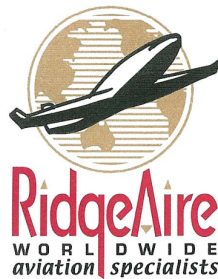


N35VC

1969 Cessna 401A

FAA Form 337's



MSN: 401A0126

Prepared by the worldwide aviation specialists at RidgeAir, Inc.

RECEIVED

JAN 20 2005



US Department
of Transportation
Federal Aviation
Administration

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

Form Approval
OMB No. 2120-0020

For FAA Use Only

Office Identification

GL05

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 401A
	Serial No. 401A0126	Nationality and Registration Mark N35VC
2. Owner	Name (As shown on registration certificate) BOWLING TRANSPORTATION LTD	Address (As shown on registration certificate) 5110 DEFIANCE PIKE WAYNE OH 43466-9767

3. For FAA Use Only

The data identified herein complies with applicable air worthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR 43.7
Approving Inspector *[Signature]*

Date: JAN 07 2005

GL05

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 COMMANDER AERO, INC 10570 Springboro Pike Miamisburg, OH 45342	B. Kind of Agency	C. Certificate No.
	<input type="checkbox"/> U.S. Certificated Mechanic	GA5R-876M
	<input type="checkbox"/> Foreign Certificated Mechanic	Radio Class 1 & 2
	<input checked="" type="checkbox"/> Certificated Repair Station	Limited Radio
	Manufacturer	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 JAN 7, 2005	Signature of Authorized Individual Tim Bench <i>[Signature]</i>
----------------------------	--

7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	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. GA5R-876M	Signature of Authorized Individual Jack Musgrave <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 aircraft nationality and registration mark and date work completed.)

CESSNA 401A

S/N 401A0126

N35VC

Removed the following equipment:

Apollo GX-55 GPS Receiver
Apollo AN-34 GPS antenna

Installed the following equipment:

Garmin GPS-400 GPS Receiver I.A.W. installation manual P/N 190-00140-02, rev. M, Dated July 2004.
Garmin GA-56 GPS Antenna, I.A.W. installation manual P/N 190-00094-00, rev E, Dated June 19, 2003
Northern Airborne Technologies RS-12-20 Remote Switching Relay, I.A.W. installation Drawing # RS12020403-0, rev 1.01, Dated Aug. 1, 1995

The GPS-400 GPS Receiver was installed utilizing existing N.A.T. RS-08 NAV/GPS switching system for H.S.I. Display. An additional RS-12 remote switching relay was installed in parallel to accommodated OBS Resolver and Vertical / Glide Slope information. Both relay systems will revert to NAV mode when an ILS Frequency is selected.

The GPS-400 GPS Receiver is coupled to the Autopilot system when H.S.I. NAV/GPS switching is in GPS mode.

The GPS-400 GPS Receiver is supplied Altitude information from an existing blind encoder in the form of gray code.

Altitude Encoding Test and Inspections Required by FAR 91.411, (a-3) were performed and found to comply with paragraph (c), appendix E, of part 43.

The GPS-400 GPS Receiver is powered by a 3 Amp circuit breaker labeled "NAV 2"

FAA approved Flight Manual Supplement dated JAN 07 2005 and Garmin GPS-400 Pilots Guide P/N 190-00140-60, Rev. B, dated August 2000 w/ FDE Pilot's Guide Addendum P/N 190-00181-15 Rev. A dated Sept. 2002 was supplied in aircraft and is required for IFR approval.

Unit has been ground and flight evaluated and found to meet the IFR requirements of AC 20-138 and is authorized for IFR/VFR enroute, terminal and non-precision approach operation.

GPS installation references STC SA00800WI

Unit is installed I.A.W. AC 43.13 - 1B chapter 11 and 43.13 - 2A chapters 1, 2 & 3.

Total current load analyzed I.A.W. AC 43.13 chapter 2 and is within limits.

For continued airworthiness see attachments

Logbook entries, weight and balance corrections and equipment list revisions completed this date.

Pilot: William R. Lemoine Cert # 1626943 Date: 1/13/05

Tech: Jack A. Murphy Cert # 2704436 Date: 1/13/05

-----END-----

☒ Additional Sheets Are Attached

Continued Airworthiness Checklist: for:

Garmin GPS-400 Cessna 401A N35VC S/N 401A0126

- 1) Introduction: Garmin GPS-400 installation, reference FAA form 337 dated 1/13/05
- 2) Description: Reference FAA form 337 dated 1/13/05
- 3) Control operation information: Reference Garmin Pilot's Guide P/N 190-00140-60 Rev B dated Aug. 2000.
- 4) Servicing Information: Reference Maintenance manual P/N 190-00140-05.
- 5) Maintenance Instructions: Reference Maintenance manual P/N 190-00140-05.
- 6) Troubleshooting Information: Reference Installation manual P/N 190-00140-02 and Maintenance manual P/N 190-00140-05.
- 7) Removal and Replacement Information: Reference Installation manual P/N 190-00140-02.
- 8) Diagrams: Reference Installation manual P/N 190-00140-02
- 9) Special Inspection Requirements: Reference Installation manual P/N 190-00140-02
- 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: See Limitation section of GPS-400 Flight Manual Supplement,
Dated: JAN 07 2005
- 16) Revision: A new 337 and ICA's must be submitted through the local FSDO for approval.

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION
STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
N35VC	CESSNA 441-401-A	441A0126	NORMAL

5. AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.

Exceptions:


NOTE

6. TERMS AND CONDITIONS

Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 81 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
R10-16-1969	Bobby E. [Signature]	GL-05 FSDO

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

 MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				Form Approved OMB No. 2120-0020	
				For FAA Use Only	
				Office Identification <i>GL-05 f</i>	
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 401A		
	Serial No. 401A0126		Nationality and Registration Mark N35VC		
2. Owner	Name (As shown on registration certificate) Bowling Transportation LTD		Address (As shown on registration certificate) 5110 Defiance Pike Wayne, Ohio 43466-9767		
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.	
Commander-Aero, Inc. 10570 Springboro Pike Miamiaburg, Ohio 45342				CRS-GA5R-876M	
		U.S. Certificated Mechanic			
		Foreign Certificated Mechanic			
		X 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 7/30/02		Signature of Authorized Individual Gary R. Kromer <i>Gary R. Kromer</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	FAA Fit. Standards Inspector		Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	X	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 7/30/02		Certificate or Designation No. CRS-GA5R-876M		Signature of Authorized Individual Gary R. Kromer <i>Gary R. Kromer</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.)

Removed original exhaust tail pipe from left engine position and installed Knisley Welding, Inc. modified tail pipe per STC SA 00040LB using installation instructions KNIS-002, Rev B, dated 5/29/96.
Weight and balance negegible.
Log book engtry 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
GL-11 / IND ESDO

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 401A
	Serial No. 401A0126	Nationality and Registration Mark N35VC
2. Owner	Name (As shown on registration certificate) Bowling Transportation, Inc.	Address (As shown on registration certificate) 6255 US Highway 23 Risingsun OH 43457-9506

3. For FAA Use Only

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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.
Tri-State Aero Inc. 6101 Flightline Drive Evansville, In. 47725	<input type="checkbox"/> U.S. Certified Mechanic	AHTR 102C
	<input type="checkbox"/> Foreign Certified 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 10/15/99	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	X	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee		Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 10/15/99	Certificate or Designation No. AHTR 102C	Signature of Authorized Individual
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NOTICE

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

8. Description of Work Accomplished

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

Installed Kinisley Welding, Inc. modified exhaust tail pipe p/n K0850711-44 in accordance with Kinisley Welding, Inc. Master Drawing List (MDL)#3, revision C dated December 18, 1994, as listed on AML No. SA00040LB, or later FAA approved revision, per STC SA00040LB.

Kinisley Welding, Inc. Master Drawing List contains instructions for continued airworthiness of the tailpipe assembly. Weight and balance not affected.

-----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
GL-11 / IND FSDO

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 401A
	Serial No. 401A0126	Nationality and Registration Mark N35VC
2. Owner	Name (As shown on registration certificate) Bowling Transportation, Inc.	Address (As shown on registration certificate) 6255 US Highway 23 Risingsun OH 43457-9506

3. For FAA Use Only

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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.
Tri-State Aero Inc. 6101 Flightline Drive Evansville, In. 47725	<input type="checkbox"/> U.S. Certificated Mechanic	AHTR 102C
	<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 10/15/99	Signature of Authorized Individual <i>John R. Wadsworth</i>
------------------	--

7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 10/15/99		Certificate or Designation No. AHTR 102C	Signature of Authorized Individual <i>John R. Wadsworth</i>	

NOTICE

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

8. Description of Work Accomplished

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

Installed Electronics International Inc. model UBG-16 bar graph engine analyzer for both engines in accordance with Electronics International Inc. master drawing list MDL 1111982, revision "new", dated Nov.11, 1998, and installation instructions II 1111981, dated Nov. 11, 1998, or later FAA approved revisions, per STC SA00680SE. The UBG-16 is designed as an advisory engine analyzer, and not to be used as primary engine instruments.

The UBG-16 instrument installed in accordance with the procedures of AC 43.13-2A chap. 1 para. 1,4,5,6,7,8,9,10,11,12, chap2 para. 21(a) 1,2,3,4,5,6, para. 22,23 (a)(b)(e)(f), chap. 11 para. 211,212 (a)(b), 213 (a), 214 (f).

Wiring harnesses installed in accordance with procedures of AC 43.13-1A chap. 11, pra. 446 (a) (b) (c) (d) , 447, 448, 450 (b), 451,514,515,516, (a) (1)(2)(3), 517 (a)(b)(d)(e)(f).

The UBG-16 to be maintained in accordance with the II 1111981 installation instructions.

Revised weight and balance and equipment list.

-----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 *GLI*

Office Identification
GL-11 / IND FSDO

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 of Federal Aviation Act of 1958).

1. Aircraft	Make Cessna	Model 401A
	Serial No. 401A0126	Nationality and Registration Mark N 35VC
2. Owner	Name (As shown on registration certificate) Bowling Transportation LTD	Address (As shown on registration certificate) 6255 US Highway 23 Risingsun OH 43457-9506

3. For FAA Use Only

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 Part 43, Section 43.7.
Date: **MAR 25 1999** FAA Inspector **AGL-IND-FSDO** *[Signature]*

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 Ron Collins Aviation Electronics 6103 Flightline Drive Evansville, IN 47711	B. Kind of Agency <input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. PG2R082L
--	---	---------------------------------------

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 3/10/99	Signature of Authorized Individual <i>[Signature: Gordon L. Terry]</i>
------------------------	---

7. Approval for Return To Service

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

BY	FAA Fit Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee <i>[Signature]</i>	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection MAR 31 1999		Certificate or Designation No. PG2R082L	Signature of Authorized Individual <i>[Signature: Gordon L. Terry]</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.)

N 35VC S/N: 401A0126 Date: 3/10/99

Certified for VFR flight a previously installed II Morrow GX55 navigation system shown on FAA Form 337 dated 3/11/99.

The unit's software revision status is VER. 2.10.

The aircraft was test flown and found to meet the requirements for VFR en route and terminal navigation per AC 20-138, paragraph 7(c)(1)(iv).

Test pilot signature:

Pilot [Signature] Cert. No. 311481935 Date 3/12/99

A GX55 User's Guide, P/N 560-0962-00 has been placed in the aircraft.


The FAA Approved Flight Manual Supplement dated **MAR 25 1999** has been incorporated into the Aircraft Flight Manual.

The placard stating "GPS not to be used for navigation" is to be removed and a placard stating "GPS limited to VFR use only" is to be installed upon FAA approval.

Instructions for Continued Airworthiness for this installation are described in a separate FAA Form 337 dated 3/10/99.

*****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 GL-11 / IND FSDO					
	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 of Federal Aviation Act of 1958).					
1. Aircraft	Make <div style="text-align: center;">Cessna</div>			Model <div style="text-align: center;">401A</div>		
	Serial No. <div style="text-align: center;">401A0126</div>			Nationality and Registration Mark <div style="text-align: center;">N 35VC</div>		
2. Owner	Name (As shown on registration certificate) <div style="text-align: center;">Bowling Transportation LTD</div>			Address (As shown on registration certificate) <div style="text-align: center;">6255 US Highway 23 Risingsun OH 43457-9506</div>		
3. For FAA Use Only						
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 Part 43, Section 43.7. Date: <u>MARCH 11, 1999</u> FAA Inspector AGL-IND-FSDO <i>[Signature]</i> <u>GL-11 IND/FSDO</u>						
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.	
Ron Collins Aviation Electronics 6103 Flightline Drive Evansville, IN 47711					PG2R082L	
			U.S. Certificated Mechanic			
			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 <div style="text-align: center;">3/10/99</div>			Signature of Authorized Individual <i>Gordon L. Perry</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	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 <div style="text-align: center;">MAR 11 1999</div>		Certificate or Designation No. <div style="text-align: center;">PG2R082L</div>		Signature of Authorized Individual <i>Gordon L. Perry</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.)

N 35VC S/N: 401A0126 Date: 3/10/99

Removed the ARNAV model R50 loran-C receiver.

Installed a II Morrow GPS navigation system consisting of:

- ♦ Panel mounted GPS receiver, model no. GX55, part no. 430-6050-200, mounted in the center radio panel in space provided by the aircraft manufacturer
- ♦ GPS antenna, model no. A34, part no. 590-1112, mounted on the top of the fuselage nose section over the baggage area at FS 74.

The II Morrow A34 GPS antenna mounting hardware holes and connector access hole were drilled in the honeycomb laminate, undercut and filled with Magnobond 6398 epoxy resin in a manner similar to AC43.13-1B, chapter 3, figure 3.10(c). The antenna mount hole pattern was re-drilled and antenna was mounted to the aircraft in accordance with equipment installation manual using backing plate and hardware supplied by the manufacturer. ...

Installation completed using II Morrow GX55 Installation Manual P/N 560-0960-00.

All work performed I/A/W AC 43.13-1B, chap. 7, sections 2,4,5; chap. 11, section 5,6,7,8,9,11,12,13,15; and AC 43.13-2A chap. 1, par. 1,2,4,6,7,8,9,10,11,12; chap. 2, par. 21,22,23,27; chap. 3, par. 36.

The Automatic Pressure Altitude Reporting System has been tested in accordance with FAR 43, Appendix E, Paragraph (c). 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.

The initial approval of the GX55 GPS system was accomplished under STC SA00464SE. The GPS navigation system is a stand alone system and meets the airworthiness criteria for VFR set forth in AC 20-138, paragraph 7c(2)(i), 7c(2)(ii), 7c(2)(iii). The aircraft has been placarded "GPS not to be used for navigation" pending FAA VFR approval.

The GPS shares the HSI with the #1 VHF navigation system as a function of a previously installed relay switch unit. The HSI automatically reverts to localizer mode whenever an ILS frequency is selected on the #1 VHF nav system. The remote relay unit is controlled by a lighted pushbutton switch. The HSI mode annunciator lamps incorporated within the pushbutton switches are in turn controlled by the relay unit.

Instructions for Continued Airworthiness for this installation will include periodic inspection in accordance with FAR 43, Appendix D, Paragraph (b)(2), (C)(1), (C)(7), and (I)(1) through (4). Additionally, inspection of the following areas should be performed:

1. Placarding
 - ♦ The panel limitation placard listed above must be legible and visible to the pilot
 - ♦ The equipment circuit breaker placard is present and legible
2. Antenna
 - ♦ Inspect for physical damage
 - ♦ Insure that the antenna is free of dirt, paint or other foreign matter

*****END*****

☐ Additional Sheets Are Attached

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION
STANDARD AIRWORTHINESS CERTIFICATE

1 NATIONALITY AND REGISTRATION MARKS	2 MANUFACTURER AND MODEL	3 AIRCRAFT SERIAL NUMBER	4 CATEGORY
N35VC	CESSNA 401A	401A0126	NORMAL

5 AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.

Exceptions:

NONE

6 TERMS AND CONDITIONS

Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
R-10/16/69	MARK A. BENNETT	GL-05

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS

4 . 5

1

1



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

541-FSDO-11

B/H

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 401A
	Serial No. 401A0126	Nationality and Registration Mark USA N3152K
2. Owner	Name (As shown on registration certificate) CO OP AIRCRAFT SERVICE INC.	Address (As shown on registration certificate) 4273 Glendale Milford Rd Cincinnati, OH 45242

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.
Noel Pitts 4837 Hwy 8 E Mena, Ar 71953	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	A&P 2125899
	<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 10-23-96	Signature of Authorized Individual <i>Noel Pitts</i>
-------------------------	---

7. Approval for Return To Service

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

BY	FAA FII, Standards Inspector	Manufacturer	<input checked="" type="checkbox"/> Inspection Authorization <input type="checkbox"/> Person Approved by Transport Canada Airworthiness Group	Other (Specify)
	FAA Designee	Repair Station		
Date of Approval or Rejection 23 Oct 96		Certificate or Designation No. 1601476	Signature of Authorized Individual <i>Mark H. Caldwell</i>	

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.

NOTICE

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 Vortex Generators on the wings and vertical tail (rudder), and installed Strakes on the nacelles, and added the FAA Approved Flight Manual Supplement to the AFM in accordance with manufacturer's installation manual; document MA2011, per STC #SA00024SE, Option #2.

Negligible weight change

END

RECEIVED

OCT 28 1996

FAA
SW-FSDO-11
(LIT)

01	MGR	MGR	A1
02	MGR	MGR	A2
03	STN	STN	A3
04	AO	AO	A4
05	CS	CS	A5
06	ASAI	ASAI	A6
07	ASA2	ASA2	A7
08	AST	AST	A8
OTHER			A9

☐ Additional Sheets Are Attached

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION ACL 6450 #6	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE CESSNA	MODEL 401A			
	SERIAL NO. 401A0126	NATIONALITY AND REGISTRATION MARK N3152K			
2. OWNER	NAME (As shown on registration certificate) Griffith Walter G North John H		ADDRESS (As shown on registration certificate) 3458 Massillon Road Uniontown Ohio 44685		
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. E. GODDICH - AIRPORT OPERATION AKRON AIRPORT AKRON O. 44306 F. A. A. CERTIFIED REPAIR STATION #1524			B. KIND OF AGENCY <input type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		C. CERTIFICATE NO. #1524
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 8-16-79			SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Norman P. Ashburn</i> Norman P. Ashburn		
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		
	FAA DESIGNEE	<input checked="" type="checkbox"/> REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION 8-16-79		CERTIFICATE OR DESIGNATION NO. #1524	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Norman P. Ashburn</i> Norman P. Ashburn		

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 Airborne pneumatic surface deicer system kit no 702A s/n 0723 in accordance with STC SA646CE.
Equipment list revised.
Weight and Balance computed.

###

☐ ADDITIONAL SHEETS ARE ATTACHED

FEDERAL AVIATION AGENCY APPLICATION FOR AIRWORTHINESS CERTIFICATE (FAR 21)				INSTRUCTIONS: Print or type these are for FAA use only. Authorized FAA Representative use reverse side.		Do not write in shaded areas. Submit original only to an authorized FAA Representative if additional space is required.	
I. AIRCRAFT DESCRIPTION	1. REGISTRATION MARK N3152K	2. AIRCRAFT MAKE Cessna	3. AIRCRAFT MODEL DESIGNATION 401A	FAA CODING 3075925			
	4. AIRCRAFT SERIAL NO. 401A0126	5. ENGINE MAKE Continental	6. ENGINE MODEL DESIGNATION TS10-520-E	12035			
	7. NO. OF ENGINES Two	8. PROPELLER MAKE McCauley	9. PROPELLER MODEL DESIGNATION 3AF32C87/82NC-5.5	10. YR. AIRC. MANUFACTURED 1969			
II. CERTIFICATION REQUESTED	A. APPLICATION IS HEREBY MADE FOR:						
	<input checked="" type="checkbox"/> ORIGINAL CERTIFICATE—AIRCRAFT IS			<input checked="" type="checkbox"/> NEW		<input type="checkbox"/> USED	
	<input type="checkbox"/> AMENDMENT OR ADDITION OF CURRENT CERTIFICATE						
	<input type="checkbox"/> OTHER (Specify)						
	B. AIRWORTHINESS CLASSIFICATION (For multiple certification, check appropriate items)						
	<input checked="" type="checkbox"/> STANDARD (Indicate category)			<input checked="" type="checkbox"/> NORMAL		<input type="checkbox"/> UTILITY	
	<input type="checkbox"/> LIMITED			<input type="checkbox"/> ACROBATIC		<input type="checkbox"/> TRANSPORT	
	<input type="checkbox"/> RESTRICTED (Indicate operation(s) to be conducted)			<input type="checkbox"/> AGRICULTURE & PEST CONTROL		<input type="checkbox"/> AERIAL SURVEYING	
	<input type="checkbox"/> EXPERIMENTAL (Indicate operation(s) to be conducted)			<input type="checkbox"/> FOREST (Wild life conservation)		<input type="checkbox"/> PATROLLING	
	<input type="checkbox"/> PROVISIONAL (Indicate class)			<input type="checkbox"/> OTHER (Specify)		<input type="checkbox"/> WEATHER CONTROL	
III. OWNER'S CERTIFICATION	A. REGISTERED OWNER (As shown on Certificate of Aircraft Registration)						
	NAME Cessna Aircraft Company			ADDRESS (Number, street, city, State and ZIP code) West K-42 Highway, P.O. Box 1977 Wichita, Kansas 67201			
	B. AIRCRAFT CERTIFICATION BASIS						
	<input checked="" type="checkbox"/> AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Rev. No.) A7CE Rev. 4			<input checked="" type="checkbox"/> AIRWORTHINESS DIRECTIVE SUMMARY (Give year and last card No.) 1968 69-20			
	<input type="checkbox"/> AIRCRAFT LISTING (Give page No(s.))			<input type="checkbox"/> SUPPLEMENTAL TYPE CERTIFICATE (Give No(s.))			
	C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS						
	<input checked="" type="checkbox"/> AIRCRAFT NEW—NO PREVIOUS HISTORY			TOTAL AIRFRAME HOURS RECORDED 5:05 hrs.		FAA CODING	
	RECORDS MAINTAINED IN COMPLIANCE WITH FAR 91.173						
	I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Agency in accordance with section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the classification(s) requested.						
	DATE OF APPLICATION 10-16-69		NAME AND TITLE (Print or type) W. H. Prewitt, Quality Control Manager			SIGNATURE <i>W. H. Prewitt</i>	
IV. INSPECTION AGENCY VERIFICATION	IN ACCORDANCE WITH FAR 21.183, THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY:						
	<input checked="" type="checkbox"/> CERTIFICATED AIR CARRIER (Give Certificate No.)		<input type="checkbox"/> CERTIFICATED MECHANIC (IA) (Give Certificate No.)		<input type="checkbox"/> CERTIFICATED DOMESTIC REPAIR STATION (Give Certificate No.)		
	<input type="checkbox"/> AIRCRAFT MANUFACTURER (Give name of firm)		FAA CODING				
	DATE		TITLE		SIGNATURE		
V. AIRWORTHINESS DOCUMENTATION	<input checked="" type="checkbox"/> A. CURRENT OPERATING LIMITATIONS AVAILABLE IN AIRCRAFT			<input checked="" type="checkbox"/> G. THIS INSPECTION RECORDED IN AIRCRAFT RECORDS			
	<input checked="" type="checkbox"/> B. CURRENT OPERATING LIMITATIONS ATTACHED			<input type="checkbox"/> H. STATEMENT OF CONFORMITY, FAA FORM 317 (Attach when required)			
	<input checked="" type="checkbox"/> C. CURRENT APPROVED FLIGHT MANUAL AVAILABLE IN AIRCRAFT			<input type="checkbox"/> I. PREVIOUS AIRWORTHINESS CERTIFICATE ISSUED IN ACCORDANCE WITH FAR _____ CAR _____ (Orig. attached)			
	<input checked="" type="checkbox"/> D. DATA, DRAWINGS, PHOTOGRAPHS, ETC. (Attach when required)			<input checked="" type="checkbox"/> J. AIRWORTHINESS CERTIFICATE ISSUED IN ACCORDANCE WITH FAR 21.183a _____ (Copy attached)			
VI. FAA REPRESENTATIVE CERTIFICATION	<input checked="" type="checkbox"/> E. CURRENT WEIGHT & BALANCE INFORMATION AVAILABLE IN AIRCRAFT						
	<input checked="" type="checkbox"/> F. MAJOR REPAIR AND ALTERATION, FAA FORM 337 (Attach when req.)						
	A. I have inspected the aircraft described above, find it conforms to its type certificate, and is in condition for safe operation.						
	B. I have inspected the aircraft described above, find it is in condition for safe experimental operation.						
DATE 10-16-69		DESIGNATION NO. 000		OFFICE NO. ICT EMDO 3-0-43		SIGNATURE By <i>Raymond M. Rowden</i> Raymond M. Rowden	
		Option PC 312				Executive Engineer Cessna Aircraft Co., Military Div. Deputy Chief Manufacturing, CB-3	

DATE: 1-11-84

MANUFACTURING BRANCH

ENGINEERING AND

OCT 20 14 05 '69

RECEIVED

OKLAHOMA CITY, OKLA

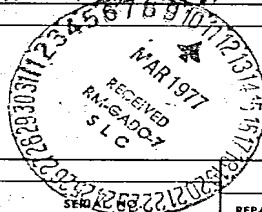
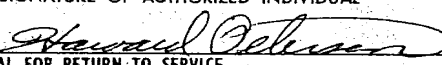
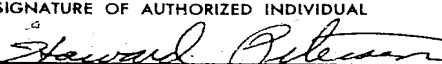
OCT 21 3 29 PM '69

CONVEYANCE FILED WITH
FAA AIRCRAFT REGISTRY

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION STANDARD AIRWORTHINESS CERTIFICATE			
1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
N3152K	Cessna 401A	401A0126	Normal
5. AUTHORITY AND BASIS FOR ISSUANCE This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex B to the Convention on International Civil Aviation, except as noted herein. Exceptions: NONE			
6. TERMS AND CONDITIONS Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, inspection, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.			
DATE OF ISSUANCE	FAA REPRESENTATIVE SIGNATURE OFFICIAL CERTIFICATE	DESIGNATION NUMBER	
10-16-69	<i>[Signature]</i>	CE-3	
Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.			

FAA AIRCRAFT REGISTRY
CAMERA NO. 14

DATE: 1-11-84

DEPT. OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.				OFFICE IDENTIFICATION 2-0-18	
1. AIRCRAFT	MAKE	CESSNA		MODEL	401-A
	SERIAL NO.	401A0126		NATIONALITY AND REGISTRATION MARK	N 31524
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	T. K. HINES MD. LTD.		1001 MOUNTAIN ST CARSON CITY NV 89701		
3. FOR FAA USE ONLY					
<div style="text-align: center;">  </div>					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	5. TYPE		
AIRFRAME	***** (As described in item 1 above) *****				
POWERPLANT	continental	TS10-520 E	206127 E	X	
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Howard Peterson 1406 So. Aberdeen Muskogee, Okla. 74401		<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		FA 130983	
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			
2-17-77					
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	INSTRUCTION AUTHORIZATION		
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
2-17-77		FA 130983			

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.)

This engine was repaired as follows
all parts are FAA approved both new + used, and are within standard limits given in overhaul manual X300H2. crankshaft was checked for run out has .003 at center main and .003 at prop. flange. the connecting rods, pistons, 2 ring pins, piston rings and newly chrome cylinders were installed in #5 & 6 position.

The following parts were magnafixed by Clark Inspection Service Inc. Tulsa Okla. WD 23157. 1 crankshaft, 2 crankshaft gears, 4 counter weights, 8 counter weight pins, camshaft gear, idler gear, 2 prop governor drive gears, 12 push rods, 12 rocker arms, 12 rocker arm shafts, all through bolts, 6 connecting rods, and crank case ZVGloed.

The following new parts consist of 12 connecting rod bolts + nuts, 2 pistons, 2 piston pins, piston rings for 2 pistons, camshaft gear bolts, crankshaft gear bolts, alternator drive gear bolts + lock plates, all connecting rod bearings and main bearings, 4 hydraulic valve lifter assts, camshaft woodruff key, crankshaft seal + gaskets, mag drive coupling, oil filter, alternator bolt kit 35-596 ALB 2015.

The following used parts consist of 2 chrome cylinders chromed by Chroma plate San Antonio Texas, 2 connecting rods, 1 camshaft, 4 cylinder through bolts, crankcase assy, 14 cylinder hold down nuts, 2 631968 counter weights with new bushings, prop heater brushes, 1 injector nozzle sleeve.

2 exhaust stacks 0850710-7, 0850710-5 repaired by wall colomoney corp. H700 SE 59th. Okla. city, Okla.

AD Note 26-2-7 complied with an alternator also kit 35-596 ALB 2015 through bolts installed in alternator.

The prop governor was bench checked and cleaned by aircraft accessories of Okla. Inc. Tulsa Okla.

☐ ADDITIONAL SHEETS ARE ATTACHED

DATE: 1-11-84

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)		FOR FAA USE ONLY OFFICE IDENTIFICATION	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.			
1. AIRCRAFT MAKE <u>Cessna</u> SERIAL NO. <u>441A C126</u>		MODEL <u>441A</u> NATIONALITY AND REGISTRATION MARK <u>N 3152K</u>	
2. OWNER NAME (As shown on registration certificate) <u>Rhodes Aviation, Inc.</u> ADDRESS (As shown on registration certificate) <u>Bakalar MUD Airport</u> <u>3. FOR FAA USE ONLY</u> <u>47801</u>		TUL GADO 20-18	
4. UNIT IDENTIFICATION			
UNIT	MAKE	MODEL	5. TYPE
AIRFRAME	(As described in item 1 above)		REPAIR
POWERPLANT	CONTINENTAL	T-510-520 E	L-206 127 E
PROPELLER			
APPLIANCE	TYPE		
	MANUFACTURER		
6. CONFORMITY STATEMENT			
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY	
Howard Peterson		<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	
1606 S. Abardaan		C. CERTIFICATE NO.	
Muskegon OHIO, 71111		I.A. 47883	
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	
H-27-1976		Howard Peterson	
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	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	
		INSPECTION AUTHORIZATION	
		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION		SIGNATURE OF AUTHORIZED INDIVIDUAL	
H-27-1976		Howard Peterson	

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.)

This Engine was given a major overhaul; all parts are F.A.A. approved, all parts are within limits given in continental overhaul manual; all cylinders were channel chrome to std. size by chrome plate Eng. San Antonio, Texas. They also put valve Guides + Exhaust Studs in, all steel were magnafluxed by United Plating Works Tulsa Okla. crankcase drilled, connecting rods rebushed and skinned by coast to coast machine tool Co. Okla. waste gate from Airsearch industrial Div. Los Angeles Calif. Turbo Chargers, controllers, prop. Gov. Tach. generator, and Fuel injection system was overhauled by Aircraft accessories Tulsa Okla. Header exhaust and over-board exhaust PIPE repaired by Wall Colony Corp. Okla. City Okla. repaired. Camshaft from and by Larry Brown Inc #1875666, continental service Bulletin 72-8 complied with by installing parts PN 439406 + PN 437388. AD Note 75-23-8 complied with, 2 new header clamps installed also kit sk 402-21 installed. Starter Magneto overhauled by Stevenson aviation Inc.

New parts are listed as follows:

Crankshaft main + rod bearings, crankshaft check bushings, counter weight bushings, lock rings, Pilot + 11 pins, piston Ring + pins, Exhaust + intake valves, springs, keepers + exhaust rotary spring, retainers, rocker arm shaft + bushings, valve lifter bodies, crankshaft + camshaft gear bolts, oil pressure Relief spring, Magneto drive couplings, Mag. joints, seals + condensers, spark plugs, ignition harness, lard mounts, gasket set, oil woodruff keys, scavenger pump gear, shaft. all these replaced New From Fire wall Forward.

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1																																	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY																																	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.				OFFICE IDENTIFICATION TOL GADO 2-0-12																																	
1. AIRCRAFT	MAKE CPSSNA	SERIAL NO. 401A0126	MODEL 401A	NATIONALITY AND REGISTRATION MARK N 3152K																																	
2. OWNER	NAME (As shown on registration certificate) Rhodes Aviation Inc.		ADDRESS (As shown on registration certificate) Bakalar Mun Airport Columbus IND. 47301																																		
3. FOR FAA USE ONLY																																					
<table border="1"> <tr> <td>0-1</td> <td>C</td> <td>APS</td> <td>M-1</td> </tr> <tr> <td>0-2</td> <td>OUC</td> <td>MJC</td> <td>M-2</td> </tr> <tr> <td colspan="3">RECEIVED</td> <td>83</td> </tr> <tr> <td colspan="3">APR 23 1976</td> <td>M-4</td> </tr> <tr> <td colspan="3">FAR 43.9</td> <td>M-5</td> </tr> <tr> <td colspan="3">SW-GADO-12</td> <td>SERIAL NO.</td> </tr> <tr> <td>C-1</td> <td>C-2</td> <td>C-3</td> <td></td> </tr> <tr> <td>C-5</td> <td>C-6</td> <td></td> <td></td> </tr> </table>						0-1	C	APS	M-1	0-2	OUC	MJC	M-2	RECEIVED			83	APR 23 1976			M-4	FAR 43.9			M-5	SW-GADO-12			SERIAL NO.	C-1	C-2	C-3		C-5	C-6		
0-1	C	APS	M-1																																		
0-2	OUC	MJC	M-2																																		
RECEIVED			83																																		
APR 23 1976			M-4																																		
FAR 43.9			M-5																																		
SW-GADO-12			SERIAL NO.																																		
C-1	C-2	C-3																																			
C-5	C-6																																				
4. UNIT IDENTIFICATION																																					
UNIT	MAKE	MODEL	5. TYPE																																		
AIRFRAME	(As described in item 1 above)		REPAIR	ALTERATION																																	
POWERPLANT	Continental	TS10-520-E		X																																	
PROPELLER																																					
APPLIANCE	TYPE																																				
	MANUFACTURER																																				
6. CONFORMITY STATEMENT																																					
A. AGENCY'S NAME AND ADDRESS Howard Peterson 1606 S. Aberdeen Muskegon OH. 74401			B. KIND OF AGENCY		C. CERTIFICATE NO.																																
			<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC		1A. 130983																																
			<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 27 1976		SIGNATURE OF AUTHORIZED INDIVIDUAL Howard Peterson																																			
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	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION		OTHER (Specify)																																
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT																																		
DATE OF APPROVAL OR REJECTION 4-27-1976		CERTIFICATE OR DESIGNATION NO. 1A. 130983		SIGNATURE OF AUTHORIZED INDIVIDUAL Howard Peterson																																	

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.)

This engine was given a major overhaul, all parts are within limits given in engine overhaul manual, all parts are FAA approved. all cylinders were chromed to standard size by chrome plate inc. San Antonio Texas. New valve guides installed on exhaust side on 4 cylinders that were chrome plated only. all steel parts were magna fluxed by united plating works Tulsa Okla. Crankcase was 7 glood. connecting rods rebushed and aligned by Coulson aircraft inc. Tulsa Okla. New oil waste gate from air search industrial Div. Los Angeles Calif. Turbo charger, controllers, prop governor, tach gen. and fuel injection system was over hauled by aircraft accessories, Tulsa Okla. Header Exhaust and over board Exhaust pipe. repaired by wall colomony corp. Okla. City, Okla. repaired camshaft by Larry K. Brown A.P. 187566. Cont. Service Bulletin 72-2 complied with by installing parts PN 639106 + PN 63988. AD Note 75-2508. Complied with. New Header clamp installed. also hit 3K 403-36 installed. alternator, starter Magneto's overhauled by Stevenson aviation Inc.

New parts are listed as follows.
crankshaft main + rod bearings, crankshaft check bushings, counter weight bushings, lock rings - plates - 11 pins. piston rings + pist pins. Exhaust + intake valves. keepers, springs, + exhaust rotary spring retainers, rocker arm. shafts + bushings. valve lifter bodies, crankshaft + camshaft gear belts, alternator drive gear belts, oil pressure relief spring, mag. drive couplings, mag. points, condensers - seals, alternator brushes, bearings + seals, spark plugs, Ignition Harness, Lard mounts. jacket set, all woodruff keys, Scavenger pump gear shaft. all new hoses installed fire wall Forward.

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPT. OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)		FOR FAA USE ONLY OFFICE IDENTIFICATION AGL-GADO-10	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.			
1. AIRCRAFT	MAKE Cessna	MODEL 401A	
	SERIAL NO. 401A-0126	NATIONALITY AND REGISTRATION MARK N3152X	
2. OWNER	NAME (As shown on registration certificate) Khoades Aviation Inc.	ADDRESS (As shown on registration certificate) Bakalar Municipal Airport Columbus, Indiana 47201	
3. FOR FAA USE ONLY			
		1	01
		RECEIVED	02
		M1	03
		M2	04
		M3	05
4. UNIT IDENTIFICATION			
UNIT	MAKE	MODEL	SERIAL NO.
AIRFRAME	(As described in item 1 above)		REPAIR ALTERATION XX
POWERPLANT			
PROPELLER			
APPLIANCE	TYPE		
	MANUFACTURER		
6. CONFORMITY STATEMENT			
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY	
Khoades Aviation Inc. Bakalar Municipal Airport Columbus, Indiana 47201		U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION MANUFACTURER	
		C. CERTIFICATE NO. CRS 3278	
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 3 July 75		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Rickey Ray Weidig</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	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION
	FAA DESIGNEE XX	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT
DATE OF APPROVAL OR REJECTION 3 July 75		CERTIFICATE OR DESIGNATION NO. CRS 3278	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Rickey Ray Weidig</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.) Aerosonic Encoding Altimeter p/n 101420-0125, s/n 2542C installed in accordance with manufacturers instructions and AC43.13-1A 8 Nov. 74. Altimeter certified to 20,000 ft. by Aersoric 22 Aug. 74. System leak checked in accordance with FAR91.170. Weight change negligible. Altimeter Encoder tested in accordance with AC43-6, used Pitot-Static Tester and IFRATC600A Transponder-DME portable test set. Test on Encoder run by Avionics Inspector, Ronald M. Wright. Encoding Altimeter and Transponder, Narco AT6A are compatible this date 3 July 75. If equipment fails to operate properly, have repaired by certified repair station.

END

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060,1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION 2-0-06	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE	Cessna	MODEL	401A	
	SERIAL NO.	401A0126	NATIONALITY AND REGISTRATION MARK	N 3152K	
2. OWNER	NAME (As shown on registration certificate) R. G. Varner		ADDRESS (As shown on registration certificate) Box 969 Natchitoches, Louisiana 71457		
	3. FOR FAA USE ONLY				
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	As described in item 1 above			REPAIR	ALTERATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
Guy Buckley Box 1149 Little Rock, Ark. 72203			<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		AF101524
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 8/17/72		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Guy Buckley</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	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 8/17/72		CERTIFICATE OR DESIGNATION NO. A1101524		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Guy Buckley</i>	

NOTICE

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

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

Installed SDI/Hoskin strobe light silver star 1.880 C. P.
P/N 700801 on bottom of fuselage as per Hoskins installation instructions.
As per advisory circular 43.13-1, Chapter 11
As per advisory circular 43.13-2, Chapters 2 and 4

RECEIVED

AUG 18 1972

FEDERAL AVIATION ADMINISTRATION
SW-GADO-6
LITTLE ROCK, ARKANSAS 72202

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.				OFFICE IDENTIFICATION MEM PSDO 7-2-62	
1. AIRCRAFT	MAKE	Cessna 401A		MODEL	401A
	SERIAL NO.	401A0126		NATIONALITY AND REGISTRATION MARK	N3152K
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	Kenneth Starnes		P.O. Box 2534 Little Rock, Ark.		
APPROVED FOR FAA USE ONLY					
<p><i>[Signature]</i> MEM PSDO 7-2-62 Date 11-3-69</p>					
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.	
Aero Electronics, Inc. 2451 Democrat Road Memphis, Tennessee 38118		<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		5423 Radio	
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			
October 29, 1969		<i>[Signature]</i>			
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.		SIGNATURE OF AUTHORIZED INDIVIDUAL	
Oct. 29, 1969		1492980		<i>[Signature]</i>	

NOTICE

Weight and balance or operating limitation changes should 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.)

Install attitude gyro and directional gyro, airspeed and altimeter, in right instrument panel in accordance to Cessna 401A manuals.

Install mitchell century III auto pilot system with automatic trim radio coupler and glide slope couplers optional equipment in accordance to equipment installation manual, Cessna AK 240 F.A.A. approved for Cessna 401A aircraft per S.T.C. SA 784 S.W. region December 12, 1968 bulletin #350 and glide slope coupler AK-262 F.A.A. approved SW region Jul July 16, 1968 bulletin #366

Wiring of above equipment is in accordance to above manuals and AC 43.13-1 chapter 11.

Total continuance electrical load of aircraft does not exceed 80% of single engine alternator output.

See aircraft log book of this date for computed weight and balance.

THE END

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION 7-2-62	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE	Cessna	MODEL	401A	
	SERIAL NO.	401A0126	NATIONALITY AND REGISTRATION MARK	N3152K	
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	Kenneth Starnes		P.O. Box 2534 Little Rock, Ark.		
3. FOR FAA USE ONLY APPROVED BY MEM FSDO 7-2-62 Date 11-3-69					
4. UNIT IDENTIFICATION					5. TYPE
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				X
POWERPLAN					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Aero Electronics 2451 Democrat Road Memphis, Tennessee 38118		U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION MANUFACTURER		5423 Radio	
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 29, 1969		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Robert L. ...</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	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNEE	<input checked="" type="checkbox"/> REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION Oct. 29, 1969		CERTIFICATE OR DESIGNATION NO. 5423 Radio		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Kenneth Herman McLean</i>	

NOTICE

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

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

Install 2 each 360 channel narco MK-16 transceivers, 201 C of ADF T12C system, Narco AT6A panel unit of transponder system, King KN60B DME unit, King KMA-12B audio, marker beacon receiver in radio panel in center section of instrument panel with appropriate brackets. Install 2 each of VOA-9 omni converters in right side of pilots instrument panel and 551 ADF indicator on left side instrument panel in existing instrument holes in accordance to AC 43.13-2 chapter 2 par 23 and equipment installation manual.

Install 2 each MP-16 power units, AT6A remote unit, UGR-2 glide slope receiver on existing radio shelves in left nose section of fuselage in accordance to AC43.13-2 chapter 2 par 24 and 25, and equipment installation manual.

Install long wire sense antenna AD-7 from top cabin section of fuselage to tail section, Bendix AT902AF Nav-Conn antenna on top cabin section of fuselage on existing doubler for antenna of this type, A-15 ARC broadband on bottom cabin section of fuselage on existing doubler, AD-8 marker beacon boat type antenna on bottom cabin section of fuselage. Install ADF loop antenna 2321E on bottom forward cabin section of fuselage with provided doubler. Install DME antenna bottom right cabin section of fuselage and ATC transponder antenna UDA-3 on bottom left nose section of fuselage. All above ant. installed with appropriate doublers and locations in accordance to AC43.13-2 chapter 3 paragraph 31, 32, 33, 34, 35, 36, 37 and 38 and equipment installation manuals.

Wiring of above equipment is in accordance to AC43.13-1 chapter 11 and equipment installation manuals.

Total continuance electrical load of aircraft does not exceed 80% of single engine alternator output.

Compass recalibrated for above installation.

See aircraft log book of this date for computed weight and balance.

THE END

ADDITIONAL SHEETS ARE ATTACHED