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US	Department

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MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Applied

Form A	\ppn	oved	
OMB			-0020

Model Serial No. Serial No. Serial No. Serial No. Repair Alteration	Federal Aviation	4	ıran	ne, Powerplant	, Pro	peller, or Applian	ce)			tification	Only
into Hour Libris Print of the all entities. See FAR 4.3.9. FAR 4.3. Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions are disposition of this form. This report is required by the vide U.S.C. 1421). Failure to report can result in civil penalty not be exceed \$1,000 for each such voidable (Section 501 Federal Aviation Act of 1959). Mode	Administration								49/84 - 1	ے	
Serial No. 18254730 Nationality and Registration Mark Nationality and Registration Mark Nationality and Registration Mark Nationality and Registration Certificate) Leon James Construction Co. Inc. Address (As shown on registration certificate) Leon James Construction Co. Inc. One of the Control of the Con	INSTRUCTION and disposition for each such	ONS: Print or on of this form violation (Sec	type and the type of type of the type of type	all entries. See FAR or s report is required 901 Federal Aviation	43.9, F. by law Act of	AR 43 Appendix B, and (49 U.S.C. 1421). Fail 1958).	AC 43.	9-1 (or subsequent port can result in civ	,		uctions ,000
Nationality and Registration Mark Nationality and Registration certificate) Address (As shown on registration certificate) 940 SE 12th Ave. Ontario, or. 97.914	1 Aimraft							F	-		
Leon James Construction Co. Inc. 940 SE 12th Ave. Ontario, Or. 97914 The technical data identified herein has been found to comply with applicable airworthiness requirements and is hereby appropriate for use only on the above described airworthiness requirements and is hereby appropriated for use only on the above described airworthiness requirements and is hereby appropriated for use only on the above described airworthiness requirements and is hereby appropriated for use only on the above according to the conformation in the propriate of the conformation of the federal Availation Administration and is [FAAFIX Standards	1. All ordit	18254730 Nationality and F							Mark		
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The technical data identified herein has been found to comply with applicable airwardiness requirements and is herein per approved for use only-orner hands above described aircraft, subject to conforms inspection by a poson dithorized in § 43.7. IFEBRUARY 200	2. Owner	Leon James Construction Co. Inc.					940	SE 12th Ave.		ŕ	
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Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

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

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.

A CAR GOVERNMENTS

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, Il 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.

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.

T More space	f Work Accomp is required, atta	ich additional sheets	s. Identify wi	vith aircraft nationality and registration mark and date work completed.)
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The above i	inetallations — -	-446		tic loading in accordance with AC 43.13-2A Chapter 1, Paragraph employed in accordance with AC 43.13-2A Chapter 1, Paragraphs
				Ammended equipment list and revised aircraft Weight and Balance records.
				END
	_		☐ Addi	ditional Sheets Are Attached

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GPS - JER GUOUND AND QUERATIONAL FLIGHT CHECK PROCEDURES/REPORT FORM OPERATIONAL FLIGHT CHECK PROCEDURES

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I certify that an operational Hight clicck was conducted IA.W FAR 91,407 and the aircraft is airworthy for return to service. SIONATURE: PILOT/FLIGHT TEST DER	All discrepancies have been noted and cor	configuration has been tested and inspected are and appropriately recorded on this form. The actions made prior to return-to-service.
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GPS - IFR GROUND AND OPERATIONAL FLIGHT CHECK PROCEDURES/REPORT FORM

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		insmitter to reduce VHF COMM interference.

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 NW-VI

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 eac	h such vi	olation (Section	901	Federal Aviation Act	of 195	58).					
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Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

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

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 stand 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 course existing aircraft static port. A .032" 2024T-3 doubler was added to the inspection plate cover to support the newly installed Pitot/ Static head. 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

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 contairworthyness: 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

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.

Static leak test as required by FAR 91.411.

Additional Sheets Are Attached

Aug.8,1998.

US Department of Transportation Federal Aviation

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

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification

Administration	1	•	
and disposition	NS: Print or type all entries. See FAR 43.9, FAR 43 An of this form. This form is required by law (49 U.S.C. 1-violation (Section 901 Federal Aviation Act of 1958).	ppendix B, and 121). Failure to	AC 43.9-1 (or subsequent revision thereof) for instructions
1. Aircraft	Make Cessna		Model 182F
1. Alleran	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
The	3. For data alteration identified herein complies with a	FAA Use Only	

alrworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR 43.7. 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)	**********		х
POWERPLANT					
PROPELLER					
•	Туре				
APPLIANCE	Manufacturer				
		6. Conformity Statement	<u></u>	 	<u> </u>
A. Agency's Na	ame and Address	B. Kind of Agency	C. Certificat	e No.	

Erik B. Peterson 3403 Airport Rd. Nampa, Idaho 83687 U.S. Certificated Mechanic *4*/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 7. Approval for Return to Service Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is **APPROVED** REJECTED FAA Flt. Standards Other (Specify) Manufacturer Inspection Authorization X Inspector BY FAA Designee Person Approved by Transport Repair Station Canadian Airworthiness Group Date of Approval or Rejection Certificate or Signature of Authorized Individual Designation No. 519080711

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.

v.2, June 26,1998. nctional ground tests were found to be satisfac	In CW-101 (plt/cpit), IAW Avion installation manual petery IAW specifications listed in installation manual tillation used on later aircraft of this same model.	
ight and Balance negligible/Equipment list upd g entry completed. tructions for continued airworthyness: At each		
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	FAA Intpadol, NM-FaDO-11	where the same that the same is a substitute of the same and the same
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US Department

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

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

of Transportation Fèderal Aviation Administration GMZ INSTRUCTIONS: Print or type all ontries. 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). Make Model Cessna 182F 1. Aircraft Serial No. Nationality and Registration Mark 18254730 N3330U Name (As shown on registration certificate) Address (As shown on registration certificate) Leon James Construction Co In 2. Owner 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 രെയ്യാരുന്നു (As described in item 1 above) ക്രയമാരുന്നു ക്ര X POWERPLANT **PROPELLER** Type APPLIANCE 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 **VM9R082N** Foreign Certificated Mechanic Radio Class 1 & 2 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 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 FAA FIL Standards Other (Specify) Manufacturer Inspection Authorization Inspector BY FAA Designee Repair Station Person Approved by Transport Canadian Airworthiness Group Date of Approval or Rejection Certificate or Signature of Authorized Individual Designation No. Thomas E. Brightim 10-101998 **VM9R082N**

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.
I Installed Transcal Mdl. SSD120-20 A Web-Ja Email Later and E
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 a fact to the sales of the sa
Aircraft was Recertified for instrument flight IAW FAR 91.411 part 43 app F and FAR 91.413 part 43 app.E and found
Weight and Balance/Equipment list updated. Log entry completed.
No adverse effects to magnetic compass noted.
END
Additional Sheets Are Attached



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

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification

NM-1(

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).

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I. Aircraft	Serial No.	182547	30	,	Ť :	Nationality and Registration Mark N3330U								
	Name (As shor	wn on registra	ation certifi	cate)		Address (As shown on registration certificate)								
2. Owner	Leon Jam	es Cons	tructi	on, Co	o., Inc.	940 SE 12th. Ave. Ontario, Ore. 97914								
					or FAA Use O					****				
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- ,		Date	•		pector, NM-F		۲۰۰۰							
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Unit		Make		* * *	Model	, ,	Seria	al No.	Repair	Alteration				
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have bee	hat the repair and in made in accor d herein is true a	rdance with th	e requirem	ents of P	art 43 of the U.	m 4 above a S. Federal	and described Aviation Reg	on the reverse	orattachme	nts hereto nation				
Date	24 June 1997 Signature of Authorized Individual Dennis Phill								Philli					
		• • • • • • • • • • • • • • • • • • • •	7	. Approv	al for Return T	o Service			-:					
Pursuant to Administrate	the authority g	iven persons I Aviation Adn	specified t	pelow, the	e unit identifie	d in item 4	was inspec	ted in the mar	ner prescrib	ed by the				
Inst	A Fit. Standards pector	Manufacti	urer	Insp	ection Authoriz	ation	Other (Spe	ecify)						
FAA	\ Designee	Repair Sta		Car	son Approved b ada Airworthin	ess Group		•	-					
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Date of Approv	-57	Designati		و ال	nature of Admi									

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.)

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 2 4 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.

US Department of Transportation

of Transportation
Federal Aviation
Administration

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

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification

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

for each suc	h violation (Sec	ction 901 Federal Avi	ation Ac	t of 19	958).	nuie to re	portcarresultina	civii periai	ty not to exce	eu \$ 1,000			
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	1	MES CONSTRUCT		-	NIC'		40 S.E. 12th		ertificate)				
2. Owner	, LEON JAN		1011 (1	J• 1	.110.		NTARIO, OREG		7914				
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Unit		Make			Model		Serial No	- 	Repair	Alteration			
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Pursuant to Administrate	the authority gor of the Federal	iven persons specif I Aviation Administra	ied belov ition and	w, the	unit identified APPROVE	in item 4 D □ R	4 was inspected in EJECTED	the man	ner prescribe	ed by the			
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Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

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US Department of tronsportation Federal Aviation Administration

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

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OME	No.	212	20-0020

For FAA Use Only

Office Identification

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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).

ior each	such violation (Sec	lion	901 Federal Aviati	ion Act	of 19) 58).	•			-				
	Make						Model							
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	LEON JA	ME	5 Ĉertsreucri 5 , Prestibe	77	OHTHEO, OR 97914									
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	npa, <u>ID</u> _836				l	Manufacturer								
have	: been made in acco	rdan	ice with the requir	ements	unit(s) identified in item 4 above and described on the reverse or attachments hereto									
Date	ished herein is true	1110	correct to the best	of my i		nature of Auth	orized lud	ividual						
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	9/13/96				Thomas FRO allean									
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Pursuar Adminis	nt to the authority o strator of the Federa	iver I Avi	n persons specifie	d below	v, the	e unil identifie BVORSSA kl	d in item	4 was inspected in	ı the mar	mer prescrit	ed by the			
	FAA Fit. Standards Inspector		Manufacturer			ection Authoriz		Other (Specify)						
BY .	FAA Designee		Repair Station			son Approved b		 !						
Date of Ap	pproval or Rejection	:	Certificate or			nature of Auth	<u>.</u>	 ividual						
	9/12/96	ļ	Designation No. VW9R082N			2								
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. NOTICE

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

B. Description of Work Accomplished (II more space is required, allach additional sheets. Identity with ancraft nationality and registration mark and date work completed.)

INSTALLED P.S. ENGINEERING YPLKE INTERCHY PM-50/ IAW ACH3.13-1A

CHAPTERS; 5-SECT); 11-SECT. 2, 3,547; 15-SECT 1/6, P.S. ENGINEERING

INSTALLATION MANUAL PM OLOLOGICAL DATED 1/27/94 AND PLLIED SIGNAL KAB4

AUDIOPANEL INSTALLATION MANUAL PM 006-00157-0002 REV. 2-1/94.

PM501 IS MOUNTED IN THE TOP CENTER PEDESTAL USING MFGR SUFFILED HARPHURPE

AND INTERFACED TO AIC AUDIO PANEL KA-134 TO PROVIDE FOR AICCOMMUNICATIONS

IN THE EVENT OF INTERESTA FAILURE VIA AIC HAND MIC AND PHONE TACKS.

CIRCUIT PROTECTION PROVIDE BY I AMP IN LINE FUSE.

INSTALLED TACKCUPS FOR REPREPASSENGEDS,

NO ADVOCASE ETTECTS HOTEDON MAGNETAL COMPASS.

USERGITT & BALANCE / EQUIPMENT LIST UPDATED.

LCG BOOKS COMPLETED.

NOTHING ELSE FORLOWS

US Department of transportation Federal Aviation Administration

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

Form Approved OMB No. 2120-0020

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Office Identification

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

8. Description of Work Accomplished (If more space is required, attach additional sheets, identity with aircraft national to the control of t
(If more space is required, attach additional sheets, Identity with aircraft nationality and registration mark and date work completed.) REMOVED Model HOOS-8 DIFECTIONAL GYRO AND 1394 TOO TURN CORDINATOR.
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ACCOMPLISHED INSTALLATION OF SYSSO PROGRAMMER /COMPLIER IN LOWER
CENTER LINSTRUMENT PANEL USING SUPPLIED HARDWARE. INTERFACED TO GPS"
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VITO TOVEL APST KEIRY AND PR-CB-COI WAY/ COC LINETED DUCKER
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MANUAL SECTION III.

NOTHING ELSE FOLLOWS

US Department of Transportation Federal Aviation Administration

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

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

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

8. Description of Work Accomplished

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

ACCOMPLISHED INSTALLATION OF TPINDUSTRIES EDM-700-GRAPHIC ENGINE

ANALYZER S/N 57/4 WITH OIL TEMP, AND OAT, IAW INSTALLATION

MANUAL EGT-701#103 REV. A AND ACH3+13-1A CH-5 SECT.; CHAR. H 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, 6CHT AND 1 OIL TEMP. THE OAT PROBE 13 MOUNTED ON RIGHT

SIDE CABIN RIR DUCT LOUVER.

ALSO INSTALLED DAVTROM 14-655-1 TEMP/VOLT-/ALTITUDE METER IAN INSTALLATION MANUAL MANUAL MESS-1 REV.O, A-30 ALTITUDE ENCODER INSTALLATION MANUAL; BENDIX/KING MANUAL P/NEOG-EO143-0005 REV.5 - 2/94 AND ACH3.13-18 CH.55ECT, 1; CHII SECT. 2, 3, 547; CH 15 SECT. 1-6. UNIT MOUNTED IN LOWER LEFT INSTRUMENT PANEL CPLT. SIDE. CIRCUIT PROTECTION PROVIDED BY 3 AMP INLINE FUSE FOR BOTH LINITS, FUNCTIONAL TESTS STATISFACTORY AND NO GIL LEAK NOTED. HO ADVERSE EME NOTED, NO APPECT ON MAGNETIC COMPASS.

NOTHING ELSE FOLLOWS



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2. Owner	Leon James Constructio	on Co.Inc.	940 S.E. 12th Ontario, Ore	h Avenue gon 979:) 14	7
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Person Approved by Transport Canada Airworthiness Group Signature of Authorized Individual

6-28-95 FAA Form 337 (12-84)

FAA Designee

Date of Approval or Rejection

Repair Station

Certificate or Designation No.

OF SERVICE NA

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.

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".
 - Installed new Allied Signal Avionics KY-97A COM RADIO in (b) 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. *******************************

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Additional Sheets Are Attached

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13).



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

Description of Work Accomplished

(If more space is required, attach additional sheets. Identity 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.

END

- 3. No effect noted to wet compass.
- 4. Weight and balance revised and equipment list updated. ित उक्कान में के तार के प्रमुख है। अरोजनी के प्रमुख के अक्षेत्रक अधिक के ब्रिक्टिंग के किया है।

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FAA Form 337 (12-88)

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

(If more space is required. a The following equipment was installed: B. Description of Work Accomplished

1. Il 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 underinstrument 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. Ad Coma

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

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Fourteen-volt power supplied through 2 ampère circuit breaker, Klixon part number 7727-2-715, en 3 103 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 Attache

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page 2 revised 1/27/95

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 boiled 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.

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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.

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

orm Approved OMB No 2120-0020

For FAA Use Only

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 End disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penal y not to exceed \$1,500 for each such violation (Section 901 Federal Aviation Act of 1958).

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D. T 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.

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7. Approval for Return To Service Pursuant to the authority given persons specified below, the upit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED FIREJECTED

Other (Specify) FAA Fit. Standards Inspector Inspection Authorization Ménufacturer Person Approved by Transport Repair Station FAA Designee Certificate or Designation No. Date of Approval or Rejection -15-94

FAA Form 337 (12-88)

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

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

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ADDITIONAL SHEETS ARE ATTACHED

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

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

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 Airte 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.

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	APPLICATION FOR AIR	ATION AGENCY WORTHINESS CERTIFICATE	FORM APPROVED
INSTR tive. I	UCTIONS: Please print or type. Use attachments or extra sheets as	Submit this form, original only, to an	BUDGET BUREAU NO. 04-R058.1 authorized Federal Aviation Agency Represent
	1. AIRCRAFT IDENTIFICATION NO. N 3330U	2. AIRCRAFT MAKE Cessna	3. AIRCRAFT MODEL
PART I AIRCRAFT DESCRIPTION	4. AIRCRAFT SERIAL NUMBER 18254730	5. ENGINE MAKE————————————————————————————————————	182F 6. ENGINE MODEL 0-470-R
	7. NUMBER OF ENGINES One	8. PROPELLER MAKE McGauley	9. PROPELIER MODEL 2A34C50/90A-8
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	Regulations and D	is required by the rederal Assission A	and is airworthy and eligible for the classifica- his agent) of this aircraft which is registered* t of 1958 and the applicable Federal Aviation g evidence of registration is displayed in the tems 1 and 2 on the reverse side of this form.)

17 APR 09 1963

AIRCRAFT INSP (Items 1 and 2 will be verified and all other applicable item FT CERTIFICATION BASIS AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET NO. AIRCRAFT LISTING, PAGE NO.[S] AIRCRAFT LISTING, PAGE NO.[S] SUPPLEMENTAL TYPE CERTIFICATE NO.[S] OTHER AFT AND ENGINE OPERATING RECORDS AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE-HISTORY COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED	has been inspected	ed by an authorized FAA t	the following:
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This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, 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 Harco Hark 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 SKS2 machine serves and rivnuts. Eo. 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 centimous electrical lead is approximately 26 amperes.

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

 Warco Mk. II Transceiver
 17.0
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 1071

 Airplane Empty (previous)
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 59428

 1702.0
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"Il additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.

Oheck block if additional sheets are attached.

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