

N5769X

1962 Cessna 320

FAA Form 337s

Aircraft S/N: 320-0069



RidgeAire
WORLDWIDE
aviation specialists

Prepared by the worldwide aviation specialists at RidgeAire, Inc.

FAA



US Department of Transportation
Federal Aviation Administration

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

OMB No. 2120-0020
Exp: 5/31/2018

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark USA N5769X	Serial No. 320-0069	
	Make Cessna 320	Model 320	Series
2. Owner	Name (As shown on registration certificate) Bode, John or Diane	Address (As shown on registration certificate) Address 1100 Warm Springs Drive SE	
		City Albuquerque	State NM
		Zip 87123	Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	Cessna 320	(As described in Item 1 above)	320-0069
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No. J7BR555Y
Name Bode Aviation	Address 2502 Clark Carr Loop SE City Albuquerque State NM Zip 87106 Country USA	<input type="checkbox"/> U. S. Certificated Mechanic	<input type="checkbox"/> Manufacturer	
		<input type="checkbox"/> Foreign Certificated Mechanic		
		<input checked="" type="checkbox"/> Certificated Repair Station		
		<input type="checkbox"/> Certificated Maintenance Organization		

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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <i>David C. Gislson</i> 10-1-2019 DAVID C. GISLSON
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7. Approval for Return to Service

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

BY	FAA Flt. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Inspection Authorization	Other (Specify)
Certificate or Designation No. CBS J7BR555Y		Signature/Date of Authorized Individual <i>Stallone</i> 10/01/19		

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.)

USA N5769X

10-1-2019

Nationality and Registration Mark

Date

Cessna 320 SN 320-0069


A summary of modifications to the aircraft follows:

1. Removed existing standby vacuum attitude gyro, Sigma-Tek 5000B-64, PN: 1U149-010-5 from co-pilot's instrument panel.
2. Installed Garmin G5 PN: 011-03809-00, SN: 4JQ010951 (ADI) with PN: 011-03893-00, SN: DK08EL06D00BT Backup battery, and Garmin G5 PN: 011-03809-00, SN: 4JQ019857 (HSI) with PN: 011-03893-00, SN: DC39EM16D00E6 backup battery in existing instrument holes in co-pilot's instrument panel. Installed a GAD29B, PN: 011-03236-11, SN: 5DL003510 on the forward cabin bulkhead. Installed GMU11 PN: 010-01788-01, SN: 56J008102 on an aluminum bracket in the aft fuselage section. The G5s, GAD29B and GMU11 were installed using the Garmin Electronic Flight Instrument Part 23 AML STC Installation Manual PN: 190-01112-10 Rev. 19 Dated June 30,2019, In accordance with STC SA01818WI. This is a secondary system. The original primary flight instruments in the Pilot's instrument panel have not been altered and are still functional.
3. Power for the G5 ADI is provided by a 5 amp circuit breaker labeled "ADI". Power for the G5 HSI and GMU11 are provided by a 5 amp circuit breaker labeled "HSI". Power for the GAD29B is provided by a 5 amp circuit breaker labeled "GAD". All wiring is Mil M22759/16 and M27500 shielded Tefzel.
4. Post installation ground tests were performed in accordance with manufacturer's instructions. All systems performed their intended functions and are compatible with all previous alterations.
5. An electrical load analysis was conducted and was determined that the total load of the aircraft equipment would not exceed 80% of the total alternator output.
6. Installed Garmin flight Manual Supplement PN: 190-01112-13 revision 6 Dated 7/19/19 and Pilots Guide PN: 190-01112-12 Dev. D dated July 2019 for the G5s in the aircraft.
7. Weight and Balance accomplished. Updated aircraft Weight and Balance and Equipment List in the POH.
8. Instructions for Continued Airworthiness: Included Garmin G5 EFI Part 23 AML STC maintenance Manual PN: 190-01112-11 Revision 6 Dated July 2019 in the aircraft records.

-----END-----

Additional Sheets Are Attached

FAA

 US Department of Transportation Federal Aviation Administration	MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)	OMB No. 2120-0020 Exp: 5/31/2018	Electronic Tracking Number
		For FAA Use Only	

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

1. Aircraft	Nationality and Registration Mark USA N5769X	Serial No. 320-0069	
	Make Cessna 320	Model 320	Series
2. Owner	Name (As shown on registration certificate) Bode, John or Diane		
	Address (As shown on registration certificate) Address 1100 Warm Springs Drive SE		
	City Albuquerque	State NM	
	Zip 87123	Country USA	

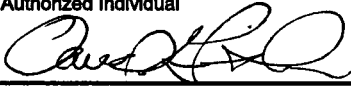
3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	<u>Cessna 320</u>	(As described in Item 1 above)	<u>320-0069</u>
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		J7BR555Y
Name Bode Aviation	Address 2502 Clark Carr Loop SE City Albuquerque State NM Zip 87106 Country USA	<input type="checkbox"/> U. S. Certificated Mechanic	<input type="checkbox"/> Manufacturer	
		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.	
		<input checked="" type="checkbox"/> Certificated Repair Station		
		<input type="checkbox"/> Certificated Maintenance Organization		

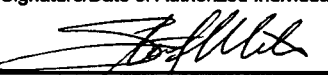
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <div style="display: flex; justify-content: space-between; align-items: center;">  <div style="text-align: right;"> <p>10-1-2019 DAVID C. GILSON</p> </div> </div>
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7. Approval for Return to Service

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

BY		FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
		FAA Designee	<input checked="" type="checkbox"/> Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. CASJ7BR555Y	Signature/Date of Authorized Individual <div style="display: flex; justify-content: space-between; align-items: center;">  <div style="text-align: right;"> <p>10/01/19</p> </div> </div>
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NOTICE

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

8. Description of Work Accomplished

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

USA N5769X

10-1-2019

Nationality and Registration Mark

Date

Cessna 320 SN: 320-0069

A summary of the modification to the aircraft is as follows:

1. Installed Garmin AOA system consisting of Garmin GI 260 indicator, PN: 010-01287-00, SN: 3GQ001713, Garmin GAP 26 AOA Probe, PN: 011-01074-60, SN: 34F400350 and GSU 25 Air Data Computer, PN: 011-02929-00, SN: 2SA004238 in the aircraft. All components were installed in accordance with Garmin AOA System Installation Manual PN: 190-01752-00, Revision 7 Dated 3/12/2019 and FAA AC 43.13-1B and AC 43.13-2B.
2. The GI 260 Indicator was mounted on the center of the instrument panel glare shield so as to be visible by the flight crew but not obstruct outside visibility. The GSU 25 ADC was mounted in an available location under the instrument panel on the forward cabin bulkhead. The GAP 26 Probe was mounted in an inspection plate location, outboard on the right wing.
3. Pitot and AOA aluminum lines and heater power wires were routed from the Probe location to the cockpit. All wiring is MIL M22759/16 Tefzel. Power for the GI 260 and GSU 25 come from a 2 Amp circuit breaker labeled GSU 25/GI 260. Power for the GAP 26 Probe Heater comes from a 15 Amp circuit breaker switch labeled GAP 26 Heat, Both located on the DC power buss extension located on the co-pilot sub panel.
4. Post installation ground and flight tests were conducted in accordance with manufacturers instructions. All systems performed their intended functions and are compatible with all previous alterations.
5. An electrical load analysis was conducted and was determined that the total load of the aircraft equipment would not exceed 80% of the total alternator output.
6. Installed Garmin AOA System Owner's Manual PN: 190-01773-00 Revision A Dated September 2014 in the aircraft. This AOA System is non-required and is used only as supplemental information to the pilot.
7. Instructions for Continued Airworthiness require an annual visual inspection. All components are "on condition".
8. Weight and Balance accomplished. Revised weight and balance documents installed in the POH.

-----END-----

Additional Sheets Are Attached



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
2/28/2011

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §43601(a))

1. Aircraft	Nationality and Registration Mark N5769X	Serial No. 320-0069
	Make CESSNA	Model 320
2. Owner	Name (As shown on registration certificate) BODE JOHN R.	
	Address (As shown on registration certificate) 1100 WARREN SANDS DR SE	
	City ALBUQUERQUE	State NM
	Zip 87183	Country USA

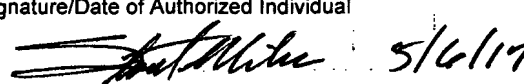
3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input checked="" type="checkbox"/>	POWERPLANT	Continental	TSIO-470-B	99282-1-B
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name SUNNY MILLS	Address 77401 AFRISCO VISTA City ALBUQUERQUE State NM Zip 87120 Country USA	<input checked="" type="checkbox"/> U.S. Certified Mechanic	Manufacturer
		Foreign Certified Mechanic	C. Certificate No.
		Certified Repair Station	AIP
		Certificated Maintenance Organization	585393595


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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual  5/6/17
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7. Approval for Return to Service

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

BY	FAA Fit Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)

Certificate or Designation No. AIP5853935951A	Signature/Date of Authorized Individual  5/6/17
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US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
2/28/2011

Electronic Tracking Number

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

1. Aircraft	Nationality and Registration Mark USA N5769X	Serial No. 0069
	Make CESSNA	Model 320

2. Owner	Name (As shown on registration certificate) JOHN R. BODE	Address (As shown on registration certificate) Address 1100 WARM SANDS DR. SE
		City ALBUQUERQUE State NM Zip 87123 Country USA

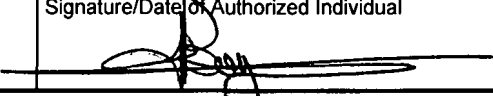
3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No. A&P 3178231
Name TIMOTHY BOURGOINE	Address 3931 DESERT SAGE CT. NW City ALBUQUERQUE State NM Zip 87120 Country USA	<input checked="" type="checkbox"/> U. S. Certificated Mechanic	Manufacturer	
		<input type="checkbox"/> Foreign Certificated Mechanic		
		<input type="checkbox"/> Certificated Repair Station		
		<input type="checkbox"/> Certificated Maintenance Organization		

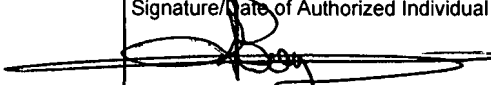
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual  08/28/2012
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7. Approval for Return to Service

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

BY	FAA Flt. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)

Certificate or Designation No. A&P 3178231 IA	Signature/Date of Authorized Individual  08/28/2012
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NOTICE

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

8. Description of Work Accomplished

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

USA N5769X

08/28/2012

Nationality and Registration Mark

Date

REMOVED A MASTEN ENGINE ANALYZER SYSTEM AND INSTALLED A J.P. INSTRUMENTS ENGINE ANALYZER MODEL EDM-760 TWIN IAW THE MANUFACTURES INSTALLATION INSTRUCTIONS AND FUEL FLOW INSTALLATION MANUAL APPENDIX A DATED 7-20-99 REV. NC. THIS INSTALLATION IS AUTHORIZED UNDER STC SA00729SE. THE FAA APPROVED FLIGHT MANUAL SUPPLEMENT DATED AUGUST 31, 1999 WAS INSERTED IN THE AIRPLANE FLIGHT MANUAL. THE INSTRUCTIONS FOR CONTINUED AIRWORTHINESS WERE GIVEN TO THE OWNER. THE AIRCRAFT WAS WEIGHED AND A NEW WEIGHT AND BALANCE FORM WAS COMPLETED.

-----END-----

Additional Sheets Are Attached

US Department
of Transportation
Federal Aviation
Administration

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

Form Approval
ONB No. 2120-0020

For FAA Use Only

Office Identification

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

1. Aircraft	Make CESSNA	Model 320
	Serial No. 0069	Nationality and Registration Mark USA N5769X
2. Owner	Name (As shown on registration certificate) JOHN R. BOBE	Address (As shown on registration certificate) 1100 WARM SANDS DR S.E ALBUQUERQUE, NM 87123

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 Adam Hile 150 Eyman dr. Apple Creek OH 44606	B. Kind of Agency		C. Certificate No. A&P 3088990
	X	U.S. Certificated Mechanic	
		Foreign Certificated Mechanic	
		Certificated Repair Station	
		Manufacturer	

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 12-29-2011	Signature of Authorized Individual 
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7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 12-29-2011		Certificate or Designation No. 3088990	Signature of Authorized Individual Adam Hile 		

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 aircraft nationality and registration mark and date work completed.)

PA728

Repaired Cessna LH Flap Assy p/n: 0825000-1. Removed skin p/n: 0825000-5, cleaned and inspected structure.

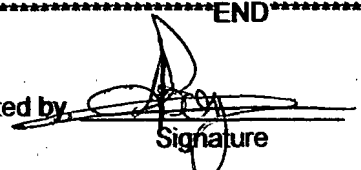
Fabricated and installed a new skin from .016" 2024-T3 Alclad Aluminum, patterned as original.

Used existing rivet pattern for installation of all rivets. Skin was attached with MS20470AD rivets.

All work was performed in accordance with AC43.13-1B, Chapter 4, Section 4; par 51, 52, 53, 57, and 58.

*****END*****

Installed and Inspected by



Signature

ASP 3179231 IA

License #

7/25/12

Date



U.S. Department of
Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
2/28/2011

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N5769X	Serial No. 320-0069	
	Make Cessna	Model 320	Series
2. Owner	Name (As shown on registration certificate) John G Dennet		Address (As shown on registration certificate)
			Address 4041 ALTA MONTE NE City Albuquerque State NM Zip 87110 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial Number
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name Bode Aviation INC		<input type="checkbox"/> U.S. Certificated Mechanic	<input type="checkbox"/> Manufacturer
Address 7401 Paseo Del Volcan		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
City Albuquerque State NM		<input checked="" type="checkbox"/> Certificated Repair Station	CRS J7BR555Y
Zip 87120 Country USA		<input type="checkbox"/> Certificated Maintenance Organization	

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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual 12-19-09
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7. Approval for Return to Service

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

BY	<input type="checkbox"/> FAA Fit Standards Inspector	<input type="checkbox"/> Manufacturer	<input type="checkbox"/> Maintenance Organization	<input type="checkbox"/> Person Approved by Canadian Department of Transport
	<input type="checkbox"/> FAA Designee	<input checked="" type="checkbox"/> Repair Station	<input type="checkbox"/> Inspection Authorization	Other (Specify)

Certificate or Designation No. CRS J7BR555Y+	Signature/Date of Authorized Individual Stuart Miles 12/19/09
--	---

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.)

N5769X

12/19/09

Nationality and Registration Mark

Date

Installed Whelen anti-collision light assembly in accordance with the instruction given in STC SA615EA. Weight and balance change is negligible.

Instructions for continued airworthiness: Should any one LED or any verticle column fail, the unit must be repaired or replaced. Periodically inspect the lens and replace if there is excessive scratching, discoloration, or cracking.

END

Additional Sheets Are Attached

US Department of Transportation
Federal Aviation Administration

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

Form Approval
ONB No. 2120-0020

For FAA Use Only

Office Identification

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

1. Aircraft	Make CESSNA	Model 320
	Serial No. 0069	Nationality and Registration Mark USA N5769X
2. Owner	Name (As shown on registration certificate) JOHN R. BOOE	Address (As shown on registration certificate) 1100 WARM SANDS DR S.E. ALBUQUERQUE, NM 87123

3. For FAA Use Only

4. Unit Identification

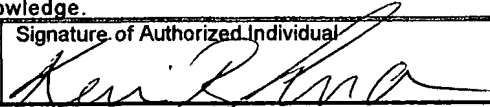
5. Type

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

6. Conformity Statement

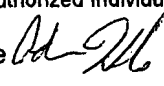
A. Agency's Name and Address Kevin Landers 780 Apple Blossom Ln. Orrville OH 44667	B. Kind of Agency		C. Certificate No. A&P 2719867
	<input checked="" type="checkbox"/>	U.S. Certificated Mechanic	
	<input type="checkbox"/>	Foreign Certificated Mechanic	
	<input type="checkbox"/>	Certificated Repair Station	
	<input type="checkbox"/>	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 11-10-2006	Signature of Authorized Individual 
--------------------	--

7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 11-10-2006		Certificate or Designation No. 3088990	Signature of Authorized Individual Adam Hile 		

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 aircraft nationality and registration mark and date work completed.)

PA401

Repaired Cessna RH Inboard Flap Assy p/n: 0825000-2. Removed skin p/n: 0825000-6, cleaned and inspected structure. Fabricated and installed a new skin from .016" 2024-T3 Alclad Aluminum, patterned as original.

Used existing rivet pattern for installation of all rivets. Skin was attached with MS20470AD rivets.

All work was performed in accordance with AC43.13-1B, Chapter 4, Section 4; par 51, 52, 53, 57, and 58.

*****END*****

Installed and Inspected by,


Signature

ASP 3178231 JA
License #

7/25/12
Date



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 320
	Serial No. 0069	Nationality and Registration Mark USA N5769X
2. Owner	Name (As shown on registration certificate) JOHN R. BOND	Address (As shown on registration certificate) 1100 WARM SANDS DR S.E. ALBUQUERQUE, NM 87123

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 Kevin Landersfor Preferred Airparts 11234 Hackett Rd. Kidron OH 44636	B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. A&P 279521571
--	--	--

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 07/31/2003	Signature of Authorized Individual
---------------------------	--

7. Approval for Return To Service

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

BY	FAA Flt. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 07/31/2003		Certificate or Designation No. 191603349	Signature of Authorized Individual Adam Hill 		

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.)

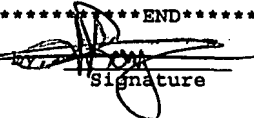
Repaired Cessna LH Outboard Flap Assy. p/n 0825000-3. Removed skin p/n: 0825000-59, cleaned and inspected structure. Fabricated a new skin from .016" 2024-T3 alclad aluminum, patterned as original. Installed new skin. Used existing rivet pattern for installation of all rivets. Skin was attached with MS20470AD rivets.

All work was performed in accordance with AC43.13-1B, Chapter 4, Section 4; par 51, 52, 53, 57, and 58.

Pertinent details of the work performed are on file at Preferred Airparts, LLC, div. of JILCO Industries, Inc., 11234 Hackett Road, P.O. box 12, Kidron, OH 44626 USA, under Work Order #000152.

*****END*****

Installed and inspected by


Signature

AEP 3178231
License #

7/25/12
Date

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
NM-DEN-F300

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 320
	Serial No. 320-0069	Nationality and Registration Mark N5769X
2. Owner	Name (As shown on registration certificate) DENNETT JOHN G	Address (As shown on registration certificate) 4041 ALTA MONTE NE ALBUQUERQUE, NM 87110

3. For FAA Use Only

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

NM-DEN-F300 11-5-99
District Office Date Signature of FAA Inspector

4. Unit Identification

5. Type

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

6. Conformity Statement

A. Agency's Name and Address DEPOT AVIONICS, INC 2550 STATE AVE ALAMOSA, CO 81101	B. Kind of Agency <input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. GM6R566N R-1,2,3;LSS;LI
---	---	---

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 27 OCTOBER, 1999	Signature of Authorized Individual <i>Robert E. Colman</i> ROBERT E. COLMAN
--------------------------	---

7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	XX Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 10 November 1999		Certificate or Designation No. GM6R566N	Signature of Authorized Individual <i>Robert E. Colman</i>	

NOTICE

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

8. Description of Work Accomplished

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

USA * 5769X * October 27, 1999 * WO 13694 * HOBBS TIME 956.8 *

INSPECTED THE INSTALLATION OF A GARMIN GNS 430 TSO C129 A1 GPS IFR SYSTEM AS A SUPPLEMENTAL ENROUTE, TERMINAL, AND NON-PRECISION APPROACH SYSTEM.

THIS SYSTEM IS A FOLLOW-ON TO STC SA00705W1 WHICH APPROVED THE GNS 430 FOR IFR INSTALLATION IN A PIPER PA-32 AIRCRAFT. THIS UNIT INCLUDES A TSO-C37d/C38d COMM SECTION.

ICA requirements: Per the 400 Series Installation Manual P/N 190-00140-02, appendix A.1: Maintenance of the 400 Series unit is "on condition" only.

THE GNS 430 IFR FLIGHT MANUAL SUPPLEMENT, P/N GNS-430 5769X FMS, HAS BEEN PUT WITH THE AIRCRAFT FLIGHT MANUAL.

THIS SYSTEM UTILIZES A TSO'd KI-525A HSI TO DISPLAY THE NAVIGATION OUTPUTS FROM THE GNS-430.

THE ANNUNCIATION OF THE GPS COMMANDS AND VLOC/GPS SELECTION IS ON THE FACE OF THE GNS 430 UNIT. THE GNS 430 IS LOCATED UNDER THE TOP RADIO IN THE TOP CENTER AVIONICS STACK, WITH THE KI-525A HSI APPROXIMATELY 12 INCHES TO THE LEFT, BOTH THE HSI AND GNS-430 UNITS ARE IN THE PILOT'S PRIMARY SCAN AREA, PER THE STC REQUIREMENTS AND IS APPROVED REFERENCING A LETTER FROM THE FAA PROGRAM MANAGER (C. Dale Bleakney) OF THE WICHITA AIRCRAFT CERTIFICATION OFFICE DATED JANUARY 25, 1999.

THIS SYSTEM HAS BEEN FLOWN THREE TIMES ON THE ALAMOSA, COLO. GPS Rwy 2 APPROACH TO WITHIN THE ACCURACY REQUIREMENTS OF AC 20-138; AND IS THEREFORE CERTIFIED FOR IFR ENROUTE, TERMINAL, AND NON-PRECISION APPROACH OPERATION.

IFR OPERATIONAL FLIGHT CHECK REPORT PER AC 20-138 FOLLOWS: (also see attachment)

FLIGHT DATA EVALUATION REPORT FOR IFR APPROVAL ON:

GPS MODEL GNS 430 #96301900, SOFTWARE VERSION 2.07.

(NOTE: "OVER A POINT" FLIGHT EVALUATION DATA PER PARAGRAPH (8)(c)(2)(iv)(H) IS OMITTED PER AIR-100 MEMORANDUM DATED MAY 24, 1996.)

AC20-138 paragraphs complied with:

8(a)(2)-noted for information).

8(c)(2)(iv):

(B-a failure flags the HSI)

(C-HSI normal operation)

(D-HSI/ANNUNCIATOR- only the GNS-430 is displayed, current VLOC or GPS mode enunciated on GNS-430)

(E-normal)

(F-no effect)

(G-all controls back lighted and visible in pilot's primary scan)

(H-note above remark, not required at this time)

(I-no loss)

(J-the FTE falls within 1.0 nmi for en route/terminal and 0.25 nmi for approach)

(K-three approaches flown at ALS as described above, see attached certification data)

Appendix 1. Paragraph 2 complied with as noted above, and this system is approved for IFR en route, terminal, and non-precision approach.

*****ONE ATTACHMENT ** (C/W AC 20-138 FOR IFR)*****
(5769X 337 gnc 430 & hsi.doc)

Additional Sheets Are Attached

Depot Avionics, Inc.



2550 STATE AVENUE ALAMOSA, CO 81101
PH. (719) 589-6777 FAX (719) 589-6888

www.depotavionics.com
info@depotavionics.com

SLV REGIONAL AIRPORT (ALS)
FAA #GM6R566N

"SERVICE FOR PROFESSIONAL AVIATION"

*** USA * 5769X * October 27, 1999 * WO 13694 * HOBBS TIME 956.8 ***

Attachment: page one of two. TSO'd GNS-430/KI-525A INSTALLATION.

THE EQUIPMENT REGISTRATION HAS BEEN TURNED IN SO THAT GARMIN International, Inc. WILL SUPPLY THE OWNER WITH ANY UPDATES AND ANY OTHER INFORMATION ON THIS SYSTEM.

INSTALLED:

1/ GNS-430 P/N 011-00280-00 (SW VERSION 2.07), S/N 96301900 VLOC/GPS /COMMUNICATIONS UNIT WAS INSTALLED AT THE TOP OF THE AVIONICS STACK, IN ACCORDANCE WITH INSTALLATION MANUAL 190-00140-02 DATED JUNE 1999. THE GA-56 P/N 011-00134-00 #59036034 GPS ANTENNA WAS INSTALLED IN PLACE OF THE PRIOR IMorrow GPS ANTENNA ON THE AIRCRAFT SUPPLIED LOCATION OVER THE SPEAKER, WITH MANUFACTURER SUPPLIED HARDWARE AND EXISTING COAX; IN ACCORDANCE WITH INSTALLATION MANUAL P/N 190-00140-02 DATED JUNE 1999. THIS SYSTEM UTILIZES A TSO'd KI-525A HSI. THE ANNUNCIATOR FOR THE GPS OR VLOC IS ON THE FRONT OF THE GNS-430 PER THE STC INFORMATION. THE AIRCRAFT ALTITUDE IS RETRIEVED FROM THE AIRCRAFT ENCODER

1. VHF COMM INTERFERENCE TESTS HAVE BEEN COMPLIED WITH AND NO INTERFERENCE IS FOUND TO EXIST.
2. THIS GPS SYSTEM, AS INSTALLED, COMPLIES WITH AC20-138 PARAGRAPH 7c(2)(ii, iii) AND APPENDIX 1 PARAGRAPH 1.

INSTALLATION PRACTICES FOLLOWED FOR THIS UPDATE:

1. AC43.13-1B paragraphs 7-34(hardware used conforms to proper type for the uses intended) 10-1(weight and balance information provided), 11-30(within load limits, per 11-36), 11-31, 11-32(3 amp breaker utilizing manufacturer supplied wiring, 11-96 and 11-00 and 11-103(as applicable), 11-115, 12-1(a, b, c), 12-17(GPS info)
2. AC43.13-2A PARA 9, 21-AS ABOVE DESCRIPTION, 22, 23b, 23e-UTILIZED AN HARDWARE, 23f-NO EFFECT, 27 a, b, c, d, e, g.
3. GPS SYSTEM HAS BEEN GROUND AND FLIGHT CHECKED WITH NO AFFECT TO OTHER AIRCRAFT SYSTEMS.

NOTE: THE SERIAL NUMBERED AND/OR PART NUMBERED ITEMS LISTED MAY BE REPLACED WITH FAA APPROVED EXCHANGE OR UPGRADED ITEMS AT ANY FUTURE DATE.

IFR Operational Flight Check Report.

Work order 13694.

Flight Data Evaluation Report for IFR approval on:

*GPS Model = GNS 430 *s/n= 96301900 * SOFTWARE= VERSION 2.07 *

*AIRCRAFT MAKE AND MODEL = CESSNA 320 * S/N 320-0069 * REGISTRATION = N5769X *

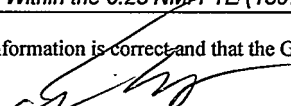
RESULTS OF THREE IFR APPROACHES MADE UTILIZING THE ALAMOSA, COLO. GPS RWY 2 APPROACH, ENDING AT RW02:

COORDINATES OF RW02:	LATITUDE	LONGITUDE	ERROR/FEET
	N 37 25.51	W 105 52.54	
1	N 37 25.64	W 105 52.44	919
2	N 37 25.52	W 105 52.52	113
3	N 37 25.60	W 105 52.57	561

Maximum recorded error = 919 Feet. Within the 0.25 NMI-FTE (1507 feet) requirement for IFR approach.)

I certify the above recorded flight data information is correct and that the GPS equipment, as installed, meets the IFR requirements of AC 20-138.

Inspector/Depot Avionics, Inc. =


Robert E. Colman

October 27, 1999

***** ATTACHMENT ** (C/W AC 20-138 FOR IFR) *****
(337 gnc 430 WITH hsi.doc)



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

ABQ-FSDO 12-06-95

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 320
	Serial No. 320-0069	Nationality and Registration Mark N5769X
2. Owner	Name (As shown on registration certificate) Dennett, John G.	
	Address (As shown on registration certificate) 4041 Alta Monte NE Albuquerque, NM 87110	

3. For FAA Use Only: The above data identified herein complied with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR 43.7.

12-05-95 Manuel C. Serrano
Date 12-05-95 FAA Inspector, ABQ FSDO

4. Unit Identification

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Steven R. Johnson P.O. Box 949 Corrales, NM 87048	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	585568445
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> 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 05 December 1995	Signature of Authorized Individual Steven R. Johnson <i>[Signature]</i>
---------------------------------	---

7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 05 December 1995		Certificate or Designation No. 585568445	Signature of Authorized Individual Steven R. Johnson <i>[Signature]</i>		

NOTICE

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

8. Description of Work Accomplished

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

Installed 50A Prestolite alternators part no. ALT8403 on the left and right hand engines in place of 50A Delco generators part no. 1105054. Utilized factory mounting systems consisting of 2 ea. new 1250213-15 braces and existing 628580 slide mounts. Utilized existing main power cable, shunts, ammeter system, field breakers and main breakers. Installed additional F1 and F2 wiring conforming to Mil-C-27500/18-18. Installed two position switch to select main or standby regulator. Complete system is identical to the wiring schematic found on later Cessna 310 & 320 series aircraft equipped with alternator charging systems. Operator's Handbook updated to reflect new charging system. No change to aircraft weight and balance.

References:

Cessna Service Manual Models 310L & 310N, part no. D526-13, section 14-21, page 52.01, drawing no. 0870090. Cessna Parts Catalog Models 310L & 310N, part no. P370-MS-750, figure 102. AC 43.13-1A, chapter 11, sections 2,3, & 7.

-----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
12-06-95
AB9-FSDO MBL

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 320
	Serial No. 320-0069	Nationality and Registration Mark N5769X
2. Owner	Name (As shown on registration certificate) Dennett, John G.	Address (As shown on registration certificate) 4041 Alta Monte NE Albuquerque, NM 87110

3. For FAA Use Only
The data identified herein complied with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR 43.7.

12-05-95 Manuel C. Lopez Jr

4. Unit Identification						Date	FAA Inspector	Type	FSDC
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 Steven R. Johnson P.O. Box 949 Corrales, NM 87048	B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. 585568445
--	---	--

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 05 December 1995	Signature of Authorized Individual Steven R. Johnson <i>SRJ</i>
---------------------------------	---

7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 05 December 1995		Certificate or Designation No. 585568445		Signature of Authorized Individual Steven R. Johnson <i>SRJ</i>	

NOTICE

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

8. Description of Work Accomplished

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

Installed two R2510N voltage regulators and two V2510 overvoltage relays in accordance with Zeftronics STC SA8705SW and manufacturer's instructions. No change to aircraft weight and balance.

References:

Zeftronics STC SA8705SW and drawing lists: ZOIPCF rev. A, dated 4-22-93;

ZOOPC3, rev. IR, dated 5-13-91; and ZOYPCF, rev. IR, dated 9-13-91.

AC 43.13-1A, chapter 11, sections 2, 3, & 7.

-----END-----

Additional Sheets Are Attached

Department of Transportation - Federal Aviation Administration

Supplemental Type Certificate

Number SA8705SW

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

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

Original Product - Type Certificate Number: *
Make: *
Model: *

*See FAA Approved Model List No. SA8705SW dated 10/25/93.

Description of Type Design Change:

Installation of Zeftronics R25V0N Alternator Control Unit or R2510N Alternator Control Unit with a V2510A Over Voltage Sensor as shown on the Approved Model List in accordance with Zeftronics Drawing Lists ZOIPCF Rev. A dated 4-22-93, ZOOPC3 Rev. IR dated 5-13-91, and ZOYPCF Rev. IR dated 9-13-91, or later FAA approved data.

Limitations and Conditions:

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

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

Date of application: April 17, 1991 Date issued:

Date of issuance: October 25, 1993 Date amended: 12/14/93 Rev. 1



By direction of the Administrator
Mark R. Schilling
Mark R. Schilling (Signature) Manager
Special Certification Office
(Title)

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

This certificate may be transferred in accordance with FAR 21.47.

FAA APPROVED MODEL LIST (AML) NO. SA8705SW

ZEFTRONICS


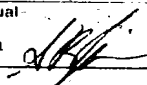

FOR INSTALLATION OF R2510N, R25V0N ACU/VR; V2510A OVS.

Issue date: 10/25/93

Amendment Date:

ITEM	AIRCRAFT MAKE	AIRCRAFT MODEL	ORIGINAL TYPE CERTIFICATE NUMBER	CERTIFICATION BASIS FOR ALTERATION	INSTALLATION INSTRUCTIONS		AML AMMENDMENT DATE
					Drawing Number	Revision /Date	
1	PIPER	PA-31,-31-300,-31-310,-31-325,-31-350. PA-36-285	A20SO	CAR 3 (FAR 23)	Z00ID3	5/13/91	_____
			A9SO	FAR 23	Z00IDI	4/22/93	_____
2	CESSNA	310, 310P, 310Q. 320 401A,401B,402A,402B,414,421,421A,421B	3A10	CAR 3	Z00ID3	5/13/91	_____
			3A25	CAR 3	Z00IDI	4/22/93	_____
			A7CE	CAR 3	Z00IDY	9/13/91	_____
3	SCHWEIZER	269C	4H120	CAR 6	Z00ID3	5/13/91	_____
					Z00IDI	4/22/93	_____
					Z00IDY	9/13/91	_____

FAA Approved: *John A. Long*
for Manager, Special Certification Office.

 <p>US Department of Transportation Federal Aviation Administration</p>		MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)		Form Approved OMB No. 2120-0020	
				For FAA Use Only Office Identification SW-FSDO-01	
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 320		Serial No. 320-0069
2. Owner	Name (As shown on registration certificate) BODE JOHN R BODE DIANE L		Address (As shown on registration certificate) 1100 WARM SANDS DR SE ALBUQUERQUE NM 87123		
3. For FAA Use Only The information/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.					
4. Unit Identification Date: 01-22-92 Manuel C. Lopez					
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				
POWERPLANT					X
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
6. Conformity Statement					
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
Steven R. Johnson PO Box 949 Corrales NM 87048		<input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer		A&P 585-56-8445IA	
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			
22 January 1992		Steven R. Johnson 			
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: <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA Fit. Staff/Jards Inspector	Manufacturer	<input checked="" type="checkbox"/> 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		
27 January 1992		585-56-8445	Steven R. Johnson 		

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 Masten Products Incorporated On-Board Engine Analyzer System In Accordance With Masten STC SA 1576GL. Installation identical to installation of this system on Cessna Model 310. Installed In Accordance With the instructions provided, Masten Products Incorporated installation manual, Edition 1, Revision B, dated 9/12/90, AC 43.13-1A para 424, 429, & 430, and AC 43.13-1A section 7. Weight And Balance ammended. Equipment list revised to reflect this change.

END

Additional Sheets Are Attached

MASTEN PRODUCTS INC. TEL: 313-996-3801 Jan 22, 1992 15:51 NO. 001 P. 02

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

Number SA1576GL

This certificate, issued to Masten Products Incorporated
713 W. Ellsworth Road, Suite A
Ann Arbor, Michigan 48108

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified herein meets the airworthiness requirements of Part 3 of the Civil Air Regulations. See Type Certificate Data Sheet NO. 3A10 for complete certification basis.

Original Product --- Type Certificate Number: 3A10
Make: Cessna
Model: 310C thru L, N, P, Q, R, E310H, 310J-1, E310J, T310P, T310Q, T310R

Description of Type Design Change:
Installation of On-Board Engine Analyzer System in accordance with Masten Products Incorporated Installation Manual, Edition 1, Revision B, dated 9/12/90, or later FAA Approved revision.

Limitations and Conditions:

1. This instrument is approved as optional equipment only and shall not replace any other required instrument.
2. FAA Approved Airplane Flight Manual Supplement dated March 25, 1991, or later FAA approved revisions required. (See STC Continuation Sheet, Page 3.)

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

Date of application: June 25, 1990
Date of issuance: March 25, 1991

Date received:

Date amended:


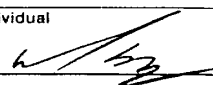
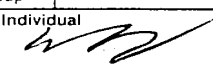
By direction of the Administrator

Donald P. Michael
Donald P. Michael, Manager
Chicago Aircraft Certification Office



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

This certificate may be transferred in accordance with FAR 21.47.

 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 NMFSD003 RCR	
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 320	
		Serial No. 320-0069		Nationality and Registration Mark N5769X	
2. Owner		Name (As shown on registration certificate) BODE JOHN R BODE DIANE L		Address (As shown on registration certificate) 1100 WARM SANDS DR SE ALBUQUERQUE NM 87123	
3. For FAA Use Only					
4. Unit Identification					
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				XXX
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
6. Conformity Statement					
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
DEPOT AVIONICS INC P O BOX 1107 GUNNISON CO 81230		<input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station Manufacturer		GM6R566N (SPECIALIZED SERVICES)	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
Date		Signature of Authorized Individual			
APRIL 20 1991		ROBERT E COLMAN 			
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)	
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection		Certificate or Designation No.	Signature of Authorized Individual		
APRIL 20 1991		GM6R566N	ROBERT E COLMAN 		

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.)

*USA*N5769X*20 APRIL 91*

INSPECTED INSTALLATION OF TERRA CORP AT-3000(TSO C-88) s/n 13920 BLIND ENCODER. UNIT INSTALLED IAW TERRA INSTALLATION MANUAL P/N 1900-4099-00 REV A(RECEIVED 9-89). UNIT INSTALLED ON EXISTING LEFT MIDDLE SHELF IN NOSE WHEEL COMPARTMENT WITH AN HARDWARE. UNIT WIRED TO KT-76A INSTALLATION WITH MIL 5086 WIRE.

PRACTICES FOLLOWED: AC43-6A(SINGLE STATIC SYSTEM); AC43.13-2A CH 2 PARA 21, 22, 23b, 27; AC 43.13-1A SECT 4 PARA 907, 912, 913.


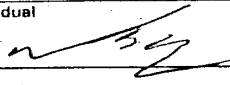
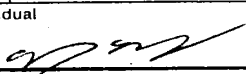
Model AT-3000 S/N 13920
Digitizer confirms correspondence IAW
FAR 91.417b,c per aircraft altimeter
check dated 3-20-91 # 202247
Details of this inspection on file under
Repair Station Work Order No. 10024.

Date 4-20-91 Insp. by [Signature]
DEPOT AVIONICS, INC. FAA # 580-103

A/c transponder tests required by
FAR 91.413 were performed and comply
with FAR 43, Appendix F, on
Model KT76A S/N 53602
Details of this inspection on file under
Repair Station Work Order No. 10024.

Date 4-20-91 Insp. by [Signature]
DEPOT AVIONICS, INC. FAA # 580-103

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	
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. 320-0069		Model 320 Nationality and Registration Mark N5769X			
2. Owner Name (As shown on registration certificate) BODE JOHN R BODE DIANE L		Address (As shown on registration certificate) 1100 WARM SANDS DR SE ALBUQUERQUE NM 87123			
3. For FAA Use Only					
4. Unit Identification					5. Type
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~				XXX
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
6. Conformity Statement					
A. Agency's Name and Address DEPOT AVIONICS INC P.O BOX 1107 GUNNISON CO 81230		B. Kind of Agency <input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station Manufacturer		C. Certificate No. GM6R566N (LTD AIRFRAME)	
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 APRIL 20 1991		Signature of Authorized Individual ROBERT E COLMAN 			
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization		
	FAA Designee <input checked="" type="checkbox"/>	Repair Station	Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection APRIL 20 1991		Certificate or Designation No. GM6R566N	Signature of Authorized Individual ROBERT E COLMAN 		

NOTICE

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

B. Description of Work Accomplished

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

*USA*N5769X*20 APRIL 91*

INSPECTED INSTALLATION OF II MORROW APOLLO 800+(NORTH AMERICAN DATA BASE) FLYBUDDY LORAN RECEIVER(P/N 430-6004-000, OPT #1, S/N 77798) WITH A-16(P/N 430-0035-00 S/N 8379) ANTENNA. UNITS INSTALLED IAW MANUFACTURERS INSTRUCTIONS IN INSTALLATION MANUAL P/N 560-0071B REV JANUARY 1991. THIS INSTALLATION MANUAL IN APPENDIX B STATES THE VARIOUS ENVIRONMENTAL CATEGORIES OF DO-160B THAT THESE LORAN UNITS MEET.

PANEL UNIT INSTALLED IN LOWER RIGHT AVIONICS STACK, REF AC43.13-2A CH 2 PARA 22, 23c, e. ANTENNA INSTALLED AFT OF REAR SEAT ON AIRCRAFT SUPPLIED BACK UP PLATE, REF AC43.13-2A CH2 PARA 38 a, b. AN HARDWARE AND MIL 5086 WIRE UTILIZED. THIS LORAN IS NOT HOOKED TO ANY SYSTEM OTHER THAN POWER AND GROUND.

THIS SYSTEM GROUND CHECKS WITH IIMORROW A-22 AND GRI 9610. THIS LORAN SYSTEM, AS INSTALLED, COMPLIES WITH AC20-121A PARA 7a(1)(2)(3)(4)(5)-NOT HOOKED TO OTHER AIRCRAFT SYSTEMS; APPENDIX 1 PARA 3a*, b, c-NOT HOOKED TO OTHER SYSTEMS, e, f-PLACARDED "LORAN C NOT APPROVED FOR IFR".

*AC43.13-1A PARA 424 AND 429 WITH 3 CIRCUIT BREAKER TO AIRCRAFT BUSS UTILIZING MIL 5086 WIRE, PARA 446, 447, 449, 450b, 750, 839. *AC43.13-2A PARA 9, 21-AS ABOVE DESCRIPTION, 22, 23e-UTILIZED AN HARDWARE, 23f-NO EFFECT, 27 a, b, c, d, e, g.

LAST

Additional Sheets Are Attached

RP-DTW-106

WP-GADO-5 *2304*

DEPT. OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

JUL 25 1984

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION

WP-FSD0-8

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

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

1. AIRCRAFT	MAKE <i>Cessna</i>	MODEL <i>320</i>
	SERIAL NO. <i>320-0069</i>	NATIONALITY AND REGISTRATION MARK <i>N5769X</i>
2. OWNER	NAME (As shown on registration certificate) <i>Grodon Carlson</i>	
	ADDRESS (As shown on registration certificate) <i>1243 XX Transit St. Pomona, California 91769</i>	

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

UNIT	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 <i>California Air Radio Cable Airport Upland, California 91786</i>	B. KIND OF AGENCY	C. CERTIFICATE NO.
	<input type="checkbox"/> U.S. CERTIFICATED MECHANIC	<i>411 Radio Class 1,</i>
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	<i>2, Autopilot &</i>
	<input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION MANUFACTURER	<i>Instrument limited.</i>

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 <i>23 July 84</i>	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Richard G. J. Shoglund</i> Ch. Insp.
---------------------------	---

7. APPROVAL FOR RETURN TO SERVICE

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

BY:	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION <i>23 July 84</i>	CERTIFICATE OR DESIGNATION NO. <i>411</i>	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Richard G. J. Shoglund</i> Ch. Insp.		

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 ~~II~~ Morrow Apollo-II Loran "C" System, receiver unit installed on left hand lower side of instrument panel using existing aircraft manufacturer's mounts and brackets similar to example ~~as~~ illustrated in A.C. 43.13-2A, Chapter 2, Figure 2.2...

Installed Command Model CI-121SP Loran "C" Receiving Antenna on top of fuselage, removed existing Command Model ~~CI-196~~ CI-196 from same location using existing doubler plate installed by Aircraft Manufacturer.

Installed Dorne/Margolin DMC 63-2 Broad Band Comm. Antenna on bottom of fuselage as illustrated in A.C. 43.13-2A, Chapter 3, Par. 38, Figure 3.5 and Par. 39 Figure 3.6.

Aircraft panel placarded with "Loran to be used for VFR Flight only and not for primary navigation"

System checked for conducted and/or radiated electromagnetic interference.

An electrical load analysis ~~as~~ was performed and the probable continuous load does not exceed the rated ~~space~~ capacity of the Generator Systems.

Interconnecting wiring and/or circuit breaker installed in accordance with applicable equipment manufacturer's wiring diagrams and A.C. 43.13-1A, Par. 429, Figure 11.1....

New Weight/Balance computed and equipment list amended this date.

Nothing Follows

ADDITIONAL SHEETS ARE ATTACHED

WES/MDV 1215 ✓

WP-GADO-B
 JUL 24 1984
 DEPT. 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

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	MODEL
	CESNA	320
2. OWNER	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	320-0069	N5769X
NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)
GORDON CARLSON		1243 TRANSIT STREET POMONA, CA. 91766

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.
Michael Sachse 3140 Kips Kerner Ave. Norco, Ca. 91760	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	A7P552395248

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
July 21, 1984	<i>[Signature]</i>

7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		
DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
7-23-84	IA1179253	<i>[Signature]</i>		

NOTICE

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

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

- 1- Installed Cleveland Conversion Kit P/N 199-64 in accordance with installation drawing 50-68 dated March 17, 1981. Kit 199-64 consists of main wheel 40-40B(2), brake 30-28 D(2) and installation instructions. Per STC SALLOGL.
- 2 Weight and Balance Revised, Added to Equipment list.

ADDITIONAL SHEETS ARE ATTACHED.

FAA

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.				OFFICE IDENTIFICATION <i>FAA FSDO</i> <i>40-66</i>	
1. AIRCRAFT	MAKE	CESSNA	MODEL	320	
	SERIAL NO.	320-0069	NATIONALITY AND REGISTRATION MARK	N5769X	
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	GORDAN CARLSON		1243 TRANSIT STREET POMONA, CA 91769		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
HUGHES AVIATION SERVICES 6005 LAS VEGAS BLVD. SOUTH LAS VEGAS, NV 89119		<input type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		410-02 RADIO CLASS 1,2,3 LIMITED INSTRUMENT	
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				
<i>8/11/83</i>	<i>Crist A. Rigotti</i> CRIST A. RIGOTTI				
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		
	FAA DESIGNEE	<input checked="" type="checkbox"/> REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL			
<i>8/11/83</i>	410-02	<i>Gary P. Neudorfer</i> Gary P. Neudorfer			

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 KING KNG4-DME, S/N 4390, ACCORDING TO KING MANUAL #006-0144-03 AND USING A.C. 43.13-1A, CHAPTER 5, PARAGRAPHS 227, 228, 230-233, CHAPTER 11, PARAGRAPHS 406, 428-430, 442-452, 464-466, 478, 497, 498, 514-519, CHAPTER 13, PARAGRAPHS 656-659, 662 AND A.C. 43.13-2A, CHAPTER 2, PARA. 21-27, CHAPTER 3, PARAGRAPH 42 AS A GUIDE.

AIRCRAFT WEIGHT AND BALANCE AND EQUIPMENT LIST REVISED ACCORDINGLY.

~~ELECTRICAL LOAD EVALUATION PERFORMED.~~

MAGNETIC COMPASS CHECKED AND NOT AFFECTED BY THIS INSTALLATION.
END

ADDITIONAL SHEETS ARE ATTACHED

GADO

DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION

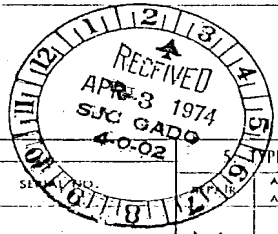
MAJOR REPAIR AND ALTERATION
 (Airframe, Powerplant, Propeller, or Appliance)

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

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 <i>Cessna</i>	MODEL <i>320</i>
	SERIAL NO. <i>320-0069</i>	NATIONALITY AND REGISTRATION MARK <i>N5769X</i>
2. OWNER	NAME (As shown on registration certificate) <i>Marco Scientific</i>	ADDRESS (As shown on registration certificate) <i>P.O. Box 2699 Santa Clara, Cal. 95051</i>

3. FOR FAA USE ONLY



4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS <i>Corporate Air Motive 1277 Airport Blvd. San Jose, Calif.</i>	B. KIND OF AGENCY <input type="checkbox"/> U.S. CERTIFICATED MECHANIC <input checked="" type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	C. CERTIFICATE NO. <i>3395</i>
---	--	-----------------------------------

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 <i>4/2/74</i>	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>D. Johnson</i>
-----------------------	---

7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE <input checked="" type="checkbox"/>	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION <i>4/2/74</i>		CERTIFICATE OR DESIGNATION NO. <i>3395</i>	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>D. Johnson</i>	

Skin cracked under blade antenna on top right hand side of fuselage between station 154.75 & 177.50.

Remove antenna and approx. 3x6" area of cracked skin. Install 7x10" doubler (.040 2024ST) under affected area.

Install 3 1/4" x 7" flush patch of same material and thickness of original skin. Doubler and flush patch installed in accordance with FAR 43.13-1A page 59 figure 2.24 (A). Reinstall antenna

END

Floair Ref: T-3857

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 NO. GT-GADO 8-1-22	
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 320		NATIONALITY AND REGISTRATION MARK U.S. N5760X	
	SERIAL NO. 320-0089				
2. OWNER	NAME (As shown on registration certificate) J. Patrick Hooker		ADDRESS (As shown on registration certificate) 760 Riverside Drive Augusta, Maine		
	3. FOR FAA USE ONLY				
No person shall operate this aircraft as altered herein, unless it has within it an appropriate and current Special Flight Permit issued under the provisions of Federal Aviation Regulations Part 21.					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****			(Temporary)	X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Floair, Inc. Hangar No. 17, Municipal Airport Wichita, Kansas		U.S. CERTIFICATED MECHANIC		Specialized Service CRS #3301	
		FOREIGN CERTIFICATED MECHANIC			
		<input checked="" type="checkbox"/> 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. except as noted in section B herein.					
DATE 21 September 1972		SIGNATURE OF AUTHORIZED INDIVIDUAL Assistant Ferry Modification Supervisor Paul Lee Smith AIP 2073680			
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNEE <input checked="" type="checkbox"/>	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OK REJECTION 21 September 1972		CERTIFICATE OR DESIGNATION NO. Specialized Service CRS #3301		SIGNATURE OF AUTHORIZED INDIVIDUAL Inspector Forrester F. Wilkinson	

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.)

Floair, Inc. ferry tank installation (temporary) per installation drawings C-150-200-320, P-500, C-703 has been determined to perform satisfactorily for purpose specified and intended:

@ 4990 pounds - Center of Gravity Limits, fwd. 38.3

@ 4990 pounds - Center of Gravity Limits, aft. 41.6

ITEM	WEIGHT	ARM	MOMENT
Aircraft Empty Weight	3,534.3	34.5	122,007.9
Removal Rear Seats	-45.5	76.5	-3,480.8
Sub totals	3,488.8	34.0	118,527.1
Engine Oil	49.0	-3.5	-171.5
Pilot/CoPilot	340.0	37.0	12,580.0
Fuel Main (100 x 6)	600.0	35.0	21,000.0
Fuel Aux (30 x 6)	180.0	47.0	8,460.0
Fuel Pump Assembly	12.0	45.0	540.0
Fuel Cabin (150 x 6)	900.0	66.0	59,400.0
Installation Weight	150.0	66.0	9,900.0
Temporary H.F. Radio			
Transceiver (incl. cable, plugs, wiring)	17.0	102.5	1,742.5
Control Head	5.0	58.0	280.0
Reel	12.0	100.5	1,206.0
Emergency Gear	40.0	75.0	3,000.0
Emergency Locator Beacon (mounted)	5.0	56.0	280.0
Pilot/Copilot gear	80.0	90.0	7,200.0
TOTALS	5,878.8	41.5	243,944.1

TOTALS

W/Certificated Gross Weight 4990.0

Vne 252 mph.

Vc 210 mph.

118 % of Certificated Gross Weight.

W/Authorized Gross Weight 5878.8

W/Vne 207 mph.

W/Vc 172 mph.

BASIS FOR APPROVAL: Gross Weight Approved Approval Data: Gross Weight 6250 lbs., Airspeed Vne 200 mph. Vc 167 mph., C.G. Limits, fwd. 38.3, aft. 43.8. Confirmation issued 17 June 1964 by letter from Richard J. Paquette, Federal Aviation Agency, Wichita, Kansas.

When this equipment is removed and the aircraft returned to its original configuration, the aircraft will meet the requirements for airworthiness certification in the United States.

In effect for duration of Special Flight Permit.

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

ADDITIONAL SHEETS ARE ATTACHED

13 0-0241 NOV 2: 87

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

Form Approved
Budget Bureau No. 04-R060.1
FOR FAA USE ONLY
OFFICE IDENTIFICATION **2-3-01**

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 320
	SERIAL NO. 3200069	NATIONALITY AND REGISTRATION MARK N 5769 X
2. OWNER	NAME (As shown on registration certificate) L.F. Meyer Equipment Co.	ADDRESS (As shown on registration certificate) P.O. Box 2266 Santa Fe, N.M.

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 Cutter Flying Service P.O. Box 274 Albuquerque, N.M.	B. KIND OF AGENCY U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION MANUFACTURER	C. CERTIFICATE NO. 4181 Airframe Ltd.
---	---	---

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 10-23-67	SIGNATURE OF AUTHORIZED INDIVIDUAL Robert Abbott <i>Robert E. Abbott</i>
-------------------------	--

7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	<input checked="" type="checkbox"/> REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	Verified by Operator #38
DATE OF APPROVAL OR REJECTION 10-23-67	CERTIFICATE OR DESIGNATION NO. 4181	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Robert E. Abbott</i>		

NOTICE

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

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

Installed Wilcox 1014 on nose radio rack, control mounted in instrument panel antenna installed below forward. Installation in accordance with A.C. 43-13-2. Current drain does not exceed 80% of generator output. Recalibrated magnetic compass.

-----The End-----

E.W.C.G.	3534.25	34.5	122007.85
New Useful load	-	1455.75	

OKLAHOMA

NOV 16 11 17 AM '85

FAA AIRCRAFT REGISTRY
CONVEYANCE FILED WITH

ADDITIONAL SHEETS ARE ATTACHED

765 3010

APR 23 1964
FEDERAL AVIATION AGENCY
Form approved. Budget Bureau No. 04-2000.
MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

1. AIRCRAFT	MAKE Cessna	MODEL 320	SERIAL NO. 3200062	NATIONALITY AND REGISTRATION MARK N5760X
2. OWNER	NAME (First, middle, last) L.E. Meyer Equipment & Co.		ADDRESS (Street and number, city, zone and State) P.O. Box 2206 Santa Fe, N. Mex.	

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) *****				
b. POWERPLANT					X
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
normal	3526.05	New E.W.C.G. 34.6" aft datum	1465.95

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS Southwestern Skyways Inc., P.O. Box 6351 Albuquerque, N. Mex.	b. KIND OF AGENCY <input type="checkbox"/> U. S. Certificated Mechanic. <input type="checkbox"/> Foreign Certificated Mechanic. <input checked="" type="checkbox"/> Certificated Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)	c. CERTIFICATE NO. CRSM # 4168 airframe limited
--	--	---

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.

4-3-64 (Date repair and/or alteration completed)
Arthur F. Yordan, Foreman
Arthur F. Yordan, Foreman (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 } BY { FAA Designee Manufacturer Canadian Department of Transport Inspector of Aircraft
 REJECTED FAA Flight Standards Inspector Repair Station Other (Specify)

4-3-64 (Date of approval or rejection)
Arthur F. Yordan, Foreman
Arthur F. Yordan, Foreman (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. Forwarded for engineering comment See attached memorandum

b. Accepted 4/13/64 (Date) Reinspected _____ (Date) Spot Checked _____ (Date)

2-01 (FAA designation number)
SW-GADO-1

William F. Platt
William F. Platt (Signature Flight Standards Inspector)

28 APR 23 1964

MICRO INSTRUCTIONS

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 Narco UDI-2R, DME, in accordance with 310 service manual D-216-13, page 7-25, fig. 7-17. Parts book P-289-12, page 560, fig. 227.

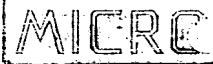
Airplane	3504.55	34.9	122343.25
Narco UDI-2R (DME)	2.5	10.	215.
	<hr/>		<hr/>
	3526.05		122128.25

New E.W.C.G. 34.6" aft datum
 2 (two) 50 amps. generators
 2 (two) 12 volt, 24 amp. batteries
 Total amperage draw in accordance with CAM 18.30-12(1) 34 amps.

*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.

APR 5 630		Form approved Budget Bureau No. 04-R060.	
MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)			
1. AIRCRAFT	MAKE Cessna	MODEL 320	SERIAL NO. 3200069 NATIONALITY AND REGISTRATION MARK N5769X
2. OWNER	NAME (First, middle, last) L. E. Meyer Equipment Co.		ADDRESS (Street and number, city, zone and State) P.O. Box 2266 Santa Fe, N. Mex.
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) *****		X
b. POWERPLANT			
c. PROPELLER			
d. APPLIANCE	TYPE AND MANUFACTURER		
4. AIRCRAFT WEIGHT AND BALANCE DATA <i>*AFTER the repairs and/or alterations described below were made.*</i> 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	3504.55	New E.W.C.G. 34.9" aft datum	1485.45
5. CONFORMITY STATEMENT (Complete and check)			
a. AGENCY'S NAME AND ADDRESS		b. KIND OF AGENCY	c. CERTIFICATE NO.
Southwestern Skyways Inc., P.O. Box 6351 Albuquerque, N. Mex.		<input type="checkbox"/> U. S. Certificated Mechanic. <input type="checkbox"/> Foreign Certificated Mechanic. <input checked="" type="checkbox"/> Certificated Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)	CB# 4168 airframe limited
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. <u>Mar. 27, 1964</u> (Date repair and/or alteration completed) <u>Samuel H. Montoya, chief inspector</u> (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:			
<input checked="" type="checkbox"/> APPROVED } BY { <input type="checkbox"/> FAA Designee <input type="checkbox"/> Manufacturer <input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft <input type="checkbox"/> REJECTED } <input type="checkbox"/> FAA Flight Standards Inspector <input checked="" type="checkbox"/> Repair Station <input checked="" type="checkbox"/> Other (Specify)			
<u>Mar. 27, 1964</u> (Date of approval or rejection)		<u>Samuel H. Montoya, chief inspector</u> (Signature of authorized individual; title or identification number)	
7. TO BE COMPLETED ONLY BY FAA PERSONNEL			
a. <input type="checkbox"/> Forwarded for engineering comment		<input type="checkbox"/> See attached memorandum	
b. <input checked="" type="checkbox"/> Accepted <u>4-1-64</u> (Date)		<input type="checkbox"/> Reinspected _____ (Date)	
<u>2-01</u> SW-GADO-2 (FAA designation number)		<u>28 APR 20 1964</u> <u>Dullman</u> (Signature Flight Standards Inspector)	



INSTRUCTIONS

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.

The following Motorola equipment removed, and the following ARC radio equipment installed as per Cessna 320 service manual, page 7-1, fig. 7-1 (sheet 1 of 3), page 7-30, fig. 7-8, (sheet 1 of 3), page 7-33, fig. 7-8, (sheet 1 of 4), page 7-35, fig. 7-9, (sheet 3 of 4), page 7-39, fig. 7-11 (sheet 3 of 4) page 7-47, fig. 7-14 (sheet 4 of 4), page 7-63, fig. 7-17 (sheet of 6 of 2)

Airplane				
(2) M135 twin pack model 5613A, 5642A, extra 5613A	3421.05		35.2	120419.
M-135 power supply model 2360	15.	/	15.	-- 225.
M135 Nav. pack model 2374, 2360	2.5	/	26.	-- 65.
M135 Nav. pack model 2374, 2360	7.5	/	10.	-- 75.
(2) indicators model 4080A	7.5	/	10.	-- 75.
Motorola ADF-T-12	2.5	/	14.	-- 35.
ARC C-77C control unit	14.5	/	40.5	-- 587.25
ARC VHF 15F Nav. system dual (NO 1 fwd--No 2 aft location)	6.	/	16.	/ 96.
ARC HT 11A transceiver	54.	/	54.5	/ 2943.
ARC ADF-21A radio compass	23.5	/	21.5	-- 505.25
Flite Tronics CA-3A audio ampl.	23.	/	36.	/ 828.
ARC R31A glide path receiver	1.5	--	4.	-- 6.
ARC R33A marker beacon	9.	--	16.5	-- 148.5
ARC T-25 A xmttr with out poer supply	6.5	--	13.5	-- 87.75
	9.5	/	14.	-- 133.

3504.55

122343.25

New E.W.C.G. 54.9" aft datum.

2 (two) 50 amp. generators

2 (two) 18 volt, 24 amp. batteries

Total amperage draw in accordance with CAM 18, 18.30-12(1) 30 amps.

*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.

MAR 2 1962

FEDERAL AVIATION AGENCY

Form approved.
Budget Bureau No. 41-20824.

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

1. AIRCRAFT	MAKE CESSNA	MODEL 320	SERIAL NO. 3500069	NATIONALITY AND REGISTRATION MARK N5769X
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2. OWNER	NAME (First, middle, last) Southwestern Skyways Inc.,	ADDRESS (Street and number, city, zone and State) P.O. Box 6351 Albuquerque, N.Mex.
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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) *****				<input checked="" type="checkbox"/>
b. POWERPLANT					
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA. 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	3421.05	New E.W.C.G. 55.2" aft datum (Rev. 1)	1500.55

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS Samuel M. Montoya c/o Southwestern Skyways Inc., P.O. Box 6351 Albuquerque, N.Mex.	b. KIND OF AGENCY <input checked="" type="checkbox"/> U. S. Certificated Mechanic. <input type="checkbox"/> Foreign Certificated Mechanic. <input type="checkbox"/> Certificated Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)	c. CERTIFICATE NO. ASP 229009
---	--	---

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.
2-24-62 (Date repair and/or alteration completed)
Samuel M. Montoya (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

<input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED	BY	<input type="checkbox"/> FAA Designee <input type="checkbox"/> FAA Flight Standards Inspector	<input type="checkbox"/> Manufacturer <input type="checkbox"/> Repair Station	<input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft <input checked="" type="checkbox"/> Other (Specify) IA, ASP 229009
2-24-62		<i>Samuel M. Montoya</i>	<i>Samuel M. Montoya</i>	
(Date of approval or rejection)		(Signature of authorized individual)	(Signature of authorized individual; title or identification number)	

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. <input type="checkbox"/> Forwarded for engineering comment	<input type="checkbox"/> See attached memorandum
b. <input checked="" type="checkbox"/> Accepted 3-7-62 (Date)	<input type="checkbox"/> Reinspected (Date)
574-3400-24 (FAA designation number)	Harold C. Darling (Signature Flight Standards Inspector)
	A.C.U. (Date) 1962
	F.C.

INSTRUCTIONS

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 Lear M135 Motorola omni navigation, M135 radio communications and M135 receiver, in accordance with Cessna blueprint # 0870001.
 Installed Motorola marker receiver in accordance with Cessna blueprint # 0970033.
 Installed Lear ADF-12E-2 in accordance with Cessna blueprint # 0812645.
 Installed Lear M-4 auto pilot in accordance with STC number TC 3A25, drawing #0702829.

Generators 50 amp. ea. (Cessna 0870019)
 2- 12 volt batteries (Cessna 0511319-1)

Total amperage draw in accordance with CAM 18, ~~18.30~~ 18.30-12(1)
 20amps.

*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.