N35VC 1969 Cessna 401A

FAA Form 337's



MSN: 401A0126

Prepared by the worldwide aviation specialists at RidgeAire, Inc.

RECEIVED Form Approval JAN 2 0 2005 OMB No. 2120-0020 MAJOR REPAIR AND ALTERATION US Department For FAA Use Only (Airframe, Powerplant, Propeller, or Appliance) of Transportation Office Identification Federal Aviation Administration 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). Model Make **CESSNA** 401A Nationality and Registration Mark 1. Aircraft Serial No. N35VC 401A0126 Address (As shown on registration certificate) Name (As shown on registration certificate) **BOWLING TRANSPORTATION LTD** 5110 DEFIANCE PIKE WAYNE OH 43466-9767 2. Owner 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 Date: JAN 0 7 2005 4. Unit Identification Serial No. Make Model Unit ----- (As described in item 1 above) **AIRFRAME POWERPLANT PROPELLER** Type

GL05

GL05

Alteration

Х

Type

Repair

C. Certificate No.

Radio Class 1 & 2

GA5R-876M ?

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.

6. Conformity Statement

B. Kind of Agency

Date

APPLIANCE

Signature of Authorized Individual Tim Bench

U.S. Certificated Mechanic

Certificated Repair Station

Foreign Certificated Mechanic

JAN 7, 2005

A. Agency's Name and Address

COMMANDER AERO, INC

10570 Springboro Pike Miamisburg, OH 45342

Manufacturer

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 X APPROVED REJECTED

Other (Specify) FAA Flt. Standards Manufacturer Inspection Authorization Inspector BY Person Approved by Transport **FAA Designee** Repair Station Canada Airworthiness Group Date of Approval or Rejection Certificate or Signature of Authorized Individual Jack Musgrave Designation No.

13,2005

GA5R-876M

Form 337

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all provious alterations to accurate the description of the control of the

compatible with all previous alterations to assu	are continued conformity wit	th the applicable airworthiness requirements.
8. Description of Work Accomplished (If more space is required, attach additional sheet.	s. Identify aircraft nationality an	d 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 ma Garmin GA-56 GPS Antenna, I.A.W. installation manu Northern Airborne Technologies RS-12-20 Remote Sv	ual P/N 190-00094-00, rev E, Da	
The GPS-400 GPS Receiver was installed utilizing ex switching relay was installed in parallel to accommoda mode when an ILS Frequency is selected.	isting N.A.T. RS-08 NAV/GPS stated OBS Resolver and Vertical	witching system for H.S.I. Display. An additional RS-12 remote / Glide Slope information. Both relay systems will revert to NAV
The GPS-400 GPS Receiver is coupled to the Autopil	ot system when H.S.I. NAV/GPS	S switching is in GPS mode.
The GPS-400 GPS Receiver is supplied Altitude infor	mation from an existing blind en	coder in the form of gray code.
Altitude Encoding Test and Inspections Required by F	-AR 91.411, (a-3) were performe	ed and found to comply with paragraph (c), appendix E, of part 43.
The GPS-400 GPS Receiver is powered by a 3 Amp of	circuit breaker labeled "NAV 2"	
FAA approved Flight Manual Supplement dated	N 0 7 2005 and Garm -15 Rev. A dated Sept. 2002 wa	nin GPS-400 Pilots Guide P/N 190-00140-60, Rev. B, dated August as supplied in aircraft and is required for IFR approval.
Unit has been ground and flight evaluated and found t non-precision approach operation.	to meet the IFR requirements of	AC 20-138 and is authorized for IFR/VFR enroute, terminal and
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	2 and is within limits.	
For continued airworthiness see attachments		
Logbook entries, weight and balance corrections and	equipment list revisions complet	ed this date.
Pilot: All Rossis	Cert#	943 Date: 1/15/07
Tech: Joh Allfon	<u>—— </u>	4436 Date: 1/13/05
	END	

Continued Airworthiness Checklist: for:

Garmin GPS-400	Cessna 401A	N35VC	S/N 401A	\0126	
				1	
Introduction: Garmin GPS-400 instal	lation, reference F	AA form 3	37 dated _	1/13	0-

- Description: Reference FAA form 337 dated 1/13/0.5 2)
- 3) Control operation information: Reference Garmin Pilot's Guide P/N 190-00140-60 Rev B dated Aug. 2000.
- Servicing Information: Reference Maintenance manual P/N 190-00140-05. 4)
- Maintenance Instructions: Reference Maintenance manual P/N 190-00140-05. 5)
- Troubleshooting Information: Reference Installation manual P/N 190-00140-02 and Maintenance 6) manual P/N 190-00140-05.
- 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

1)

- 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 0 7 2005

16) Revision: A new 337 and ICA's must be submitted through the local FSDO for approval.

				Mr. Mr. May
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UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1.	1411101111011111111	2. MANUFACTURER AND MOBEL 3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
	REGISTRATION MARKS	CESSMA C \$401-A \ CESMA C \$401-A \ CESSMA C \$401	NORMAL
5.	aircraft to which operation, and ha		or, to be in condition for safe
6	airworthiness ce	urrendered, suspended, revoked, or a termination date is otherwise establish tificate is effective as long as the maintenance, preventative reaintenance, and Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate and the air	d alterations are performed in
D.	ATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
	R10-16-1969	Bobb	GL-05 FSD0

Any alteration, reproduction, or misuse of this certificate may be punishable by a line 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.

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US Department of Transportation

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

Form Approved	
OMB No. 2120-00	20

For FAA Use Only

Office Identification

Federal Aviation Administration

and dist	position	of this form. Th	is re	ntries. See FAR 43. port is required by Federal Aviation Ad	law (49	9 U.S.	ppendix B, and . .C. 1421). Failu	AC 43.9-1 re to repor	1 (or subsequent revi rt can result in civil pe	sion there nalty not to	or) for instruct o exceed \$1,00	ons 00
		Make Cessna						Model 401A				
1. Aircraf	, }	Serial No.					Nationality and Registration Mark					
	ļ	401A0126					Nationality and Registration Mark					
		Name (As shown on registration certificate)							(As shown on registra	tion certif	icate)	
2. Owner	l	Bowling Transportation LTD							Defiance Pike e, Ohio 43466-9767			
	l											
						3. F	or FAA Use On	y				
	·					4. U	Init Identification	n			5. Type	
Unit	t		Mal	(e			Model		Serial No.		Repair	Alteration
AIRFRAM	E				(As described in Item 1 above)							X
POWERP	LANT											
PROPELL	.ER						·	,		·		
		Туре										
APPLIAN	ICE	Manufacturer										
	1				6		nformity Staten	nent				
		ne and Address				B. K	Kind of Agency			C. Certifi	sR-876M	
		Aero, Inc. boro Pike				U.S. Certificated Mechanic Foreign Certificated Mechanic						
Miamia	burg,	Ohio 45342				X						
						Manufacturer s) identified in item 4 above and described on the reverse or attachments hereto					eto.	
hav	re been	made in accord	ance		nts of Pa	ert 43 edge.	of the U.S. Fede	eral Aviatio	on Regulations and th			
Date 7/30/02						1	nature of Authori	zed Indivi	Day	Ku	m	
					· · · · · ·	<u> </u>	al for Return To					
Pursua Adminis	nt to the strator	e authority given of the Federal Av	pers viatio	ons specified below n Administration an	v, the un d is	it ider	tified in item 4 w	ras inspec ☐ F	cted in the manner pre		y the	
BY	FAA Inspe	Flt. Standards ctor		Manufacturer		ļ	pection Authoriza		Other (Specify)			
		Designee	Х	Repair Station		Car	son Approved by	ss Group				
Date of A 7/30/02		l or Rejection		Certificate or Designation No. CRS-GA5R-876I	VI	1 "	nature of Author	zed Indivi	Days	Ku	en	

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.
ENDEND
Communication of the communica
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i de la companya de
·
☐ Additional Sheets Are Attached

US Department of Transportation
Federal Aviation

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

Form Approved OMB No. 2120-0020

For FAA Use Only

F	и iransponation Federal Aviation	•	dinc	, Powerplant,	Prope	eller, or Applian	cej		Office Ident		
-	Administration	210 221	- 21						<u> </u>	11 / IND	ESDO
ir a fr	NSTRUCTION of each such	ONS: Print or type on of this form. In violation (Section	e all This I on 90	entries. See FAR 43 report is required but 11 Federal Aviation A	3.9, FAR y law (4 \ct of 19	R 43 Appendix B, and 49 U.S.C. 1421): Fail 58): Val 105 C. 175	I AC 43.9-1 lure to report	(or subsequent can result in civil	revision ther I penalty not	eof) for instruction to exceed \$1,0	otions 100
		Make Cessna				,	Model 401A				
1. /	Aircraft	Serial No. 401A0126					Nationality N35VC	and Registration	Mark		***
	,	Name (As sho	own c	on registration certific	cate)	65.	Address (A	As shown on regi	stration certi	ificate)	
2. (Owner	Bowling Tra	ansp	ortation, Inc.		.		S Highway 23 un OH 43457-9	506		
						3. For FAA Use O	l nly				
						, •					
						4. Unit Identificati	on			5. Type	
	Unit		Ma	ake		Model	, - ,,,	Serial N	Vo.	Repair	Alteration
AIR	FRAME	_	(As described in Item 1 a						•		×
PO	WERPLANT										
PRC	OPELLER			í		e yer	,	w.	•		
API	PLIANCE	Type Manufacturer								-	
		<u> </u>			€	6. Conformity Stater	nent			<u> </u>	<u> </u>
A. A	Agency's Na	me and Address	-			B. Kind of Agency			C. Certifi	icate No.	
Tri-State Aero Inc. 6101 Flightline Drive Evansville, In. 47725						U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer AHTR 102C					
D.	have been	n made in accord	dance	alteration made to the with the requirement of the treet to the best of m	nts of Pa) identified in item 4 art 43 of the U.S. Fede	above and degral Aviation	escribed on the n	everse or att that the infor	tachments here	∍to
Date 10/15/99						Signature of Authorized Individual Joh R. Wadsworth					
					<u></u>	prover for Return To					
Pı Aı	ursuant to the distribution of the distributio	e authority given of the Federal A	ı pers viatio	sons specified below on Administration and	, the unif d is	it identified in item 4 w APPROVED	ras inspected	in the manner p JECTED	rescribed by	/ the	
BY	FAA Inspe	Fit. Standards ector		Manufacturer		Inspection Authoriza	ation	Other (Specify	V)		
		Designee	×	Repair Station		Person Approved by Canada Airworthine	ss Group				
Date of Approval or Rejection 10/15/99 Certificate or Designation No. AHTR 102C					Signature of Authori	zed Individua Waa	Sworts				

FAA Form 337 (12-88)

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.

. 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
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tent .
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☐ Additional Sheets Are Attached

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

Form Approved OMB No. 2120-0020

For FAA Use Only

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aı	nd disposi	tion of this form.	This r		y law (4	43 Appendix B, and 49 U.S.C. 1421). Fail 58).					
		Make Cessna					Model _401A			-	
1. A	Aircraft	Serial No. 401A0126		•			Nationality	and Registration N	/lark		
_		Name (As sho	wn o	n registration certific	cate)		Address (A	s shown on regis	tration certif	icate)	
2. 0	Owner	1 '		ortation, Inc.	,		6255 US	6 Highway 23 un OH 43457-95		.00,	
						3. For FAA Use O	nly				
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_		···		· · · · · · · · · · · · · · · · · · ·	·	4. Unit Identificati	on			5. Type	
	Unit		Ma	ike		Model		Serial N	0.	Repair	Alteration
AIRI	FRAME	_			(As des	scribed in Item 1 abov	/e)				x
POV	WERPLAN	Т									
PRC	PELLER										
APF	PLIANCE	Туре									
		Manufacturer									
					•	6. Conformity Stater	nent				
A. A	\gency's N	ame and Address				B. Kind of Agency			C. Certifi	cate No.	
	i-State A					U.S. Certificated	l Mechanic		_		
	l 01 Flighti /ansville,					Foreign Certifica			AHTE	R 102C	
	•					X Certificated Rep	pair Station		4		
D.	have be	en made in accord	lance	lteration made to the with the requirement to the best of m	nts of Pa	Manufacturer identified in item 4 and 43 of the U.S. Fede	above and deeral Aviation I	escribed on the re Regulations and th	verse or attraction	achments here	eto
Date	е					Signature of Authori	zed Individua	al	2.11	· · · · · · · · · · · · · · · · · · ·	
10)/15/99					Joh	R.W	Padswort	1		
	-				7. Ap	proval for Return To	Service				
				ons specified below n Administration and		t identified in item 4 w APPROVED	as inspected RE.	I in the manner pro JECTED	escribed by	the	
BY		Fit. Standards ector		Manufacturer		Inspection Authoriza	ation	Other (Specify))		
		Designee	×	Repair Station		Person Approved by Canada Airworthine	ss Group				
	e of Approv 9/15/99	al or Rejection		Certificate or Designation No. AHTR 102C		Signature of Authori	zed Individua L RWA	dsunt	Z		

FAA Form 337 (12-88)

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.

3. Description of Work Accomplished (If more space is required, attach additional sheets. Identify	y with aircraft nationality and registration mark and date work completed.)
Installed Electronics International Inc. model UBG-1	6 bar graph engine analyzer for both engines in accordance with DL 1111982, revision "new", dated Nov.11, 1998, and installation r FAA approved revisions, per STC SA00680SE. The UBG-16 is designed as
The UBG-16 instrument installed in accordance with chap2 para. 21(a) 1,2,3,4,5,6, para. 22,23 (a)(b)(e)(f)	the proceedures of AC 43.13-2A chap. 1 para. 1,4,5,6,7,8,9,10,11,12, ,, chap. 11 para. 211,212 (a)(b), 213 (a), 214 (f).
Wiring harnesses installed in accordance with proc 451,514,515,516, (a) (1)(2)(3), 517 (a)(b)(d)(e)(f).	ceedures of AC 43.13-1A chap. 11, pra. 446 (a) (b) (c) (d) , 447, 448, 450 (b),
The UBG-16 to be maitained in accordance with the	II 1111981 installation instructions.
Revised weight and balance and equipment list.	
	END
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	Additional Sheets Are Attached

US Department of Transportation

Federal Aviation

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

Form	Ap	orove	d

OMB No. 2120-0020

For FAA Use Only

GLITITY IND FSDO

Administration

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).

for eac	ch such v	iolation (Sec	ction	901 of Federal Aviation	1 Act c	of 195	8).	· · · · · · · · · · · · · · · · · · ·		· 		
	1	lake		~				Model		401 A		
				Cessna				Nationality	and Pagin	401A		
1. Airc	ratt S	ierial No.		401A0126				Nauonainy	anu Regis	wauon wan N 35V		
		lame (As sh	own	on registration certifica			i	Address (A	s shown o	n registratio		ite)
	,	.ao (710 3//		owling Transports	-	T.TI)			US Hig		- 1
2. Own	er		שני	AMINE TIMESPOICE	UII		-			un OH 4		
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						3. Fo	r FAA Use Only					
The d	lata idei	aircraft.	subi	omplies with the appet to conformity in 1999 FAA	spec	tion l	by a person autl	horized in	and is an	oproved fo	or the abo	ve described
						4. Uı	nit Identification			5. Ty	/pe	
Ĺ	Jnit			Make			Model		Serial No.	R	Repair	Alteration
AIRFRA	AME			(As a	lescrib	bed in	Item 1 above) ~~					х
POWE	RPLANT								,,,			
PROPE	LLER											
		Туре										
APPLIA	NCE	16			4							
		Manufacti	urer									
		<u> </u>			6.	Conf	formity Statemen	it				
A. Age	ncy's Na	ne and Add	ress				nd of Agency			C. Certific	ate No.	
				on Electronics			U.S. Certificated M					
		6103 Flig	•		}		Foreign Certificated				DOOD 0	007
		Evansvill	e. Il	N 47711	ŀ		Certified Repair Sta Manufacturer	ation			PG2R0	02L
		£ 4b * ·		or alteration made to the				hove and d	escribed of	n the revers	se or attac	hments hereto
ha	ve been	made in acc	corda	or alteration made to the noe with the requirem correct to the best of i	ents o	of Part owled	t 43 of the U.S. Fe lge.	deral Aviatio	on Regulat	ions and th	at the info	rmation
Date						Sign	ature of Authorize	d Individual				
		3/	10/9		Ann	roval	for Return To Se	arvice	erry	, 		
Durous	nt to th	authority	aiver	n persons specified b					inspected	in the mai	nner pres	cribed by the
Admin	istrator (of the Fede	rai A	viation Administratio	n and	is	APPROVE	D RE	JECTED			
BY	FAA F	it Standards ctor		Manufacturer			ection Authorizatio		Other	(Specify)		
١,١	FAA	Designee	K	Repair Station		Cana	on Approved by Trada Airworthiness	Group				
		or Rejection	1	Certificate or Designation No.		Sign	ature of Authorized	d Individual				
M	AR 31	1999		PG2R082	2L	5	Lordo	\sim	. Le	rri		
FAA F	rm 337 (12-88)										

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 Mark Cert. No. 3/148/935 Date 3/12/99.
A GX55/ser'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 ravigation" 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. ***********************************
·
Additional Sheets Are Attached

of Transportation Federal Aviation **Administration**

FAA Form 337 (12-88)

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

Form Approved

OMB No. 2120-0020

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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). Make 401A Cessna Nationality and Registration Mark 1. Aircraft Serial No. N 35VC 401A0126 Address (As shown on registration certificate) Name (As shown on registration certificate) 6255 US Highway 23 Bowling Transportation LTD 2. Owner 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 EAR flat 43. Section 43.7. Date: March 11, 1999 FAA Inspector AGL-IND-RSDO 4. Unit Identification 5. Type Unit Make Model Serial No. Repair Alteration ---- (As described in Item 1 above) -----AIRFRAME X POWERPLANT PROPELLER Type APPLIANCE Manufacturer 6. Conformity Statement A. Agency's Name and Address C. Certificate No. B. Kind of Agency Ron Collins Aviation Electronics U.S. Certificated Mechanic 6103 Flightline Drive Foreign Certificated Mechanic Evansville, IN 47711 **Certified Repair Station** PG2R082L 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. Signature of Authorized Individual Date 3/10/99 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 FAA Fit Standards Other (Specify) Manufacturer Inspection Authorization Inspector BY Person Approved by Transport FAA Designee Repair Station Canada Airworthiness Group Certificate or Date of Approval or Rejection Signature of Authorized Individual Vordon L. Terry MAR 11 1999

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.) Date: 3/10/99 S/N: 401A0126

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:

Additional Sheets Are Attached

- 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
- Inspect for physical damage
- Insure that the antenna is free of dirt, paint or other foreign matter

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UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

3 AIRCRAFT SERIAL 4 CATEGORY 2 MANUFACTURER AND MODEL 1 MATIONALITY AND REGISTRATION MARKS NUMBER N35VC 401A0126 Cessna 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

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

DESIGNATION NUMBER

R-10/16/69

Mark A. Bei

GL-05

∵☆U.S.G.P.O.: 1994-568-762

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 Form 8100-2 (8-82)

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	Federal Aviation Administration

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

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification

SW- FSD0-11

INSTRUCTIONS: Print or type all entries. See FAR 43.9. FAR 43 Appendix B, and AC 43.9.

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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 (Il 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,

Negligible weight change

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LA Additional Sheets Are Attached

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DEPARTM. OF TRANSPORTATION

Form Approved Budget Bureau No. 04-R060.1

FEDERAL AVIATION ADMINISTRATION FOR FAA USE ONLY MAJOR REPAIR AND ALTERATION OFFICE IDENTIFICATION #6 (Airframe, Powerplant, Propeller, or Appliance) INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. MODEL MAKE 401A CESSNA 1. AIRCRAFT NATIONALITY AND REGISTRATION MARK SERIAL NO N3152K 401A0126 ADDRESS (As shown on registration certificate) NAME (As shown on registration certificate)

GRIFFITH Walter G 3458 Massillon Road 2. OWNER Uniontown Chio North John H 3. FOR FAA USE ONLY 4. UNIT IDENTIFICATION 5. TYPE SERIAL NO. ALTER-REPAIR UNIT XX (As described in item 1 above) AIRFRAME POWERPLANT PROPELLER APPLIANCE MANUFACTURER 6. CONFORMITY STATEMENT C. CERTIFICATE NO B, KIND OF AGENCY B. F. GOODRICH - AIRPORT OPERATION U.S. CERTIFICATED MECHANIC AKRON AIRPORT FOREIGN CERTIFICATED MECHANIC #1524 AKRON O. 44306 CERTIFICATED REPAIR STATION F. A. A. CERTIFIED REPAIR STATION #1524 MANUFACTURER Learnify that the renair 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. SIGNATURE OF AUTHORIZED INDIVIDUAL DATE OF DEG STREET CONSIDERS Norman P Ashburn ેક્, તેલું **8-,16-79** કર્યા રહ્± 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 OTHER (Specify) FAA FLT. STANDARDS INSPECTION AUTHORIZATION MANUFACTURER CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR FAA DESIGNEE REPAIR STATION OF AIRCRAFT SIGNATURE OF AUTHORIZED INDIVIDUAL CERTIFICATE OR DESIGNATION NO DATE OF APPROVAL OR REJECTION Ø1524 laiman Norman P Ashburn 8-16-79

FAA Form 337 (7-67) 'ਮੇਂ U.S. Government Printing Office 1977--772-646/141

AUG 2 2 1979.

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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 delicer system kit no 702Ace/n 0723 in accordance with STC SA646CE.

Equipment list revised.

Weight and Balance computed.

ADDITIONAL SHEETS ARE ATTACHED

Day Barrior Love

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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 with in all parts are FAA. approved both new + used, and are with in standard Limits given in overhaul manual x30042, crankshaft was checked For run out has 003 at center mains and pos at prop. Flange, the connecting rode, pistons, 2 Rist pins, piston Rings and newly chromo cylinders were installed in # 5 +6 Position,

The Following parts were Majkufland by clark inspection Service Inc. tulsa Okla. Wo. 23157. I crankshaft, 2 crankshaft gears, 4 counter weights, 8 counter weight pins, learn shaft gear, I'dler gears, 2 prop governor drive gears, 12 push rods.

12 Rocker arms, 12 rocker arm shafts, all through Bolts.

6 Connecting rods, and crank ease IVGlood.

The Following Mew parts consist of 12 connecting red bolts + Nuts, 2 pistons, 2 piston pins, Piston Rings For 2 pistons cam shaft gear bolts, crantishaft your bolts, alternator drive year bolts + Lock plates, all connecting rod bearings and main bearings. H hydrulic value Lifter assys, cam shaft woodruff May, Crank shaft soal + gas kats, mag, drive coupling oil filter, alternator bolt hit 85-591-818 2018.

woodruff May Crankshaft soal & gas hats. Mag drive coupling oil Filter, alternator bolt Kit 85-596 ALB 2011s.

The following used parts consist of a chrome cylinders chromed by chrome Plate san-ontonio Texas, a connecting rods, I cams haft, Heylinder Through bolts, crankcase assy.

14 cylinder Hold down Nots, 2 431948 countar weights with new bushings, prap Hoater brushes, I injector nose! slower. A exhaust stacks 0800 710-7, 0850 710-5 repaired by wall colomonoy corp. H700 SE 59Th. ohla, city, chila.

AD Note 96-2-7 complied with an alternator also HIT 35-596-2 The Prop governor was bench checked and cleaned by aircraft accessories of ohla. The Tulse ohla.

ADDITIONAL SHEETS ARE ATTACHED

U.S. G.P.O. 1972/720-694/545/1303

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Weight and balance or operating limitation changes shall be entered in the appropriate curcraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable of the previous 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 overhaut, all parts are F.A.A. aproved. all parts are with in himsits given in continental overhaul manual, all extinders were channel chiores to std, size by chroma plate Fire. San antonio Texas They also put value Grides + Exhaust Study in, all smell were longing thered by united that ing works I lise ONA, crank cost I shoot, connecting reds rebish-1 assistational to contract of the the tree to the other engets gate From Airescanch industrial Dir. Los Arigles cality Turbo Charger, Controllers, prop Cov. Tack generator, and Fuel injection system was over harled by Aircraft accessories Tulsa Olla. Hander exhaust and over-board exhaust PIPE repaired by wall colomony corp. cha. City OMa, repaired camshart From and by Larry Brown He P # 1275646 . Continental Service Bullitan 72-8 complied with by installing Parts PN 439 Hot r PH 439398. AD Note 75-23-8 complied with 2 new brader clamps with list also Kit shipped instilled Statter inguators currhaufte De Stevenson aviation Inc. How parts are Listed as Follows. Crankshaft Main + Rod bearings, Crank shaft Check bushings, counter weight bushings, Lock mings, Plater 11 pins. Piston Ringer pins. I showst + tretatte values, springs, Keepers + exhaust rutary spring reminers. rocker arm sharts toushings, value Lister bodies Spring, magneto drive couplings, Mag. Guints, Scale + Candensers, spark plugs, ignition barness, hard wounts, gasket set, all woodropp Keys, scavenger fromp georgiants, shaft, all Hose replaced new From Fire wall Forward. ADDITIONAL SHEETS ARE ATTACHE

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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 Elyine was grown a major overhaut, all parts are with in himits given in contractations have manual all racts are FAA. approved, all egenders were channel channel channel Standard Sizeby Chroma plate lite, San entonio Texas, Have valve guides the tallest at exhaust side on it extenders That were expanse plated only all steel parts were Magna Flored by united Plating works To lea Ohlas Crank case was I glood, cornectify tods rebusations alliered by Constator air motice The Tota olla. Kabaill Calif Tarke Characte Total Dir. Les Mayotes Tarbo charger, controlors, Prop governor, tark you. and First injection system was over hauled by aircraft are ssories, tulsa onla, Header techoust and over board Exhaust pine . repaired by well colemany corp. chla. Lity, allq. regard canshipt by Larry K. Brown Arp. 1875166; Cont. Service Bulliten 72-2 complete with by mistalling parts PN 639466 e pole 3988. AD note 25-250 Complied with I men Horder charge wistalled, also hit 31 102-36 installed; allinator; starter magnetoes everland he storerson oriation Inch Them Parts are kistel as Follows. Cranh shart main + Rod bearings, cranh shart check bushings, counter weight bushings tock rings - plates . Il piñso Piston Bings + Rist piñs Exhaust e intake values. heepers, springs, + kalmust rotary spring retainers, Rocker arm, sharts + bushings. valve hirter bodies, chanhelapte Camshaft gear belts, altinuter & rive Jear holts, will presse Relief Spring Mag. drive couplings 2011 points Condensers
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U.S. G.P.O. 1972/720-694/545/1303

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D. I certify attachme and that	that the repair as fits hereto have be the information f	nd/or alteration ma een made in accord urnished herein is	ide to the u ance with th true and cor	nit(s) identi e requiremen rect to the b	fied in item its of Part 4: est of my ki	4 above a 3 of the U. 10wledge,	nd described S. Federal A	l on the reve viation Regu	erse or lations
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		7. : .	APPROVAL FO	R RETURN TO	SERVICE	<u>~~</u>	- 4		
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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 Aerosonic 22 Aug. 74. System leak checked in accordance with FAR91.170. Weight change negligible. System leak checked in accordance with AC43-6, used Pitot-Static Tester and 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.

ADDITIONAL SHEETS ARE ATTACHED

INSTRUCTIONS, Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision of this form. MAKE Cessna MADEL 401A 1. AIRCRAFT AMAGE Cessna SERIAL NO. 4. UNIT IDENTIFICATION 3. FOR FAA USE ONLY 4. UNIT IDENTIFICATION 5. Nationally Albor Serial No. 1. AIRCRAFT AMAGE As shown on registration certificate) ADDRESS, (As shown on registration certificate) Nationally Albor Segistration certificate) Natchitoches, Louisiana 7 3. FOR FAA USE ONLY 4. UNIT IDENTIFICATION 5. Natchitoches, Louisiana 7 AIRCRAME AIRCRAME AIRCRAME AIRCRAME AIRCRAME APPLIANCE ANAUGACTURER APPLIANCE MANUFACTURER 6. (ONFORMITY STATEMENT A. AGENCY'S NAME AND ADDRESS GUY BUCKley BCX 1149 CESTIFICATE MECHANIC CESTIFICATE MANUFACTURER D. I certify that the repair and or niteration made to the unit(s) identified in item 4 above and described on the reveal and that the information furnished herein is true and covered or the best of my knowledge. SIGNATURE OF AUTHORIZED INDIVIDUAL	50.1
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3/17/72 Suy Burbley	tions
7: APPROVAL FOR BETURN TO SERVICE Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribe the Administrator of the Federal Aviation Administration and is X APPROVED REJECTED	i by
Y FAA FLT, STANDARDS INSPECTOR MANUFACTURER MANUFACTURE	2.
ATE OF APPROVAL OR CERTIFICATE OR SIGNATURE OF AUTHORIZED INDIVIDUAL.	1
DESIGNATION NO. S/17/72 AI101524 AA Form 337 (7-67) DESIGNATION NO. DE	

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.

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Install	ed SDI/Hoskin strobe light silver star 1.880 C. P.	
P/N 700	1801 on bottom of fuselage as per Hoskins installation in	struction
As ner	advisory circular 43:13-11 Chapter 11	· *** * 1 * * * * * * * * * * * * * * *
As per	advisory circular 43.13-2% Chapters 2 and 4 store to the	ModSean all
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Memph:	is.Tennessee 38118	MANUFACTU		54	23 Ra	dio	
D. L. certif	y that the repair and/or alteration mad	e to the unit(s) ide	ntified in item	4 above and des	ribed on	the rev	erse or
	y that the repair and/or alteration made tents hereto have been made in accordant to the information furnished herein is tru				ral Aviatio	on Regi	ilations
DATE	the information furnished herein is		F AUTHORIZED				-
DATE		11 2	1.11	Ni.	//		
· Octo	ber 29.1969	KIMMIER	Morm	in me	con		
		PPROVAL FOR RETURN					
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Val.			ified in item 4 v	EJECTED			
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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 pampleted.)

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

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

Wiring of above equipment is in accordance to above manuels 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

DEPARTMEN .F TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved Budget Bureau No. 04-R060.1

		OR REPAIR AN Powerplant, Pro			nce)		FOR FAA OFFICE IDENTIFY	ase on	LY
INSTRUCT	TIONS: Print or					AC 43.9-1	(or subsequent	-62 revision t	hereof)
	MAKE Cess				MODEL AC)1 Δ			
1. AIRCRAFT	SERIAL NO.	401A0126				TY AND R	EGISTRATION M	ARK	
,	NAME (As show	n on registration certific	crte)		ADDRESS (As shown on	registration certi	ficate)	
2. OWNER	Kenneth	Starnes			Litt	Box 2	334 k, Ark.		
	and the second		3.	FOR FAA USE ON ROVED BY	LY				
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Octobe	r 29. 1969		SI	GNATURE OF A	ÚTHORIZED	INDIVIDUA	AL .	7	7
			PROVAL	FOR RETURN TO	SERVICE				
Pursuant to t	he authority give	n persons specified b				vas inspecte	ed in the manner	prescrib	ed by
	LT. STANDARDS	MANUFACTURER -	- 1	SPECTION AUTHORIZ		OTHER (Specify			
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ATE OF APPR EJECTION Oct. 2	OVAL OR 9,1969	CERTIFICATE OR DESIGNATION NO. 5423 Radio	SIC	Keome			Medle	3	
AA Form 3	37 (7-67)								320).

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 sustem, 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 manuel.

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 manuel.

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 forasutenna of this type, A-15 ARC broadband on botton cabin section of guselage on existing doubler. AD-8 marker beacon boat type antena on bottom cabin section of fuselage. Install ADF loop antenna 2321E on botton foreward cabin section of fuselage with provided doubler. Install DME antenna botton right cabin section of fuselage and ATC transponder antenna UDA-3 onbotton left nose section of fuselage. All above antinstalled with appropriate doublers and locations in accordance to AC43.13-2 chapter 3 paragraft 31,32,33,34,35,36,37 and 38 and equipment installation manuels.

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

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

Compass recolibrated for above installation,

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

THE END

ADDITIONAL SHEETS ARE ATTACHED

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