

# N53RD

## 1981 Cessna Citation I

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# Side Camera Hatch

**MSN: 500-0415**



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



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

**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 a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act 1958)

1. Aircraft	Make <b>Cessna Citation</b>	Model <b>500</b>
	Serial No. <b>415</b>	Nationality and Registration Mark <b>N50KR</b>
2. Owner	Name (As shown on registration certificate) <b>Africano Aircraft Management LLC.</b>	Address (As shown on registration certificate) <b>3821 Bigelow St. Peoria IL 61614-7320</b>
	The data identified herein continues 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.

Sept. 25, 2003 Robert S. Serna  
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 <b>09-25-03</b>	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 <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 <b>9-26-03</b>		Certificate or Designation No. <b>IA334708720AP</b>	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.)*

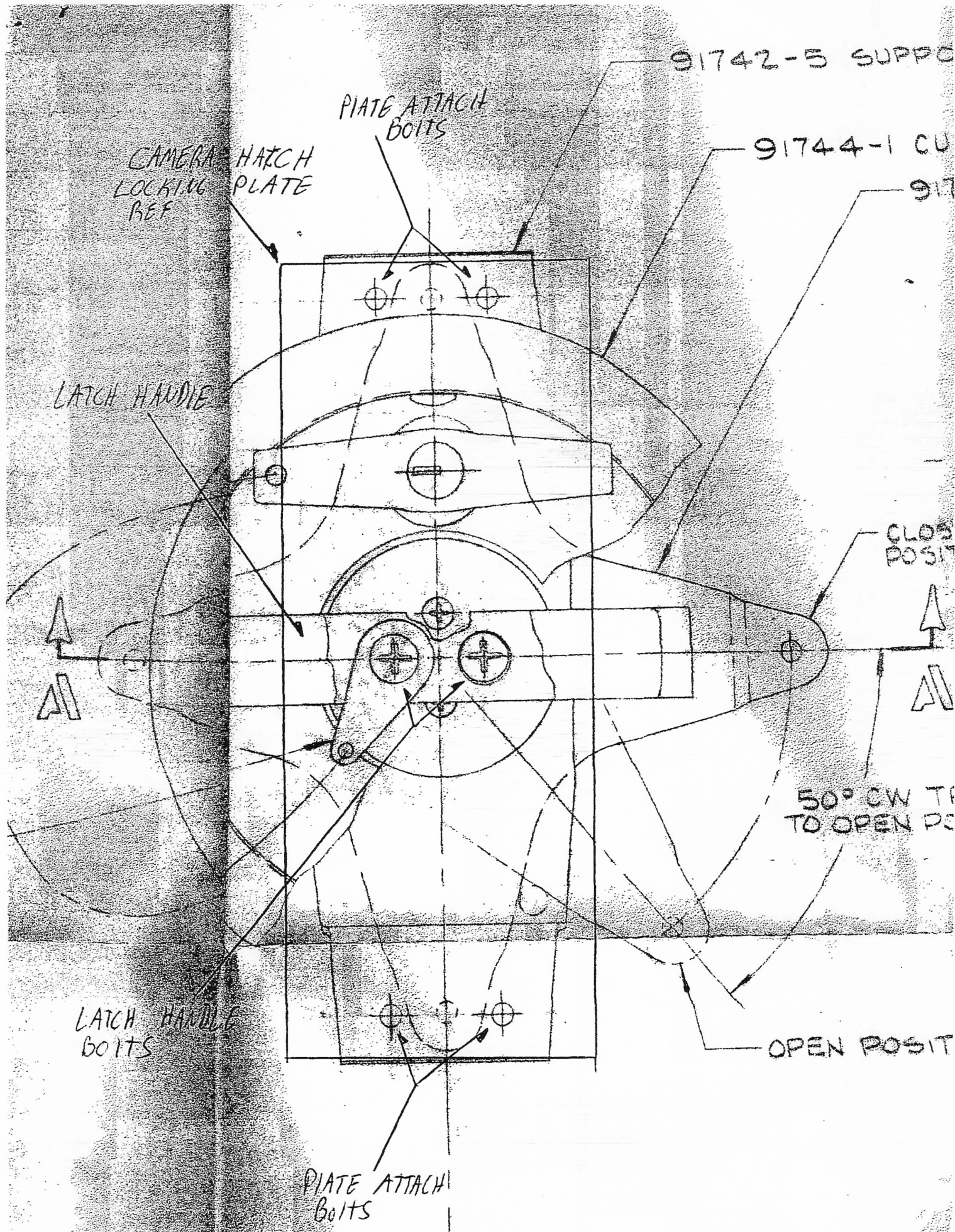
#### Instructions For Continued Airworthiness


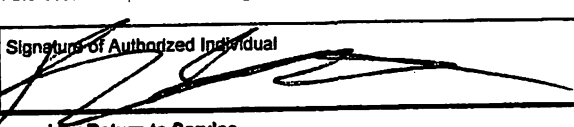
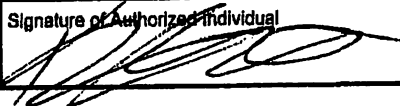
1. Introduction: Side looking camera hatch Alteration.
2. Description: Altered and Disabled STC SA79RM Side looking camera hatch by removing the following items: Hatch guide rails, cameraman seat install, cameraman shoulder harness, cameraman seat tracks. Fabricated and installed a locking plate for 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



 <b>MAJOR REPAIR AND ALTERATION</b> <b>(Airframe, Powerplant, Propeller, or Appliance)</b>		Form Approved OMB No. 2120-0020			
		For FAA Use Only			
		Office Identification			
<p><b>INSTRUCTIONS:</b> 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 (Section 901 Federal Aviation Act 1958).</p>					
1. Aircraft	Make <b>Cessna</b> Serial No. <b>415</b>	Model <b>500</b> Nationality and Registration Mark <b>N50KR</b>			
2. Owner	Name (As shown on registration certificate) <b>Africano Aircraft Management LLC.</b>	Address (As shown on registration certificate) <b>3821 Bigelow St.                  Peoria IL 61614-7320</b>			
The data identified herein complies 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. Date <b>252003</b> <b>Robert Serna</b> FAA Inspector, DPA-FSP					
<b>4. Unit Identification</b>					
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacture				
<b>6. Conformity Statement</b>					
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
<b>Kristoffer C. Werth                  923 E. Lavton Ave.                  Milwaukee WI 53207</b>		<input checked="" type="checkbox"/> U.S. Certificated Mechanic		<b>IA334708720AP</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 are 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>09-25-03</b>		Signature of Authorized Individual 			
<b>7. Approval for Return to Service</b>					
Pursuant to the authority granted to 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"/> <b>APPROVED</b> <input type="checkbox"/> <b>REJECTED</b>					
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 <b>9-26-03</b>		Certificate or Designation No. <b>IA334708720AP</b>		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



91742-5 SUPPC

91744-1 CU

917

PIATE ATTACH  
BOITS

HATCH  
PLATE

CAMERA  
LOCKING  
REF

LATCH HANDIE

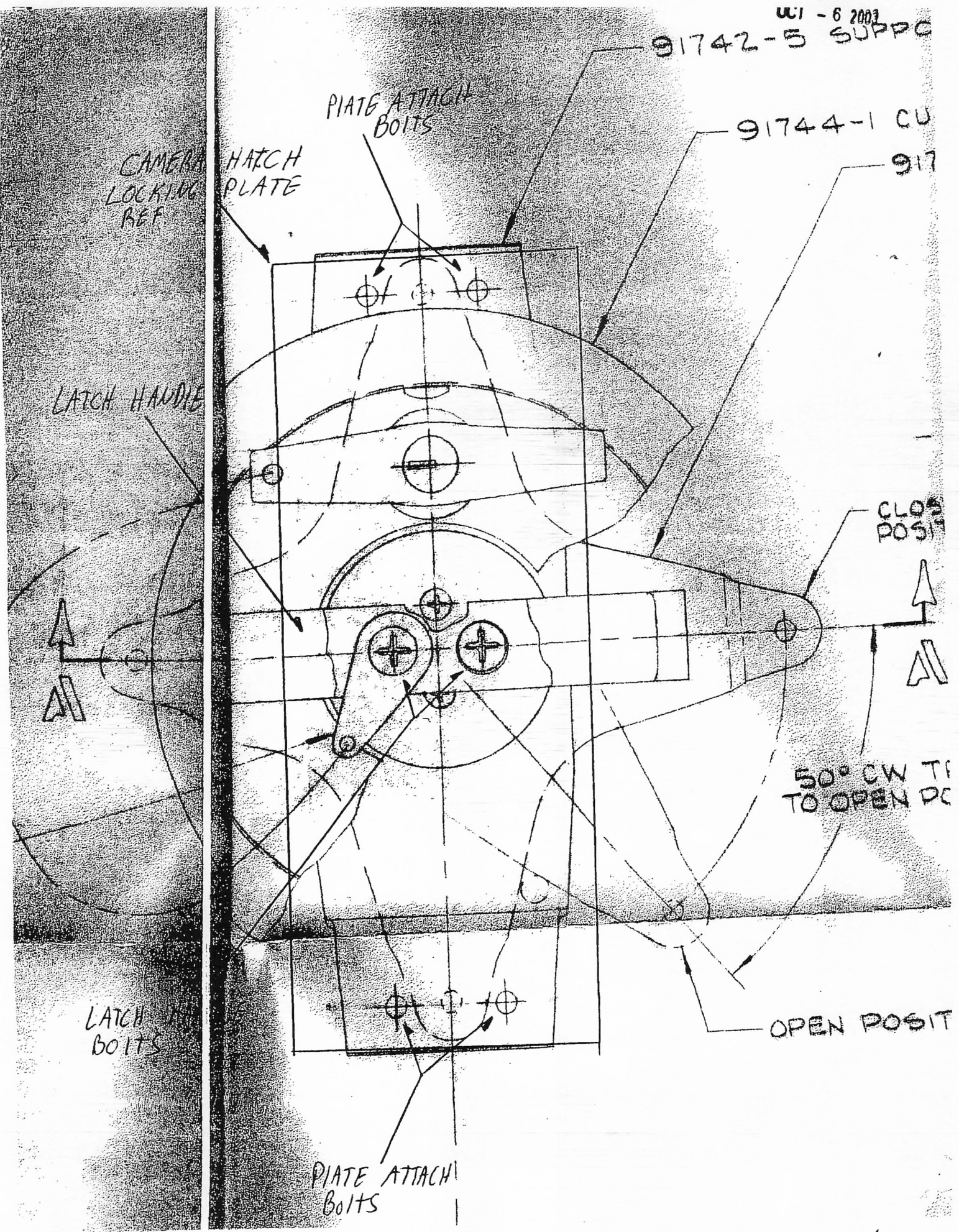
CLOS  
POSIT




50° CW TR  
TO OPEN POS

OPEN POSIT

LATCH  
BOITS

PIATE ATTACH  
BOITS



 US Department of Transportation Federal Aviation Administration		<b>MAJOR REPAIR AND ALTERATION</b> <b>(Airframe, Powerplant, Propeller, or Appliance)</b>			Form Approved OMB No. 2120-0020	
					<b>For FAA Use Only</b>	
					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).						
<b>1. Aircraft</b>	Make	Cessna			Model	500
	Serial No.	415			Nationality and Registration Mark	N50KR
<b>2. Owner</b>	Name (As shown on registration certificate)	Africar Aircraft Management LLC.			Address (As shown on registration certificate) 3821 Bigelow St. Peoria IL 61614-7320	
<b>3. For FAA Use Only</b>						
<b>4. Unit Identification</b>						
Unit	Make	Model	Serial No.			
AIRFRAME	(As described in item 1 above)			Repair	Alteration	
POWERPLANT						
PROPELLER						
APPLIANCE	Type					
	Manufacturer					
<b>6. Conformity Statement</b>						
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. Certified Mechanic			IA334708720AP	
		<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 are 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 				
<b>7. Approval for Return To Service</b>						
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. Stan. Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)	
	FAA Designer	Repair Station	<input type="checkbox"/>	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 Computer 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

Wt\_Bal

EQUIPMENT CHANGE - WEIGHT & BALANCE			
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
			0
<b>Totals</b>	<b>6867.8</b>		<b>11957.57</b>

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:		