

# N53RD

## 1981 Cessna Citation I

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# Quick Release Radome

**MSN: 500-0415**



*Prepared by the worldwide aviation specialists at RidgeAire, Inc.*

<b>MAJOR REPAIR AND ALTERATION</b> <b>(Airframe, Powerplant, Propeller, or Appliance)</b>				Form Approved OMB No. 2120-0020	
US Department of Transportation Federal Aviation Administration				<b>For FAA Use Only</b> Office Identification <b>SW-17</b>	
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 <b>Cessna</b>			Model <b>500</b>	
	Serial No. <b>500-0415</b>			Nationality and Registration Mark <b>N50KR</b>	
2. Owner	Name (As shown on registration certificate) <b>Africano Aircraft Management</b>			Address (As shown on registration certificate) <b>3821 N Bigelow ST Peoria, Illinois 61614-7320</b>	
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.
<b>Gilbert Rodriquez</b> <b>312 Perez Street</b> <b>Uvalde, Texas 78801</b>			<input checked="" type="checkbox"/> U.S. Certificated Mechanic		<b>AP454456960</b>
			<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 <b>11-25-2003</b>			Signature of Authorized Individual <div style="display: flex; justify-content: space-between; align-items: center;"> <span>Gilbert Rodriquez</span> </div>		
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	Repair Station	Person Approved by Transport Canadian Airworthiness Group		
Date of Approval or Rejection <b>11/25/03</b>		Certificate or Designation No. <b>S16R285J</b>	Signature of Authorized Individual  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