equipment list updated.

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

☐ ADDITIONAL SHEETS ARE ATTACHED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1986-659-121/40146

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 3-1-84

INT 4/4

FEDERAL AVIATION AGENCY
APPLICATION FOR AIRWORTHINESS CERTIFICATE

FORM APPROVED
BUDGET BUREAU NO. 04-R058.1

INSTRUCTIONS: Please print or type. Submit this form, original only, to an authorized Federal Aviation Agency Representative. Use attachments or extra sheets as necessary.

PART I AIRCRAFT DESCRIPTION

1. AIRCRAFT IDENTIFICATION NO.	2. AIRCRAFT MAKE	3. AIRCRAFT MODEL
N 3330U	Cessna	182F
4. AIRCRAFT SERIAL NUMBER	**5. ENGINE MAKE**	**6. ENGINE MODEL**
18254730	Continental	O-470-R
7. NUMBER OF ENGINES	**8. PROPELLER MAKE**	**9. PROPELLER MODEL**
One	McCauley	2A34C50/90A-8

PART II CERTIFICATION REQUESTED

1. APPLICATION IS HEREBY MADE FOR:
   - A. [X] ORIGINAL ISSUANCE OF CERTIFICATE (AIRCRAFT [X] NEW [ ] USED [ ] IMPORT) (CAR 1)
   - B. [ ] AMENDMENT OF CURRENT CERTIFICATE (CAR 1.62)
   - C. [ ] MULTIPLE CERTIFICATE (REF. CAR 1 AND 8)
   - D. [ ] OTHER _____ (Specify)
2. AIRWORTHINESS CLASSIFICATION *(Check appropriate item(s))*
   It is requested that an Airworthiness Certificate be issued to permit operation of the above described aircraft in the following classification(s):
   - A. [X] STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES) (REF. CAR 1)
   - B. [ ] LIMITED (REF. CAR 9)
   - C. [ ] RESTRICTED (REF. CAR 8) *(Check operation(s) to be conducted)*
     - (1) [ ] AGRICULTURAL AND PEST CONTROL
     - (2) [ ] AERIAL ADVERTISING
     - (3) [ ] AERIAL SURVEYING
     - (4) [ ] PATROLLING
     - (5) [ ] FOREST AND WILDLIFE CONSERVATION
     - (6) [ ] WEATHER CONTROL
     - (7) [ ] OTHER _____ (Specify)
   - D. [ ] EXPERIMENTAL (REF. CAR 1) *(Check operation(s) to be conducted)*
     - (1) [ ] AMATEUR-BUILT
     - (2) [ ] EXPERIMENT (RESEARCH AND DEVELOPMENT)
     - (3) [ ] EXHIBITION
     - (4) [ ] RACING
     - (5) [ ] TO SHOW COMPLIANCE WITH CAR _____
   - E. [ ] (OTHER) _____ (Specify)
3. HAS THE APPLICANT PREVIOUSLY BEEN DENIED AN AIRWORTHINESS CERTIFICATE FOR THIS AIRCRAFT? [ ] YES *(Explain)* [ ] NO

PART III INSPECTION AGENCY VERIFICATION *(Not applicable to newly manufactured aircraft)*

1. IN ACCORDANCE WITH CAR 1.67(d) THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY:
   - A. [ ] AIRCRAFT MANUFACTURER *(Name of Firm)* _____
   - B. [ ] CERTIFICATED DOMESTIC REPAIR STATION, CERTIFICATE NO. _____
   - C. [ ] CERTIFICATED AIR CARRIER, CERTIFICATE NO. _____
   - D. [ ] CERTIFICATED MECHANIC *(Inspection Authorization)* NO. _____

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL	TITLE

PART IV OWNER'S CERTIFICATION

I hereby certify that the aircraft described above has been inspected and is airworthy and eligible for the classification(s) requested. I further certify that I am the registered owner (or his agent) of this aircraft which is registered* with the Federal Aviation Agency, as required by the Federal Aviation Act of 1958 and the applicable Federal Aviation Regulations and Regulations of the Administrator and that the following evidence of registration is displayed in the aircraft. *(Check and complete appropriate item(s): this includes completion of items 1 and 2 on the reverse side of this form.)*

1. [ ] CERTIFICATE OF REGISTRATION, FAA FORM 500 (PART A) DATE OF ISSUE _____
2. [ ] APPLICATION FOR REGISTRATION, FAA FORM 500 (PART B). FAA FORM 500 FORWARDED TO FAA AIRCRAFT REGISTRATION BRANCH ON *(Date)* _____
3. [X] DEALER'S AIRCRAFT REGISTRATION CERTIFICATE, FAA FORM 1707 *(Expiration date)* 6-11-63
4. REGISTERED OWNER'S FULL NAME AND PERMANENT MAILING ADDRESS *(No., Street, City, Zone and State)*

Cessna Aircraft Company
5800 Pawnee Road
Wichita 10, Kansas

*In order to be eligible for registration an aircraft must be owned by a citizen of the United States as defined by Section 101(13) of the Federal Aviation Act of 1958.

5. SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT: Del Roskam

6. DATE	7. TITLE
3-28-63	Owner's Agent

8. ATTACHMENTS *(Check which)*
   - A. [ ] FAA FORM 337
   - B. [ ] FAA FORM 317
   - C. [ ] WEIGHT AND BALANCE REPORT
   - D. [ ] DATA, DRAWINGS, PHOTOGRAPHS, ETC. *(List separately)*
   - E. [ ] OTHER *(List separately)*

3

FAA Form 305 (5-62) OBSOLETE PREVIOUS EDITIONS

17 APR 09 1963

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 3-1-84

U.S. GOVERNMENT PRINTING OFFICE : 1962 OF—634128

FEDERAL AVIATION AGENCY
AIRCRAFT INSPECTION REPORT

(Items 1 and 2 will be verified and all other applicable items will be completed by an authorized FAA representative.)

1. AIRCRAFT CERTIFICATION BASIS

The aircraft described in PART I on the reverse of this form has been inspected and found to conform to the following:

A. [X] AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET NO. 3A13 REVISION NO. 14
B. [ ] AIRCRAFT LISTING, PAGE NO.(S) _____
C. [X] AIRWORTHINESS DIRECTIVE SUMMARY 1963 (YEAR) THROUGH CARD NO. 6
D. [ ] SUPPLEMENTAL TYPE CERTIFICATE NO.(S) _____
E. [ ] OTHER _____ *(Specify)*

2. AIRCRAFT AND ENGINE OPERATING RECORDS

A. [X] 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 1 HOURS
D. [ ] ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:
SERIAL NO. _____ TOTAL HOURS _____ TIME SINCE OVERHAUL _____
SERIAL NO. _____ TOTAL HOURS _____ TIME SINCE OVERHAUL _____
SERIAL NO. _____ TOTAL HOURS _____ TIME SINCE OVERHAUL _____
SERIAL NO. _____ TOTAL HOURS _____ TIME SINCE OVERHAUL _____

3. AIRWORTHINESS DOCUMENTATION

A. [X] CURRENT OPERATING RESTRICTIONS (LIMITATIONS), ~~NOT~~ INCLUDED CAR 3.777 (b) displayed in aircraft
B. [ ] CURRENT OPERATING RESTRICTIONS (LIMITATIONS), AVAILABLE IN AIRCRAFT
C. [ ] CURRENT APPROVED AIRCRAFT FLIGHT MANUAL, AVAILABLE IN AIRCRAFT
D. [X] CURRENT WEIGHT AND BALANCE INFORMATION, AVAILABLE IN AIRCRAFT
E. [X] THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
F. [ ] FAA FORM 337, MAJOR REPAIR AND ALTERATION, (ATTACH WHEN REQUIRED)
G. [ ] FAA FORM 317, STATEMENT OF CONFORMITY, (ATTACH WHEN REQUIRED)
H. [ ] WEIGHT AND BALANCE REPORT, (ATTACH WHEN REQUIRED)
I. [ ] DATA, DRAWINGS, PHOTOGRAPHS, ETC., (ATTACH WHEN REQUIRED)
J. [X] AIRWORTHINESS CERTIFICATE, FAA FORM 1362, ISSUED IN ACCORDANCE WITH CAR Part 1, Par. 1.67
K. [ ] PREVIOUS FAA FORM 1362, ISSUED IN ACCORDANCE WITH CAR _____

BY _____ *(Name of Issuing Representative)* _____ *(Designation Number)*

4. FAA REPRESENTATIVE CERTIFICATION

I have inspected the aircraft described on the reverse and, on the basis of the application and the foregoing, find it conforms to its type certificate and that it is in condition for safe operation.

5. REGISTRATION INDICATED ON REVERSE IS PRESENTLY DISPLAYED IN AIRCRAFT [X] YES [ ] NO *(Explain)*

6. DESIGNEE'S SIGNATURE Executive Engineer, Commercial Div. CESSNA AIRCRAFT COMPANY By John P. Spleary — DESIGNATION NO. — DATE 3-28-63

7. FAA INSPECTOR'S SIGNATURE JOHN P. SPLEARY — FAA DISTRICT OFFICE NO. — DATE

8. REMARKS

A. [ ] ACCEPTED
B. [ ] REINSPECTED
C. [ ] SPOT CHECKED

9. ATTACHMENT(S) IN ADDITION TO THOSE LISTED ON REVERSE *(List separately)*

URDW

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 3-1-84

776 654

Form approved.
Budget Bureau No. 04-R060.

FEDERAL AVIATION AGENCY

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

	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
1. AIRCRAFT	Cessna	182F	18254730	N3350U

	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
2. OWNER	Ernest Spencer Engineering	601 N. Van Buren Topeka, Kansas

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				

The data/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). CE-GADO-11 George M. Roal 4-23-64

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)*
Normal	1702	35.5	1098

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Topeka Aircraft Sales & Service, Inc. Municipal Airport Topeka, Kansas	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	Radio Class 1 and limited No. 4306.

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.

April 21, 1964 — Louie Elsrich
(Date repair and/or alteration completed) (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)

April 23, 1964 — Louie Elsrich Inspector
(Date of approval or rejection) (Signature of authorized individual, title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL — 28 MAY 7 - 1964

a. ☐ Forwarded for engineering comment ☐ See attached memorandum
b. ☑ Accepted 4-30-64 (Date) ☐ Reinspected ______ (Date) ☐ Spot Checked ______ (Date)

3-11 CE-GADO-11 KCK — Richard D. Finch
(FAA designation number) (Signature Flight Standards Inspector)

Form FAA-337 (4-62)

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.

8. DESCRIPTION OF WORK ACCOMPLISHED.*

Installed Narco Mark II Transceiver in the instrument panel radio cut out. The power supply is mounted on the equipment shelf aft of the baggage compartment using four AN3 machine screws and rivnuts. No. 16 gage primary wire was used and is protected with a 15 ampere circuit breaker. The aircraft is equipped with a 50 ampere generator and the maximum continuous electrical load is approximately 26 amperes.

Refer to the airplane flight manual Weight and Balance Data for proper loading procedure.

	Wt.	Arm	Mom
Narco Mk. II Transceiver	17.0	63	1071
Airplane Empty (previous)	1685.0	35.3	59426
	1702.0	35.5	60497

--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 : 1961 O - 587360