

N53RD

1981 Cessna Citation I

FAA Form 337s

MSN: 500-0415



Prepared by the worldwide aviation specialists at RidgeAire, Inc.



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 N53RD	Serial No. 500-0415
	Make Cessna	Model Citation Series 500
2. Owner	Name (As shown on registration certificate) TYLER PETROLEUM INC.	Address (As shown on registration certificate) PO BOX 6543
		City TYLER State TX Zip 75711-6543 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 type="checkbox"/>	POWERPLANT	_____	_____	_____
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER	_____	_____	_____
<input checked="" type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type 3-POINT RESTRAINT WITH SINGLE INERTIA REEL	500310	N/A
			Manufacturer AMSAFE INC.		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name A GOLDEN REPAIR		<input type="checkbox"/> U. S. Certificated Mechanic	Manufacturer
Address 674 HAUL ROAD		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
City CLINTON State PA		<input checked="" type="checkbox"/> Certificated Repair Station	4B1R096D
Zip 15026 Country UNITED STATES		<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 [Signature] 8/2/2024
--	--

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	

Certificate or Designation No. 4B1R096D	Signature/Date of Authorized Individual [Signature] 8/2/2024
--	--

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.)

N53RD 8-10-2024
Nationality and Registration Mark Date

Description of work c/w on Form 8130-3.

Reweb Two (2) AMSAFE Inc. 3-Point Restraints
with single inertia Reel PN500310, IN BLACK,
MIL-W-4088 TYPE 24 NYLON WEBBING.
stitched with VT-295 NYLON THREAD. Tagged and
certified per A Golden Repair Specifications RS17-05-27.

☐ Additional Sheets Are Attached



U.S. Department
of Transportation
Federal Aviation
Administration

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

Form Approved OMB
No. 2120-0020

For FAA Use Only

Office Identification

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 1958)

1. Aircraft	Make Cessna	Model 500
	Serial No. 500-0415	Nationality and Registration Mark N50KR
2. Owner	Name (As shown on registration certificate) Africano Aircraft Management LLC	Address (As shown on registration certificate) 3821 N Bigelow St Peoria IL 61614-7320

THE DATA/ALTERATION IDENTIFIED HEREIN COMPLIES WITH APPROPRIATE FAA Use Only

AIRWORTHINESS REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE
DESCRIBED AIRCRAFT SUBJECT TO CONFORMITY INSPECTION BY A PERSON
AUTHORIZED IN FAR 43.7.

11 DEC 2003

Date

FAA Inspector, SAT-FSDO

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Avionics Services Inc. 216 Howard Langford Dr. Uvalde TX 78801	<input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	I8SR028Y Limited 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 DEC 09 2003	Signature of Authorized Individual Christopher White
---------------------	---

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	<input type="checkbox"/> FAA Fit. Standards Inspector	<input type="checkbox"/> Manufacturer	<input type="checkbox"/> Inspection Authorization	Other (Specify)	
	<input type="checkbox"/> FAA Designee	<input checked="" type="checkbox"/> Repair Station	<input type="checkbox"/> Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection DEC 12 2003		Certificate or Designation No. I8SR028Y	Signature of Authorized Individual Christopher White		

NOTICE

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

8. Description of Work Accomplished

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

Removed the following:

1. Comm Receiver / Transmitter model VHF20A pn 622-1879-001 (Qty 2)
2. Nav Receiver model VIR30A pn 622-0876-001 (Qty 2)
3. Transponder model TDR90 pn 622-1270-001.
4. GNS 500A RCU pn 10050-6-5M-1140.
5. GNS 500A OEU pn 10600-3-202.
6. GNS 500A ACU pn 11155-1.
7. GNS 500A CDU pn 11555-2.
8. GNS 500A CDI pn 10070-1.
9. GPS Downconverter pn 400-014135-01.
10. Nav / Comm / Transponder control panel pn IU434-001.

Installed the following:

1. Garmin Nav / Comm / GPS model GNS530 pn 010-00182-31.
2. Garmin Nav / Comm / GPS model GNS430 pn 010-0013931.
3. Garmin GAD 42 Interface adapter pn 010-00154-01 (Qty 2).
4. Garmin Transponder model GTX 330 pn 010-00230-21.
5. Garmin Transponder model GTX 327 pn 010-00188-12.
6. GPS Antenna model GA56 pn 010-10040-01 (Qty 2).
7. Bendix King Marker Beacon Receiver model KR-21 pn 056-1021-02 (Qty 2).
8. Transponder antenna pn DMNI 70-2.
9. Shadin Fuel Flow / Airdata Computer model ADC200 pn 962820-3.
10. Shadin OAT probe pn 681201-1.

Dual Garmin Nav / Comm / GPS installed in accordance with Avionics Services Dwg. no. ASI-34-1382-1003. Dual Transponders installed in accordance with Avionics Services Dwg. no. ASI-34-1382-04-1003. Dual Marker Beacon receivers installed in accordance with Avionics Services Dwg. no. ASI-34-1382-02-1003. ADC 200 installed in accordance with Avionics Services Dwg. no. ASI-34-1382-01-1003. Installed provisional wiring for Stormscope WX500 in accordance with Avionics Services Dwg. no. ASI-34-1382-03-1003. All wiring installed in accordance with AC 43.13-1B chapter 11. Electrical load analysis reflects no adverse effects on existing electrical / avionics buss. EMI test completed in accordance with AC 43.13-1B chapter 11, section 8, para. 11-107. GPS antennas installed in accordance with Dwg. no. 230-3457-001, Transponder antenna installed in accordance with Dwg. no. 230-3452-001, reference approved FAA Form 8110-3 by Kamela J. Meader.

Installed placard "DUAL GPS FOR VFR USE ONLY"

Instructions for Continued Airworthiness ref:

Dual Garmin Nav / Comm / GPS	ASI-1382-GPS-ICA
Dual Garmin Transponders	ASI-1382-TXP-ICA
Dual Marker Receivers	ASI-1382-MB-ICA
Shadin ADC 200	ASI-1382-ADC-ICA

Revised aircraft equipment list.
See new weight and balance.

***** End Report *****

☐ Additional Sheets Are Attached



693 FITZHUGH BLVD
SMYRNA, TN 37167
Repair Station # FJTR920D

FAA APPROVED

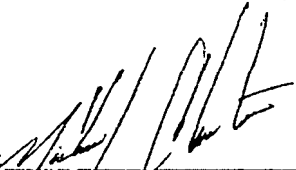
AIRPLANE FLIGHT MANUAL SUPPLEMENT

for
GTX 330 with ADS-B Out
as installed in

Cessna 500

Reg. No. N53RD S/N 500-0415

This supplement must be attached to the FAA Approved Airplane Flight Manual, when the Garmin GTX 330 with ADS-B Out is installed in accordance with FAA337 dated 5-14-15. The information contained herein supplements or supersedes the basic AFM only in those areas listed. For limitations, procedures and performance information not contained in this supplement consult the basic Airplane Flight Manual.

FAA APPROVED: 

Date: 5/14/2015

AVIATION SAFETY INSPECTOR (AVIONICS)
FEDERAL AVIATION ADMINISTRATION
CE-FSDO-19, NASHVILLE, TN



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SMYRNA, TN 37167
Repair Station # FJTR920D
AIRPLANE FLIGHT MANUAL SUPPLEMENT
for Garmin GTX 330 with ADS-B Out Transponder

LOG OF REVISIONS				
Rev. No.	No.	Page Date	Description	FAA Approved
ORIGINAL	1-10			FAA <i>[Signature]</i> Date <u>5/14/2015</u>

[Signature]
FAA Approved
DATE: 5/14/2015
Original



693 FITZHUGH BLVD
SMYRNA, TN 37167
Repair Station # FJTR920D
AIRPLANE FLIGHT MANUAL SUPPLEMENT
for Garmin GTX 330 with ADS-B Out Transponder

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AIRPLANE FLIGHT MANUAL SUPPLEMENT
for Garmin GTX 330 with ADS-B Out Transponder

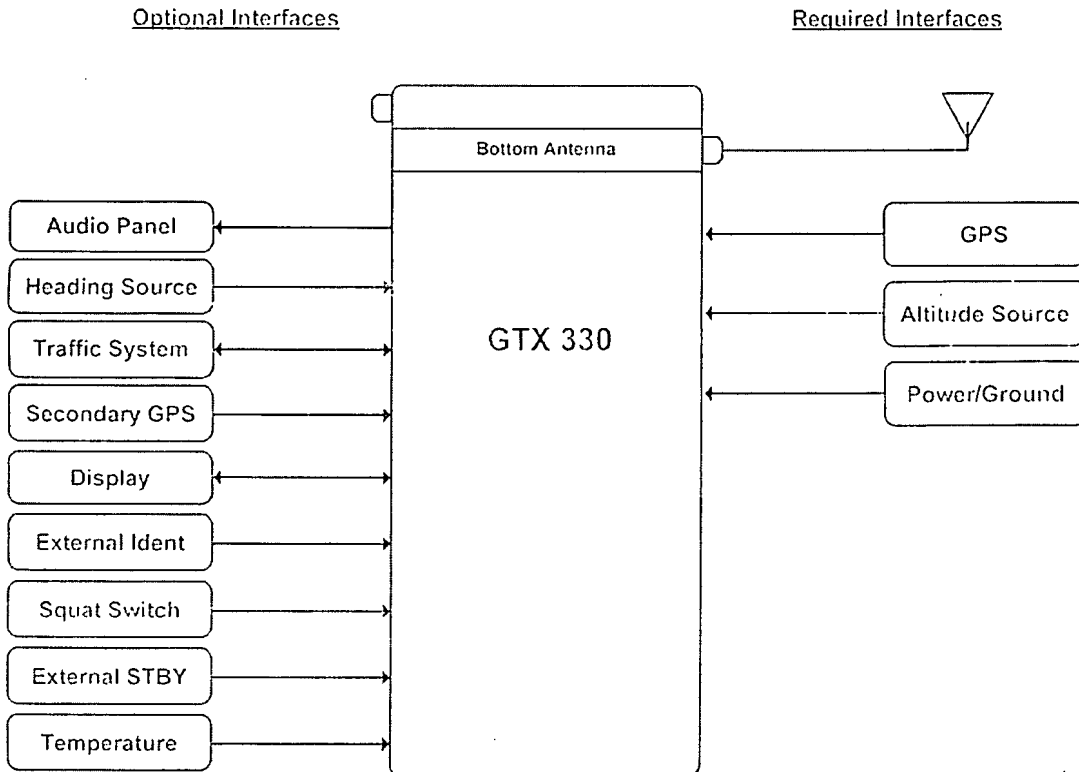
Section 1. GENERAL

1.1 GTX 330 ES

The GARMIN GTX family consists of the GTX 330 and GTX 33 (Non-Diversity Mode S Transponders) and the GTX 330D and GTX 33D (Diversity Mode S Transponders). The ES option of any of the transponders provides ADS-B extended Squitter functionality.

All GARMIN GTX transponders are a radio transmitter/receiver that operates on radar frequencies, receiving ground radar or TCAS interrogations at 1030 MHz and transmitting a coded response of pulses to ground-based radar on a frequency of 1090 MHz. Each unit is equipped with IDENT capability and will reply to ATCRBS Mode A, Mode C and Mode S All-Call interrogation. Interfaces to the GTX 330 are shown in the following block diagrams.

Figure 1. GTX 330 Interface Summary





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AIRPLANE FLIGHT MANUAL SUPPLEMENT
for Garmin GTX 330 with ADS-B Out Transponder

The GTX 330 performs the following ADS-B Out functions:

- Transmission of ADS-B out data on 1090 extended squitter (1090ES) (1090 MHz)
- Integration of data from internal and external sources to transmit the following data per 14 CFR 91.227:
 - GPS Position, Altitude, and Position Integrity
 - Ground Track and/or Heading, Ground Speed, and Velocity Integrity
 - Air Ground Status
 - Flight ID, Call Sign, ICAO Registration Number
 - Capability and Status Information
 - Transponder squawk code, IDENT, and emergency status
- Pressure Altitude Broadcast Inhibit

1.2 Capabilities

The GARMIN GTX 330 with ADS-B Out functionality as installed in this aircraft has been shown to meet the equipment requirements of 14 CFR § 91.227.

1.3 Installation Configuration

This aircraft is equipped with a GTX 330 with ADS-B Out system with the following interfaces/ features:

Equipment Installed:

#1 GTX 330

Interfaced Position Source(s):

GTN 750



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AIRPLANE FLIGHT MANUAL SUPPLEMENT
for Garmin GTX 330 with ADS-B Out Transponder

1.4 Definitions

The following terminology is used within this document:

ADS-B: Automatic Dependent Surveillance-Broadcast
AFM: Airplane Flight Manual
AFMS: Airplane Flight Manual Supplement
ATCRBS: Air Traffic Control Radar Beacon System
CFR: Code of Federal Regulations
ES: Extended Squitter
GNSS: XXXX Navigation System
GPS: Global Positioning System
GTX: XXXX Transponder
GTN: XXXX Touchscreen Navigator
ICAO: International Civil Aviation Organization
LRU: Line Replaceable Unit
PABI: Pressure Altitude Broadcast Inhibit
POH: Pilot Operating Handbook
SBAS: Satellite-Based Augmentation System
SW: Software
TCAS: Traffic Collision Avoidance System
TX: Transmit

Section 2. LIMITATIONS

2.1 Minimum Equipment

The GTX 330 with ADS-B Out must have the following system interfaces fully functional in order to be compliant with the requirements for 14 CFR 91.227 ADS-B Out operations:

Table 1. Required Equipment

Interfaced Equipment	Number Installed	Number Required
Uncorrected Pressure Altitude Source	1	1
GPS SBAS Position Source	1	1



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AIRPLANE FLIGHT MANUAL SUPPLEMENT
for Garmin GTX 330 with ADS-B Out Transponder

2.2 ADS-B Out

The GTX 330 only complies with 14 CFR 91.227 for ADS-B Out when all required functions are operational. When the system is not operational, ADS-B Out transmit failure messages will be present on the GTX 330 display.

2.3 Applicable System Software

This AFMS/AFM is applicable to the software versions shown in

Table 2.

The Main GTX software version is displayed on the splash screen during start up, for the GTX 330.

Table 2. Software Versions

Software Item	Software Version <i>(for later FAA Approved versions)</i>
Main SW Version	7.02

2.4 Pressure Altitude Broadcast Inhibit (PABI)

Pressure Altitude Broadcast Inhibit shall only be enabled when requested by Air Traffic Control while operating within airspace requiring an ADS-B Out compliant transmitter, per 14 CFR 91.227. PABI is enabled by selecting the GTX to ON mode.

Section 3. EMERGENCY PROCEDURES

3.1 Emergency Procedures

None.

3.2 Abnormal Procedures

None

3.2.1 Abnormal Indications

The loss of an interfaced input to the GTX 330 may cause the transponder to stop transmitting ADS-B Out data. Depending on the nature of the fault or failure, the GTX may no longer be transmitting all of the required data in the ADS-B Out messages.



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AIRPLANE FLIGHT MANUAL SUPPLEMENT
for Garmin GTX 330 with ADS-B Out Transponder

If the GTX 330 detects any internal faults or failures with the ADS-B Out functionality, the GTX 330 will annunciate this event via the NO ADSB annunciator on the GTX 330 display screen. When the GTX 330 annunciates the NO ADSB annunciation, one of the following failures or faults have occurred:

- Loss of adequate GPS position data
- ADS-B TX (transmit) is selected OFF

When the GTX 330 annunciates FAIL to the flight crew, the GTX 330 has detected an internal failure and no transponder data is transmitted.

When a GTX 330 NO ADSB, or FAIL annunciation is received, verify proper operation of all interfaced equipment (refer to Section 1.3) as the failure of one of these devices could be the cause of the abnormal indication.

3.2.2 LOSS OF AIRCRAFT ELECTRICAL POWER GENERATION

Loss of electrical power generation..... REMOVE POWER FROM GTX

If the GTX should be load shed due to a loss of electrical power generation, ADS-B Out data will no longer be available.

NOTE

This guidance is supplementary to any guidance provided in the POH or AFM for the installed aircraft for loss of power generation.

3.2.3 LOSS OF GPS NAVIGATION DATA

When the GPS 500W GPS receiver is inoperative or GPS position information is not available or invalid, the GTX will no longer be transmitting ADS-B Out data.

NO ADSB annunciator illuminated:

Interfaced GPS position sources..... VERIFY VALID POSITION

Section 4. NORMAL PROCEDURES

The procedures described below are specific only to the GTX 330. Cockpit Reference Guides and Pilot Guides.



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AIRPLANE FLIGHT MANUAL SUPPLEMENT
for Garmin GTX 330 with ADS-B Out Transponder

ADS-B Out functionality resides within the GTX transponders thereby providing a single point of entry for Mode 3/A code, Flight ID, IDENT functionality and activating or deactivating emergency status for both transponder and ADS-B Out functions. Details on performing these procedures are located in the GTX 330/330D Pilot's Guide.

4.1 Unit Power On

NO ADSB..... CONSIDERED

NOTE

The NO ADS-B Annunciation (or associated display annunciations) may illuminate as the unit powers on and begins to receive input from external systems, to include the SBAS position source.

4.2 Before Takeoff

NO ADSB..... EXTINGUISHED

NOTE

The NO ADS-B Annunciation (or associated display annunciations) must be EXTINGUISHED for the system to meet the requirements specified in 14 CFR 91.227. This system must be operational (NO ADSB annunciator EXTINGUISHED) in certain airspace after January 1, 2020 as specified by 14 CFR 91.225.

4.2 Transponder Select

The transponders are interface to the existing Garmin GTN's for control, display of the squawk code, mode of operation and the selection of the operational transponder. See Garmin GTN 750 operation manual operation.

Section 5. PERFORMANCE

No Change.

Section 6. WEIGHT AND BALANCE

See Current weight and balance



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SMYRNA, TN 37167
Repair Station # FJTR920D
AIRPLANE FLIGHT MANUAL SUPPLEMENT
for Garmin GTX 330 with ADS-B Out Transponder

Section 7. SYSTEM DESCRIPTIONS

7.1 Pilot's Guide

The GARMIN GTX 330 Pilot's Guide, part number and revision listed below, contain additional information regarding GTX system description, control.

<u>Title</u>	<u>Part Number</u>	<u>Revision</u>
GTX 330 Pilot's Guide	190-00207-00	Rev G (or later)

7.2 Power

Power to the GTX 330 is provided through a circuit breakers labeled “# 1 TXP.”

Section 8. Handling, Service, and Maintenance

No Change



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SMYRNA, TN 37167
Repair Station # FJTR920D

Instructions for Continued Airworthiness

Garmin GTX 330 With ADS-B Out

For

Cessna 500

Reg No. N53RD

S/N 500-0415



CONTINENTAL FLIGHT MANAGEMENT

693 FITZHUGH BLVD
SMYRNA, TN 37167
Repair Station # FJTR920D

LOG OF REVISIONS			
Rev. No.	Page	Description	Date
ORIGINAL	1-4	Initial Release	3-12-15



AN AIRCRAFT PARTS COMPANY

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SMYRNA, TN 37167
Repair Station # FJTR920D

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693 FITZHUGH BLVD
SMYRNA, TN 37167
Repair Station # FJTR920D

Section 1. Introduction:

This document identifies the Instruction for Continued Airworthiness for the modification of the aircraft for activation of the Garmin GTX330ES ADS-B out in System into Cessna, 5001, S/N 500-0413, N53RD.

Section 2. Description of Alteration:

The Garmin GTX 330 consists of a Panel mounted unit and a bottom mounted L-Band antenna. The system is interfaced to the Garmin GTN 750 for position interface and to the IS&S Airdata display unit for altitude information.

Section 3. Control, Operating Information:

See Garmin GTX 330 Pilot's Guide P/N 190-00207-00 REV G, dated September, 2012.

Section 4. Servicing Information:

None. In the event of system failure, return the unit to the manufacturer or an approved Garmin repair station.

Section 5. Periodic Maintenance Instructions:

During the annual inspections or other scheduled aircraft inspections:

- a. Inspect the GTX 330 unit, and antenna for signs of corrosion or external damage.
- b. Inspect equipment to ensure that it is securely attached
- c. Inspect the electrical wiring for insulation damage and chafing.

Section 6. Troubleshooting Information:

See Garmin GTX 330 Installation manual P/N 190-00207-02 REV U Dated December, 2013.

Section 7. Removal and Replacement Information:

See Garmin GTX 330 installation manual P/N 190-00207-02 REV U Dated December, 2013.

Section 8. Diagrams:

See Garmin GTX 330 installation manual P/N 190-00207-02 REV U Dated December, 2013 for system interface.

Section 9. Special Inspection Requirements:

Every 10 years or 2000 hours check the electrical bonding in accordance with Garmin Maintenance Manual P/N 190-00734-11 Rev 2 section 4.6.

Section 10. Application of Protective Treatment:

None

Section 11. Data:

None

Section 12. Special Tools:

No Special tools are required for system checkout.

Section 13. For Commuter Aircraft Category:

None

Section 14. Overhaul Period:

No additional overhaul time limitations.

Section 15. Airworthiness Limitations Section:

No additional airworthiness limitations.

Section 16. Revision:

In writing to the approving FSDO.

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)		Form Approved GAO No. 11-000 11-00001	Electronic Filing Number For FAA Use Only
INSTRUCTIONS: Print on type all entries. See Title 14 CFR §43.3, 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 N53RD	Serial No. 500-0415	
	Make Cessna	Model 500	Series
2. Owner	Name (As shown on registration certificate) Zeus LLC		
	Address (As shown on registration certificate) Address: 942 Windemere Dr NW City: Salem, OR Zip: 97304		
3. For FAA Use Only			
The <u>DATA</u> identified herein complies with the applicable airworthiness requirements and is approved for use only on the above described aircraft, subject to conformity inspection by a person authorized in FAR 43.7			
 FRANK J. VAVRA RENO FSDO JAN 29 2013			
4. Type		5. Unit Identification	
Repair	Alteration	Unit	Make
<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: Aviation Classics, Ltd. Address: Reno-Stead Airport City: Reno, NV Zip: 89505		U.S. Certified Mechanic Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station Certified Maintenance Organization	
		Manufacturer C. Certificate No. NA3R703L	
I, hereby, declare the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachment(s) 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 1-29-2013 Robb Siddle	
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: <input checked="" type="checkbox"/> Approved <input type="checkbox"/> Rejected			
BY:	FAA Standards Inspector	Manufacturer	Maintenance Organization
	FAA Designee	Repair Station	Inspection Authorization
Certificate or Designation No. NA3R703L		Signature/Date of Authorized Individual 1-29-2013 Robb Siddle	

FAA Form 337 (rev)

CAA

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 N53RD

Nationality and Registration Mark

Date

Installed a Garmin GDL 88 ADS-B Receiver pn.011-02369-00, sn.227000515, mounted in the nose avionics compartment at FS: 58.5, weighing 2.4 lbs., in accordance with Garmin GDL 88 TSO Installation Manual pn.190-01122-00, Rev. A, dated November 2012, and powered by a existing 2amp circuit breaker, located in avionics circuit breaker panel on cockpit's sidewall, labeled "GDL 88," and interfaced to Garmin GTX 330 Transponder, Garmin GTN 730 Nav/Com/GPS, and NAT audio panel. Installed a Comant Industries CI-105 Antenna sn.59582, mounted on the bottom of the aircraft, in the unpressurized area, at FS 58.5, weighing 0.2 lbs., and interfaced to new Garmin GDL 88 ADS-B Receiver.

All work performed IAW AC 43.13-1B, Chapter 11, Section 4, Paragraph 11-43, 11-49, 11-50 (A, B), 11-51 and Section 10, Paragraph 11-137. AC43.13-2B Chapter 1, paragraph 1, 9, 12; Chapter 2, Paragraph 21, 22, 23 (A, B, C, F), Paragraph 27; and Chapter 3, Paragraph 35 (A,B).

Bus load computed not to exceed 80% of total alternator output.

A ground evaluation of the aircraft systems has been accomplished, and no interference with the normal operation of other equipment by the GDL 88 ADS-B display receiver installation was noted.

Instructions for continued airworthiness are as follows:

- During required inspections, inspect this installation in accordance with Paragraph (b)(2),(c)(1), (7), and (i) (1) through (4) of FAR 43 Appendix D.
- During required inspections, inspect the equipment circuit breaker placard referenced above to ensure these placard are present and legible.
- Inspect Antenna for physical damage, and ensure that the antenna is free of dirt, paint or foreign matter.

Revised Aircraft Weight & Balance Report & Equipment List.

Nothing Follows

Signature of Pilot in Command
Date
Signature of Owner
Date

☐ Additional Sheets Are Attached



693 FITZHUGH BLVD
SMYRNA, TN 37167
Repair Station # FJTR920D

FAA APPROVED

AIRPLANE FLIGHT MANUAL SUPPLEMENT

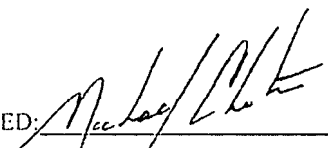
for

Garmin GDL 88 ADS-B Transceiver
as installed in

Cessna 500

Reg. No. N53RD S/N 500-0415

This supplement must be attached to the FAA Approved Airplane Flight Manual, when the Garmin GDL 88 is installed in accordance with FAA337 dated 5-14-15. The information contained herein supplements or supersedes the basic AFM only in those areas listed. For limitations, procedures and performance information not contained in this supplement consult the basic Airplane Flight Manual.

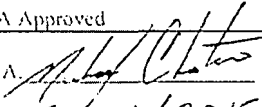
FAA APPROVED: 

Date: 5-14-2015

AVIATION SAFETY INSPECTOR (AVIONICS)
FEDERAL AVIATION ADMINISTRATION
CE-FSDO-19; NASHVILLE, TN



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SMYRNA, TN 37167
Repair Station # FJTR920D
AIRPLANE FLIGHT MANUAL SUPPLEMENT
for Garmin GDL 88 ADS-B Transceiver System

LOG OF REVISIONS				
Rev. No.	No.	Page Date	Description	FAA Approved
ORIGINAL	1-10			FAA  Date <u>5/14/2015</u>



693 FITZHUGH BLVD
SMYRNA, TN 37167
Repair Station # FJTR920D
AIRPLANE FLIGHT MANUAL SUPPLEMENT
for Garmin GDL 88 ADS-B Transceiver System

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AIRPLANE FLIGHT MANUAL SUPPLEMENT
for Garmin GDL 88 ADS-B Transceiver System

Section 1. GENERAL

1.1 Garmin GDL 88 UAT Transceiver

The Garmin GDL 88 UAT Transceiver is an ADS-B system comprised of a Garmin TSO-C154c GDL 88, one UAT/1090 antenna, Garmin GPS/SBAS position source, and other interfaces as shown in the following block diagram.

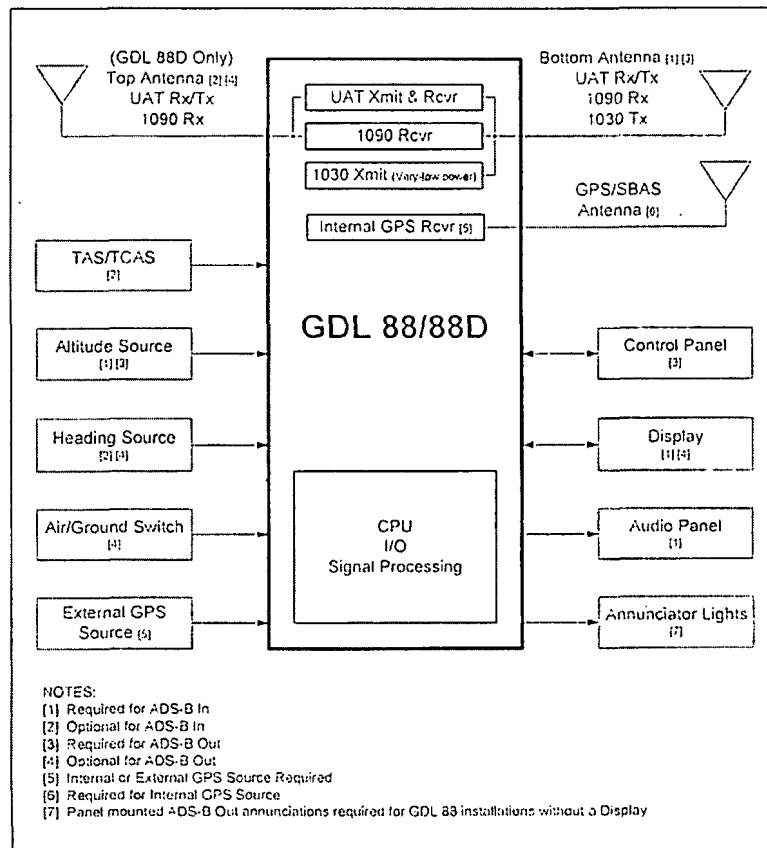


Figure 1 – GDL 88 Block Diagram

The GDL 88 system performs the following functions:



693 FITZHUGH BLVD
SMYRNA, TN 37167
Repair Station # FJTR920D
AIRPLANE FLIGHT MANUAL SUPPLEMENT
for Garmin GDL 88 ADS-B Transceiver System

- Transmission of ADS-B out data on UAT (978 MHz)
 - Integration of data from internal and external sources to transmit the following data per 14 CFR 91.227
 - GPS Position, Altitude, and Position Integrity
 - Ground Track and/or Heading, Ground Speed, and Velocity Integrity
 - Air Ground Status
 - Flight ID, Call Sign, ICAO Registration Number
 - Capability and Status Information
 - Transponder squawk code, IDENT, and emergency status
 - Anonymous Mode
 - Pressure Altitude Broadcast Inhibit
- Reception of ADS-B In data on UAT (978 MHz)
 - ADS-B (Data directly from another transmitting aircraft)
 - ADS-R (Rebroadcast of ADS-B data from a ground station)
 - TIS-B (Broadcast of secondary surveillance radar (SSR)-derived traffic information from a ground station)
 - FIS-B (Broadcast of aviation data from a ground station)
- Reception of ADS-B In data on 1090 MHz
 - ADS-B (Data directly from another transmitting aircraft)
 - ADS-R (Rebroadcast of ADS-B data from a ground station)
- Provide traffic information to the pilot via an approved display.
 - Output of traffic data to an external approved display
- Provide FIS-B data to the pilot via an optional approved display
 - Processing and output of FIS-B data to an external display
 - Graphical and textual weather products
 - NEXRAD
 - PIREPs
 - AIRMET/SIGMETs
 - METARs
 - TAFs
 - Winds Aloft
 - Aviation Data
 - TFRs
 - NOTAMs

The GDL 88 is installed as an ADS-B system with an interface to an approved display for showing traffic, FIS-B weather, and aviation data.



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1.2 Capabilities

As installed in this aircraft, the Garmin GDL 88 system complies with the requirements of AC 20-165 and meets the equipment performance and functional requirements to comply with 14 CFR 91.227.

The GDL 88 meets the requirements of TSO-C154c for ADS-B Out operation. The GDL 88 meets the requirements of TSO-C195a Class C1, C2, C3, C5, TIS-B Services TSO-C166b Class A1, and FIS-B TSO-C157a for ADS-B In Operation and AC 20-172A for Airworthiness Approval for ADS-B In Systems and Applications.

1.3 Installation Configuration

This aircraft is equipped with a GDL 88 system with the following interfaces/ features:

Equipment Installed:

GDL 88

Interfaced to Active Traffic System:

No

Interfaced Transponder(s):

Single Transponder interfaced to the GDL 88 via self-interrogation

Interfaced Radio Altimeter(s):

No

Interfaced GPS/SBAS Position Source(s):

GPS #1:

GTN 750

1.4 Definitions

The following terminology is used within this document:

ADS-B: Automatic Dependent Surveillance-Broadcast
ADS-R: Automatic Dependent Surveillance-Rebroadcast
CSA: Conflict Situational Awareness
FIS-B: Flight Information Service-Broadcast
GDL: Garmin Datalink
GPS: Global Positioning System
GTN: Garmin Touchscreen Navigator



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for Garmin GDL 88 ADS-B Transceiver System

LRU: Line Replaceable Unit
PABI: Pressure Altitude Broadcast Inhibit
SBAS: Satellite-Based Augmentation System
TAS: Traffic Awareness System
TCAD: Traffic Collision Avoidance Device
TCAS: Traffic Collision Avoidance System
TIS-B: Traffic Information Service-Broadcast
UAT: Universal Access Transceiver
VFR: Visual Flight Rules

Section 2. LIMITATIONS

2.1 Minimum Equipment

The GDL 88 must have the following system interfaces fully functional in order to be compliant with the requirements for 14 CFR 91.227 ADS-B Out operations:

Interfaced Equipment	Number Installed	Number Required
Interfaced Display	2	1
GPS SBAS Position Source	1	1
Transponder	1	1

Table 1 – Required Equipment

2.2 ADS-B Out

The GDL 88 only complies with 14 CFR 91.227 for ADS-B Out when all required functions are operational as indicated by interfaced display ADS-B messages not being present.

2.3 Anonymous Mode

Anonymous Mode must only be operated while operating under VFR while squawking a VFR code. If requested by Air Traffic Control, Anonymous Mode must be turned off.

2.4 Applicable System Software

This AFMS/SAFM is applicable to the software versions shown in Table 2.

The Main software version is displayed on the External LRU page available on some interfaced display devices.



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Software Item	Software Version (or later FAA Approved versions)
Main SW Version	2.01

Table 2 - Software Versions

2.5 Pressure Altitude Broadcast Inhibit (PABI)

While operating within airspace requiring an ADS-B Out compliant transmitter, per 14 CFR 91.227, Pressure Altitude Broadcast Inhibit shall only be enabled when requested by Air Traffic Control.

2.6 Traffic Alerting

Traffic alerting is an aid to visual acquisition and may not be used as the sole basis for aircraft maneuvering

Section 3. EMERGENCY PROCEDURES

3.1 Emergency Procedures

None.

3.2 Abnormal Procedures

3.2.1 Abnormal Indications

The loss of an interfaced input GDL 88 may cause the GDL 88 to stop transmitting ADS-B Out data or providing ADS-B In function.

Depending on the nature of the fault or failure, the GDL 88 may no longer be transmitting all of the required data in the ADS-B Out messages and Traffic Alerts may not be provided by the system.

3.2.2 LOSS OF AIRCRAFT ELECTRICAL POWER GENERATION

Loss of electrical power generation.....REMOVE POWER FROM GDL 88

If the GDL 88 is load shed due to a loss of electrical power generation, ADS-B Out, ADS-B In, and the display of interfaced traffic system data will no longer be available.

NOTE



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AIRPLANE FLIGHT MANUAL SUPPLEMENT
for Garmin GDL 88 ADS-B Transceiver System

GDL 88 Annunciations..... CONSIDERED

Section 5. PERFORMANCE

No Change.

Section 6. WEIGHT AND BALANCE

See Current weight and balance

Section 7. SYSTEM DESCRIPTIONS

7.1 Pilot's Guide

The Garmin GDL 88 Pilot's Guide, part number and revision listed below, contain additional information regarding GDL 88 system description, control, and function. Cockpit Reference Guides and Pilot Guides for interfaced displays provide additional operating information.

- GDL 88 Pilot's Guide P/N 190-01122-03 Rev D or later

7.2 Traffic Sources

The GDL 88 is capable of receiving ADS-B, ADS-R, and TIS-B traffic reports in order to track traffic around the aircraft and provide alerts to the flight crew to aid in visual acquisition. ADS-B Traffic Data is for Reference only and may not be used as the sole basis for aircraft maneuvering

Traffic alerting is provided via an installed visual annunciator inside the Garmin GTN 750 unit.

Due to the nature of TIS-B, its service volumes, and incomplete equipage/adoption of ADS-B Out equipment, not all traffic will be tracked by the GDL 88. This is much like an active traffic system and does not track non-transponder equipped aircraft. The flight crew must use "see and avoid" procedures to visually acquire other aircraft.

7.3 Power

Power to the GDL 88 is provided through a circuit breaker labeled "GDL-88."



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SMYRNA, TN 37167
Repair Station # FJTR920D
AIRPLANE FLIGHT MANUAL SUPPLEMENT
for Garmin GDL 88 ADS-B Transceiver System

This guidance is supplementary to any guidance provided in the POH or AFM for the installed aircraft for loss of power generation.

3.2.3 LOSS OF GPS/SBAS NAVIGATION DATA

When the GPS/SBAS receiver is inoperative or GPS position information is not available or invalid, the GDL 88 will no longer be transmitting ADS-B Out data and ADS-B traffic alerting functions will be unavailable.

Reference GTN 750 Operation Manual P/N 190-01007-03 Rev G or Later for applicable annunciation:

Interfaced GPS position sources VERIFY VALID POSITION

3.2.4 VISUAL/AURAL TRAFFIC ALERT

Traffic Alert Annunciation and Aural

Traffic.....VISUALLY ACQUIRE

Section 4. NORMAL PROCEDURES

The procedures described below are specific only to the GDL 88. Cockpit Reference Guides and Pilot Guides for interfaced displays will provide additional operating information specific to the displays or other traffic systems.

4.1 Unit Power On

GDL 88 Annunciations..... CONSIDERED

NOTE

The GDL 88 / GTN750 display annunciations may illuminate as the unit powers on and begins to receive input from external systems, to include the SBAS position source.

The GDL 88 only complies with 14 CFR 91.227 for ADS-B Out when all required functions are operational as indicated by GTN 750 annunciators.

4.2 Before Takeoff



US Department of
Transportation
Federal Aviation
Administration

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

Form Approved
OMB No 2120-0020
3/23/2011

Electronic Tracking
Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 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 N53RD	Serial No 500-0415
	Make Cessna	Model 500
2. Owner	Name (As shown on registration certificate) KTT INC	Address (As shown on registration certificate) 308 Sandhill RD LaVergne TN 37086-2419

3. For FAA Use Only

This data identified herein complies with applicable airworthiness requirements

And is approved for the purpose of aircraft subject to a conformity

inspection by a person authorized in FAR 43, Section 43.7

Aviation Safety Inspector ACE-FS00-18

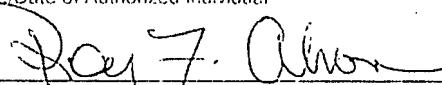
Date

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 Corporate Flight Management, Inc. 275 Doug Warpoole Road Smyrna, TN 37167 U.S.A	B. Kind of Agency	
	<input type="checkbox"/> US Certified Mechanic	<input type="checkbox"/> Manufacturer
	<input type="checkbox"/> Foreign Certified Mechanic	C. Certificate No.
	<input checked="" type="checkbox"/> Certified Repair Station	FJTR920D
<input type="checkbox"/> Certified Maintenance Organization		

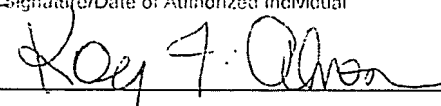
I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual  5-14-15
---	--

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

Certificate or Designation No FJTR920D	Signature/Date of Authorized Individual  5-14-15
---	--

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.

Cessna/500/500-0415/N53RD

8. Description of Work Accomplished

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

U.S.A N53RD

Nationality and Registration Mark

5-14-15

Date

The existing Garmin GTX330 transponder was installed via 337 dated 12-12-2003 (see attached) and then it was updated to a GTX 330ES transponder however the ADS-B Out function was not activated. This 337 is being used to activate the ADS-B out operation of the GTX 330ES transponder installed in the aircraft. The GTX 330ES P/N 011-00455-80 was interfaced to the existing Garmin GTN 750 for position information. This is the only additional wiring required for the GTX 330ES upgrade.

The GTX 330 transponder was previously approved under STC SA01714WL. The GTX 330ES and the GTN 750 are an approved pairing under Garmin STC SA01714WL dated May 1, 2013, which includes an Approved Model List. The GTX 330ES system complies with the requirements in AC 20-165 and AC 20-172A 1-1, 1-2, 1-3, 1-4, 3-1, and 3-2. The GTX 330ES is FAA TSO Compliant to TSO C112, TSO-166b.

All work was accomplished as per AC 43-13-1B 10-16, 11-47, 11-66.a-c, 11-85, 11-96a, 11-107, 11-115, 11-167, 11-185.a-b, 11-187.a, 12-1, 12-9a, 12-28 as approved data following the guidelines outlined in this chapter. A logbook entry was made.

An Approved FAA FMS for the "Garmin GTX 330ES with ADS-B Out" P/N N53RD/500-0415/500/GTX330ES dated 5-14-15 was inserted into the AFM and must be maintained with the aircraft at all times.

Instructions for Continued Airworthiness P/N CFM53RD/500/GTX330ES and Garmin GTX 330 Pilot's Guide P/N 190-00207-00 REV G, dated September, 2012 were given to the operator.

+++++ 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 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 N53RD	Serial No 500-0415	
	Make Cessna	Model 500	Series N/A
2. Owner	Name (As shown on registration certificate) KTT INC	Address (As shown on registration certificate) 308 Sandhill RD LaVergne TN 37086-2419	

3. For FAA Use Only

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

Aviation Safety Inspector ACE-FS00-19

Date

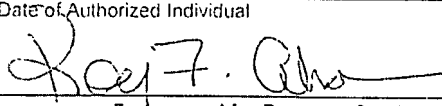
5/14/2015

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 Corporate Flight Management, Inc. 276 Doug Warpoole Road Smyrna, TN 37167 U.S.A	B. Kind of Agency		C. Certificate No FJTR920D
	<input type="checkbox"/> US 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		

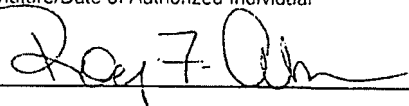
I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual  5-14-15
---	--

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

Certificate or Designation No FJTR920D	Signature/Date of Authorized Individual  5-14-15
---	--

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.

Cessna/500/500-0415/N53RD

8. Description of Work Accomplished

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

U.S.A 53RD

Nationality and Registration Mark

5-14-15

Date

The Garmin GDL 88 ADS-B Transceiver was previously installed and approved into the aircraft by 337 dated 1/29/2013. (See the attached FAA approved 337). During inspection of the aircraft it was noted that there was not an FAA approved Flight Manual Supplement for the operations of the system included with the 337 dated 1/29/2013. It was determined that an FAA Approved Flight Manual Supplement was required for operation of the Garmin GTN 750 systems. The operation of the Garmin GDL 88 system was tested and a Flight Manual Supplement was generated that reflects the operation of the system in the aircraft.

An approved FAA FMS P/N N53RD/500-0415/500/GDL88 dated 5-14-15 was inserted in the AFM and a log book entry was made.

+++++ END +++++

☐ Additional Sheets are Attached



US Department
of Transportation

Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9 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 500
	Serial No. 500-0415	Nationality and Registration Mark N53RD
2. Owner	Name (As shown on registration certificate) STG REALTY VENTURES	Address (As shown on registration certificate) 1260 N DUTTON AVE STE 270 SANTA ROSA, CA 95401-4673

3. For FAA Use Only

--	--	--	--	--	--

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Mather Aviation LLC 10360 Macready Avenue Mather, Ca. 95655	<input type="checkbox"/> U.S. Certified Mechanic	PCPR439B Airframe 1,3,4 Radio 1,2.
	<input type="checkbox"/> Foreign Certified Mechanic	
	<input checked="" 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 October 3, 2007	Signature of Authorized Individual Susan M. Harmon
-------------------------	---

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 October 3, 2007		Certificate or Designation No. PCPR439B	Signature of Authorized Individual Susan M. Harmon		

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 accomplished.)

N53RD CESSNA MODEL 500 SERIAL # 500-0415 UNIT # 0629 AFTT: 6772.9

1. Inspected installation of a previously installed Concorde Model RG380E/44 battery installation to assure conformity with STC# ST00010WI. Completed installation per Wilco Inc. Drawing No. W500-300.
2. The Aircraft's Equipment List and Weight & Balance records were revised.
3. The VRSLA battery operation is identical to the operation of the original NiCad battery and therefore requires no changes in the Pilots Operating Handbook.
4. Instructions for Continued Airworthiness are to be followed in accordance with Concorde Maintenance Manual supplement drawing: 5-0142, Revision H or later.

.....END.....

☐ Additional Sheets Are Attached



US Department
of Transportation

Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9 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 500
	Serial No. 500-0415	Nationality and Registration Mark N53RD
2. Owner	Name (As shown on registration certificate) STG REALTY VENTURES	Address (As shown on registration certificate) 1260 N DUTTON AVE STE 270 SANTA ROSA, CA 95401-4673

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address Mather Aviation LLC 10360 Macready Avenue Mather, Ca. 95655	B. Kind of Agency <input type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. PCPR439B Airframe 1,3,4 Radio 1,2.
--	---	---

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

Date October 3, 2007	Signature of Authorized Individual Susan M. Harmon
-------------------------	---

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	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection October 3, 2007	Certificate or Designation No. PCPR439B	Signature of Authorized Individual Susan M. Harmon
--	--	---

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 accomplished.)

N53RD CESSNA MODEL 500 SERIAL # 500-0415 UNIT # 0629 AFTT: 6772.9

1. Installed Pilot's, control wheel mounted, alternate gear horn silence switch approved for Cessna model 500 aircraft under Sierra Industries, LTD STC ST09011SC in accordance with Sierra Drawing List SI260-800 Revision IR, dated January 25, 1994

2. All aircraft systems are compatible with this modification.

3. Amended Aircraft Weight and Balance and Equipment List.

4. Inspections of the above installation for condition, security, corrosion and function are to be performed concurrent with scheduled inspections per FAR 91.409(f)(3) or other inspection program approved by the Administrator.

.....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 11/30/2007	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 N53RD		Serial No: 500-0415		
	Make: Cessna		Model 500	Series	
2. Owner	Name (As shown on registration certificate) Zeus LLC		Address (As shown on registration certificate) 942 Windemere Dr NW		
			City Salem State OR	Zip 97304 Country	
3. For FAA Use Only					
<div style="display: flex; justify-content: space-between;"> <div style="width: 60%;"> <p><i>The DATA identified herein complies with the applicable airworthiness requirements and is approved for use only on the above described aircraft, subject to conformity inspection by a person authorized in FAR 43.7</i></p> </div> <div style="width: 35%; text-align: right;"> <p>FRANK J. VAVRA RENO FSDO JAN 29 2013</p> </div> </div>					
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		
Name Aviation Classics, Ltd. Address Reno-Stead Airport City Reno State NV Zip 89506 Country			U.S. Certified Mechanic Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station Certified Maintenance Organization		
			Manufacturer C. Certificate No. NA3R703L		
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;"> 1-29-2013 Robb Steele </div>			
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: <div style="display: flex; justify-content: flex-end;"> <input checked="" type="checkbox"/> Approved <input type="checkbox"/> Rejected </div>					
BY:	FAA FTL 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. NA3R703L		Signature/Date of Authorized Individual <div style="display: flex; justify-content: space-between;"> 1-29-2013 Robb Steele </div>			

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 N53RD

Nationality and Registration Mark

Date

Installed a Garmin GDL 88 ADS-B Receiver pn.011-02369-00, sn.22T000615, mounted in the nose avionics compartment at FS 56.5, weighing 2.4 lbs., in accordance with Garmin GDL 88 TSO Installation Manual pn.190-01122-00, Rev: A, dated November 2012, and powered by a existing 2amp circuit breaker, located in avionics circuit breaker panel on copilot's sidewall, labeled "GDL 88," and interfaced to Garmin GTX 330 Transponder, Garmin GTN 750 Nav/Com/GPS, and NAT audio panel. Installed a Comant Industries CI-105 Antenna sn.59682, mounted on the bottom of the aircraft, in the unpressurized area, at FS 58.5, weighing 0.2 lbs., and interfaced to new Garmin GDL 88 ADS-B Receiver.

All work performed IAW AC 43.13-1B, Chapter 11, Section 4, Paragraph 11-48, 11-49, 11-50 (A, B), 11-51 and Section 10, Paragraph 11-137, AC43.13-2B Chapter 1, paragraph 1, 9, 12; Chapter 2, Paragraph 21, 22, 23 (A, B, C, F), Paragraph 27; and Chapter 3, Paragraph 36 (A,B).

Bus load computed not to exceed 80% of total alternator output.

A ground evaluation of the aircraft systems has been accomplished, and no interference with the normal operation of other equipment by the GDL 88 ADS-B display receiver installation was noted.

Instructions for continued airworthiness are as follows:

- During required inspections, inspect this installation in accordance with Paragraph (b)(2),(c)(1), (7), and (i) (1) through (4) of FAR 43 Appendix D.
- During required inspections, inspect the equipment circuit breaker placard referenced above to ensure these placard are present and legible.
- Inspect Antenna for physical damage, and ensure that the antenna is free of dirt, paint or foreign matter.

Revised Aircraft Weight & Balance Report & Equipment List.

Nothing Follows

PROPER TO EQUIPMENT, WEIGHT, AND BALANCE REPORTS
WAS MADE BY THE PERSON WHO PERFORMED THE WORK
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
11/30/2007

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 N53RD	Serial No. 500-0415	
	Make Cessna	Model 500	Series
2. Owner	Name (As shown on registration certificate) Zeus LLC		Address (As shown on registration certificate) 942 Windemere Dr. NW
			City Salem State OR
			Zip 97304 Country

3. For FAA Use Only

The DATA identified herein complies with the applicable airworthiness requirements and is approved for use only on the above described aircraft, subject to conformity inspection by a person authorized in FAR 43.7

Frank J. Vavra
FRANK J. VAVRA
RENO FSDO
DEC 27 2012

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	
Name	Aviation Classics, Ltd.	U. S. Certified Mechanic	Manufacturer
Address	Reno-Stead Airport	Foreign Certified Mechanic	C. Certificate No.
City	Reno State NV	<input checked="" type="checkbox"/> Certified Repair Station	NA3R703L
Zip	89506 Country	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 1-29-2013 Robb Steele <i>Robb Steele</i>	ACZ 8 INSP
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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	

Certificate or Designation No. NA3R703L	Signature/Date of Authorized Individual 1-29-2013 Robb Steele <i>Robb Steele</i>	ACZ 8 INSP
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FAA

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 N53RD

Nationality and Registration Mark

Date

Removed existing Garmin GNS430W GPS pn.011-01060-00, from the instrument panel at FS: 128.5, weighing 5.1 lbs. Removed existing Garmin GA-56 GPS antenna pn.011-00134-00, from the top of the aircraft, at FS: 174.77, weighing .5 lbs. Removed existing Garmin GNS530W/TWAS pn.011-00940-11, from the instrument panel, at FS: 128.5, weighing 7.0 lbs. Removed existing Garmin GA-56 GPS antenna pn.011-00134-00, from the top of the aircraft, at FS: 187.0, weighing .5 lbs.

Installed a new Garmin GTN 750 Nav/Com/GPS pn.011-00282-00, mounted in the instrument panel, No.1 position, at FS: 128.5, weighing 9.2 lbs., in accordance with Garmin Installation Manual pn.190-01007-A3, Rev. 4, dated December 2012, and powered by an existing 10amp circuit breaker, labeled "1GTN750," located on the circuit breaker panel, and interfaced to an existing Sperry SPZ-200A/500 autopilot, existing GAD 42 roll computer, existing WX 500 Stormscope, existing ADC-200, and new Garmin GA-35W GPS antenna pn.013-00235-00, utilizing the existing antenna doubler, on top of the aircraft, at FS: 174.77, weighing .5 lbs., in accordance with Garmin Installation Manual pn.190-01007-A3, Rev. 4, dated December 2012. Owner supplied with all supporting documents.

Installed a new Garmin GTN 750 Nav/Com/GPS pn.011-00282-00, mounted in the instrument panel, No.2 position, at FS: 128.5, weighing 9.2 lbs., in accordance with Garmin Installation Manual pn.190-01007-A3, Rev. 4, dated December 2012, and powered by an existing 10amp circuit breaker, labeled "2GTN750," located on the circuit breaker panel, and interfaced to an existing Sperry SPZ-200A/500 autopilot, existing WX 500 Stormscope, and GAD-42 roll computer. Installed new Garmin GA-35W GPS antenna pn.013-00235-00, utilizing the existing antenna doubler, on top of the aircraft, at FS: 187.0, weighing .5 lbs., in accordance with Garmin Installation Manual pn.190-01007-A3, Rev. 4, dated December 2012.

All work performed IAW AC 43.13-1B, Chapter 11, Section 4, Paragraph 11-48, 11-49, 11-50 (A, B), 11-51 and Section 10, Paragraph 11-137. AC43.13-2B Chapter 1, paragraph 1, 9, 12; Chapter 2, Paragraph 21, 22, 23 (A, B, C, F), Paragraph 27; and Chapter 3, Paragraph 36 (A,B). Also used as a reference in the installation of the IFR GPS Certified Unit was AC 20-138A, Paragraph 23.

Bus load computed not to exceed 80% of total alternator output.

A ground evaluation of the aircraft systems has been accomplished, and no interference with the normal operation of other equipment by the GPS installation was noted.

Instructions for continued airworthiness are as follows:

- During required inspections, inspect this installation in accordance with Paragraph (b)(2),(c)(1), (7), and (i) (1) through (4) of FAR 43 Appendix D.
- During required inspections, Inspect the equipment circuit breaker placards referenced above to ensure these placards are present and legible.
- Inspect Antennas for physical damage, and ensure that the antennas is free of dirt, paint or foreign matter.

Revised Aircraft Weight & Balance Report & Equipment List.

-----Nothing Follows-----

☐ Additional Sheets Are Attached



US Department
of Transportation

Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9 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 500
	Serial No. 500-0415	Nationality and Registration Mark N53RD
2. Owner	Name (As shown on registration certificate) STG REALTY VENTURES	Address (As shown on registration certificate) 1260 N DUTTON AVE STE 270 SANTA ROSA, CA 95401-4673

3. For FAA Use Only

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

6. Conformity Statement

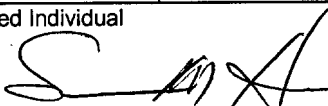
A. Agency's Name and Address Mather Aviation LLC 10360 Macready Avenue Mather, Ca. 95655	B. Kind of Agency <table border="1"><tr><td><input type="checkbox"/></td><td>U.S. Certified Mechanic</td></tr><tr><td><input type="checkbox"/></td><td>Foreign Certified Mechanic</td></tr><tr><td><input checked="" type="checkbox"/></td><td>Certificated Repair Station</td></tr><tr><td><input type="checkbox"/></td><td>Manufacturer</td></tr></table>	<input type="checkbox"/>	U.S. Certified Mechanic	<input type="checkbox"/>	Foreign Certified Mechanic	<input checked="" type="checkbox"/>	Certificated Repair Station	<input type="checkbox"/>	Manufacturer	C. Certificate No. PCPR439B Airframe 1,3,4 Radio 1,2.
<input type="checkbox"/>	U.S. Certified Mechanic									
<input type="checkbox"/>	Foreign Certified Mechanic									
<input checked="" 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 October 3, 2007	Signature of Authorized Individual Susan M. Harmon
--------------------------------	--

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	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection		Certificate or Designation No. PCPR439B	Signature of Authorized Individual Susan M. Harmon 	

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 accomplished.)

N53RD CESSNA MODEL 500 SERIAL # 500-0415 UNIT # 0629 AFTT: 6772.9

1. Installed Pilot's, control wheel mounted, alternate gear horn silence switch approved for Cessna model 500 aircraft under Sierra Industries, LTD STC ST09011SC in accordance with Sierra Drawing List SI260-800 Revision IR, dated January 25, 1994

2. All aircraft systems are compatible with this modification.

3. Amended Aircraft Weight and Balance and Equipment List.

4. Inspections of the above installation for condition, security, corrosion and function are to be performed concurrent with scheduled inspections per FAR 91.409(f)(3) or other inspection program approved by the Administrator.

.....END.....

☐ Additional Sheets Are Attached



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9 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 500
	Serial No. 500-0415	Nationality and Registration Mark N53RD
2. Owner	Name (As shown on registration certificate) STG REALTY VENTURES	Address (As shown on registration certificate) 1260 N DUTTON AVE STE 270 SANTA ROSA, CA 95401-4673

3. For FAA Use Only

4. Unit Identification

5. Type

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

6. Conformity Statement

A. Agency's Name and Address Mather Aviation LLC 10360 Macready Avenue Mather, Ca. 95655	B. Kind of Agency <input type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. PCPR439B Airframe 1,3,4 Radio 1,2.
--	--	--

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

Date October 3, 2007	Signature of Authorized Individual Susan M. Harmon
-------------------------	---

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	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection		Certificate or Designation No. PCPR439B	Signature of Authorized Individual Susan M. Harmon <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 accomplished.)

N53RD

CESSNA MODEL 500

SERIAL # 500-0415

UNIT # 0629

AFTT: 6772.9

1. Inspected installation of a previously installed Concorde Model RG380E/44 battery installation to assure conformity with STC# ST00010WI. Completed installation per Wilco Inc. Drawing No. W500-300.
2. The Aircraft's Equipment List and Weight & Balance records were revised.
3. The VRSLA battery operation is identical to the operation of the original NiCad battery and therefore requires no changes in the Pilots Operating Handbook.
4. Instructions for Continued Airworthiness are to be followed in accordance with Concorde Maintenance Manual supplement drawing: 5-0142, Revision H or later.

.....END.....

☐ Additional Sheets Are Attached



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

DAK FSDU **DDP**

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 500
	Serial No. 500-0415	Nationality and Registration Mark N53RD
2. Owner	Name (As shown on registration certificate) STG Realty Ventures, Inc.	Address (As shown on registration certificate) 1260 N. Dutton Ave. Suite 270 Santa Rosa, CA 95401

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.
Corey Wheeler 6455 Sequoia St. Rohnert Park, CA 94928	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	563064190
	<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 April 20, 2007	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 April 20, 2007		Certificate or Designation No. 560390131	Signature of Authorized Individual 	

NOTICE

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

8. Description of Work Accomplished

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

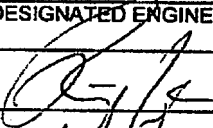
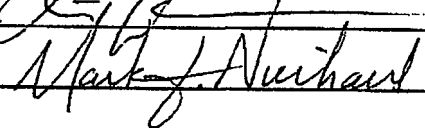
Repaired damaged right lower wing skin as per attached FAA Form 8110-3, dated April 17, 2007 and Cessna Structures Report No. S-501-0280/01RD dated April 17, 2007

No weight and balance change.

13 pages attached.

END

☐ Additional Sheets Are Attached

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS			DATE April 23, 2007		
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION					
MAKE Cessna	MODEL NO. 501	TYPE (Airplane, Radio, Helicopter, etc.) Airplane	NAME OF APPLICANT Cessna Aircraft Company Wichita, Kansas		
LIST OF DATA					
IDENTIFICATION	TITLE				
<u>REPAIR DEFINITION</u> S-501-0280/01RD A	REPAIR OF DAMAGE ON THE LOWER RH WING SKIN Notes: 1. FAA Project No.: None 2. Approval is for design only, not installation. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "APPLICABLE REGULATIONS". 3. Reference Repair Definition File Folder 501-0280/01 in Structures Group Files. 4. Compatibility of this data with the aircraft configuration must be determined by the installer.				
PURPOSE OF DATA: To provide for repair of puncture damage to the RH lower wing skin (P/N 5522551-6) on aircraft Model 501-0280 (unit 0415), Registration Number N53RD.					
APPLICABLE REQUIREMENTS (List specific sections)					
<table style="width: 100%; border: none;"> <tr> <td style="width: 50%; vertical-align: top;"> <u>DERY-830749-CE</u> 14 CFR 23.301 23.603 23.303 23.605 23.305 23.609 23.307 23.613 </td> <td style="width: 50%; vertical-align: top;"> <u>DERY-230284-CE</u> 23.627 23.572(a)(2)...thru Amend 23-16 </td> </tr> </table>				<u>DERY-830749-CE</u> 14 CFR 23.301 23.603 23.303 23.605 23.305 23.609 23.307 23.613	<u>DERY-230284-CE</u> 23.627 23.572(a)(2)...thru Amend 23-16
<u>DERY-830749-CE</u> 14 CFR 23.301 23.603 23.303 23.605 23.305 23.609 23.307 23.613	<u>DERY-230284-CE</u> 23.627 23.572(a)(2)...thru Amend 23-16				
CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.					
(X) (We) Therefore <input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> Approve these data					
SIGNATURES OF DESIGNATED ENGINEERING REPRESENTATIVES		DESIGNATION NUMBER(S)	CLASSIFICATION(S)		
R. J. Lamberger 		DERY-830749-CE	Structures 14 CFR Parts 23 & 25		
M. J. Nienhaus 		DERY-230284-CE	Structures 14 CFR Parts 23 & 25		



CESSNA AIRCRAFT COMPANY
P. O. BOX 7704
WICHITA, KANSAS 67277-7704

STRUCTURES

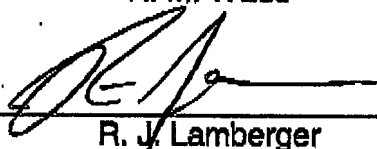
MODEL NO: 501 REPORT NO: S-501-0280/01RD

REPAIR DEFINITION


REPAIR OF DAMAGE ON THE LOWER RH WING SKIN

REPORT DATE: April 17, 2007

PREPARED BY: 
R. M. Wade

CHECKED BY: 
R. J. Lamberger

CHECKED BY: 
M. J. Nienhaus

APPROVED BY: 
R. J. Lamberger

Cessna Aircraft Company
P. O. Box 7704
Wichita, KS 67277

Page i
Report S-501-0280/01RD
Aircraft 501-0280 (Unit 0415)

REVISIONS

LETTER	DATE	DESCRIPTION	BY	APPROVED
N/C	17APL2007	Original release, ECR 099005.	RMW	See cover page.
A	23APL2007	Revised Section 1.0 to reflect correct A/C data	RMW	RJC

1.0 AIRCRAFT DATA

Serial Number: 501-0280 Unit Number: 0415
A/W Date: 11/30/1977 6638 Hrs / 6849 Ldgs Reg. No.: N53RD
Date of Occurrence: On or about 01/15/2007
Owner/Operator: STG Realty Ventures
Repair Facility: Sonoma Jet Center



SPECIAL NOTES

- This Repair Definition covers only the damage defined in this document and it is the responsibility of the repair facility to assure that the defined damage agrees with the actual damage.
- All nondestructive inspections (NDI) specified in the Repair Definition must be performed by a qualified facility and meet the requirements defined in the Cessna Model 500 Series Nondestructive Testing Manual, Part 1 – General.

The repair described in the report satisfies applicable strength and fatigue, fail safe, and/or damage tolerance requirements. This repair also satisfies applicable lightning strike requirements. Structural substantiation and back-up data for this repair are contained in Engineering's Repair Definition File Folder 501-0280/01.

The structural repairs designed herein for this aircraft do not affect the original structural inspection criteria (procedures or timing) as published in the Cessna Model 500/501 Maintenance Manual.

The repair definition contained within this document has been found to comply to the following regulations:

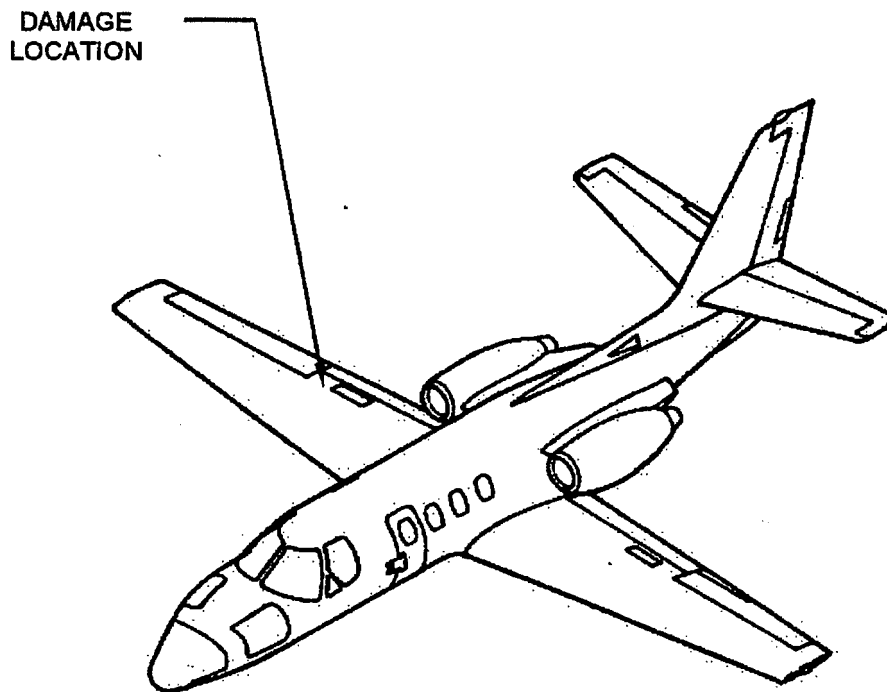
14 CFR 23.301, 23.303, 23.305, 23.307, 23.603, 23.605, 23.609, 23.613, 23.627
23.572(a)(2) as amended by amendments 23-1 through 23-16.

2.0 DAMAGE DESCRIPTION

The RH wing SKIN (P/N 5522551-6) was punctured outboard of WS91, the puncture was between the aft spar and the stringer immediately forward. The puncture was approximately 4 inches in diameter. There was also damage to the Rib Cap (P/N5522620-50).

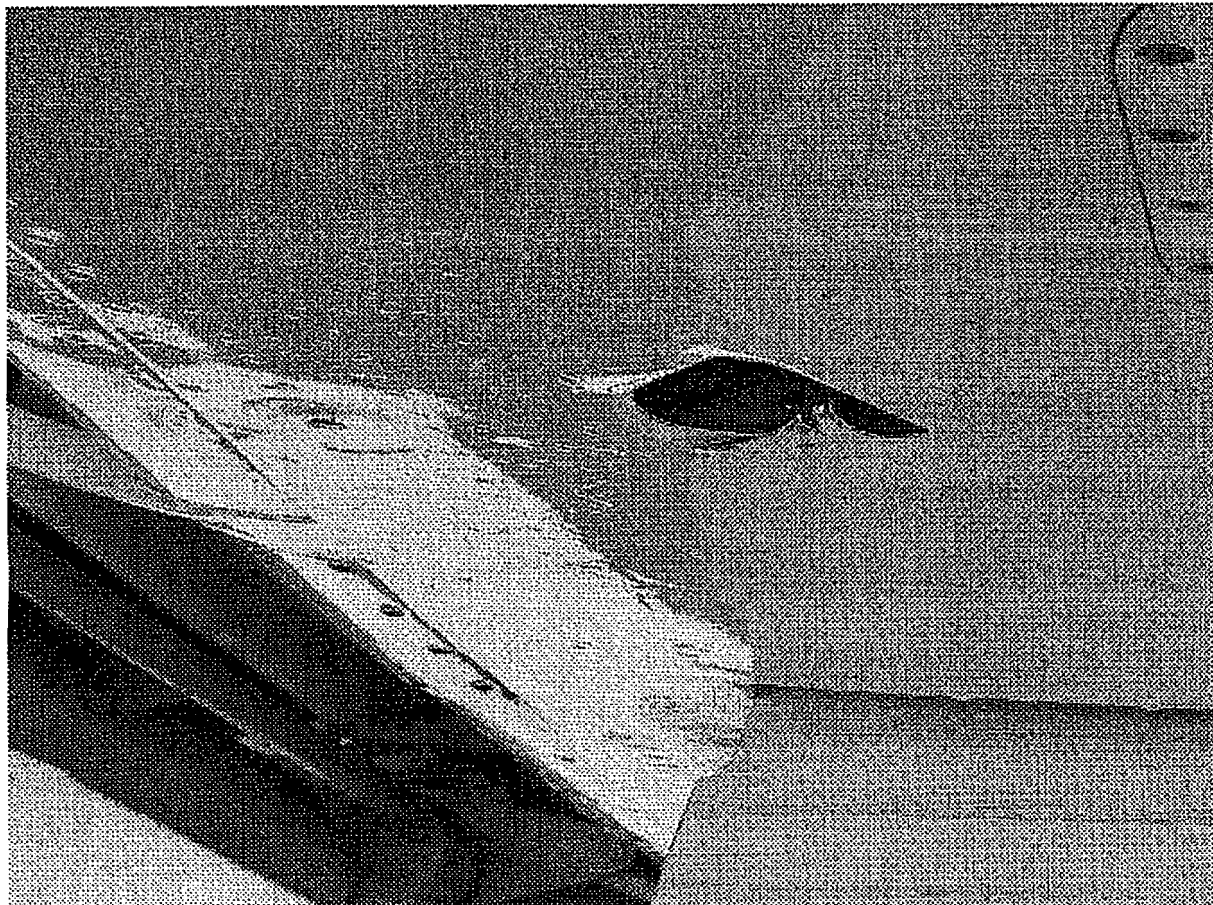
Figure 2.1 is a sketch showing the general location of the damage. Figure 2.2 is a photograph of the damage provided by the repair facility.

FIGURE 2.1:
GENERAL AIRCRAFT DAMAGE LOCATION

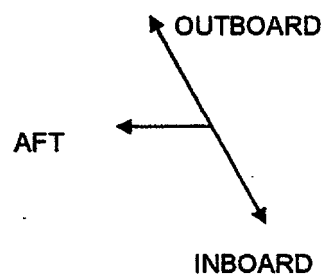


MODEL 500/501 AIRCRAFT

FIGURE 2.2:
DAMAGE PHOTOGRAPH



(VIEW LOOKING INBOARD AT DAMAGE IN THE LOWER RH WING SKIN (P/N 5522551-6))



3.0 REPAIR DEFINITION

The repair will consist of trimming out the damaged components and installing a doubler and rib splice. Read entire repair definition prior to beginning the repair and contact Cessna Customer Service if the repair can not be installed as described.

Repair per the following instructions:

3.1 REMOVAL OF DAMAGE

- Place a stainless steel shim between the wing skin and sub-structure to protect the sub-structure during the skin trimming operation. Trim as shown in Figure 3.1. Trim only the Lower Skin. Break all sharp edges using 0.03"-0.06" minimum radius. Clean, chem. film and epoxy prime per Model 500 Series Structural Repair Manual, Chapter 51-10-02, "Protective Treatment Of Metal", all bare areas.

3.2 FABRICATION OF REPAIR PARTS

- Fabricate the -2 Repair Doubler from 0.040 inch 2024-T3 Al Sheet Per QQ-A-250/5 per Figure 3.1. Break all sharp edges to 0.03 to 0.06 inch radius. Clean, chem. film and epoxy prime per Model 500 Series Structural Repair Manual, Chapter 51-10-02, "Protective Treatment Of Metal"

NOTE: Fabricate the Repair Doubler larger than required and trim prior to installation. Actual geometry of the Repair Doubler may vary slightly to accommodate 4D to 8D fastener spacing, 2D minimum edge distance and number of fasteners as shown in Figure 3.1.

- Fabricate the -3 Repair Doubler from 0.040 inch 2024-T3 Al Sheet Per QQ-A-250/5 per Figure 3.1. Break all sharp edges to 0.03 to 0.06 inch radius. Clean, chem. film and epoxy prime per Model 500 Series Structural Repair Manual, Chapter 51-10-02, "Protective Treatment Of Metal"
- Fabricate the -4 Repair Filler from 0.020 inch 2024-T3 Al Sheet Per QQ-A-250/5 per Figure 3.1. Break all sharp edges to 0.03 to 0.06 inch radius. Clean, chem. film and epoxy prime per Model 500 Series Structural Repair Manual, Chapter 51-10-02, "Protective Treatment Of Metal"
- Fabricate the -5 Repair Filler from 0.040 inch 2024-T3 Al Sheet Per QQ-A-250/5 per Figure 3.1. Break all sharp edges to 0.03 to 0.06 inch radius. Clean, chem. film and

epoxy prime per Model 500 Series Structural Repair Manual, Chapter 51-10-02, "Protective Treatment Of Metal" Max gap of 0.03 inch between -5 Filler and Skin trim.

- Fabricate the -6 Repair Filler from 0.063 inch 2024-T3 Al Sheet Per QQ-A-250/5 per Figure 3.1. Break all sharp edges to 0.03 to 0.06 inch radius. Clean, chem. film and epoxy prime per Model 500 Series Structural Repair Manual, Chapter 51-10-02, "Protective Treatment Of Metal". The -6 Filler is under the joggled portion of the Rib Segment common to the stringer. Roughly a 1.25 inch X 1.25 square, trim to fit.
- Fabricate the -7 Rib Segment from a new Rib Cap (P/N 5522620-50) or 0.050 inch 2024-T3 Al Sheet Per QQ-A-250/5 per Figure 3.2. The Rib Segment should emulate the pattern and bend radius of the segment removed from the Rib Cap (P/N 5522620-50). Break all sharp edges to 0.03 to 0.06 inch radius. Clean, chem. film and epoxy prime per Model 500 Series Structural Repair Manual, Chapter 51-10-02, "Protective Treatment Of Metal". If fabricated from the T3 material, perform a Surface Eddy Current inspection for cracks along the bend radius of the rib segment. Surface eddy current inspect per Model 500 Series Nondestructive Testing Manual, Part 6 "Eddy Current".
- Fabricate the -8 Splice from 0.050 inch 2024-T3 Al Sheet Per QQ-A-250/5 per Figure 3.2. Break all sharp edges to 0.03 to 0.06 inch radius. Clean, chem. film and epoxy prime per Model 500 Series Structural Repair Manual, Chapter 51-10-02, "Protective Treatment Of Metal"
- Fabricate conical washers (or purchase S3962 repair washers) to fit each of the pre-existing countersinks (for the area directly under the -2 Doubler). Clean, chem. film and epoxy prime per Model 500 Series Structural Repair Manual, Chapter 51-10-02, "Protective Treatment Of Metal".

3.3 INSTALLATION OF REPAIR PARTS

- Install a conical washer in each preexisting countersink wet with B-2 Sealant per Model 500 Maintenance Manual Chapter 51-10-02, "Protective Treatment Of Metal".
- Install the Repair Doublers and Fillers as shown in Figures 3.1 & 3.2. Install blue print size and type fasteners common to the wing skin, in the damaged area, use B/P spacing. Use XLZ4 fasteners in the new fastener locations. Pay close attention

to underlying structure while laying out the pattern. There must be a minimum of three rows of fasteners in the forward/aft direction from the damage area.

The -2 Doubler is installed common to the external skin surface.

The -3 Doubler & -4 Filler are installed internally.

NOTE: Fay surface seal all mating surfaces per Model 500 Maintenance Manual, Chapter 20-32-00, "Fuel, Weather, Pressure and High-Temperature Sealing - Maintenance Practices". It is acceptable to apply a generous amount of sealant in the effected area.

NOTE: Install fasteners wet with Type I, Class B sealant per Model 500 Series Structural Repair Manual, Chapter 51-10-02, "Protective Treatment Of Metal".

NOTE: Fastener substitution is allowed, as required, per Model 500 Series - Structural Repair Manual, Chapter 51.

- If while reforming the skins back to contour, the skin becomes debonded to the underlying stringer, continue the staggered fastener pattern in the stringer for the duration of the debond area.

3.4 GENERAL

- Perform fuel leak test per Model 500/501 Citation/Citation I Maintenance Manual - Chapter 28, Section 28-10-00 "Fuel Storage - Maintenance Practice".
- Pre-assembly operations such as fitting, filing, drilling, dimpling and deburring shall be completed prior to cleaning.
- Fasteners are not to have an edge distance (ED) of less than less than 2D to the nearest part edge. The distance between fasteners is not to be less than 4D and not more than 8D. This note applies in all cases except where specifically noted in this report.
 - E. D. = edge distance, measured from the center of hole to edge of part.
 - 2D = two times the hole diameter, 4D = four times the hole diameter, etc.

- Unless indicated otherwise below, all repairs and modification to the airplane are to conform to the Cessna Model 500/501 Maintenance Manual. This repair is authorized for the stated Serial Numbered airplane only.
- This repair is for an unmodified airplane. Any non-Cessna modification that affects the aircraft gross weight, original design, or performance may invalidate published Continued Airworthiness requirements (i.e., inspection techniques and/or interval). Contact the STC Holder or originator of the modification for revised inspection criteria.
- If this Repair Definition Report (RD) is provided in support of a non-USA registered aircraft, acceptance of these findings is at the discretion of the civil aviation authority of the State of Registry. Compatibility of this data with the aircraft configuration must be determined by the installer.
- Prior to fastener removal, note the size, type, and location of any fasteners to be removed. This will facilitate later installation of similar fasteners (or oversized, as required, and as permitted by the Model 500/501 Maintenance Manual or SRM).
- Seal all parts on installation, using the sealants specified in the Maintenance Manual, for each location. If no sealant or procedure is specified, Seal as instructed in the Maintenance Manual, using MIL-S-8802 Class B2 sealant on Assembly. Drive all fasteners wet with sealant.
- Break all edges, clean, chem. film and epoxy prime all bare aluminum surfaces and abrasive clean and epoxy prime all stainless steel surfaces per the applicable Model 500/501 Service Documentation.

Figure 3.1

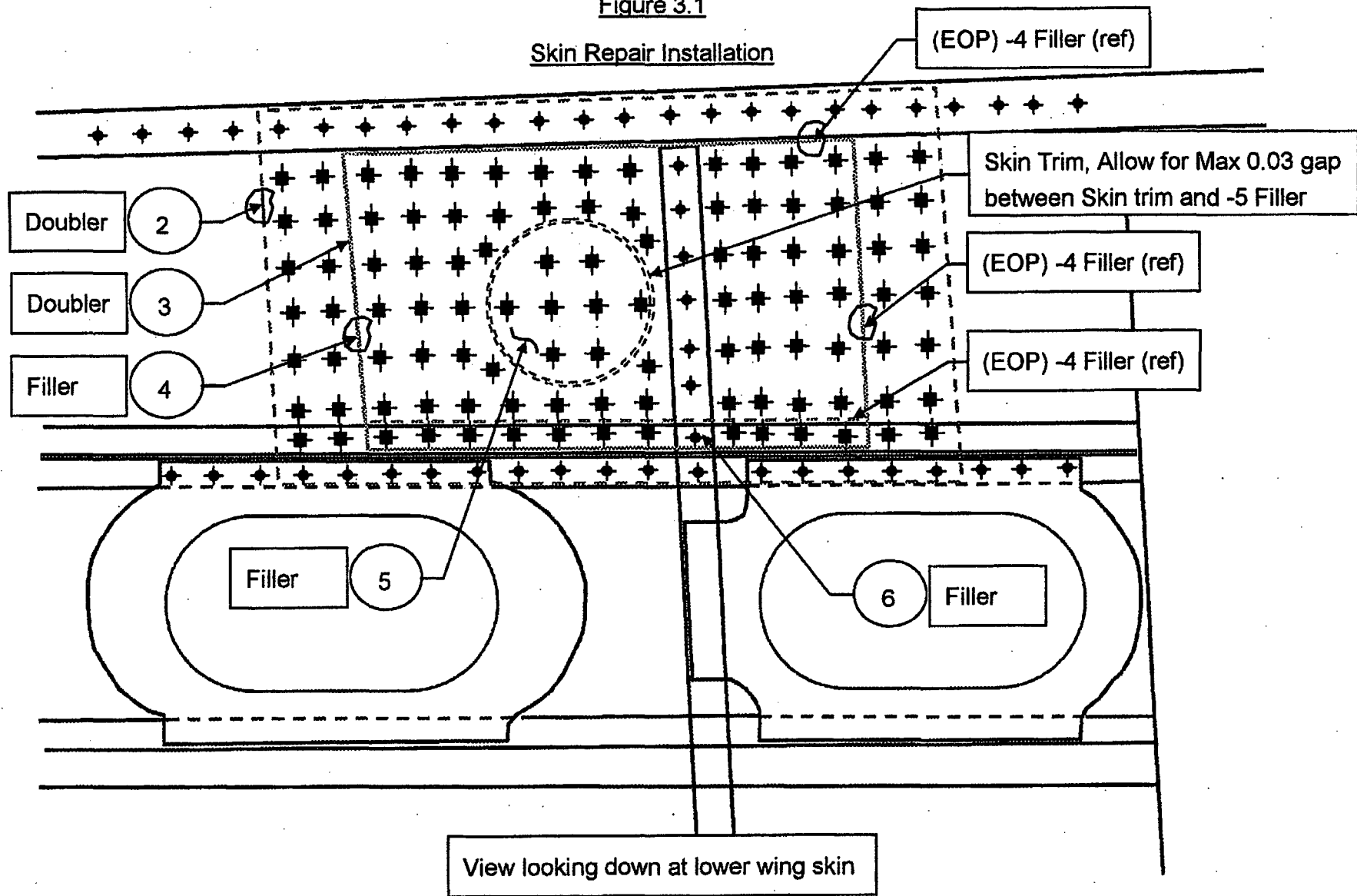
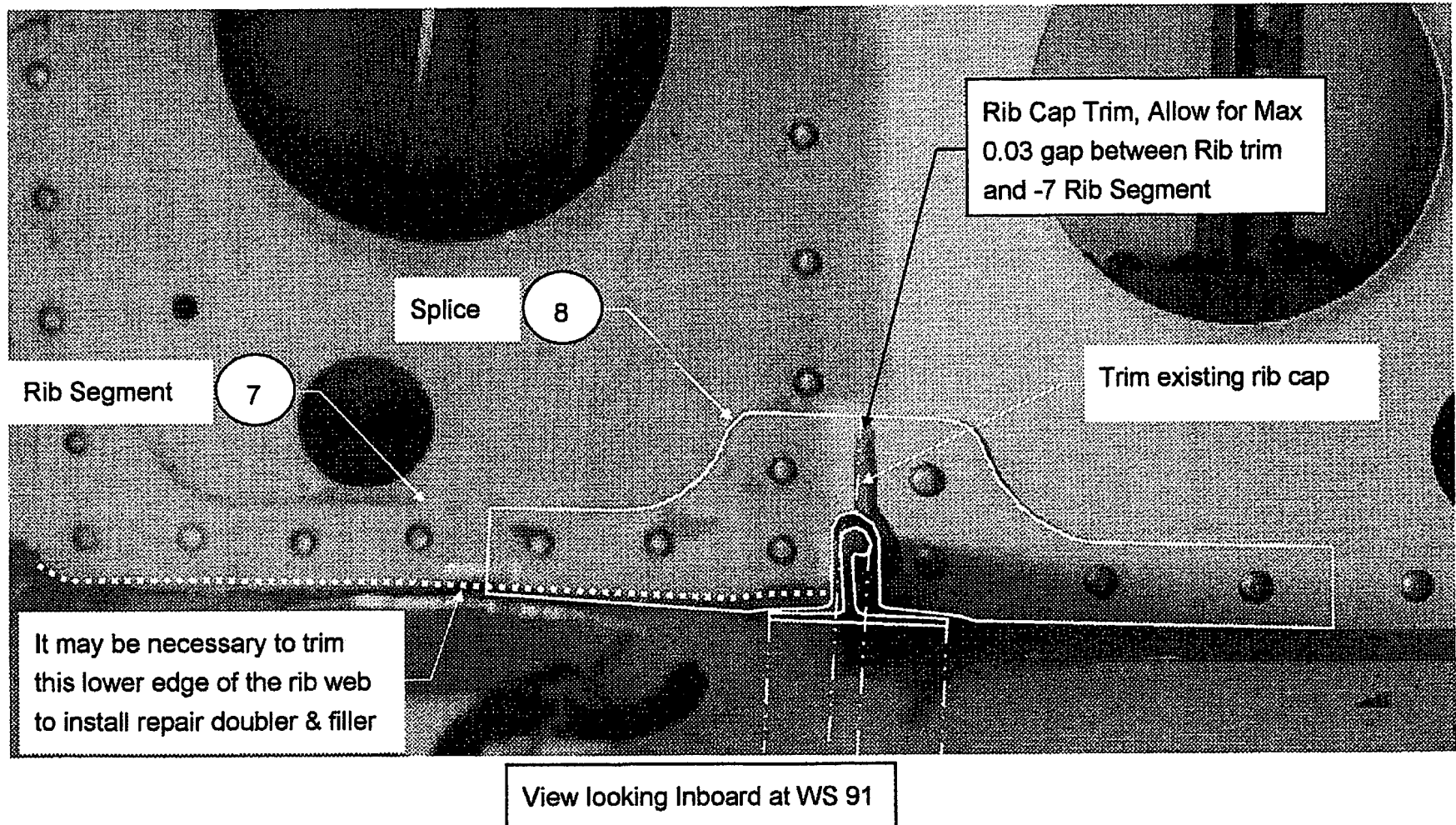


Figure 3.2

Rib Cap Repair Installation





U.S. Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

SW17 JB

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 500
	Serial No. 500-0415	Nationality and Registration Mark N53RD
2. Owner	Name (As shown on registration certificate) Africano Aircraft Management LLC	Address (As shown on registration certificate) 3821 N Bigelow St. Peoria IL 61614-7320

3. For FAA Use Only
THE DATA/INFORMATION 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.

5/11/05

Date

FAA Inspector, SAT-FSDO

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

6. Conformity Statement		
A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Avionics Services Inc. 216 Howard Langford Dr. Uvalde TX 78801	<input type="checkbox"/> U.S. Certificated Mechanic	I8SR028Y Limited Airframe
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" 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
01/28/2005

Signature of Authorized Individual

Christopher White

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	X Repair Station	Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection MAY 16 2005		Certificate or Designation No. I8SR028Y	Signature of Authorized Individual		

Christopher White

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.)

Reference FAA Form 337 dated 01/13/2005 Installation of Universal Avionics Voice Recorder.

Removed placard "CVR INOP".

Performed preflight test of system and all operations normal.

The Voice Recorder 28V DC power is supplied from the right essential buss, that is routed through the "G" switch to provide automatic shutdown in case of aircraft ground impact. If the system does not pass its self procedure, the "G" switch may have been inadvertently "tripped". Access to the switch is obtained by opening the aft baggage access door. A pushbutton is provided on the foreward face of the "G" switch for resetting. Aircraft power is not required for the "reset" operation.

System complies to FAR 25.1457.

Cockpit Area microphone installed within the recommended locations identified within AC 25.1457-1A, and in accordance with manufacturer installation manual.

Installed FAA Approved Flight Manual Supplement dated **MAY 11 2005**

The FAA approved Flight Manual Supplement dated **MAY 11 2005** must be kept aboard the aircraft for all flights predicated on the use of the CVR.

Audio integrity was verified in accordance with manufacturer specifications by Universal Avionics System Corp.
ULB battery replacement due Oct 2010.

Instructions for continued airworthiness ref doc. no. ASI-31-1463-CVR-ICA, still in effect.

***** NOTHING FOLLOWS *****

☐ Additional Sheets Are Attached

 U.S. Department of Transportation Federal Aviation Administration		MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)		Form Approved OMB No. 2120-0020 <hr/> For FAA Use Only <hr/> Office Identification <div style="font-size: 1.5em; font-weight: bold; text-align: center;">GL03</div>	
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 1958)					
1. Aircraft	Make Cessna Serial No. 500-0415	Model 500	Nationality and Registration Mark N 53RD		
2. Owner	Name (As shown on registration certificate) Africano Aircraft Management LLC	Address (As shown on registration certificate) 3821 Bigelow Street Peoria, IL 61614-7320			
The data 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 43.7. <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: left;"> MAR 22 2005 Date </div> <div style="text-align: right;"> FAA Inspector, DPA-FSDO </div> </div>					
4. Unit Identification					5. Type
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in item 1 above)			<input type="checkbox"/>	<input checked="" type="checkbox"/>
POWERPLANT				<input type="checkbox"/>	<input type="checkbox"/>
PROPELLER				<input type="checkbox"/>	<input type="checkbox"/>
APPLIANCE	Type			<input type="checkbox"/>	<input type="checkbox"/>
	Manufacturer			<input type="checkbox"/>	<input type="checkbox"/>
6. Conformity Statement					
A. Agency's Name and Address J.A. Air Center DuPage Airport West Chicago, IL 60185		B. Kind of Agency <input type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer		C. Certificate No. NF2R029L Rating: Radio Class 1,2,3	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
Date 22 March 2005			Signature of Authorized Individual William T. Slaven		
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	<input type="checkbox"/> FAA Fit Standards Inspector <input type="checkbox"/> FAA Designee	<input type="checkbox"/> Manufacturer <input checked="" type="checkbox"/> Repair Station	<input type="checkbox"/> Inspection Authorization <input type="checkbox"/> Person Approved by Transport Canada Airworthiness Group	Other (Specify)	
Date of Approval or Rejection 23 March 2005		Certificate or Designation No. NF2R029L		Signature of Authorized Individual David H. Krant	

NOTICE

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

8. Description of Work Accomplished

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

Cessna 550 (Citation)
N 53RD

Removed Garmin GNS-530 GPS/Nav/Comm/GS/Map. Unit was sent to factory for upgrade.

Reinstalled Garmin GNS-530 GPS/Nav/Comm/GS/Map with upgrade to include TAWS in accordance with Garmin 500 Series Installation Manual #190-00181-02 Revision K dated November 2004 with reference to STC #SA00864WI.

This installation does not change existing equipment interfaces. This installation does not change existing antenna. This installation does not add an antenna.

Post Installation Configuration & Checkout Procedures were accomplished in accordance with Garmin 500 Series Installation Manual. Transmit check was completed for the following frequencies: 121.150, 121.175, 121.185, 121.190, 121.200, 130.285, 131.250, 131.275, 131.290 and 131.300 MHz.

FAA Approved Flight Manual Supplement dated MAR 22 2005 is required for this approval.

This equipment has been ground checked and functions properly. There were no adverse effects with any of the other aircraft systems.

All work has been done in accordance with AC43.13-1B Chapters 10, 11 & 12, and AC43.13-2A Chapters 2 & 3, and AC20-138A, and TSO-C129a Class A(1), and TSO-C37d Class 4 & 6, and TSO-C38d Class C & E, and TSO-C40c, and TSO-C36e, and TSO-C34e, and TSO-C151b Class B.

No additional maintenance due beyond the requirements of 14CFR, Part 91, Subpart E ("Maintenance, Preventive Maintenance and Alterations"). See attached checklist for Continued Airworthiness.

No change to Weight & Balance.

----- end -----

☒ Additional Sheets Are Attached

NOTICE

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

8. Description of Work Accomplished

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

Cessna 500 (Citation)
N 53RD
22 March 2005

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS CHECKLIST

1. INTRODUCTION: See block #4 of Form 337.
2. DESCRIPTION: See block #8 of Form 337.
3. CONTROL/OPERATION INFORMATION: Operating Manual has been included in aircraft paperwork.
4. SERVICING INFORMATION: Not applicable.
5. MAINTENANCE INSTRUCTIONS: Not applicable.
6. TROUBLESHOOTING INFORMATION: Not applicable.
7. REMOVAL AND REPLACEMENT INFORMATION: Weight & Balance was calculated. Equipment List was updated.
8. DIAGRAMS: Not applicable.
9. SPECIAL INSPECTION REQUIREMENTS: Not applicable.
10. APPLICATION OF PROTECTIVE TREATMENTS: Not applicable.
11. DATA (STRUCTURAL FASTENERS, INSTALLATION REQUIREMENTS): Not applicable.
12. LIST OF SPECIAL TOOLS: Not applicable.
13. COMMUTER CATEGORY AIRCRAFT: Not applicable.
14. RECOMMENDED OVERHAUL PERIODS: Not applicable.
15. AIRWORTHINESS LIMITATION SECTION: No additional airworthiness limitations.
16. REVISION: Should a revision of this ICA become necessary, a letter will be submitted to the local FSDO with a copy of the revised FAA Form 337 and revised ICA.

☐ 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

GLO3

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

1. Aircraft	Make Cessna	Model Citation 500
	Serial No. 415 / unit 629	Nationality and Registration Mark N50KR
2. Owner	Name (As shown on registration certificate) Africano Aircraft Management	Address (As shown on registration certificate) 3821 N Bigelow Peoria, IL 61614

3. For FAA Use Only

The data/alteration/repair 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 14 CFR 43.7.

Date: _____ Signature: _____

4. Unit Identification

5. Type

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

6. Conformity Statement

A. Agency's Name and Address Kris Werth 812 S Riverside Dr. McHenry, IL 60050	B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. 3347087201A
--	---	-----------------------------------

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 01-08-2005	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 01-08-2005		Certificate or Designation No. 3347087201A		Signature of Authorized Individual 	

NOTICE

Weight and balance 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).

Instructions for Continued Airworthiness

1. **Introduction:** Installed STC SA2673NM, New Flight Corporation optional takeoff gross weight increase.
2. **Description:** Optional takeoff gross weight increase.
3. **Control:** Original.
4. **Servicing Information:** As per New Flight Corporation Cessna Citation Model 500/501 Maintenance Manual Supplement Document No. MMS-920 revision B, dated 6-17-2002 or later.
5. **Maintenance Instructions:** As per New Flight Corporation Cessna Citation Model 500/501 Maintenance Manual Supplement Document No. MMS-920 revision B, dated 6-17-2002 or later.
6. **Trouble Shooting Information:** N/A
7. **Removal And Replacement Information:** N/A
8. **Diagrams:** Ref STC SA2673NM and accompanying drawings number 91891 sheet 1-3 Rev. A 1 Jul 94 and 91893 original.
9. **Special Inspection Requirements:** None.
10. **Application of Protective Treatments:** None
11. **Data:** As per New Flight Corporation Cessna Citation Model 500/501 Maintenance Manual Supplement Document No. MMS-920 revision B, dated 6-17-2002 or later, STC SA2673NM, and New Flight Corporation Cessna Citation Model 500/501 Aircraft Flight Manual Supplement Maintenance Document No. FMS-965 latest revision.
12. **List of Special Tools:** None
13. **For Commuter Category Aircraft:** no special requirements or data.
14. **Recommended Overhaul Periods:** As per revised life limits as listed in New Flight Corporation Cessna Citation Model 500/501 Maintenance Manual Supplement Document No. MMS-920 revision B, dated 6-17-2002 or later.
15. **Airworthiness Limitation Section:** As per revised life limits as listed in New Flight Corporation Cessna Citation Model 500/501 Maintenance Manual Supplement Document No. MMS-920 revision B, dated 6-17-2002 or later.
16. **Revision:** For any revision to these instructions, a letter will be submitted to the local FSDO with a copy of the revised FAA Form 337 and revised Instructions for Continued Airworthiness. The FAA Inspector accepts the change by signing Block 3 and including the Following statement.

"The attached revised /new instructions for Continued Airworthiness Date: _____ for the above aircraft or component major alteration have been accepted by the FAA, Superseding the Instructions for Continued Airworthiness Dated: 01-08-2005." Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, its location, and date of the Form 337.



U.S. Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

SW-17 *BPR*

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 500
	Serial No. 500-0415	Nationality and Registration Mark N53RD
2. Owner	Name (As shown on registration certificate) Africano Aircraft Management LLC	Address (As shown on registration certificate) 3821 N Bigelow St. Peoria IL 61614-7320

3. For FAA Use Only

THE DATA IDENTIFIED HEREIN COMPLIES WITH APPLICABLE
AIRWORTHINESS REQUIREMENTS AND IS APPROVED ONLY FOR
THE ABOVE DESCRIBED AIRCRAFT SUBJECT TO CONFORMITY
INSPECTION BY PERSON AUTHORIZED IN FAR 43.7

Date
JAN 11 2005

Christopher White
FAA Inspector, SAT-FSDO

4. Unit Identification

5. Type

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

6. Conformity Statement

A. Agency's Name and Address Avionics Services Inc. 216 Howard Langford Dr. Uvalde TX 78801	B. Kind of Agency	C. Certificate No. I8SR028Y Limited Airframe
	<input type="checkbox"/> U.S. Certificated Mechanic	
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certified 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 01/06/2005	Signature of Authorized Individual <i>Christopher White</i> Christopher White
--------------------	---

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	<input type="checkbox"/> FAA Flt. Standards Inspector	<input type="checkbox"/> Manufacturer	Inspection Authorization		
	<input checked="" type="checkbox"/> FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection JAN 13 2005		Certificate or Designation No. I8SR028Y	Signature of Authorized Individual <i>Christopher White</i> Christopher White		

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 the following:

1. Universal Avionics CVR pn 1603-02-03.
2. CVR Control pn 1634-01.
3. Area Mic pn 16301-01.
4. Inertia Switch pn 3LO-453/3.
5. Summing Amplifiers model M1090 pn 990-3138-000 (Qty 2).
6. ULB model DK120
7. Stormscope receiver model WX500 pn 805-11500-001
8. Stormscope antenna model NY-163 pn 805-10930-001
9. WSI receiver model AV-200 pn 305391-000
10. WSI antenna model CI1530-1 pn 305394
11. WSI adapter pn AVX-5
12. Standby Gyro model AI-804 pn 501-1197-05
13. Power Supply model PS-835C pn 501-1228-03

Voice Recorder installed in accordance with Avionics Services Dwg. no. ASI-31-1463-01-1004. Standby Gyro system installed in accordance with Avionics Services Dwg. no. ASI-34-1463-02-1004. WSI system installed in accordance with Avionics Services Dwg. no. ASI-34-1463-03-1004. Stormscope system installed in accordance with Avionics Services Dwg. no. ASI-34-1463-04-1004. All wiring installed in accordance with AC 43.13-1B chapter 11. Electrical load analysis reflects no adverse effects on existing electrical / avionics buss. EMI test completed in accordance with AC 43-13-1B chapter 11, section 8, para. 11-107. WX 500 Stormscope antenna installed in accordance with dwg. no. J358CC500-3442-01. WSI antenna installed in accordance with dwg. no. J358CC500-3457-01. Reference approved FAA Form 8110-3 by Kamala J. Meader.

Disabled Voice Recorder pending readout / certification.

Instructions for continued airworthiness:

Voice Recorder ref ASI-31-1463-CVR-ICA
Stormscope ref ASI-34-1463-SS-ICA
Standby Gyro ref ASI-34-1463-GYRO-ICA
WSI Weather Link ref ASI-34-1463-WSI-ICA

Revised Aircraft equipment list.
See new weight and balance.

***** NOTHING FOLLOWS *****

☐ Additional Sheets Are Attached

05.977.1

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION			DATE
STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS			January 6, 2005
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
MAKE Cessna	MODEL NO. Citation I, Model 500	TYPE (Airplane, Radio, Helicopter, etc.) Airplane	NAME OF APPLICANT Avionics Services, Inc. - Uvalde, Texas
LIST OF DATA			
IDENTIFICATION	TITLE		
<u>DRAWINGS</u> J358CC500-3442-01	"WX-500 Stormscope Antenna Instl Cessna Citation 500", Revision IR, dated 1-5-05, by J.Strickland Aircraft Design, San Antonio, Texas.		
J358CC500-3447-01	"CI1530-1 Weather Data Antenna Instl Cessna Citation 500", Revision IR, dated 1-5-05, by J.Strickland Aircraft Design, San Antonio, Texas.		
<u>REPORT</u> R977-001	"Structural Substantiation Analysis of Weather Data and Stormscope Antenna Installations", Revision IR, dated 1/6/05 by Kamala Meader, Ann Arbor, Michigan.		
<u>Note:</u> The above data is approved for structural design aspects only. Conformity inspection is still required.			
PURPOSE OF DATA To prove compliance with applicable requirements for aircraft serial number 500-0415 (Registration Number N53RD).			
APPLICABLE REQUIREMENTS (List specific sections) 14 CFR Part 25 including Amendments 25-1 through 25-17 § 25.301, 25.303, 25.305(a), 25.307(a), 25.365(a)(b)(d), 25.601, 25.603, 25.605(a), 25.607, 25.609, 25.611, 25.613, 25.625.			
CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered <u>NA</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations. I (We) Therefore: <input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> Approve these data			
SIGNATURE(S) OF DESIGNATED ENGINEERING		DESIGNATION	CLASSIFICATION(S)
Kamala J. Meader		DETR-405126-CE	Structural
Kamala Jane Meader			

Avionics Services Inc.
216 Howard Langford Dr.
Uvalde TX 78801

Document No. ASI-31-1463-CVR-ICA
Registration No. N53RD

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS
CESSNA CITATION 500
N53RD
COCKPIT VOICE RECORDER

- 1. INTRODUCTION:** This major alteration to this aircraft obligates the aircraft operator to include the following maintenance information provided by this document in the owner/operator's Aircraft Maintenance Manual and the owner/operator's Scheduled Maintenance Program.
- 2. DESCRIPTION:** The voice recorder system consists of the voice recorder unit, control unit, area microphone, inertia switch, and, summing amplifiers.
- 3. CONTROL, OPERATION INFORMATION:** Refer to the Universal Avionics System Corporation CVR 30B installation manual chap. 23-70-03.
- 4. SERVICING INFORMATION:** N/A
- 5. MAINTENANCE INSTRUCTIONS:** Maintenance manual information for the CVR 30B / 120 (system description, removal, installation, testing, etc.) is contained in Universal Avionics Systems Corporation's (UASC) Installation Manual Report No. 23-70-03.

Scheduled Maintenance Program tasks to be added to the aircraft operator's appropriate airplane maintenance program are as follows:

- | | | |
|----|--|---|
| a. | Recommended Periodic Scheduled Servicing Tasks: | <u>Per Maintenance Section of
Report 23-70-03</u> |
| b. | Recommended Periodic Scheduled Preventative
Maintenance Tests/Checks to Determine System
Condition and/or Latent Failures: | <u>Per Maintenance Section of
Report 23-70-03</u> |

NOTE:

(System performs full self test BITE at each power on, and any failures are annunciated to the pilot.)

- | | | |
|----|--|---|
| c. | Recommended Periodic Inspections: | <u>Per Maintenance Section of
Report 23-70-03</u> |
| d. | Recommended Periodic Structural Inspections: | <u>None Required</u> |

- 6. TROUBLESHOOTING INFORMATION:** Refer to the CVR-30B Maintenance Manual.

- 7. REMOVAL AND REPLACEMENT INFORMATION:** Should it become necessary to remove a system component, the CVR and inertia switch is located in the tail section of the aircraft, the control is located in the pilot instrument panel, the area microphone is located on the glare shield, and the summing amplifiers are located in the pilot and copilot respectively. Revise weight and balance as necessary and make a logbook entry.

Avionics Services Inc.
216 Howard Langford Dr.
Uvalde TX 78801

Document No. ASI-31-1463-CVR-ICA
Registration No. N53RD

- 8. DIAGRAMS:** There are no access plates that need to be removed for inspection.
- 9. SPECIAL INSPECTION REQUIRMENTS:** Special inspection requirements are not applicable.
- 10. APPLICATION OF PROTECTIVE TREATMENTS:** Application of protective treatments are not applicable.
- 11. DATA:** Installation requirements may be found within the accepted industry practices contained within AC 43.13-1B Chapter 11, 15, and 16.
- 12. LIST OF SPECIAL TOOLS:** Special tools are not required.
- 13. FOR COMMUTER CATEGORY AIRCRAFT:** Not applicable, this aircraft is not a commuter category aircraft.
- 14. RECOMMENDED OVERHAUL PERIODS:** Not applicable
- 15. AIRWORTHINESS LIMITATION SECTION:** There are no additional airworthiness limitations.
- 16. REVISION:** The instructions for Continued Airworthiness (ICA) Checklist may be revised by submitting a letter to the local FSDO with a copy of the revised FAA form 337 and revised ICA. The FAA inspector accepts the change by signing Block 3 and including the following statement: "The attached revised/new Instructions for continued airworthiness (date_____) for the above aircraft or component major alteration have been accepted by the FAA, superceding the Instructions for Continued Airworthiness (date_____)." Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, it's location and date of the form 337.
- 17. ASSISTANCE:** Not applicable
- 18. IMPLEMENTATION AND RECORD KEEPING:**
- a. For major alterations performed in accordance with FAA Field Approval policy, the owner/operator operating under part 91 is responsible for ensuring that the ICA is made part of the applicable section 91.409 inspection program for their aircraft. This is accomplished when a maintenance entry is made in the aircraft/s maintenance record in accordance with section 43.9. This entry records the major alteration and identifies the original ICA location (e.g., Block 8 of FAA Form 337, dated_____) along with inspection/maintenance requirements.
 - b. For major alterations performed in accordance with a field approval on air carrier aircraft, the air carrier operator is responsible for ensuring that the ICA is made part of the applicable inspection/maintenance program for their aircraft. If a procedure is not currently included in the operators manual to incorporate ICA, this process will need to be appropriately addressed (i.e. the operator submits a revision to its maintenance program to the applicable certificate- holding district office (CHDO)).

Avionics Services Inc.
216 Howard Langford Dr.
Uvalde TX 78801

Document No. ASI-31-1463-CVR-ICA
Registration No. N53RD

- c. For aircraft inspected under an Approved Aircraft Inspection Program (AAIP), the operator will submit a change to the CHDO in accordance with section 135.419b).
- d. For air carrier aircraft inspected using an annual / 100 hour inspection program, a reference to new ICA will be made in the aircraft maintenance record in accordance with section 43.9. This entry records the major alteration and identifies the original ICA location (e.g., ICA are located / attached to Block 8 of FAA Form 337 dated _____). In addition, the operator will request a revision to the operator's Operations Specifications, additional maintenance requirements, which incorporates the ICA into the inspection program.

FAA Accepted



Date

JAN 11 2005

Avionics Services Inc.
216 Howard Langford Dr.
Uvalde TX 78801

Document No. ASI-34-1463-SS-ICA
Registration No. N53RD

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

CITATION 500

N53RD

WX 500 Stormscope

1. INTRODUCTION: This major alteration to this aircraft obligates the aircraft operator to include the following maintenance information provided by this document in the owner/operator's Aircraft Maintenance Manual and the owner/operator's Scheduled Maintenance Program.

2. DESCRIPTION: The Stormscope system consists of a processor, and an antenna. The Stormscope information is displayed on the Garmin GNS-530 GPS.

3. CONTROL, OPERATION INFORMATION: Reference manufacturers operation manuals for system components operating instructions.

4. SERVICING INFORMATION: Per FAR 23.1529 and 25.1529 Instructions for continued airworthiness is met per the following instructions

WX 500 Stormscope No scheduled maintenance is required to ensure continued airworthiness.

5. MAINTENANCE INSTRUCTIONS: The scheduled maintenance tasks required by this modification to be added to the aircraft owner/operators appropriate airplane maintenance program as follows:

a. Perform on an annual basis, a periodic inspection of all system components, antenna, associated wiring and related aircraft structure for integrity, security, wear, chafing, and etc. Special attention should be given to the primary structure with regards to fatigue and stress cracking, corrosion, and etc.

6. TROUBLESHOOTING INFORMATION: Reference manufacturers operations manuals for troubleshooting procedures.

7. REMOVAL AND REPLACEMENT INFORMATION: Should it become necessary to remove a system component, The processor is located in the nose avionics bay, and the antenna is on the top of the aircraft. Revise weight and balance as necessary and make a logbook entry.

8. DIAGRAMS: There are no access plates that need to be removed for inspection.

9. SPECIAL INSPECTION REQUIRMENTS: Special inspection requirements are not applicable.

10. APPLICATION OF PROTECTIVE TREATMENTS: Application of protective treatments are not applicable.

11. DATA: Installation requirements may be found within the accepted industry practices contained within AC 43.13-1B Chapter 11, 15, and 16.

12. LIST OF SPECIAL TOOLS: Special tools are not required.

Avionics Services Inc.
216 Howard Langford Dr.
Uvalde TX 78801

Document No. ASI-34-1463-SS-ICA
Registration No. N53RD

13. FOR COMMUTER CATEGORY AIRCRAFT: Not applicable, this aircraft is not a commuter category aircraft.

14. RECOMMENDED OVERHAUL PERIODS: Not applicable

15. AIRWORTHINESS LIMITATION SECTION: There are no additional airworthiness limitations.

16. REVISION: The instructions for Continued Airworthiness (ICA) Checklist may be revised by submitting a letter to the local FSDO with a copy of the revised FAA form 337 and revised ICA. The FAA inspector accepts the change by signing Block 3 and including the following statement: "The attached revised/new Instructions for continued airworthiness (date _____) for the above aircraft or component major alteration have been accepted by the FAA, superceding the Instructions for Continued Airworthiness (date _____)." Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, it's location and date of the form 337.

17. ASSISTANCE: Not applicable

18. IMPLEMENTATION AND RECORD KEEPING:

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

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

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

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

FAA Accepted *Billy R. Richey*

Date JAN 11 2005

Avionics Services Inc.
216 Howard Langford Dr.
Uvalde TX 78801

Document No. ASI-34-1463-GYRO-ICA
Registration No. N53RD

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS
CITATION 500
N53RD
STANDBY GYRO

- 1. INTRODUCTION:** This major alteration to this aircraft obligates the aircraft operator to include the following maintenance information provided by this document in the owner/operator's Aircraft Maintenance Manual and the owner/operator's Scheduled Maintenance Program.
- 2. DESCRIPTION:** The gyro system consists of an indicator and power supply.
- 3. CONTROL, OPERATION INFORMATION:** Reference manufacturers operation manuals for system components operating instructions.
- 4. SERVICING INFORMATION:** The indicator is on condition only and there is no periodic, preventative maintenance required for continued operation of the indicator. The battery condition must be checked every 100 hours or 3 months of use in aircraft or after 15 days of non use.
- 5. MAINTENANCE INSTRUCTIONS:** The scheduled maintenance tasks required by this modification to be added to the aircraft owner/operators appropriate airplane maintenance program as follows:
 - a. Perform on an annual basis, a periodic inspection of indicator, power supply and associated wiring.
 - b. Reference JET Electronics installation manual dated June 10, 1987 or later revision for battery maintenance instructions.
- 6. TROUBLESHOOTING INFORMATION:** Reference manufacturers operations manuals for troubleshooting procedures.
- 7. REMOVAL AND REPLACEMENT INFORMATION:** Should it become necessary to remove a system component, The indicator is located in the pilot instrument panel, and the battery is located in the nose avionics shelf. Revise weight and balance as necessary and make a logbook entry.
- 8. DIAGRAMS:** There are no access plates that need to be removed for inspection.
- 9. SPECIAL INSPECTION REQUIRMENTS:** Special inspection requirements are not applicable.
- 10. APPLICATION OF PROTECTIVE TREATMENTS:** Application of protective treatments are not applicable.
- 11. DATA:** Installation requirements may be found within the accepted industry practices contained within AC 43.13-1B Chapter 11, 15, and 16.
- 12. LIST OF SPECIAL TOOLS:** Special tools are not required.
- 13. FOR COMMUTER CATEGORY AIRCRAFT:** Not applicable, this aircraft is not a commuter category aircraft.

Avionics Services Inc.
216 Howard Langford Dr.
Uvalde TX 78801

Document No. ASI-34-1463-GYRO-ICA
Registration No. N53RD

14. RECOMMENDED OVERHAUL PERIODS: Not applicable

15. AIRWORTHINESS LIMITATION SECTION: There are no additional airworthiness limitations.

16. REVISION: The instructions for Continued Airworthiness (ICA) Checklist may be revised by submitting a letter to the local FSDO with a copy of the revised FAA form 337 and revised ICA. The FAA inspector accepts the change by signing Block 3 and including the following statement: "The attached revised/new Instructions for continued airworthiness (date _____) for the above aircraft or component major alteration have been accepted by the FAA, superceding the Instructions for Continued Airworthiness (date _____)." Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, it's location and date of the form 337.

17. ASSISTANCE: Not applicable

18. IMPLEMENTATION AND RECORD KEEPING:

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

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

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

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

FAA Accepted



Date

JAN 11 2005

Avionics Services Inc.
216 Howard Langford Dr.
Uvalde TX 78801

Document No. ASI-34-1463-WSI-ICA
Registration No. N53RD

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

CITATION 500

N53RD

WSI WEATHER DATA RECEIVER

- 1. INTRODUCTION:** This major alteration to this aircraft obligates the aircraft operator to include the following maintenance information provided by this document in the owner/operator's Aircraft Maintenance Manual and the owner/operator's Scheduled Maintenance Program.
- 2. DESCRIPTION:** The installation consists of a AV-200 Receiver, and an antenna. The system is interfaced to a Garmin GNS-530 GPS.
- 3. CONTROL, OPERATION INFORMATION:** Reference manufacturers operation manuals for system components operating instructions.
- 4. SERVICING INFORMATION:** The WSI system is on condition only and there is no periodic, preventative maintenance required for continued operation of the system.
- 5. MAINTENANCE INSTRUCTIONS:** The scheduled maintenance tasks required by this modification to be added to the aircraft owner/operators appropriate airplane maintenance program as follows:
 - a. Perform on an annual basis, a periodic inspection of WSI Receiver, antenna, associated wiring and related aircraft structure for integrity, security, wear, chafing, and etc. Special attention should be given to the primary structure with regards to fatigue and stress cracking, corrosion, and etc.
- 6. TROUBLESHOOTING INFORMATION:** Reference manufacturers operations manuals for troubleshooting procedures.
- 7. REMOVAL AND REPLACEMENT INFORMATION:** Should it become necessary to remove a system component, The receiver is located in the copilot armrest, and the antenna is located on the top of the aircraft. Revise weight and balance as necessary and make a logbook entry.
- 8. DIAGRAMS:** There are no access plates that need to be removed for inspection.
- 9. SPECIAL INSPECTION REQUIRMENTS:** Special inspection requirements are not applicable.
- 10. APPLICATION OF PROTECTIVE TREATMENTS:** Application of protective treatments are not applicable.
- 11. DATA:** Installation requirements may be found within the accepted industry practices contained within AC 43.13-1B Chapter 11, 15, and 16.
- 12. LIST OF SPECIAL TOOLS:** Special tools are not required.
- 13. FOR COMMUTER CATEGORY AIRCRAFT:** Not applicable, this aircraft is not a commuter category aircraft.

Avionics Services Inc.
216 Howard Langford Dr.
Uvalde TX 78801

Document No. ASI-34-1463-WSI-ICA
Registration No. N53RD

14. RECOMMENDED OVERHAUL PERIODS: Not applicable

15. AIRWORTHINESS LIMITATION SECTION: There are no additional airworthiness limitations.

16. REVISION: The instructions for Continued Airworthiness (ICA) Checklist may be revised by submitting a letter to the local FSDO with a copy of the revised FAA form 337 and revised ICA. The FAA inspector accepts the change by signing Block 3 and including the following statement: "The attached revised/new Instructions for continued airworthiness (date _____) for the above aircraft or component major alteration have been accepted by the FAA, superceding the Instructions for Continued Airworthiness (date _____)." Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, it's location and date of the form 337.

17. ASSISTANCE: Not applicable

18. IMPLEMENTATION AND RECORD KEEPING:

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

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

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

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

FAA Accepted



Date

JAN 11 2005



U.S. Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

SW-17 *BPR*

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 500
	Serial No. 500-0415	Nationality and Registration Mark N53RD
2. Owner	Name (As shown on registration certificate) Africano Aircraft Management LLC	Address (As shown on registration certificate) 3821 N Bigelow St. Peoria IL 61614-7320

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 Avionics Services Inc. 216 Howard Langford Dr. Uvalde TX 78801	B. Kind of Agency	C. Certificate No. I8SR028Y Limited Airframe
	U.S. Certificated Mechanic	
	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.

Date 11/10/2004	Signature of Authorized Individual <i>Christopher White</i> Christopher White
--------------------	---

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 Ft. Standards Inspector		Manufacturer	Inspection Authorization	
	FAA Designee	X	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 11/10/2004		Certificate or Designation No. I8SR028Y		Signature of Authorized Individual <i>Christopher White</i> Christopher White	

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.)

N53RD Cessna 500 500-0415 11/10/2004

1. Removed the following:

- Qty 1 Air data computer model AZ-241 pn 4013241-931
- Qty 1 Altimeter model BA-141 pn 4016341-905

2. Installed the following:

- Qty 2 Air Data Display Unit pn 9D-80130-16
- Qty 1 Analog Interface Unit pn 9B-81040-26
- Qty 2 Configuration module pn 9B03508-15

3. This work has been accomplished under Avionics Services Inc. Work Order ASI-1463

4. The above listed components were introduced into the aircraft's IS&S Air Data Computer System as the result of Group flight testing and development of the SSEC curve. Additional wires were installed per Electrosonics drawings ES560-120028-01 dated 03-21-01.

5. These replacement components were installed and wiring changes were made in accordance with **STC ST01392CH-D.**

6. Aircraft related functions as defined in 2.4.1, "Servicing Information For Initial Airworthiness" contained within the Garrett Aviation Services document 52-8008-004 Rev F, dated 8 September 2003, have been satisfactorily performed.

7. The requirements of the Garrett Aviation "Instructions for Initial and Continued Airworthiness for Cessna model 500/501 and 550/551 Series Aircraft Qualified for Operations in Reduced Vertical Separation Minimum (RVSM) Airspace", 52-8008-004 Revision F, dated 8 September 2003, have been satisfactorily complied with, excluding any program requirements made of the operator.

8. The Certification of the aircraft for Reduced Vertical Separation Minimum (RVSM) operational capability was accomplished in accordance with **STC ST01636CH** dated June 26, 2002. Final operational approval for Flight Operations in an RVSM environment for this aircraft must be obtained by the operator from the FAA.

9. FAA Approved Flight Manual Supplement, Garrett Aviation Services Document Number 51-8008-003, Revision A, dated June 03, 2002 or later FAA approved revision, must be immediately available to the flight crew whenever flight operations are predicated on RVSM.

10. The owner / operator is responsible to ensure the Continuing Airworthiness instructions contained in Garrett Aviation Services Document 50-8008-004, Rev. F dated 8 September 2003 or later approved revision are in compliance in order that the aircraft maintain its RVSM approval.

11. The owner / operator must comply with manufacturer's maintenance instructions to ensure continued airworthiness any time the above equipment is removed and / or repaired and reinstalled.

12. The aircraft equipment list has been amended by Avionics Services Inc.

13. The aircraft weight and balance has been revised by Avionics Services Inc.

14. Electrical loading of the aircraft has been performed IAW the prescribed loading information from the manufacturer.

15. Reduced Vertical Separation Minimum Skin Waviness Inspection Procedures, Reference Garrett Aviation Services Document No. 50-8432-001, Revision C, dated 1 July 2003 or later approved revision.

16. FAA Approved Flight Manual Supplement, Electrosonics Document Number ES560-120028-100 Revision 3, dated August 18, 2003, or later revision, must be immediately available to the flight crew whenever flight operations are predicated on RVSM.

***** NOTHING FOLLOWS *****

☐ Additional Sheets Are Attached

Supplemental Type Certificate

Number ST01636CH

This certificate issued to Garrett Aviation Services
1200 North Airport Drive
Capital Airport
Springfield, IL 62707

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 25 of the Federal Aviation Regulations. See Type Certificate Data Sheet A22CE for complete certification basis.

Original Product - Type Certificate Number : A22CE

Make : Cessna Aircraft Company

Model : 500, 550, 560, S550

Description of Type Design Change:

Certification of Reduced Vertical Separation Minimum (RVSM) operational capability initiated in accordance with FAA Approved Instructions for Initial and Continued Airworthiness, Garrett Aviation Services Doc. No. 50-8008-004, Revision F, dated September 8, 2003, or later FAA approved revision, FAA Approved Instructions for Initial and Continued Airworthiness, Garrett Aviation Services Doc. No. 50-8008-004, Revision C, dated June 10, 2002, or later FAA approved revision, or FAA Approved Instructions for Initial and Continued Airworthiness, Garrett Aviation Services Doc. No. 52-8008-004, Revision "Orig. Issue", dated April 25, 2002, or later FAA approved revision, as applicable.

Limitations and Conditions:

- 1) Compatibility of this design change with previously approved modifications must be determined by the installer.

(See Continuation Sheet)

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 : October 29, 2001

Date reissued :

Date of issuance : May 6, 2002

Date amended : June 26, 2002, September 29, 2003



By direction of the Administrator

Charles L. Smalley

(Signature)

Charles L. Smalley
Manager, Systems and Flight Test Branch
Chicago Aircraft Certification Office

(Title)

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

Supplemental Type Certificate

(Continuation Sheet)

Number ST01636CH

Date Amended: June 26, 2002, September 29, 2003

Limitations and Conditions (Continued):

- 2) FAA Approved Airplane Flight Manual Supplement, Garrett Aviation Services Doc. No. 50-8008-001, Revision A, approved June 3, 2002, or later FAA approved revision; or Garrett Aviation Services Doc. No. 50-8008-003, Revision A, approved June 3, 2002, or later FAA approved revision; or Garrett Aviation Services Doc. No. 51-8008-002, Revision A, approved June 3, 2002, or later FAA approved revision; or Garrett Aviation Services Doc. No. 51-8008-003, Revision A, approved June 3, 2002, or later FAA approved revision; or Garrett Aviation Services Doc. No. 52-8008-003, Revision "Orig. Issue", approved June 26, 2002, or later FAA approved revision; or Garrett Aviation Services Doc. No. 52-8008-005, Revision "Orig. Issue", approved June 26, 2002, or later FAA approved revision; or Garrett Aviation Services Doc. No. 52-8008-003, Revision C, approved August 4, 2003, or later FAA approved revision; or Garrett Aviation Services Doc. No. 52-8008-005, Revision B, approved August 4, 2003, or later FAA approved revision as applicable, is required on board the modified aircraft.
- 3) FAA Approved Instructions for Initial and Continued Airworthiness, Garrett Aviation Services Doc. No. 50-8008-004, Revision F, dated September 8, 2003, or later FAA approved revision, or FAA Approved Instructions for Initial and Continued Airworthiness, Garrett Aviation Services Doc. No. 50-8008-004, Revision C, dated June 10, 2002, or later FAA approved revision, or FAA Approved Instructions for Initial and Continued Airworthiness, Garrett Aviation Services Doc. No. 52-8008-004, Revision "Orig. Issue", dated April 25, 2002, or later FAA approved revision, as applicable, is required for this certification.
- 4) If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

...END...

United States of America
Department of Transportation -- Federal Aviation Administration

Supplemental Type Certificate

Number ST01392CH-D

This certificate is issued to ElectroSonics
4391 International Gateway
Columbus, OH 43219

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 25 of the Federal Aviation Regulations. See Type Certificate Data Sheet A22CE as amended by Special Condition No. 25-177-SC, dated April 10, 2001, Docket No. NM188 for complete certification basis.

Original Product - Type Certificate Number : A22CE
Make : Cessna Aircraft Company
Model : 500, 550, S550, 560

Description of Type Design Change:

Installation of a Innovative Solutions & Support Air Data Computer. Installed per ElectroSonics Drawing ES560-120028-01, Rev 5, dated April 09, 2002 or later FAA approved revision.

Limitations and Conditions:

1. Compatibility of this design change with previously approved modifications must be determined by the installer.
2. FAA Approved Flight Manual Supplement, ElectroSonics document ES560-120028-100, Rev. 1, dated May 02, 2002 or later FAA Approved revision for Option 1 & 2, FAA Approved Flight Manual Supplement, ElectroSonics document number ES560-120028-101, Rev. 1, dated May 02, 2002 or later FAA Approved revision for Option 3 is a required part of this STC.
3. Continuing airworthiness requirements specified in ElectroSonics document ES560-120028-200, Revision IR, dated March 28, 2001 or later FAA Approved revision, must be complied with in addition to the basic airplane maintenance manuals.
4. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

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 : August 10, 2000

Date reissued : November 29, 2001

Date of issuance : April 12, 2001

Date amended : January 25, 2002, May 02, 2002



By direction of the Administrator
Tim Winiesdorffer
(Signature)

Tim Winiesdorffer, DAS Administrator, DAS 3 CH
ElectroSonics, Columbus, Ohio

(Title)



U.S. Department
of Transportation
Federal Aviation
Administration

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

Form Approved OMB
No. 2120-0020

For FAA Use Only

Office Identification 1/14/04

APC SAT-FSDO, SW17

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 1958)

1. Aircraft	Make Cessna	Model 500
	Serial No. 500-0415	Nationality and Registration Mark N50KR
2. Owner	Name (As shown on registration certificate) Africano Aircraft Management LLC	Address (As shown on registration certificate) 3821 N Bigelow St Peoria IL 61614-7320

THE DATA IDENTIFIED HEREIN COMPLIES WITH APPLICABLE FAA Use Only

AIRWORTHINESS REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE
DESCRIBED AIRCRAFT SUBJECT TO CONFORMITY INSPECTION BY A PERSON
AUTHORIZED IN FAR 43.7

07 JAN 2004 Date *Alan J. Carter*
FAA Inspector, SAT-FSDO

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Avionics Services Inc. 216 Howard Langford Dr. Uvalde TX 78801	<input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	I8SR028Y Limited 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 01/07/2004	Signature of Authorized Individual Christopher White <i>Christopher White</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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	<input type="checkbox"/> FAA Fit. Standards Inspector	<input type="checkbox"/> Manufacturer	<input type="checkbox"/> Inspection Authorization	Other (Specify)	
	<input type="checkbox"/> FAA Designee	<input checked="" type="checkbox"/> Repair Station	<input type="checkbox"/> Person Appoved by Transport Canada Airworthiness Group		
Date of Approval or Rejection JAN 11 2004		Certificate or Designation No. I8SR028Y	Signature of Authorized Individual Christopher White <i>Christopher White</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.)

Reference FAA Form 337 dated 12/12/2003, Installation of Garmin GNS 530, and GNS 430 for VFR use only.

The Dual Garmin installation has been ground checked and flight checked on 12/17/2003 and found to meet the accuracy requirements found in AC 20-130A, and AC 91-49, and AC 120-33.

The GNS 530, and GNS 430 are now approved for IFR enroute, and non-precision approach.

Installed FAA Approved Flight Manual Supplement dated **JAN 07 2004** into the airplane flight manual.

Removed placard "DUAL GPS FOR VFR USE ONLY".

Instructions for continued airworthiness ref doc. no. ASI-1382-GPS-ICA.

***** End Report *****

☐ Additional Sheets Are Attached

Avionics Services Inc.
216 Howard Langford Dr.
Uvalde TX 78801

Document No. ASI-1382-GPS-ICA
Registration No. N50KR

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS
CESSNA CITATION 500-0415
N50KR
DUAL GARMIN GPS / GAD 42 INTERFACE ADAPTERS

1. INTRODUCTION: This major alteration to this aircraft obligates the aircraft operator to include the following maintenance information provided by this document in the owner/operator's Aircraft Maintenance Manual and the owner/operator's Scheduled Maintenance Program.
2. DESCRIPTION: The Dual GPS installation consists of a GNS 530, GNS 430, with dual GAD 42 interface adapters, and GPS antennas.
3. CONTROL, OPERATION INFORMATION: Reference manufacturers operation manuals for system components operating instructions.
4. SERVICING INFORMATION: The GNS 530, GNS 430, and the GAD 42s are on condition only and there is no periodic, preventative maintenance required for continued operation of the system.
5. MAINTENANCE INSTRUCTIONS: The scheduled maintenance tasks required by this modification to be added to the aircraft owner/operators appropriate airplane maintenance program as follows:
 - a. Perform on an annual basis, a periodic inspection of GNS 530, GNS 430, GAD 42s, GPS antenna and associated wiring.
6. TROUBLESHOOTING INFORMATION: Reference manufacturers operations manuals for troubleshooting procedures.
7. REMOVAL AND REPLACEMENT INFORMATION: Should it become necessary to remove a system component, The GNS 530, and GNS 430 is located in the center instrument panel, the GAD 42s are located in the nose avionics bay. The GPS antennas are located on the top of the aircraft. Revise weight and balance as necessary and make a logbook entry.
8. DIAGRAMS: There are no access plates that need to be removed for inspection.
9. SPECIAL INSPECTION REQUIRMENTS: Special inspection requirements are not applicable.
10. APPLICATION OF PROTECTIVE TREATMENTS: Application of protective treatments are not applicable.
11. DATA: Installation requirements may be found within the accepted industry practices contained within AC 43.13-1B Chapter 11, 15, and 16.
12. LIST OF SPECIAL TOOLS: Special tools are not required.
13. FOR COMMUTER CATEGORY AIRCRAFT: Not applicable, this aircraft is not a commuter category aircraft.
14. RECOMMENDED OVERHAUL PERIODS: Not applicable

Avionics Services Inc.
216 Howard Langford Dr.
Uvalde TX 78801

Document No. ASI-1382-GPS-ICA
Registration No. N50KR

15. AIRWORTHINESS LIMITATION SECTION: There are no additional airworthiness limitations.

16. REVISION: The instructions for Continued Airworthiness (ICA) Checklist may be revised by submitting a letter to the local FSDO with a copy of the revised FAA form 337 and revised ICA. The FAA inspector accepts the change by signing Block 3 and including the following statement: "The attached revised/new Instructions for continued airworthiness (date _____) for the above aircraft or component major alteration have been accepted by the FAA, superceding the Instructions for Continued Airworthiness (date _____)." Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, it's location and date of the form 337.

17. ASSISTANCE: Not applicable

18. IMPLEMENTATION AND RECORD KEEPING:

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

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

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

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

FAA Accepted

ACCEPTED

FLIGHT STANDARDS DISTRICT OFFICE

SAN ANTONIO, TEXAS

DATE: 07 JAN 2004

Date



U.S. Department
of Transportation

Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

SW17

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 500
	Serial No. 500-0415	Nationality and Registration Mark N50KR
2. Owner	Name (As shown on registration certificate) Africano Aircraft Management LLC	Address (As shown on registration certificate) 3821 North Bigelow Suite 300 Peoria, IL 61614

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 Southstar Aircraft Interiors, Inc P.O.Box 1588 Uvalde, Texas 78801	B. Kind of Agency		C. Certificate No. SSJR263X Limited Airframe Limited Specialized Services
	U.S. Certificated Mechanic		
	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.

Date 12/18/2003	Signature of Authorized Individual Jonathan D. Shepherd <i>Jonathan D. Shepherd</i>
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7. Approval for Return To Service

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

BY	FAA Fit Standards Inspector		Manufacturer		Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/>	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 12/18/2003		Certificate or Designation No. SSJR263X		Signature of Authorized Individual <i>Herbert N Radicke Jr.</i> Herbert N Radicke Jr		

NOTICE

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

8. Description of Work Accomplished

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

Page 1 of 2

Hobbs: 2385.2

Performed complete interior refurbishment and modifications to Aircraft as follows:

Recovered all seating in leather; pilot and copilot with sheepskin inserts. All cabin seating comply with fireblocking requirements of FAR 25.853 (c) Appendix F, part II amendment 25-83 and FAR 25.853 (a) Appendix F, Part I (a) (1) (ii), reference Accufleet Test AFI53303, FAA Project # SP0256WI-Q-FO 1441 & approved FAA Form 8110-3 dated 10/29/03. All seat belts inspected, re-webbed or replaced by Aircraft Belts, Inc., Kemah TX., FAA Repair station # YB1R632K. Had original Hydrolok seat actuator units on both pilot and copilot seats, pn SL4300-8, rebuilt by Aviation Fabricators Repair station # GVR304K. Removed all EL Panels, sent to Air Capitol Dial, Cert # C64R675N for refurbishment, reinstalling upon return. Repainted instrument panel. Replaced instrument panel placards. Recovered cockpit ledges and side panels with new leather. Recovered glare shield in black mock leather. Fabricated new forward divider curtains with accent fabric. Recovered all center headliner and windowline sidewall panels with new Ultraleather material. As it is necessary to remove the passenger masks to recover the center headliner panels all passenger oxygen masks are inspected for kinked supply lines and for the deterioration of the face cushion, before being reinstalled as per the requirements of AD 99-08-21. All mask found to be satisfactory. Oxygen system /oxygen box drop test was performed upon completion of center headliner installation and system was found to be satisfactory. Recovered cabin area ledges and side panels with leather. Made minor repairs to and repainted plastic trim moldings. Installed 100% wool carpet. Relined nose baggage area with new Grospoint material. Laminated cabinetry in new trim laminate and veneer with clearcoat. Painted air stair. Installed LH table and RH Fwd divider pn 9912179-18 at FS 151.00 using original mounting hardware. Installed new LH refreshment galley in accordance with drawing 212-2531-001. Installed ordinance sign on new galley. Installed 1 new 18" 1-place divans pn 42-0145(C18P) and 1 new 24" 1-place divan pn 42-0145(C24P). Reference STC SA4054SW for divans. Fabricated and installed stowage closeout for beneath the new divans in accordance with drawing 212-2526-001. New fabrications and modifications that are installed in accordance with drawings 212-2531-001 and 212-2526-001 and approved FAA form 8110-3 # E03.056 dated 12/18/03. Note that one piece arm ledge, extended barrel seat and aft divan were installed by Sierra, Industries. Uvalde, TX and are not addressed with the exception of their upholstery and covering. Replaced inoperative temp sensor pn 501260-11, entry way switch pn MLW3022 01B1B and broken air register pn. 4811924012. Placards and pocket for display of registration are installed as required. All work accomplished using Cessna Citation Maintenance Manual as reference. Details of work performed are filed under WO# 3265 of Southstar's job files.

New items installed:

RH Fwd Divider, 10.5 lbs., FS 151.00

LH Fwd Galley, 89.0 lbs., FS 163.00

1-place 18" side facing divan, 16.0 lbs., FS 159.00

1-place 24" side facing divan, 19.5 lbs., FS 170.00

Divan closeout for 18" side facing divan, 2.5 lbs., FS 159.00

Divan closeout for 24" side facing divan, 3.0 lbs., FS 170.00

All materials used meet FAR 25.853(a) Appendix F, Part I (a)(1)(ii).

Materials used for interior refurbishment include:

Seat Leather - Garrett Leather Corp. Chatham 613 Natural, DL# 70647,

Ref. approved FAA form 8110-3 dated 08/16/03.

Sheepskin - Garrett Leather Corp. 540, Doe DL# 70537,

Ref. approved FAA form 8110-3 dated 12/15/03.

Veneer Material - Carl Booth, Inc., Carl Booth Birdseye Maple, SS30731-1 with clear coat,

Ref. approved FAA form 8110-3 dated 12/17/03.

Trim Laminate - Wilsonart, D331-60-335 Sand,

Ref. approved FAA form 8110-3 dated 12/16/03.

Headliner - Tapis, Inc., Ultraleather, 3961 Natural Lot B10,

Ref. approved FAA form 8110-3 dated 08/13/03.

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.)

N50KR 12/18/2003

Page 2 of 2

Divider Curtain - Architex International, Top Maybeline,

Ref. approved FAA form 8110-3 dated 09/18/03.

Baggage - Tapis, Inc., 108 Beige Grospoint, Lot W,

Ref. approved FAA form 8110-3 dated 10/14/03.

Carpet - Stark Carper Co., Loren Black/Biege,

Ref. approved FAA form 8110-3 dated 12/16/02,

Glareshield - Tapis - 5809 Sable Ultratech 7000, Lot F10,

Ref. approved FAA form 8110-3 dated 12/10/03,

Seat Belts - Aircraft Belts, Inc., Webbing color # 13 Fawn.

Tanury Industries, Finish, Champagne gold, Satin .

WEIGHT AND BALANCE: See Weight and Balance by Planeweights USA Inc. TX FAA Repair Station #

POUR547Y dated 12/17/03.

END

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				Form Approved OMB No. 2120-0020	
US Department of Transportation Federal Aviation Administration				For FAA Use Only Office Identification <div style="text-align: right; font-weight: bold; font-size: 1.2em;">SW-17</div>	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This form is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).					
1. Aircraft	Make	Cessna		Model	500
	Serial No.	500-0415		Nationality and Registration Mark	N50KR
2. Owner	Name (As shown on registration certificate)			Address (As shown on registration certificate)	
	Africano Aircraft Management			3821 N Bigelow ST Peoria, Illinois 61614-7320	
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.	
Gilbert Rodriguez 312 Perez Street Uvalde, Texas 78801		<input checked="" type="checkbox"/> U.S. Certified Mechanic		AP454456960	
		<input type="checkbox"/> Foreign Certified Mechanic			
		<input type="checkbox"/> Certified 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			Signature of Authorized Individual		
11-25-2003			Gilbert Rodriguez		
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 Canadian Airworthiness Group		
Date of Approval or Rejection		Certificate or Designation No.	Signature of Authorized Individual		
11/25/03		SI6R285J	 Xavier Ybarra		

NOTICE

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

8. Description of Work Accomplished

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

INSTALLATION OF QUICK RELEASE NOSE RADOME LATCH MECHANISMS IN ACCORDANCE WITH SIERRA INDUSTRIES, INC., DRAWING LIST NO. SI160-000, REV. B, DATED JULY 13, 1992 OR LATER FAA APPROVED REVISION.

INSTALLATION APPROVED BY SIERRA INDUSTRIES, INC., STC #SA8437SW.

FUNCTIONAL TEST OF THE RADOME LATCHING MECHANISM PERFORMED AND FOUND SATISFACTORY.



WEIGHT AND BALANCE CHANGE IS NEGLIGIBLE.

PERTINENT DETAILS OF THIS ALTERATION ARE ON FILE WITH SIERRA INDUSTRIES INC., UNDER WORK ORDER #17541/5654.

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

☐ Additional Sheets Are Attached

OCT - 6 2003

 U.S. Department of Transportation Federal Aviation Administration		MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)		Form Approved OMB No. 2120-0020 For FAA Use Only Office Identification GLO3	
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 1958)					
1. Aircraft	Make Cessna Citation		Model 500		
	Serial No. 415		Nationality and Registration Mark N50KR		
2. Owner	Name (As shown on registration certificate) Africano Aircraft Management LLC.		Address (As shown on registration certificate) 3821 Bigelow St. Peoria IL 61614-7320		
	The data identified herein conforms with applicable airworthiness requirements for FAA Use Only approved for the above described aircraft subject to conformity inspection by a person authorized in FAR 43.7. <u>Sept 25 2003</u> <u>Robert Saura</u> Date FAA Inspector, DPA-FS				
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.	
Kristoffer C. Werth 923 E. Lavton Ave. Milwaukee WI 53207		<input checked="" type="checkbox"/> U.S. Certificated Mechanic		IA334708720AP	
		<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 09-25-03		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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> 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 9-26-03		Certificate or Designation No. IA334708720AP		Signature of Authorized Individual 	

NOTICE

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

8. Description of Work Accomplished

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

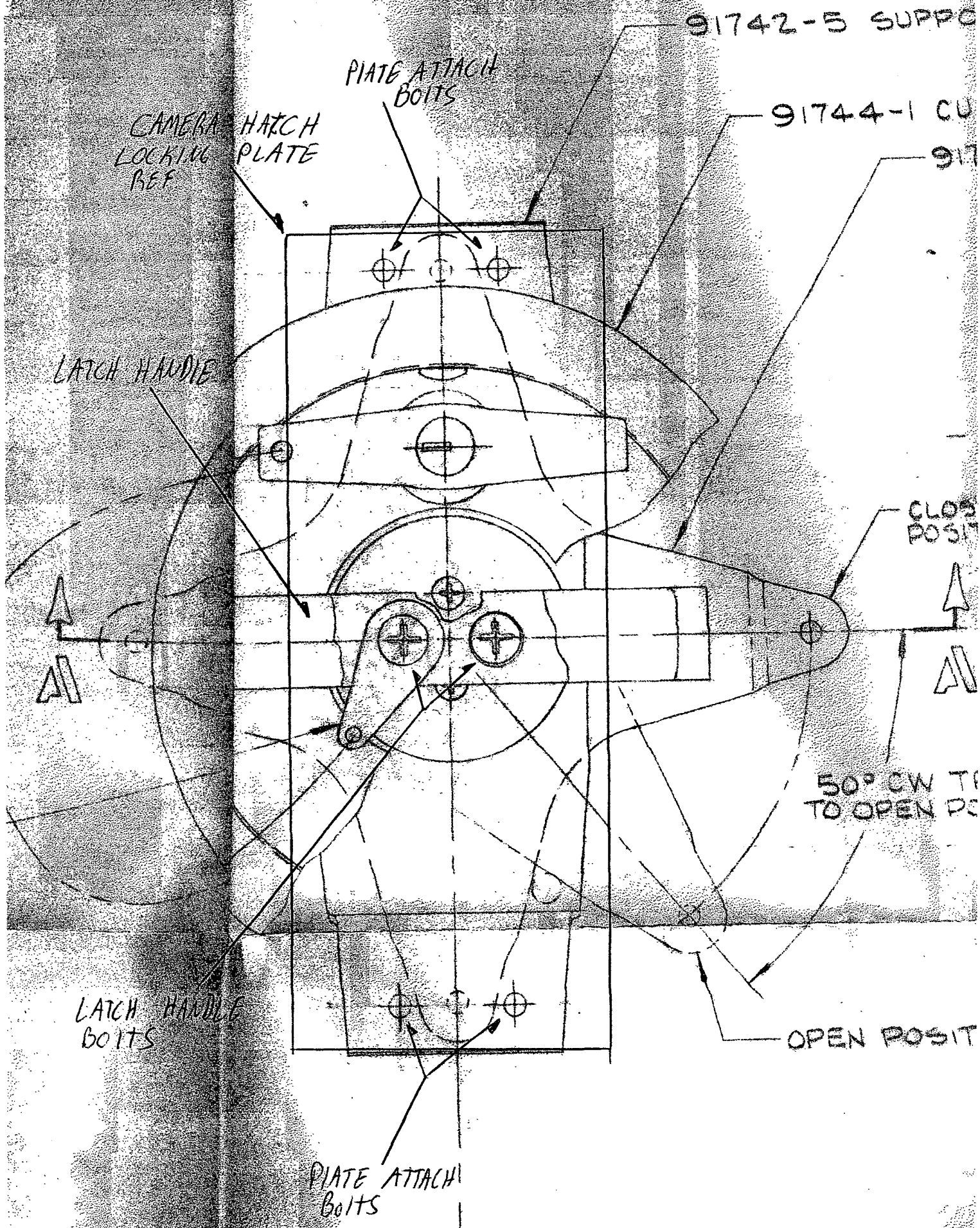
Instructions For Continued Airworthiness


1. Introduction: Side looking camera hatch Alteration.
2. Description: Altered and Disabled STC SA79RM Side looking camera hatch by removing the following items: Hatch guide rails, cameraman seat install, cameraman shoulder harness, cameraman seat tracks. Fabricated and installed a locking plate for the hatch locking mechanism out of alodined and primed .063 2024T3 Alclad.
3. Control: Original
4. Servicing Information: No servicing required.
5. Maintenance Instructions: Remove and inspect Hatch every Phase 5 inspection (1200hrs or 3 Years whichever occurs first) in the same manner as the inspection of the emergency exit hatch as outlined in item code numbers A522001- A521003, and A531009 or their equivalents.
6. Troubleshooting Information: N/A
7. Removal and replacement information: Remove hatch by removing the 6 bolts securing the locking plate, remove locking plate. Install hatch locking mechanism handle with 2 bolts, turn handle and remove hatch. Install by reversing removal instructions.
8. Diagrams: Attached sheets.
9. Special inspection requirements: N/A
10. Application of protective treatments: N/A
11. Data: Reference STC SA79RM drawings and attached diagram of locking plate and latch handle install.
12. List of special tools: N/A
13. For commuter category aircraft: N/A
14. Recommended overhaul periods : N/A
15. Airworthiness limitation section: For flight during which the camera door is to remain closed, the airplane is operated in the Transport Category and the basic Airplane Flight Manual applies. The camera hatch must remain closed.
16. Revision: For any revision to these instructions, a letter will be submitted to the local FSDO with a copy of the revised FAA Form 337 and revised Instructions for Continued Airworthiness. The FAA inspector accepts the change by signing block 3 and including the following statement.

" The attached revised / new Instructions for Continued Airworthiness Date: _____ for the above aircraft or component major alteration have been accepted by the FAA, Superceding the Instructions for Continued Airworthiness Dated 09-25-03" Once the revision has been accepted, a maintenance recordentry will be made, identifying the revision, its location, date of the form 337.
17. Placards: A placard indicating the hatch is disabled has been installed reading " STC SA79RM Side looking Camera hatch disabled, reference FAA form 337 dated 09-25-03"

END

☐ Additional Sheets Are Attached



 U.S. Department of Transportation Federal Aviation Administration		MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)			Form Approved	
					OMB No. 2120-0020	
					For FAA Use Only	
Office Identification						
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. 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 under section 901 Federal Aviation Act 1958.						
1. Aircraft	Make	Cessna			Model	500
	Serial No.	415			Nationality and Registration Mark	N50KR
2. Owner	Name (As shown on registration certificate)	Africano Aircraft Management LLC.			Address (As shown on registration certificate)	
					3821 Bigelow St. Peoria IL 61614-7320	
The data identified herein constitutes a statement of the applicable airworthiness requirements for FAA Use Only.						
approved for the above described aircraft subject to conformity inspection by a person authorized in FAR 43.7. Date: <u>Sep 25 2003</u> <u>Robert S. Serna</u> FAA Inspector, DPA-FS						
4. Unit Identification					5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration	
AIRFRAME	(As described in Item 1 above)				X	
POWERPLANT						
PROPELLER						
APPLIANCE	Type					
	Manufacture					
6. Conformity Statement						
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.		
Kristoffer C. Werth 923 E. Lavton Ave. Milwaukee WI 53207		<input checked="" type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer		IA334708720AP		
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 09-25-03		Signature of Authorized Individual				
7. Approval for Return to Service						
Pursuant to the authority granted 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 Standard Inspector	Manufacturer	X	Inspection Authorization	Other (Specify)	
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection 9-26-03		Certificate or Designation No. IA334708720AP		Signature of Authorized Individual		

NOTICE

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

8. Description of Work accomplished

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

Instructions For Continued Airworthiness

1. Introduction: Side looking camera hatch Alteration.
2. Description: Altered and Disabled STC SA79RM Side looking camera hatch by removing the following items: Hatch guide rails, cameraman seat install, cameraman shoulder harness, cameraman seat tracks. Fabricated and installed a locking plate for the hatch locking mechanism out of alodine and primed .063 2024T3 Alclad.
3. Control: Original
4. Servicing Information: No servicing required.
5. Maintenance Instructions: Remove and inspect Hatch every Phase 5 inspection (1200hrs or 3 Years whichever occurs first) in the same manner as the inspection of the emergency exit hatch as outlined in item code numbers A522001- A521003, and A531009 or their equivalents.
6. Troubleshooting Information: N/A
7. Removal and replacement information: Remove hatch by removing the 6 bolts securing the locking plate, remove locking plate. Install hatch locking mechanism handle with 2 bolts, turn handle and remove hatch. Install by reversing removal instructions.
8. Diagrams: Attached sheets.
9. Special inspection requirements: N/A
10. Application of protective treatments: N/A
11. Data: Reference STC SA79RM drawings and attached diagram of locking plate and latch handle install.
12. List of special tools: N/A
13. For commuter category aircraft: N/A
14. Recommended overhaul periods: N/A
15. Airworthiness limitation section: For flight during which the camera door is to remain closed, the airplane is operated in the Transport Category and the basic Airplane Flight Manual applies. The camera hatch must remain closed.
16. Revision: For any revision to these instructions, a letter will be submitted to the local FSDO with a copy of the revised FAA Form 337 and revised Instructions for Continued Airworthiness. The FAA inspector accepts the change by signing block 3 and including the following statement.

" The attached revised / new Instructions for Continued Airworthiness Date: _____ for the above aircraft or component major alteration have been accepted by the FAA, Superseding the Instructions for Continued Airworthiness Dated 09-25-03" Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, its location, date of the form 337.
17. Placards: A placard indicating the hatch is disabled has been installed reading " STC SA79RM Side looking Camera hatch disabled, reference FAA form 337 dated 09-25-03"

-----END-----

☐ Additional Sheets Are Attached

OCT - 6 2003

91742-5 SUPPC

91744-1 CU

917

CAMERA
LOCKING
REF

HATCH
PLATE

PIATE ATTACH
BOITS

LATCH HANDLE

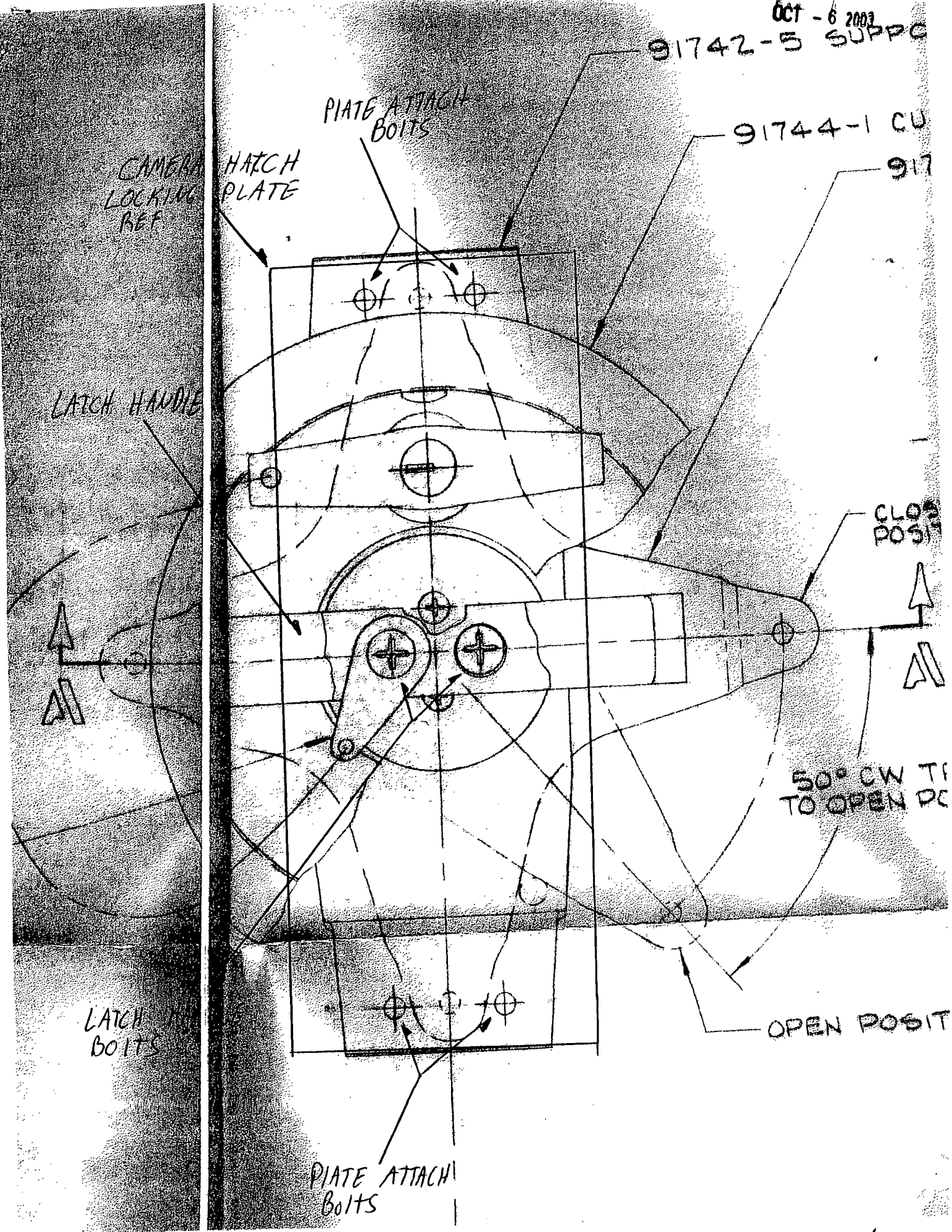
CLOS
POSIT


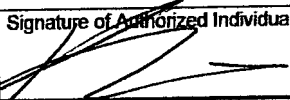

50° CW TR
TO OPEN POSIT

OPEN POSIT

LATCH
BOITS

PIATE ATTACH
BOITS



 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	500	
	Serial No.	415		Nationality and Registration Mark	N50KR	
2. Owner	Name (As shown on registration certificate)	Africar Aircraft Management LLC.		Address (As shown on registration certificate)	3821 Bigelow St. Peoria IL 61614-7320	
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.		
Kristoffer C. Wert 923 E Layton Ave. Milwaukee WI 53207		<input checked="" type="checkbox"/> U.S. Certificated Mechanic		IA334708720AP		
		<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 08-29-2003		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 Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED						
BY	FAA Fit. Stand. Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)	
	FAA Designer	Repair Station		Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection 08-29-03		Certificate or Designation No. IA334708720AP		Signature of Authorized Individual 		

NOTICE

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

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

Instructions for Continued Airworthiness

- 1 Introduction: Removal of HF, VLF and COMM 3.
- 2 Description: Removed the following items along with associated wiring and circuit breakers:

HF CONTROL HEAD	622-4093-001	111
RECEIVER EXCITER	622-2631-001	3
AMPLIFIER COUPLER	787-6781-004	1358
ANTENNA HF	14403	
ANTENNA COMM	PF10-167	117
ANTENNA	DM C144-1-1	451
ANTENNA	CI18-1	229
CONTROL HEAD	CE706S-3A	282273
CONTROL HEAD	CE706S-3A	282274
CONTROL HEAD	CE706S-3A	282275

Plugged holes in fuselage per Citation 500 series SRM. Aircraft weighed after removal. see updated weight and balance information.

- 3 Control: original
- 4 Servicing Information: No servicing required.
- 5 Maintenance Instructions: N/A
- 6 Trouble Shooting Information: N/A
- 7 Removal and Replacement Information: N/A
- 8 Diagrams: N/A
- 9 Special Inspection Requirements: N/A
- 10 Application of Protective Treatments: N/A
- 11 Data: N/A
- 12 List of Special Tools: N/A
- 13 For Commuter Category Aircraft: N/A
- 14 Recommended Overhaul Periods: N/A
- 15 Airworthiness Limitation Section: N/A
- 16 Revision: For any revision to these instructions, a letter will be submitted to the local FSDO with a copy of the revised FAA Form 337 and revised Instructions for Continued Airworthiness. The FAA Inspector accepts the change by signing Block 3 and including the following statement.
The attached revised /new instructions for Continued Airworthiness Date: _____ for the above aircraft or component major alteration have been accepted by the FAA, Superseding the Instructions for Continued Airworthiness dated: 08-25-03 " Once the revision has been accepted, a maintenance record entry will be made,

X| Additional Sheets Are Attached

NOTICE

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

8. Description of Work Accomplished
(if more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)
identifying the revision, its location, date of the Form 337.

-----END-----

| Additional Sheets Are Attached

REG. NO.	MODEL		Serial No.
N50KR	500		415
Items: (Description / P/N / S/N)	Weight Pounds	Arm Inches	Moments Inch/Pounds
Previous Aircraft Empty Weight:	6902	261.94	18079.37
Remove special #8 FWD facing seat	-34.2	179	-6121.8
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
Totals	6867.8		11957.57

A. Old Empty Weight	6902	Pounds
B. Old Empty CG	261.94	Inches
C. Old Empty Weight CG Moment	18079.37	Inch/Pounds
D. Max Gross Weight	12000	Pounds
E. Old Useful Load	5098	Pounds

A. New Empty Weight	6867.8 Pounds
B. New Empty CG	1.741106 Inches
C. New Empty Weight CG Moment	11957.57 Inch/Pounds
D. Max Gross Weight	12000 Pounds
E. New Useful Load	5132.2 Pounds

**This new weight & balance information superseeds all previous weight and balance data.
For aircraft loading, see instructions in Weight & Balance Section of Aircraft Flight Manual.**

FAA Form 337 Completed?	N
Equipment List Amended?	Y

By: Kristoffer C Werth	Date:	9/23/2003
Notes:		

Citation Product Support
The Cessna Aircraft Company
Post Office Box 7706 / Wichita, Kansas 67277
Telefax: 316-945-9006 / Phone: 316-941-6291

CESCOM

Maintenance Transaction Report



This Maintenance Transaction Report Is To Be Solely For (Check One)

☒ Airframe Engine ☐ Eng. #1 Serial No. ☐ Eng. #2 Serial No. ☐ APU Serial No.

Aircraft Identification and Status											
A/C Serial No.	A/C Unit No.	A/C Registration No.	Date (Mo.-Day-Yr.)	City Identifier	Total A/C Hours	Total A/C Landings	Total Engine Hours	Total Engine Cycles	APU Hours	APU Events	
			1 / 1		6166.3		No. 1	No. 2	No. 1	No. 2	

Component Changes, Inspections, Service Bulletins, or Airworthiness Directives Accomplished												
Transaction No.	Type	Item Name	Position	Installed Vendor Part Number	Installed Serial Number	Removal Reason	Installed Part Status	ISO Part # Change Detail	ISO Installed Part	Material Costs	Man Hours	O/H Agent Code
1	2	Compass Swing										
2												
3												
4												
5												
6												
7												
8												

Type Transaction
1. Component Change
2. Inspection Accomplished
3. Service Bulletin Accomplished
4. Airworthiness Directive Accomplished

Detail Method Of Compliance Under Comments Below

Removal Reason
Enter One:
W - Worn To Limits
S - Scheduled
U - Unscheduled
C - Convenience
N - Other (Note Below)

Installed Part Status
Enter One:
N - New
R - Replaced
S - Serviceable
O - Overhauled

If Overhauled Part Enter Overhaul Agents Name Under Comments.

Ref. No. This Space For Other Maintenance Comments Including, Test Or Calibration Dates, Removed Serial Numbers, Etc.

Swung compass with power on and off per 34-23-01-7K2
Made new correction card

Repair Facility J. A. Air Center Certified Repair Station Number NF2R0296 Work Order No. 198969

Work Performed By Donna M. D. Certificate No. NF2R0296 Date 9/24/03

I certify that the above stated maintenance and/or inspection was performed in accordance with the current regulations of the
☒ Federal Aviation Administration
☐ Other (Specify) _____ and the aircraft identified above is presently airworthy and approved for return to service.

Work Inspected By Donna M. D. Certificate No. NF2R0296 Date 9/24/03



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Maintenance Log

Section	Page

Scheduled Removal Due (TAT)

Permanent Aircraft Record-File In Maintenance Log

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MAINTENANCE TRANSACTION REPORT

Citation Product Support
The Cessna Aircraft Company
 Post Office Box 7706/Wichita, KS 67277
 Telefax: 316-517-8500/Phone: 316-517-6291

This Maintenance Transaction Report is To Be Solely For (Check One)

☒ Airframe Entries ☐ Eng. #1 Serial No. _____ ☐ Eng. #2 Serial No. _____ ☐ APU Serial No. _____ ☐ Freon Serial No. _____

Aircraft Identification and Status													
A/C Serial #	A/C Unit No.	A/C Registration No.	Date	City Identifier	Total A/C Hrs.	Total A/C Landings	Total Engine Hours		Total Engine Cycles		APU Hours	APU Events	Freon Hours
							No. 1	No. 2	No. 1	No. 2			
500-415	629	N50KR	09-23-03	MKE	6166.0	64143	4841.35	6464.35	4852	6802			
Component Changes, Inspections, Service Bulletins, or Airworthiness Directives Accomplished													

Component Changes, Inspections, Service Bulletins, or Airworthiness Directives Accomplished													
Do Not Write In This Space	Transaction No.	Type	Item Name	Position	Installed Vendor Part No.	Mod Level	Installed Serial Number	Removal Reason	Installed Part Status	TBO Enter # Change Desired	TSO Installed Part	Material Costs	Man Hours
	1												
	2												
	3												
	4												
	5												
	6												
	7												
	8												

Type Transaction

1. Component Change
2. Inspection Accomplished
3. Service Bulletin Accomplished
4. Airworthiness Directive Accomplished

Detail Method of Compliance Under Comments Below

Removal Reason
Enter one:

- W—Worn to Limits
- S—Scheduled
- U—Unscheduled
- C—Convenience
- N—Other (Note Below)

Installed Part Status
Enter One:

- N—New
- R—Repaired
- S—Serviceable
- O—Overhauled
- If Overhauled Part Enter Overhaul Agents Name Under Comments

This Space For Other Maintenance Comments Including, Test or Calibration Dates, Removed Serial Numbers, Etc.

Ref. No.	
	Removed special # 8 seat and revised weight and balance.

Repair Facility	Werth Flying Service Inc.	Certificated Repair Station No.	Work Order No.	09-23-2003
Work Performed By:	KRISTOFFER C. WERTH	Certificate No.	IA334708720AP	Date
I certify that the above stated maintenance and/or inspection was performed in accordance with the current regulations of the				
<input checked="" type="checkbox"/> Federal Aviation Administration <input type="checkbox"/> Other (Specify) _____ and the aircraft identified above is presently airworthy and approved for return to service.				
Work Inspected By		Certificate No.	IA334708720AP	Date
	Signature			09-23-2003

Werth Flying Service Inc.
AIRCRAFT MAINTENANCE
 923 E. Layton Ave.
 Milwaukee, WI 53207
 414-744-8330

Maintenance Log	
Section	Page
Scheduled Removal Due (LAT)	

Permanent Aircraft Record-File In Maintenance Log

cescom

MAINTENANCE TRANSACTION REPORT

Citation Product Support

The Cessna Aircraft Company

Post Office Box 7706/Wichita, KS 67277

Telefax: 316-517-8500/Phone: 316-517-6291

This Maintenance Transaction Report is To Be Solely For (Check One)

☐ Airframe
Entries

☐ Eng. #1
Serial No.

☒ Eng. #2
Serial No. P76670

☐ APU
Serial No.

☐ Freon
Serial No.

Aircraft Identification and Status													
A/C Serial #	A/C Unit No.	A/C Registration No.	Date	City Identifier	Total A/C Hrs.	Total A/C Landings	Total Engine Hours		Total Engine Cycles		APU Hours	APU Events	Freon Hours
			08-29-03	MKE	6165.7	6413	No. 1 4841.05	No.2 6464.25	No. 1 4851	No. 2 6801			
500-415	629	N50KR											

Component Changes, Inspections, Service Bulletins or Airworthiness Directives Accomplished													
Do Not Write In This Space	Transaction No.	Type	Item Name	Position	Installed Vendor Part No.	Mod Level	Installed Serial Number	Removal Reason	Installed Part Status	TBO Enter # Change Desired	TBO Installed Part	Material Costs	Man Hours
	1												
	2												
	3												
	4												
	5												
	6												
	7												
	8												

Type Transaction

1. Component Change
2. Inspection Accomplished
3. Service Bulletin Accomplished
4. Airworthiness Directive Accomplished

Detail Method of Compliance Under Comments Below

Removal Reason
Enter one:

- W—Worn to Limits
S—Scheduled
U—Unscheduled
C—Convenience
N—Other (Note Below)

Installed Part
Status

- N—New
R—Repaired
S—Serviceable
O—Overhauled
- If Overhauled Part
Enter Overhaul
Agents Name
Under Comments

Ref. No.		This Space For Other Maintenance Comments Including, Test or Calibration Dates, Removed Serial Numbers, Etc.
1		Removed #4 bearing housing, disassembled, cleaned, reassembled with all new seals and installed. Leak check good.

Repair Facility	Werth Flying Service Inc.	Certificated Repair Station No.	Work Order No.	08-29-2003
Work Performed By:	KRISTOFFER C. WERTH	Certificate No.	IA334708720AP	Date
I certify that the above stated maintenance and/or inspection was performed in accordance with the current regulations of the				
<input checked="" type="checkbox"/> Federal Aviation Administration				
<input type="checkbox"/> Other (Specify) _____ and the aircraft identified above is presently airworthy and approved for return to service.				
Work Inspected By		Certificate No.	IA334708720AP	Date
	Signature			08-29-2003

Werth Flying Service Inc.
AIRCRAFT MAINTENANCE
823 E. Layton Ave.
Milwaukee, WI 53207
414-744-8330

Maintenance Log	
Section	Page
Scheduled Removal Due (TAT)	

Permanent Aircraft Record-File In Maintenance Log

OCT - 6 2003

cescom

MAINTENANCE TRANSACTION REPORT

Citation Product Support
The Cessna Aircraft Company
 Post Office Box 7706/Wichita, KS 67277
 Telefax: 316-517-8500/Phone: 316-517-6291

This Maintenance Transaction Report is To Be Solely For (Check One)

☐ Airframe Entries
 ☒ Eng. #1 Serial No. PC-E77347
 ☐ Eng. #2 Serial No. _____
 ☐ APU Serial No. _____
 ☐ Freon Serial No. _____

Aircraft Identification and Status													
A/C Serial #	A/C Unit No.	A/C Registration No.	Date	City Identifier	Total A/C Hrs.	Total A/C Landings	Total Engine Hours		Total Engine Cycles		APU Hours	APU Events	Freon Hours
			08-29-03				No. 1	No.2	No. 1	No. 2			
500-415	629	N50KR		MKE	6165.7	6413	4841.05	6464.25	4851	6801			
Remarks: Sample Bulletin on Airworthiness Directives Accomplished													

Component Changes, Inspections, Service Bulletins, or Airworthiness Directives Accomplished													
Do Not Write In This Space	Transaction No.	Type	Item Name	Position	Installed Vendor Part No.	Mod Level	Installed Serial Number	Removal Reason	Installed Part Status	TBO Enter # Change Desired	TSO Installed Part	Material Costs	Man Hours
	1												
	2												
	3												
	4												
	5												
	6												
	7												
	8												

Type Transaction

1. Component Change
2. Inspection Accomplished
3. Service Bulletin Accomplished
4. Airworthiness Directive Accomplished

Detail Method of Compliance
Under Comments Below

Removal Reason Enter one:

- W—Worn to Limits
 S—Scheduled
 U—Unscheduled
 C—Convenience
 N—Other (Note Below)

Installed Part Status

- N—New
 R—Repaired
 S—Serviceable
 O—Overhauled
- If Overhauled Part
 Enter Overhaul
 Agents Name
 Under Comments

This Space For Other Maintenance Comments Including: Test or Calibration Dates, Removed Serial Numbers, Etc.

Ref. No.	Comments
1	Removed #4 bearing housing, disassembled, cleaned, reassembled with all new seals and installed. Leak check good.

Repair Facility	Werth Flying Service Inc.	Certificated Repair Station No.	Work Order No.	08-29-2003
Work Performed By:	KRISTOFFER C. WERTH	Certificate No.	IA334708720AP	Date
I certify that the above stated maintenance and/or inspection was performed in accordance with the current regulations of the				
<input checked="" type="checkbox"/> Federal Aviation Administration <input type="checkbox"/> Other (Specify) _____ and the aircraft identified above is presently airworthy and approved for return to service.				
Work Inspected By		Certificate No.	IA334708720AP	Date
		08-29-2003		

Werth Flying Service Inc.
AIRCRAFT MAINTENANCE
 923 E. Layton Ave.
 Milwaukee, WI 53207
 414-744-8330

Maintenance Log	
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Scheduled Removal Due (TAT)	

Permanent Aircraft Record-File In Maintenance Log

cescom

MAINTENANCE TRANSACTION REPORT

Citation Product Support

The Cessna Aircraft Company

Post Office Box 7706/Wichita, KS 67277

Telefax: 316-517-8500/Phone: 316-517-6291

This Maintenance Transaction Report is To Be Solely For (Check One)

☐ Airframe

Entries

☒ Eng. #1

Serial No. PC-E77347

☐ Eng. #2

Serial No. _____

☐ APU

Serial No. _____

☐ Freon

Serial No. _____

Aircraft Identification and Status

A/C Serial #	A/C Unit No.	A/C Registration No.	Date	City Identifier	Total A/C Hrs.	Total A/C Landings	Total Engine Hours		Total Engine Cycles		APU Hours	APU Events	Freon Hours
500-415	629	N50KR	08-29-03	MKE	6165.7	6413	No. 1 4841.05	No. 2 6464.25	No. 1 4851	No. 2 6801			

Component Changes, Inspections, Service Bulletins, or Airworthiness Directives Accomplished

Do Not Write In This Space	Transaction No.	Type	Item Name	Position	Installed Vendor Part No.	Mod Level	Installed Serial Number	Removal Reason	Installed Part Status	TBO Enter # Change Desired	TBO Installed Part	Material Costs	Man Hours
	1	2	JT15D MINOR INSPECTION										
	2	2	PHASE 2										
	3	2	PHASE 3										
	4	2	PHASE 4										
	5	2	PHASE 5										
	6	2	PHASE B										
	7	1	IGNITOR	#1*IB	FHE246-4			U	N				
	8	1	IGNITOR	#1*OB	FHE246-4			U	N				

Type Transaction

1. Component Change
2. Inspection Accomplished
3. Service Bulletin Accomplished
4. Airworthiness Directive Accomplished

Detail Method of Compliance Under Comments Below

Removal Reason
Enter one:

- W—Worn to Limits
S—Scheduled
U—Unscheduled
C—Convenience
N—Other (Note Below)

Installed Part Status

- N—New
R—Repaired
S—Serviceable
O—Overhauled
- If Overhauled Part Enter Overhaul Agents Name Under Comments

Enter One:

This Space For Other Maintenance Comments Including: Test or Calibration Dates, Removed Serial Numbers, Etc.

Ref No.	Comments
1	COMPLIED WITH JT15D MINOR INSPECTION
2	COMPLIED WITH PHASE 2 INSPECTION
3	COMPLIED WITH PHASE 3 INSPECTION
4	COMPLIED WITH PHASE 4 INSPECTION
5	COMPLIED WITH PHASE 5 INSPECTION

7	REPLACED IGNITOR WITH NEW.
8	REPLACED IGNITOR WITH NEW.

Repair Facility	Werth Flying Service Inc.	Certificated Repair Station No.	Work Order No.	08-29-2003
Work Performed By:	KRISTOFFER C. WERTH	Certificate No.	IA334708720AP	Date
I certify that the above stated maintenance and/or inspection was performed in accordance with the current regulations of the				
<input checked="" type="checkbox"/> Federal Aviation Administration				
<input type="checkbox"/> Other (Specify) _____ and the aircraft identified above is presently airworthy and approved for return to service.				
Work Inspected By:		Certificate No.	IA334708720AP	Date 08-29-2003
Signature				

Werth Flying Service Inc.
AIRCRAFT
MAINTENANCE
923 E. Layton Ave.
Milwaukee, WI 53207
414-744-8330

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Scheduled Removal Due (IAT)	

Permanent Aircraft Record-File In Maintenance Log

OCT - 6 2003

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MAINTENANCE TRANSACTION REPORT

Citation Product Support

The Cessna Aircraft Company

Post Office Box 7706/Wichita, KS 67277

Telefax: 316-517-8500/Phone: 316-517-6291

This Maintenance Transaction Report is To Be Solely For (Check One)

☐ Airframe
Entries

☐ Eng. #1
Serial No.

☒ Eng. #2
Serial No. P76670

☐ APU
Serial No.

☐ Freon
Serial No.

Aircraft Identification and Status

A/C Serial #	A/C Unit No.	A/C Registration No.	Date	City Identifier	Total A/C Hrs.	Total A/C Landings	Total Engine Hours		Total Engine Cycles		APU Hours	APU Events	Freon Hours
500-415	629	N50KR	08-29-03	MKE	6165.7	6413	No. 1 4841.05	No. 2 6464.25	No. 1 4851	No. 2 6801			

Component Changes, Inspections, Service Bulletins, or Airworthiness Directives Accomplished

Do Not Write In This Space	Transaction No.	Type	Item Name	Position	Installed Vendor Part No.	Mod Level	Installed Serial Number	Removal Reason	Installed Part Status	TBO Enter # Change Desired	TBO Installed Part	Material Costs	Man Hours
	1	2	JT15D MINOR INSPECTION										
	2	2	PHASE 2										
	3	2	PHASE 3										
	4	2	PHASE 4										
	5	2	PHASE 5										
	6	2	PHASE B										
	7	1	IGNITOR	#1*IB	FHE246-4			U	N				
	8	1	IGNITOR	#1*OB	FHE246-4			U	N				

Type Transaction

1. Component Change
2. Inspection Accomplished
3. Service Bulletin Accomplished
4. Airworthiness Directive Accomplished

Detail Method of Compliance Under Comments Below

Removal Reason Enter one:

- W—Worn to Limits
S—Scheduled
U—Unscheduled
C—Convenience
N—Other (Note Below)

Installed Part Status

- N—New
R—Repaired
S—Serviceable
O—Overhauled
- If Overhauled Part Enter Overhaul Agents Name Under Comments

This Space For Other Maintenance Comments Including: Test or Calibration Dates, Removed Serial Numbers, Etc.

Ref No.	Comments
1	COMPLIED WITH JT15D MINOR INSPECTION
2	COMPLIED WITH PHASE 2 INSPECTION
3	COMPLIED WITH PHASE 3 INSPECTION
4	COMPLIED WITH PHASE 4 INSPECTION
5	COMPLIED WITH PHASE 5 INSPECTION
7	REPLACED IGNITOR WITH NEW.
8	REPLACED IGNITOR WITH NEW.

Repair Facility	Werth Flying Service Inc.	Certificated Repair Station No.	Work Order No.	08-29-2003
Work Performed By:	KRISTOFFER C. WERTH	Certificate No.	IA334708720AP	Date
I certify that the above stated maintenance and/or inspection was performed in accordance with the current regulations of the				
<input checked="" type="checkbox"/> Federal Aviation Administration <input type="checkbox"/> Other (Specify) _____ and the aircraft identified above is presently airworthy and approved for return to service.				
Work Inspected By	Signature	Certificate No.	IA334708720AP	Date 08-29-2003

Werth Flying Service Inc.
AIRCRAFT
MAINTENANCE
923 E. Layton Ave.
Milwaukee, WI 53207
414-744-3330

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OCT - 5 2003

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MAINTENANCE TRANSACTION REPORT

Citation Product Support

The Cessna Aircraft Company

Post Office Box 7706/Wichita, KS 67277

Telefax: 316-517-8500/Phone: 316-517-6291

This Maintenance Transaction Report is To Be Solely For (Check One)

☒ Airframe
Entries

☐ Eng. #1

Serial No. _____

☐ Eng. #2

Serial No. _____

☐ APU

Serial No. _____

☐ Freon

Serial No. _____

Aircraft Identification and Status

A/C Serial #	A/C Unit No.	A/C Registration No.	Date	City Identifier	Total A/C Hrs.	Total A/C Landings	Total Engine Hours		Total Engine Cycles		APU Hours	APU Events	Freon Hours
500-415	629	N50KR	09-9-03	MKE	6165.7	6413	No. 1 4841.05	No. 2 6464.25	No. 1 4851	No. 2 6801			

Component Changes, Inspections, Service Bulletins, or Airworthiness Directives Accomplished

Do Not Write In This Space	Transaction No.	Type	Item Name	Position	Installed Vendor Part No.	Mod Level	Installed Serial Number	Removal Reason	Installed Part Status	TBO Enter # Change Desired	TBO Installed Part	Material Costs	Man Hours
	1	1	Cable	LH	5565550-37cr			U	N				
	2	1	Cable	RH	5565550-37cr			U	N				
	3	1	Cable	LH	5565550-38cr			U	N				
	4	1	Cable	RH	5565550-34cr			U	N				
	5	1	Barrel		MS21251B5L			U	N				
	6	*	Maintenance notes.										
	7												
	8												

Type Transaction

1. Component Change
2. Inspection Accomplished
3. Service Bulletin Accomplished
4. Airworthiness Directive Accomplished

Detail Method of Compliance
Under Comments Below

**Removal Reason
Enter one:**

- W—Worn to Limits
- S—Scheduled
- U—Unscheduled
- C—Convenience
- N—Other (Note Below)

Installed Part Status

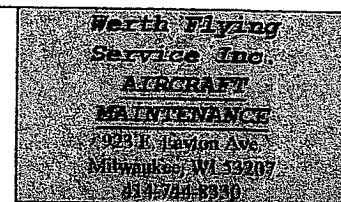
- Enter One:**
- N—New
 - R—Repaired
 - S—Serviceable
 - O—Overhauled
- If Overhauled Part
Enter Overhaul
Agents Name
Under Comments

This Space For Other Maintenance Comments Including, Test or Calibration Dates, Removed Serial Numbers, Etc.

Ref. No.	Comments
1	Replaced control column cable with new.
2	Replaced control column cable with new.
3	Replaced control column cable with new.
4	Replaced control column cable with new.
5	Replaced cable attach barrel with new.
6	Checked and replaced left side of LH side of fuselage. Tied up loose wire in LH cable area. Installed and checked control column.

Replaced 4 floorboards with .040 aluminum and treated. Removed silicone from LH hyd shutoff valve and cleaned, leak check good. Inspected Co-pilots seat rail splice and found to comply with SRM seat rail splice Chapter 53-12-22 fig 801. Nav database updated by Cessna citation MKE on NDB module, expires Oct 31 2003. Serviced oxygen.

Repair Facility	Werth Flying Service Inc.	Certificated Repair Station No.	Work Order No.
Work Performed By:	KRISTOFFER C. WERTH	Certificate No.	IA334708720AP
		Date	09-9-2003
I certify that the above stated maintenance and/or inspection was performed in accordance with the current regulations of the			
<input checked="" type="checkbox"/> Federal Aviation Administration <input type="checkbox"/> Other (Specify) _____ and the aircraft identified above is presently airworthy and approved for return to service.			
Work Inspected By		Certificate No.	IA334708720AP
		Date	09-9-2003



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Permanent Aircraft Record-File In Maintenance Log

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MAINTENANCE TRANSACTION REPORT

Citation Product Support

The Cessna Aircraft Company

Post Office Box 7706/Wichita, KS 67277

Telefax: 316-517-8500/Phone: 316-517-6291

This Maintenance Transaction Report is To Be Solely For (Check One)

☒ Airframe
Entries

☐ Eng. #1
Serial No. _____

☐ Eng. #2
Serial No. _____

☐ APU
Serial No. _____

☐ Freon
Serial No. _____

Aircraft Identification and Status													
A/C Serial #	A/C Unit No.	A/C Registration No.	Date	City Identifier	Total A/C Hrs.	Total A/C Landings	Total Engine Hours		Total Engine Cycles		APU Hours	APU Events	Freon Hours
500-415	629	N50KR	08-29-03	MKE	6165.7	6413	No. 1 4841.05	No.2 6464.25	No. 1 4851	No. 2 6801			

Component Change, Inspection, Service Bulletin, or Airworthiness Directive Accomplished													
Do Not Write In This Space	Transaction No.	Type	Item Name	Position	Installed Vendor Part No.	Mod Level	Installed Serial Number	Removal Reason	Installed Part Status	LEO Enter # Change Desired	TSO Installed Part	Material Costs	Man Hours
	1	1	ANTENNA COMM 3		PF10-167		117	N					
	2	1	ANTENNA		DM C144-1-1		451	N					
	3	1	ANTENNA		CI18-1		229	N					
	4	1	CONTROL HEAD		CE706S-3A		282273	N					
	5	1	CONTROL HEAD		CE706S-3A		282274	N					
	6	1	CONTROL HEAD		CE706S-3A		282275	N					
	7												
	8	1	ELT BATTERY		00-30-006			S	N				

Type Transaction

1. Component Change
2. Inspection Accomplished
3. Service Bulletin Accomplished
4. Airworthiness Directive Accomplished

Detail Method of Compliance
Under Comments Below

**Removal Reason
Enter one:**

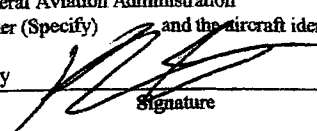
W—Worn to Limits
S—Scheduled
U—Unscheduled
C—Convenience
N—Other (Note Below)

**Installed Part
Status**

N—New
R—Repaired
S—Serviceable
O—Overhauled
If Overhauled Part
Enter Overhaul
Agents Name
Under Comments

Enter One:

Ref. No.	This Space For Other Maintenance Comments Including, Test or Calibration Dates, Removed Serial Numbers, Etc.
1-6	REMOVED HF COMM 3 AND VLF PORTION OF GNS PATCHED ANTENNA HOLES PER SRM. OPS CK GOOD.SEE FAA FORM 337 THIS DATE
7	REPLACED LH AND RH AILERON BELLCRANK BEARINGS WITH NEW.
8	INSTALLED NEW ELT BATTERY AND TESTED.

Repair Facility	Werth Flying Service Inc.	Certificated Repair Station No.	Work Order No.	08-29-2003
Work Performed By:	KRISTOFFER C. WERTH	Certificate No.	IA334708720AP	Date
I certify that the above stated maintenance and/or inspection was performed in accordance with the current regulations of the				
<input checked="" type="checkbox"/> Federal Aviation Administration <input type="checkbox"/> Other (Specify) _____ and the aircraft identified above is presently airworthy and approved for return to service.				
Work Inspected By		Certificate No.	IA334708720AP	Date
				08-29-2003

Werth Flying Service Inc.
AIRCRAFT
MAINTENANCE
923 E. Layton Ave.
Milwaukee, WI 53207
414-744-8330

Maintenance Log	
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Permanent Aircraft Record-File in Maintenance Log



MAINTENANCE TRANSACTION REPORT

Citation Product Support

The Cessna Aircraft Company

Post Office Box 7706/Wichita, KS 67277

Telefax: 316-517-8500/Phone: 316-517-6291

☒ Airframe
Entries

☐ Eng. #1
Serial No. _____

☐ Eng. #2
Serial No. _____

☐ APU
Serial No. _____

☐ Freon
Serial No. _____

This Maintenance Transaction Report is To Be Solely For (Check One)

Aircraft Identification and Status													
A/C Serial #	A/C Unit No.	A/C Registration No.	Date	City Identifier	Total A/C Hrs.	Total A/C Landings	Total Engine Hours		Total Engine Cycles		APU Hours	APU Events	Freon Hours
500-415	629	N50KR	08-29-03	MKE	6165.7	6413	No. 1 4841.05	No.2 6464.25	No. 1 4851	No. 2 6801			

Component Changes, Inspections, Service Bulletins, or Airworthiness Directives Accomplished														
Do Not Write In This Space	Transaction No. Type		Item Name	Position		Installed Vendor Part No.	Mod Level	Installed Serial Number	Removal Reason	Installed Part Status	TBO Enter # Change Desired	TSO Installed Part	Material Costs	Man Hours
	1	1	PHASE 1											
	2	2	PHASE 22 GEAR BOTTLE			212940-2		2935	S	S				
	3													
	4													
	5	1	HF CONTROL HEAD			622-4093-001		111	N					
	6	1	RECIEVER EXCITER			622-2631-001		3	N					
	7	1	AMPLIFIER COUPLER			787-6781-004		1358	N					
	8	1	ANTENNA HF			14403			N					

Type Transaction

1. Component Change
2. Inspection Accomplished
3. Service Bulletin Accomplished
4. Airworthiness Directive Accomplished

Detail Method of Compliance
Under Comments Below

Removal Reason Enter one:

W—Worn to Limits
S—Scheduled
U—Unscheduled
C—Convenience
N—Other (Note Below)

Installed Part Status

N—New
R—Repaired
S—Serviceable
O—Overhauled

If Overhauled Part
Enter Overhaul
Agents Name
Under Comments

Ref. No.		This Space For Other Maintenance Comments Including, Test or Calibration Dates, Removed Serial Numbers, Etc											
1		COMPLIED WITH PHASE 1 INSPECTION											
2		COMPLIED WITH PHASE 22 INSPECTION REINSTALLED GEAR BOTTLE AFTER HYDROSTAT BY HRD AEROSYSTEMS.											
3		MODIFIED STC SA79RM BY REMOVAL OF CAMERAMAN SEAT, SEAT TRACKS, SHOULDER HARNESS, HATCH GUIDE RAILS AND HATCH LATCH HANDLE. FABRICATED AND INSTALLED LATCH LOCKING PLATE. SEE FORM 337 THIS DATE.											
4		POLISHED ALL CABIN AND COCKPIT WINDOWS.											
5		REMOVED THE COMM 3 AND VIF PORTION OF GNS PATCHED ANTENNA HOLES PER SRM OPS OK GOOD SEE FAA FORM 337 THIS DATE											

Repair Facility	Werth Flying Service Inc.	Certificated Repair Station No.	Work Order No.	08-29-2003
Work Performed By:	KRISTOFFER C. WERTH	Certificate No.	IA334708720AP	Date
I certify that the above stated maintenance and/or inspection was performed in accordance with the current regulations of the				
<input checked="" type="checkbox"/> Federal Aviation Administration				
<input type="checkbox"/> Other (Specify) _____ and the aircraft identified above is presently airworthy and approved for return to service.				
Work Inspected By		Certificate No.	IA334708720AP	Date 08-29-2003

Werth Flying
Service Inc.
AIRCRAFT
MAINTENANCE
923 E. Layton Ave.
Milwaukee, WI 53207
414-744-8330

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Permanent Aircraft Record-File In Maintenance Log

OCT - 6 2003

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MAINTENANCE TRANSACTION REPORT

Citation Product Support

The Cessna Aircraft Company

Post Office Box 7706/Wichita, KS 67277

Telefax: 316-517-8500/Phone: 316-517-6291

This Maintenance Transaction Report is To Be Solely For (Check One)

☒ Airframe

Entries

☐ Eng. #1

Serial No. _____

☐ Eng. #2

Serial No. _____

☐ APU

Serial No. _____

☐ Freon

Serial No. _____

Aircraft Identification and Status

A/C Serial #	A/C Unit No.	A/C Registration No.	Date	City Identifier	Total A/C Hrs.	Total A/C Landings	Total Engine Hours		Total Engine Cycles		APU Hours	APU Events	Freon Hours
							No. 1	No. 2	No. 1	No. 2			
500-415	629	N50KR	09-9-03	MKE	6165.7	6413	4841.05	6464.25	4851	6801			

Component Changes, Inspections, Service Bulletins, or Airworthiness Directives Accomplished

Do Not Write In This Space	Transaction No.	Type	Item Name	Position	Installed Vendor Part No.	Mod Level	Installed Serial Number	Removal Reason	Installed Part Status	TBO Enter / Change Desired	TBO Installed Part	Material Costs	Man Hours
	1	1	Autopilot controller		4018639-901		C81060532	U	S				
	2	1	Autopilot computer		4008519-911		79071314	U	S				
	3	1	Bracket		5868668-17		NA	U	N				
	4												
	5												
	6												
	7												
	8												

Type Transaction

1. Component Change
2. Inspection Accomplished
3. Service Bulletin Accomplished
4. Airworthiness Directive Accomplished

Detail Method of Compliance Under Comments Below

Removal Reason Enter one:

- W—Worn to Limits
S—Scheduled
U—Unscheduled
C—Convenience
N—Other (Note Below)

Installed Part Status

- N—New
R—Repaired
S—Serviceable
O—Overhauled
- If Overhauled Part Enter Overhaul Agents Name Under Comments

Enter One:

Ref. No.

This Space For Other Maintenance Comments Including, Test or Calibration Dates, Removed Serial Numbers, Etc.

1	Removed cleaned and reinstalled strobe lenses.
2	Replaced pilots upper LH master cylinder attach bracket with new.
	Replaced 1 nut plate in LH wing panel. Leak ok good.
	Replaced RH OBD flap bonding jumper with new.
	Fabricated External ID plate and installed.

	Clearanced LH aileron fairing from rubbing on wing skin.
--	--

1	Removed autopilot computer and controller and reinstalled after functional check by Duncan Aviation. Ops ok good.
---	---

Repair Facility	Werth Flying Service Inc.	Certificated Repair Station No.	Work Order No.
			09-9-2003

Work Performed By:	KRISTOFFER C. WERTH	Certificate No.	IA334708720AP	Date	09-9-2003
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I certify that the above stated maintenance and/or inspection was performed in accordance with the current regulations of the
☒ Federal Aviation Administration
☐ Other (Specify) _____ and the aircraft identified above is presently airworthy and approved for return to service.

Work Inspected By	Signature	Certificate No.	IA334708720AP	Date	09-9-2003
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Werth Flying Service Inc.
AIRCRAFT MAINTENANCE

823 E. Taylor Ave.
 Milwaukee, WI 53207
 414-744-8390

Maintenance Log

Section Page

Scheduled Removal Due (TAT)

Permanent Aircraft Record-File In Maintenance Log

OCT - 6 2003

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MAINTENANCE TRANSACTION REPORT

Citation Product Support
The Cessna Aircraft Company
 Post Office Box 7706/Wichita, KS 67277
 Telefax: 316-517-8500/Phone: 316-517-6291

This Maintenance Transaction Report is To Be Solely For (Check One)

☒ Airframe Entries
 ☐ Eng. #1 Serial No. _____
 ☐ Eng. #2 Serial No. _____
 ☐ APU Serial No. _____
 ☐ Freon Serial No. _____

Aircraft Identification and Status													
A/C Serial #	A/C Unit No.	A/C Registration No.	Date	City Identifier	Total A/C Hrs.	Total A/C Landings	Total Engine Hours		Total Engine Cycles		APU Hours	APU Events	Freon Hours
			08-29-03				No. 1	No.2	No. 1	No. 2			
500-415	629	N50KR	03	MKE	6165.7	6413	4841.05	6464.25	4851	6801			

Component Changes, Inspections, Service Bulletins, or Airworthiness Directives Accomplished													
Do Not Write In This Space	Transaction No. Type		Item Name	Position	Installed Vendor Part No.	Mod Level	Installed Serial Number	Removal Reason	Installed Part Status	TBO Enter # Change Desired	TSO Installed Part	Material Costs	Man Hours
	1	2	PHASE 1										
	2	2	PHASE 2										
	3	2	PHASE 3										
	4	2	PHASE 4										
	5	2	PHASE 5										
	6	2	PHASE B										
	7	2	ELT TEST 91.207										
	8	1	FOUL WEATHER WINDOW		5511275-7		0157	U	N				

- Type Transaction
1. Component Change
 2. Inspection Accomplished
 3. Service Bulletin Accomplished
 4. Airworthiness Directive Accomplished

Detail Method of Compliance Under Comments Below

Removal Reason
Enter one:

- W—Worn to Limits
 S—Scheduled
 U—Unscheduled
 C—Convenience
 N—Other (Note Below)

Installed Part
Status

- N—New
 R—Repaired
 S—Serviceable
 O—Overhauled
- IF Overhauled Part
 Enter Overhaul
 Agents Name
 Under Comments

This Space For Other Maintenance Comments Including, Test or Calibration Dates, Removed Serial Numbers, Etc.

Ref. No.	Comments
1	COMPLIED WITH PHASE 1 INSPECTION
2	COMPLIED WITH PHASE 2 INSPECTION
3	COMPLIED WITH PHASE 3 INSPECTION
4	COMPLIED WITH PHASE 4 INSPECTION
5	COMPLIED WITH PHASE 5 INSPECTION
7	COMPLIED WITH ELT INSPECTION
8	REPLACED FOUL WEATHER WINDOW WITH NEW. LEAK CHECK GOOD.

Repair Facility: Werth Flying Service Inc.
 Certificated Repair Station No.: _____
 Work Order No.: 08-29-2003

Work Performed By: KRISTOFFER C. WERTH
 Certificate No. IA334708720AP
 Date: 08-29-2003

I certify that the above stated maintenance and/or inspection was performed in accordance with the current regulations of the

☒ Federal Aviation Administration
☐ Other (Specify) _____ and the aircraft identified above is presently airworthy and approved for return to service.

Work Inspected By: _____
 Certificate No. IA334708720AP
 Date: 08-29-2003

Signature

Werth Flying Service Inc.
AIRCRAFT MAINTENANCE
 923 E. Layton Ave.
 Milwaukee, WI 53207
 414-744-8330

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Permanent Aircraft Record-File In Maintenance Log

OCT - 6 2003

OCT - 6 2003



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

GL03

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 Citation	Model 500
	Serial No. 415	Nationality and Registration Mark N50KR
2. Owner	Name (As shown on registration certificate) Africano Aircraft Management LLC.	Address (As shown on registration certificate) 3821 Bigelow St. Peoria IL 61614-7320

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 Kristoffer C. Werth 923 E Layton Ave. Milwaukee WI 53207	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. IA334708720AP
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D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date 08-29-2003	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	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 08-29-03		Certificate or Designation No. IA334708720AP	Signature of Authorized Individual 		

NOTICE

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

8. Description of Work Accomplished

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

Instructions for Continued Airworthiness

1 **Introduction:** Removal of HF, VLF and COMM 3.

2 **Description:** Removed the following items along with associated wiring and circuit breakers:

HF CONTROL HEAD		622-4093-001	111
RECEIVER EXCITER		622-2631-001	3
AMPLIFIER COUPLER		787-6781-004	1358
ANTENNA HF		14403	
ANTENNA COMM 3		PF10-167	117
ANTENNA		DM C144-1-1	451
ANTENNA		CI18-1	229
CONTROL HEAD		CE706S-3A	282273
CONTROL HEAD		CE706S-3A	282274
CONTROL HEAD		CE706S-3A	282275

~~Plugged holes in fuselage per Citation 500-series SRM. Aircraft weighed after removal. see updated weight and balance information.~~

3 **Control:** original

4 **Servicing Information:** No servicing required.

5 **Maintenance Instructions:** N/A

6 **Trouble Shooting Information:** N/A

7 **Removal And Replacement Information:** N/A

8 **Diagrams:** N/A

9 **Special Inspection Requirements:** N/A

10 **Application of Protective Treatments:** N/A

11 **Data:** N/A

12 **List of Special Tools:** N/A

~~13 **For Commuter-Category Aircraft:** N/A~~

14 **Recommended Overhaul Periods:** N/A

15 **Airworthiness Limitation Section:** N/A

16 **Revision:** For any revision to these instructions, a letter will be submitted to the local FSDO with a copy of the revised FAA Form 337 and revised Instructions for Continued Airworthiness. The FAA Inspector accepts the change by signing Block 3 and including the following statement.

"The attached revised /new instructions for Continued Airworthiness Date: _____ for the above aircraft or component major alteration have been accepted by the FAA, Superseding the Instructions for Continued Airworthiness Dated: 08-25-03 " Once the revision has been accepted, a maintenance record entry will be made,

X| Additional Sheets Are Attached

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.)
identifying the revision, its location, date of the Form 337.

-----END-----

| Additional Sheets Are Attached