US Department
of Transportation
Federal Aviation
Administration

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

Form Approved OMB No. 2120-0020 2/28/2011	Electronic Tracking Number
F	or FAA Use Only

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ins	struction		ition of the	his form.	es. See Title 14 This report is re												
		Nationalit USA N5		gistratio	n Mark		_		Serial No. 500A-1097-51								
1. A	ircraft	Make AERO C		NDER		•		 	Mode 500	el				T	Series		
Name (As shown on registration certificate)								Addr	ess (As	show	n on re	gisti	ration (certificate)		_	
JEAN-LUC H POUS							Addres	1082 HOU			LA	NE	St	ate TEX	_		
								Zip	77079				Count	try USA		_	
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City	SWE				State TEX		·	Certificated Repair Station						_			
Zip	77480		untry <u>US</u>			=_	<u> </u>	Certificated I							91859IA 		
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bedtastiA enA Sheets Are Attached
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END
N626RJ S/N 500A-1097-51 HOBBS 379.3 N626RJ S/N 500A-1097-51 HOBBS 379.3 REMOVED 50 AMP GENERATORS, EXISTING MOUNTS AND ASSOCIATED WIRING. INSTALLED NEW ELECTRO SYSTEMS 90 AMP ALTERNATORS, MOUNTS AND REGULATORS PER AIRCENTER INC. DRAWING NO. AC 97001 & AC97002 USED IN CONJUNCTION WITH AIRCENTER INC. STC NO. SA1677AT FOR MODELS 500B, 500U, 500S TWIN COMMANDERS AND 500A WITH COLEMILL CONVERSION STC SA340SO. AIRCRAFT ELECTRICAL SYSTEM TEST RUN & ALTERNATORS BALANCED PER AIRCENTER INC. INSTRUCTIONS. FAA APPROVED FLIGHT MANUEL SUPPLEMENT DOCUMENT DATED 2-28-2012 NO. BR-98003 INSTALLED IN FLIGHT MANUAL. AIRCRAFT WEIGHT AND BALANCE/ EQUIPMENT LIST REVISED. ATTACHED INSTRUCTIONS FOR CONTINUED AIRWORTHINESS DATED 4-17-2012
8. Description of Work Accomplished Nationality and Registration Mark Date
Weight and balance or operating limitation changes shall be entered in the appropriate alroaft record. An atteration must be compatible with all previous afterations to assure continued conformity with the approable airworthiness requirements.
Mointh and halance or energing ilmitation changes shall be entered in the appropriate strong and alteration must be

- INTRODUCTION- THIS AIRCRAFT TWIN COMMANDER MODEL 500A, REGISTRATION NUMBER N526RJ, S/N 500A-1097-51 HAS BEEN ALTERED BY REMOVAL OF 50 AMP EXISTING GENERATORS, MOUNTS, REGULATORS AND SOME WIRING. INSTALLED NEW ELECTRO SYSTEMS 90 AMP ALTERNATORS, REGULATORS, MOUNTS AND WIRING PER AIRCENTER INC. DRAWING NO. AC97001, AC97002 AND INSTALLATION MANUAL BR-97008 IN CONJUNTION WITH AIRCENTER INC. STC NO. SA1677AT. FOR FURTHER INFORMATION CONSULT THE INSTALLATION MANUAL AND DRAWINGS LISTED ABOVE.
- 2. DESCRIPTION- INSTALLED 90 AMP ALTERNATOR STC# SA01677AT REGULATORS AND WIRING PER AIRCENTER INSTALLATION MANUAL BR-97008 REVISION H DATED 3-17-2006.
- 3. CONTROL-OPERATIONAL INFORMATION IN FLIGHT MANUAL SUPPLEMENT DATED 2-28-2012 AND INSTALLATION MANUAL BR-97008.
- 4. SERVICING INFORMATION-NA
- 5. MAINTENANCE INSTRUCTIONS-AT EACH ANNUAL OR 100HR INSPECTION, ENSURE THAT ALL INSTALLED EQUIPMENT IS INSPECTED FOR SECURITY OF MOUNTING, CHAFFED OR DAMAGED AND ANY CORROSION. ADDITIONAL MAINTENANCE OF INSTALLED EQUIPMENT IS ON CONDITION ONLY IN ACCORDINANCE WITH STC #SA-01677AT AND INSTALLATION MANUAL BR-97008.
- 6. TROUBLESHOOTING INFORMATION-ALL TROUBLESHOOTING AND/OR MAINTENACE MUST BE DONE PER STC#SA01677AT MANUAL BR-97008 AND PERFORMED BY AN FAA CERTIFICATED REPAIR STATION OR AIRFRAME MECHANIC WITH THE APPROPRIATE TRAINING, EXPERIENCE, RATINGS, MANUALS AND THE TEST EQUIPMENT TO DIAGNOSE AND REPAIR MALFUNCTIONS.
- 7. REMOVAL AND REPLACEMENT INFORMATION-SEE AIRCENTER INC. INSTALLATION MANUAL BR-97008, ENGINE MAINTENANCE MANUAL OR AIRFRAME MAINTENCE MANUAL.
- 8. DIAGRAMS- AIRCENTER WIRING DRAWING #AC97002
- 9. SPECIAL INSPECTION REQUIREMENTS-N/A
- 10. APPLICATION OF PROTECTIVE TREATMENTS-N/A
- 11. DATA-ENGINE MAINTENANCE MANUAL, AIRCRAFT MAINTENANCE MANUAL, OR AIRCENTER MANUAL BR-97008
- 12. LIST OF SPECIAL TOOLS- N/A
- 13. FOR COMMUTER CATEGORY AIRCRAFT-N/A
- 14. RECOMMENDED OVERHAUL PERIODS- ON CONDITION ONLY, ALL COMPONENTS.
- 15. AIRWORTHINESS LIMITATIONS SECTION-SEE FLIGHT MANUAL SUPPLEMENT DATED 2-28-2012

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INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

16. ICA'S REVISION TO THIS ICA MUST BE SUBMITTED TO THE LOCAL FISDO WITH A REVISED COPY OF THE FAA FORM 337 AND REVISED ICA. THE FAA INSPECTOR ON ACCEPTING THE CHANGE WILL SIGN BLOCK 3 OF THE FORM 337 AND INCLUDE THE FOLLOWING STATEMENT "THE ATTACHED REVISED/NEW INSTRUCTION FOR CONTINUED AIRWORTHINESS DATED ______ FOR THE ABOVE AIRCRAFT OR COMPONENT MAJOR ALTERATION HAS BEEN ACCEPTED BY THE FAA, SUPERSEDING THE INSTUCTIONS FOR CONTINUED AIRWORTHINESS" ONCE THE REVISION HAS BEEN ACCEPTED, A MAINTENANCE ENTRY WILL BE MADE, IDENTIFYING THE REVISION, ITS LOCATION AND DATE OF THE FORM 337.



Small Airplane Directorate Atlanta Aircraft Certification Office One Crown Center 1895 Phoenix Blvd., Suite 450 Atlanta, GA 30349

FEB 2 8 2012

Aircenter, Inc. Mr. Gary Gadberry 115 Nowlin Ln., Suite 2000 Chattanooga, TN 37421

Dear Mr. Gadberry:

As requested in your 2/20/2012 letter, enclosed is an approved AFMS for Twin Commander 500A, N526RJ, SN 500A-1097-51. This AFMS provided to support field approval for Electrosystems 90 amp.alternators installed in accordance with STC SA01677AT which you hold. Contacts are D. Crew, Sr. FTE at (404) 474-5563 or Bob Chupka, Sr. Systems Engineer (404) 474-5589.

Sincerely,

Bruce D. Remick

Associate Manager, ACE-116A Atlanta Aircraft Certification Office

Pare & Ramel

Enclosure

R K J Enterprises, Inc. 1243 CR 136 Sweeny, TX 77480

FAA APPROVED

AIRPLANE FLIGHT MANUAL SUPPLEMENT

FOR

TWIN COMMANDER 500A

WITH 90 AMP ALTERNATORS

REG NO: N526RJ

SERIAL NO: 500A-1097-51

This Supplement must be attached to the FAA Approved Flight Manual, dated 19 August 1960, when the Electrosystems 90 Amp Alternators are installed in accordance with STC SA01677AT and FAR Form 337 dated 02-13-2012.

The information contained herein supplements the information of the basic Airplane Flight Manual. For Limitation, procedures and Performance information not contained in this Supplement, consult the basic Airplane Flight Manual.

Manager,

Atlanta Aircraft Certification Office Federal Aviation Administration Atlanta, GA 30349

FEB 2 8 2012

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R K J Enterprises, Inc. 1243 CR 136 Sweeny, TX 77480 AFM Supplement for Twin Commander Model 500A Airplanes Document No. BR-98003

LOG OF REVISIONS

Revision	Revised	Reason for Change	Approval	FAA Approval
No.	Pages		Date	Signature

NOTE: Revised information indicated by black vertical line in the margin.

FAA APPROVED Date: FFB 2 8 2012

 R K J Enterprises, Inc. 1243 CR 136 Sweeny, TX 77480 AFM Supplement for Twin Commander Model 500A Airplanes Document No. BR-98003

SECTION I-LIMITATIONS

Each Alternator is limited to 90 Amperes.

SECTION II-PROCEDURES

NORMAL

a. An Alternator off line is indicated by a red "LH ALT OUT" or "RH ALT OUT" annunciator located in the cockpit overhead panel.

EMERGENCY

- a. ENGINE FAILURE DURING TAKE OFF-Respective Alternator switch to OFF position.
- b. ALTERNATOR FAILURE-The Twin Commander Model 500A airplane is equipped with dual alternators. In the event of failure of an alternator, place that alternator switch in the OFF position and pull the respective circuit breaker.
- c. ENGINE FIRE-Respective Alternator switch OFF, pull respective circuit breaker.

SECTION III-GENERAL PERFORMANCE

No changes to basic Airplane Flight Manual.

FAA APPROVED
Date: FFB 2 8 2012

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(3)
US Department
of Transportation
Federal Aviation
Administration

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

Form Approved OMB No. 2120-0020 2/28/2011	Electronic Tracking Number
	or FAA Use Only

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	_	Nationalit USA N5	y and Reg 26RJ	istration	Mark		Serial No. 500A-1097-51						
1. Airc	raft	Make AERO C	ake ERO COMMANDER					Model 500A					Series
Name (As shown on registration certificate) JEAN-LUC H POUS 2. Owner)	Address (As shown on registration address 10827 PEPPER LANE				gistration (LANE	certificate) State TEXAS			
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City	SWEE 77480	NY	untry USA		State TEXAS				Repair Station Maintenance (ion	AP349	91859IA
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BY		A Designee	,	Repa	ir Station	×	Ins	spection Auth	orization	Ot	her (Spe	ecify)	
_	ate or ation N			Signa	ture/Date of Au	thoriz	edi	Individual	·:	· - /	10-2	017	

FAA Form 337 (10-06)

BOB JACKSONI

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	e or operating limitation of previous alterations to a					
			USA N526RJ	2-	10-2012	• • • • • •
	/ork Accomplished : ••••		Nationality and Regist	ration Mark	Date	
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	TC SA2903SW WING LAPS CHECKED FOI					
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[] Additional Sheets Are Attached

United States of America

Bepartment of Transportation -- Nederal Abiation Administration

Supplemental Type Certificate

Number SA2903SW

Rocky Top Leasing, Inc. 1027 River Bend Dr. Chattanooga, TN 37419

noments of Part 3 of the Civil Air Pergulations

ot - Type Cartificate Newsbor :

6A1, 2A4

Make .

Twin Commander Aircraft Corporation

500, 500A, 500B, 500U, 500S, 520, 560, 560A, 560E 560F, 680F, 680FL, and 680FL(P)

Description of Type Design Change. Installation of Wing Flap Gap Seals in according to Drawing 42001, Issue 2, or later FAA approved revision.

tions and Conditions. Compatibility of this modification with other previously approved. modifications must be determined by the installer.

d the supporting data which is the basis for approval shall remain in offert until rd, suspended, revoked or a termination date is otherwise established by the Administrator of the

Date of application . January 23, 1979

் அவ்வக்க் . January 25, 1979

Data missend. April 16, 1979; December 7, 1988 December 10, 2007

. February 7, 1995

Melvin D. Taylor, Manager, Atlanta Aircraft Certification Office

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

This certificate may be transferred in accordance with FAR 31.47.

PRIOPRIETARY

The information contained in or disclosed by this document is considered proprietary by ROCKY TOP LEASING, INC. This document and the items and information contained or disclosed herein shall not be used, copied, or reproduced in whole or in part, nor shall the contents be revealed in any manner to any person unless written permission is obtained.

Permission is hereby given for the following aircraft and only valid when signature in the approval is signed by Gary L. Gadberry and return of the registration slip is validated. Model only: 500 A Aircraft Registration Number: N_520 R Serial Number: 032 ______ Serial

Approved By: Acade Copyright © 2008 ROCKY TOP LEASING, INC. All rights Reserved. Individually resistered per aircraft serial number.

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SUPPORTING DATA PARTS MANUFACTURER APPROVAL

Aircenter, Inc. 115 Nowlin Lane **Suite 2000** Chattanooga, TN 37421

FILE NO. 1

Supplier Part Name and Part No. **Approved** Replacement for TC/STC/TSO Approval and Design Data

Model **Eligibility**

Part Name: Wing Flap Gap Seals P/N: 42001

Modification Part

STC SA2903SW and Drawing No. 42001, Rev. 2,

Dated: 1-25-79

or later FAA-approved Revision

Twin Commander 500, 500A, 500B, 500U, 500S, 560, 560A, 560E, 560F, 680F,

680FL, AND 680FL(P)

We certify that the components listed above are in the type design/approved design data for rocky Top Leasing, Inc. models are specified in the fourth column. These components are free of service problems that cause an unsafe condition.

We authorize Aircenter, Inc. to use the approved (type design) data noted in the third column to manufacture replacement components noted in column 1. Aircenter, Inc. will use the FAA approved quality processes and disposition nonconforming parts. Rocky Top Leasing, Inc. will submit all subsiquent minor design changes in a mannor dertermined by the Atlanta ACO and the authorization holder controls all major design changes to drawings and specifications.

Approved:

President

Rocky Top Leasing, Inc.

1/15/2008

Date

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Instructions for Continued Airworthiness

- 1. Introduction-This aircraft, Twin Commander Model 500A, Registration number N526RJ, S/N 500A-1097-51 has been altered in accordance with Block 8 on the attached FAA Form 337. For further information consult the respective equipment manufacturers installation manuals referenced above. A copy of this ICA is included in the FAA form 337 that pertains to this installation. The 337's are distributed as follows: A copy is on file at this maintenance facility referenced the above registration number. A second copy was provided to the aircraft owner, a third copy was mailed to the local FAA FSDO.
- 2. Description-Installed Flap Gap Seals STC # SA2903SW
- 3. Control, Operation Information.
- 4. Maintenance Instructions-At each annual or 100 hour inspection, ensure that all installed equipment for security of mounting, chaffed or damaged and corrosion. Additional maintenance of installed equipment is on condition only.
- 5. Troubleshooting Information-All troubleshooting and/or maintenance must be performed by an FAA Certificated Repair Station or Airframe mechanic with the appropriate training, experience, ratings, manuals and the test equipment to diagnose and repair malfunctions.
- 6. Removal and Replacement Information-See manufacturer's installation manual for removal and replacement information.
- 7. Diagrams-N/A
- 8. Special Inspection Requirements-N/A
- 9. Application of Protective Treatments-N/A
- 10. Date-N/A
- 11. List of Special Tools-N/A
- 12. For commuter Category Aircraft-N/A
- 13. Recommended Overhaul Periods-No additional overhaul time limitations
- 14. Airworthiness Limitations Section-No additional airworthiness limitation.
- 15. Revision-To revise this ICA a letter must be submitted to the local FSDO with a revised copy of the FAA Form 337 and revised ICA. The FAA inspector on accepting the change will sign Block 3 of the Form 337 and include the following statement: "The attached revised/new Instruction for Continued Airworthiness dated -----for the above aircraft or component major alteration has been accepted by the FAA, superseding the Instructions for Continued Airworthiness."

 Once the revision has been accepted, a maintenance entry will be made, identifying the revision, its location and date of the Form 337.

FLAP GAP SEAL P/N 42001 STC #SA2903SW

Packing List

12/29/2011 Customer: <u>RKJ Euterpaises</u> N# <u>524 RJ</u> S/N: <u>SDOA - /097 -</u> 5/

DESCRIPTION	PART NUMBER	QTY	AMOUNT	REMARKS
ON TEEL ON TABE	140004 70	1 4 1		
3M TEFLON TAPE	42001-73	1 1		Installed on -5,-6,-7,-8
FELT STRIPS 1" X 18'	42001-71	1		
FELT STRIPS 1" x 18'	42001-69	1		
FAIRING	42001-67	1		
FAIRING	42001-65	1		
FAIRING	42001-63	1		
FAIRING	42001-61	1		·
FAIRING	42001-59	1		
FAIRING	42001-57	1 1		
FLANGE	42001-55	1	11	
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FLANGE	42001-49	1	i	
FLANGE	42001-47	1	. 1	
FLANGE	42001-45	1	7	
DOOR (MAKE FROM EXISTING)	42001-43	1	NA	
DOOR (MAKE FROM EXISTING)	42001-41		NA	
FLANGE	42001-39	1	1	
FLANGE	42001-37	1	1	
FLANGE	42001-35	1	j	
FLANGE	42001-33	1	1	
FLANGE	42001-31	1	- 1	
FLANGE	42001-29	1	7	
STRIP (MAKE FROM EXISTING)		1	NA	
STRIP (MAKE FROM EXISTING)	42001-25	1	NA	
FARING (MAKE FROM EXISTING		1	NA	
FARING (MAKE FROM EXISTING		1	NA	
FAIRING	42001-19	1	-1	
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FAIRING	42001-15	1	- 	
FAIRING	42001-13	1		
FAIRING	42001-11	1		
FAIRING	42001-9	1	- ', 	
TOP FAIRING	42001-8	1		
TOP FAIRING	42001-7	1		
TOP FAIRING	42001-6	1		
TOP FAIRING	42001-5	1		
BRACKET	42001-5	1		140051 00051 0 5 001111
		-	NA	MODEL 680FL & PONLY
BRACKET	42001-3	1 1 1 1 1 1 1 1	NA	MODEL 680FL & P ONLY
RIVET-FLANGE	CR-3213-4-2	100	100	
RIVET-BOTTOM SEAL	MS20426AD3-4	100	100	
RIVET-TOP SEAL	CR-3213-4-1	100	100	
DRAWING	-1 (42001)	1		
INSTALLATION DRWG	-1A (42001A)	1		
STC Paperwork	SA2903SW		1	
SHIPPING AND HANDLING				,
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BACK ORDER	,,
PO NUMBER	2 KJ BNORANIEC
ADDRESS	1243 CR 136
	SWEENY, TX
	22480

Aircenter, Inc. 115 Nowlin Ln., Ste 2000 Chattanooga, TN 37421 (423) 896-5444

TOTAL

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US Department
of Transportation
Federal Aviation
Administration

Form Approved OMB No. 2120-0020 11/30/2007	Electronic Tracking Number
	or FAA Use Only

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US Department of Transportati Federal Aviati Administration	ion ion		Powerplant, F					B)			For FAA Use Only
instruction	s and dispos	t or type all entition of this for C. §46301(a))	ntries. See Title 14 m. This report is re	CFI equir	R §- ed b	43.9, Part by law (49	43 Apper U.S.C. §4	ndix B, ai 14701). Fa	nd AC 43 ailure to n	9.9-1 (or sul eport can re	bsequent revision thereof) for sult in a civil penalty for each
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2. Owner							City Zip	HOUS 77079		Cour	State TEX
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4. Ty	pe]			5. l	Unit Identi	ication		-	*	
Repair	Alteration	Unit		Mal	ke				Model		Serial No.
	Z	AIRFRAME					(A:	s describe	d in Item	1 above)	
		POWERPLA	NT								
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A. Agency's					В. І	Kind of Ag	<u> </u>				
	JACKSON			_	✓		ificated Me				nufacturer
D 4 3 4		SUITE 100	TEV	}			ertificated i			C. Certif	ficate No.
City BAY CITY State TEX Zip 77414 Country USA				Certificated Repair Station Certificated Maintenance Organization 3491859							
have b	een made in	accordance w	ration made to the the the requirements to the best of my	s of È	Part	43 of the l					verse or attachments hereto at the information
Extended rar per 14 CFR I App. B		Się (nature/ Date of Aut	horiz	ed I	Individual					5-14-2010
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Pursuant t Administra	to the authorior of the Fed	ority given pe deral Aviation A	sons specified administration and i	flow, s	the	e unit ide	ntified in App	item 5 v	vas inspe Reje		e manner prescribed by the
	AA Flt. Stand spector	ards M	anufacturer		Ма	aintenance	Organiza	tion	De	partment of T	ed by Canadian ransport
1 1	AA Designee	R	epair Station	X	Ins	spection A	ıthorizatio	n	Other (S	Specify)	
Certificate or		Sig	pature/Date of Aut	horiz	ed l	Individual					
Designation I 3491859	10 .	X	10/2	در)		len				•	5-14-2010
FAA Form	337 (10-06)				<u>ئىت</u>			•.	B	013 3	5-14-2010 AUKSON

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United States of America

Bepartment of Transportation - Federal Abiation Administration

Supplemental Type Certificate

Number SA02268CH

This cortificate issued to

Airwolf Filter Corp. 15369 Madison Road Middlefield, OH 44062-8404

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon needs the airworthiness requirements of Part * of the * Regulations

Original Product - Type Certificate Number: *

*See attached FAA Approved Model List

Make: *

(AML) No. SA02268CH for list of approved airplane and engine models and applicable

airworthiness regulations.

Description of Type Design Change

Installation of Airwolf Filter Corp. Air Oil Separator, in accordance with Airwolf Filter Corp. Installation Instructions as listed on AML No. SA02268CH, or later FAA approved revision.

Linvitations and Conditions

- 1. Compatibility of the design change with previously approved modifications must be determined by the installer.
- 2. A copy of this Certificate and FAA Approved Model List (AML) No. SA02268CH, Revision None, dated March 30, 2006, or later FAA approved revision, must be maintained as part of the permanent records for the modified aircraft.
- 3. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: June 24, 2004

Dato roissuod:

Dale of issuance: March 30, 2006

Date arrended:



(Signatu

, Charles L. Smalley

Manager, Systems & Flight Test Branch Chicago Aircraft Certification Office

(Title)

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

AIRWOLF AIRSEP INSTRUCTIONS FOR CONTINUED AIRWORTHINESS (ICA)

A/C Make: Twin Commander	Model: 500 A	
Serial#: 500A - 1097-51	N#: 526R5	

This Instructions for Continued Airworthiness (ICA) meets the requirements of 14 CFR Part 23 Appendix G.

AIRWORTHINESS LIMITATIONS

- 1.0 The Airworthiness Limitations Section is FAA approved and specifies maintenance required under 43.16 and 91.403 of the Federal Aviation Regulations unless an alternate program has been FAA approved.
- 2.0 An STC incorporated in a larger field approval major alteration may have an airworthiness limitation. The FAA inspector should not establish, alter, or cancel an airwothiness limitation without coordinating with the appropriate FAA Type Certificate Holding Office.

SECTION	DESCRIPTION
1.	Introduction: The Airwolf AirSep system is a passive oil recovery system. There are no moving parts within the AirSep.
2.	Description: The AirSep is a device through which the process of coolescense, allows the oil that is normally expelled out the engine breather tube into the atmosphere, to be collected within the device for recovery at which time it is then returned back into the engine for reuse.
3.	Servicing information: N/A
4.	Maintenance Instructions: Clean inside of AirSep and oil return line to engine with Stoddard Solvent, Mineral Spirits or other suitable solvent, at each annual or 100 hr. inspection. In the event of a vacuum pump failure, disassemble Air/Oil Separator, thoroughly clean it and all lines, hoses and fittings and remove any traces of vacuum pump debris. Reassemble and lightly torque top nut only enough to prevent top and bottom can from rotating and center gasket to seal to prevent any leakage.
5.	Trouble shooting information: If any oil is seeping out of center seam of AirSep can, replace center gasket and lightly torque top nut only enough to prevent further leakage which in most cases is 12 in/lb. If breather oil is found on the belly of the aircraft, check that outlet duct is located as per the above installation instructions and is not located in or near the high velocity airstream.
6.	Removal and replacement information: Refer to the above Approved Installation Instructions for the AirSep kit.
7.	Diagrams: N/A
8.	Special inspection requirements: None
9.	Application of protective treatments: N/A
10.	List of special tools: N/A
11.	Recomended overhaul periods: N/A
12.	Revision: The latest revision of this ICA can be found at www.airwolf.com

DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION STANDARD AIRWORTHINESS CERTIFICATE

				3	AIRCRAFT SERI	AL 4	CATEGORY
NATIONALITY AND REGISTRATION MARKS	2 MANUI	FACTURER AND MODEL	AI		NUMBER		
N526RJ	Aero	Commander	500-A	1 5	00A-1097	-51 P	Normal
aircraft to which	ss certificat	UANCE é is issued pursuant to t s' been inspected and i lown to meet the requir Convention on interna	ements of the a	policable c	omprehensive an	nat, as of the refor, to be d detailed a	e date of issuance, t in condition for si airworthiness code
5. TERMS AND CONDITI Unless sooner airworthiness of accordance wit States.	surrenderé ertificate is hParts 21, 4	d. suspended reveker effective as long as in 3. and of of the Federal	I-or-a terminat e maintenance Aviation Regula	preventati	otherwise/estable ve maintenance. propriate/and the	aircraft is r	egistered in the Uni
DATE OF ISSUANCE	F	AA REPRESENTATIVE	1. 100	Sie !		DESIGN	NATION NUMBER
R" 09/28/196	4	James D.	Moore V				<u>SDO-09</u>
Any alteration, reproduction years, or both, THIS CEF AVIATION REGULATIONS FAA Form 8100-	RTIFICATE S.	MUST BE DISPEAYE	U IN THE AIR	CHAPTIN	700011071102		FFICE 2006-553-
		TURER AND SECOND	A		RCRAFT SERIAL		TEGORY
N500RB /	ERO-C	COMMANDER 5	00A	14	109X-51	No	ormal
AUTHORITY AND BASIS F This airworthiness cert date of issuance, the therefor, to be in con comprehensive and de Aviation, except as no Exceptions:		★ NONE	AIP	station A do and for hown to annex 8	ct by 1939 and bund confor meet the require o the Conventi		
TERMS AND CONDITIONS Unless sooner surrende whis airworthiness cert performed in accordant is registered	ered, susp ificate is a nce with f in the L	ended, revoked, or of the fractive as long as carts 21, 43 and 91 inited states.	the maintenar of the Federa	date is of ice, preve al Aviatio	herwise anabli Totive mainter Legylations,	shed by the ance, and as appro	ne Administrator d alterations are opriate, and the
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ny alteration, reproduct risonment not exceeding NCE WITH APPLICABLE				T BE DIS	PLAYED IN TH	E AIRCRA	FT IN ACCORD
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MAINTENANCE RELEASE

Removed control surfaces and flaps. Chemically stripped paint from aircraft. Removed all external corrosion. Acid etched and treated aircraft skin. Applied epoxy chromate primer and polyurethane topcoat. Flight controls checked for proper balance in A/W manufacturer's specifications and reinstalled. Changed registration number from N500RB to N526RJ.

Base Color: Jet Gli	Base Color: Jet Glo Matterhorn White #00150	#00150	Murmer Aircraft Services 503 McKeever Rd. #1504	ft Services Rd. #1504
Split Base Color: A	Split Base Color: Acry Glo Aristo Blue #00412	#00412	Arcola, TX 77583	583
1 st Stripe/Accent Co	1stripe/Accent Color: Acry Glo Medium Gray #00067	um Gray #00067	FAA Certified Repair Station: GG2R845K	Repair ?845K
2 nd Stripe/Accent Color:	olor:		All work ac accordance wit	All work accomplished in accordance with Title 14, CFR
3 rd Stripe/Accent Color:	olor:		Part 43, an approved for re	Part 43, and aircraft is approved for return to service.
Make: Rockwell	Model: Commander 500A	Registration: N526RJ	Date: 12/31/09	Hobbs: 0131.1
Signature /	Rom Joean	ear		

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U.S. Department of Transportation

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

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 1958)															
1. Aircr		Make TWIN COMMANDER						Model 500A							
		Serial No. 50	 ЮА-	1097-51			Nationality and Registration Mark N500RB								
2. Own	er	1		egistration certificate)				Address (As shown on registration certificate) 1900 SALLIER STREET							
	CALCASIEU CHARTER INC.						LAKE CHARLES, LA 70602								
3. For FAA Use Only															
				4. Un	it Identifi	catio	or	1					5. T	5. Type	
Un	it		Ma	ke			1	Model		s	erial No.		Repair	Alteration	
AIRFRAM	TE (As describe				bed i	ed in item 1 above)					~	x			
POWERP	LANT														
PROPELL	.ER														
APPLIANC	·E	Туре													
		Manufacturer													
					6. C	onfo	or	mity Statemer	nt						
A. Agen	cy's Nam	ne and Address	;			T	_	B. Kind of Age	ency			C. Ce	ertificate No.		
		RICKSEN				X		U.S. Certificated N	ed Mechanic			357520952			
		IRTISS DRIVE AS 75001						Foreign Certificate	ated Mechanic						
ADDICO	/14, 1 m/o	10 /0001					_	Certificated Repair Station							
	<u></u>							Manufacturer							
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.															
Date Signature of Authorized Individual															
4-24-2001															
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 F Inspec	Fit. Standards ctor		Manufacturer		х	L	Inspection Au			Other (Sp	ecify)			
	FAA	A Designee Repair Station					Person Appoved Canada Airworth	by Tra iness (by Transport iness Group						
Date of Approval or Rejection Certificate or Designation No.						Signature of Authorized Individual									
4-24-2001 357520952						-	ŀ	4		-			-		

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.)

4-24-2001 N500RB S/N 500A-1097-51 TT 2621.7

REPAIRED BOTH PROPELLER PITCH CONTROL CABLE ASSEMBLIES P/N 3550029 IN ACCORDANCE WITH NORTH TEXAS AIRCRAFT SERVICES, INC. REPAIR PROCESS SPECIFICATION NUMBER NTAS761001 PAGES 1 THRU 12 IR DATED 4-12-2001 AND FAA FORM 8110-3 DATED 4-18-2001.

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Additional Sheets Are Attached

U	I.S. DEPARTMENT OF				DATE 4-18-2001			
STATEMENT OF COMF	4-10-2001							
	AIRCRAFT OR A	IRCRAFT COM	PONENT IDENTIFI	ICATION	· ·			
MAKE	MODEL NO.	TYPE (Airplane, I	Radio, Helicopter,	NAME OF APPI	LICANT			
TWIN COMMANDER AIRCRAFT CORP.	500-A	etc.) AlF	RPLANE	NORTH TEXAS	AIRCRAFT SERVICES, INC.			
	<u> </u>	LIST OF	ΝΑΤΑ					
IDENTIFICATION	T	LIOT OI	TITLE					
NTAS761001 REPAIR PROCESS SPEC.; IR DATED 4-12-01	REPAIR OF PROPELLER PITCH CONTROL CABLE							
PAGES 1 THRU 12	NOTES: 1) THE POWER PLANT ASPECTS ONLY OF THE ABOVE LISTED DATA ARE APPROVED HEREIN. THIS APPROVAL IS ONLY FOR THE ENGINEERING DESIGN DATA AND IS NOT INSTALLATION APPROVAL.							
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PURPOSE OF DATA	I							
IN SUPPORT OF A MAJOR R	REPAIR.							
APPLICABLE REQUIREMENTS (List specific sections) FAR 23.901(e)(1); 23.905(c); 23.1149 AND 23.1153								
CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered N/A have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.								
Recommend approval of these data								
X Appro	ove these data	DESIGNATION NUMB	ER(S)	CLASSIFICATION(S)				
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NORTH TEXAS AIRCRAFT SERVICES, INC.

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REPAIR PROCESS SPECIFICATION

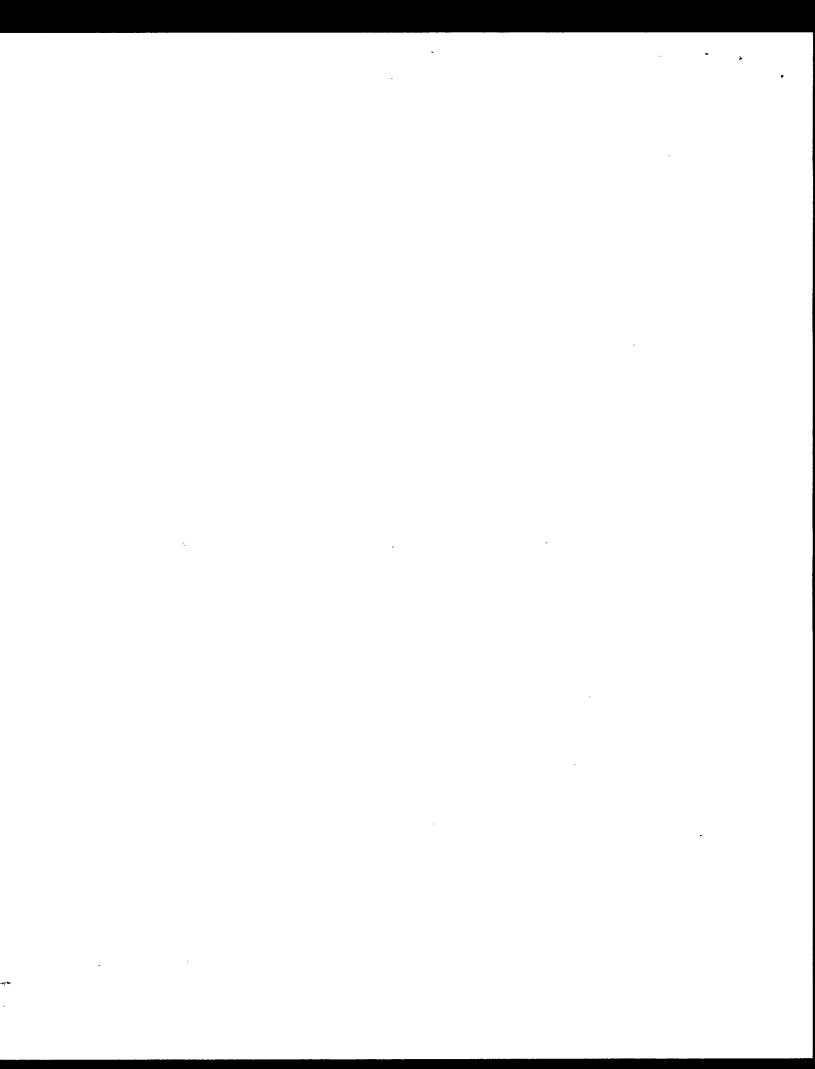
FOR .

REPAIR OF PROPELLER PITCH CONTROL CABLE

ON

TWIN COMMANDER MODEL 500A SERIAL NO 875-1276

A P	AIRCRAFT / ENGINE / COMPONENT	WRITTEN BY: VML	DATE: 4-12-01	MODTHTEV	AC ATDOD A	ינים
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I C A		APPROVED BY: BWC	DATE: 4-12-01	4480 GLENN (•	
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NORTH TEXAS AIRCRAFT SERVICES, INC. REPAIR PROCESS SPECIFICATION NTAS761001

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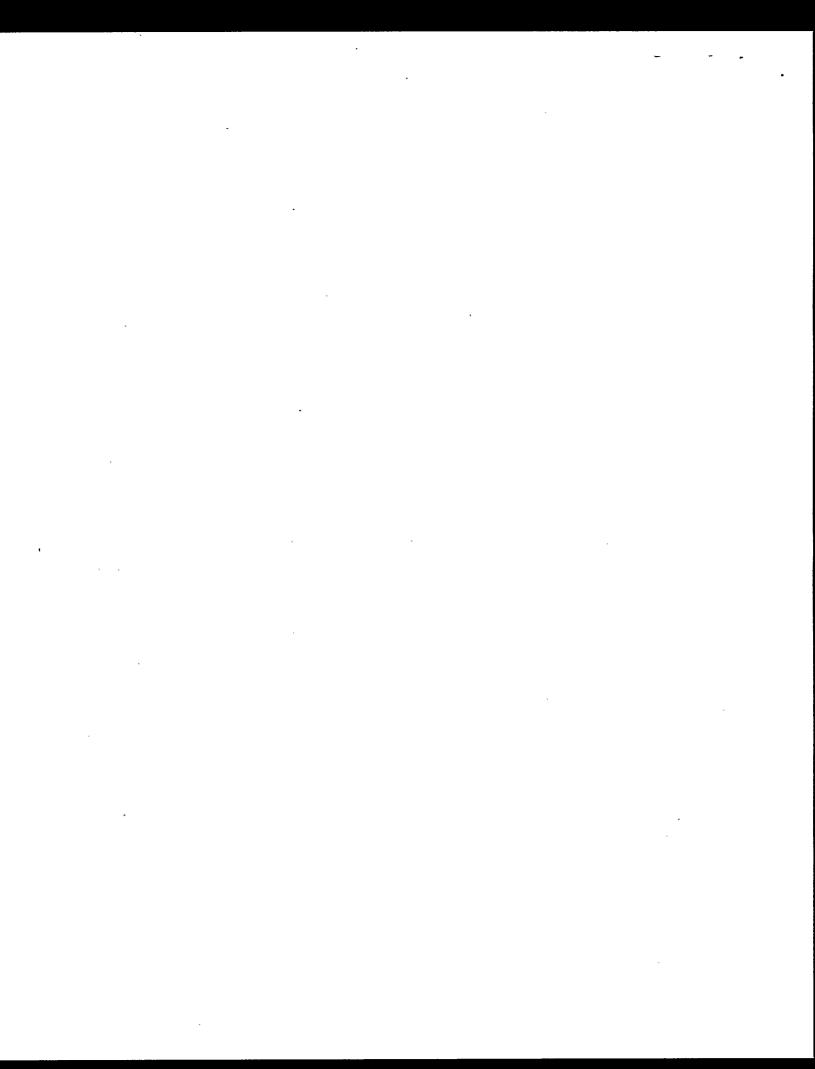
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NORTH TEXAS AIRCRAFT SERVICES, INC.

REPAIR PROCESS SPECIFICATION NTAS761001

1. INTRODUCTION

1.1. This process is for the repair of the Propeller Pitch Control (PPC) Cable listed in the applicability block on page 1. It includes detailed information for inspecting and repairing subject parts.

2. MATERIALS

- 2.1. Mineral spirits, alcohol, acetone, or equivalent
- 2.2. Grease Lubriplate or equivalent.
- 2.3. Sealant per MIL-S-8802 or MIL-S-8784
- 2.4. Cable 3/32, 7x7 Galvanized per MIL-W-83420

3. DISASSEMBLE AND CLEAN

- 3.1. Reference Figure 1(a) and 1(b) and Disassemble PPC Cable Assy as indicated.
- 3.2. Clean disassembled piece parts using mineral spirits, alcohol, acetone, or equivalent.

4. INSPECT

4.1 Reference Figure 2 and Inspect PPC Cable components as indicated.

5. REPAIR

5.1. Reference Figure 3 and Repair PPC Cable components as necessary.

6. FABRICATE

6.1. Reference Figure 5 and fabricate -01 Threaded Terminal as indicated.

7. ASSEMBLE

7.1. Reference Figure 4(a) and 4(b) and assemble PPC Cable as indicated.

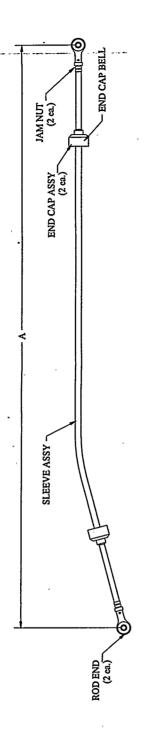
8. FINAL INSPECT AND MARK

- 8.1. Final inspect all aspects of this repair.
- 8.2. Mark W.O. number on Sleeve using indelible ink as indicated in Figure 4(b).

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NORTH TEXAS AIRCRAFT SERVICES, INC. REPAIR PROCESS SPECIFICATION NTAS761001



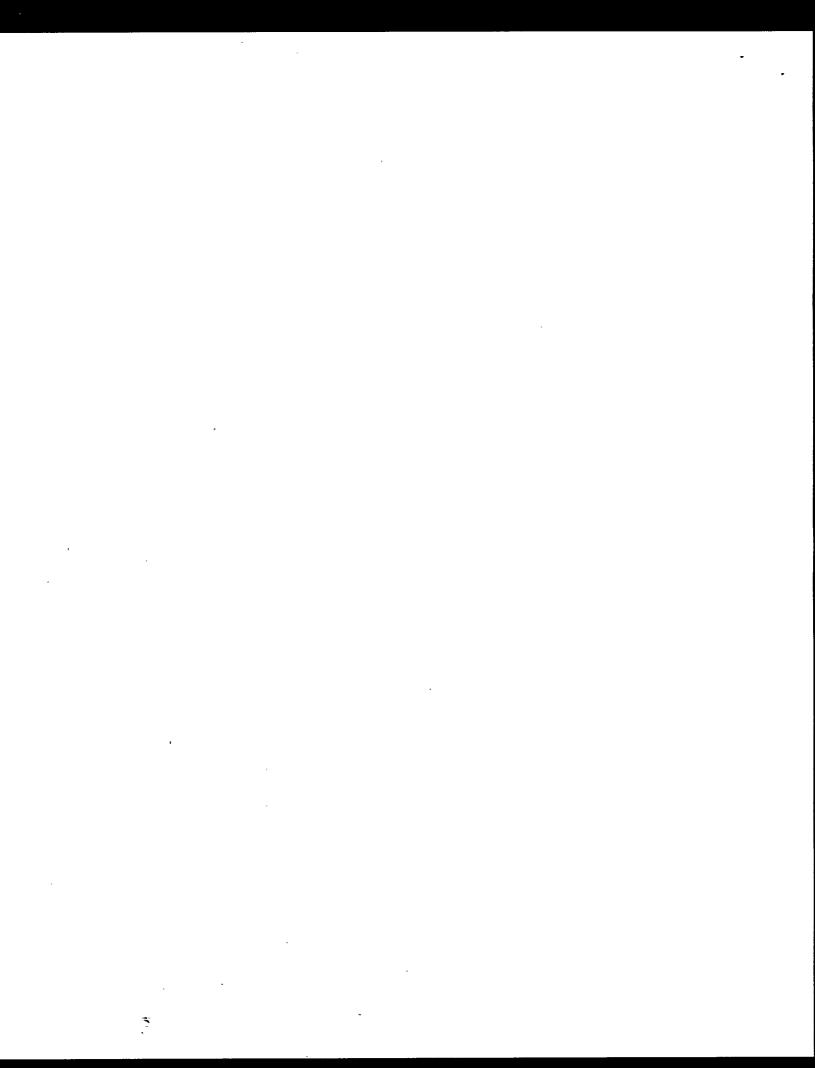
INITIAL MEASUREMENT

- 1. Carefully measure dimension A, overall length of PPC cable assembly, from rod end holes center to center as indicated.

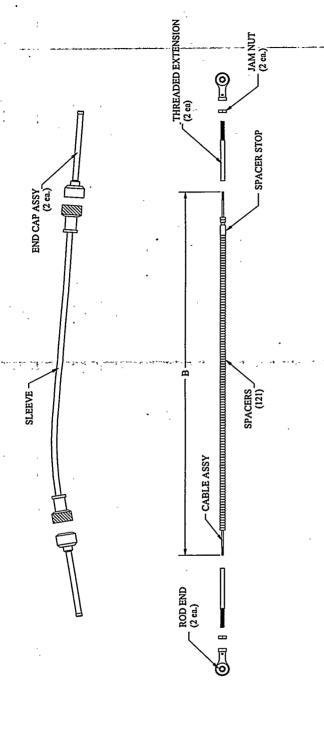
 2. Record dimension A, for rigging purposes.

FIGURE 1(a) Disassemble PPC Cable Assy

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DISASSEMBLED

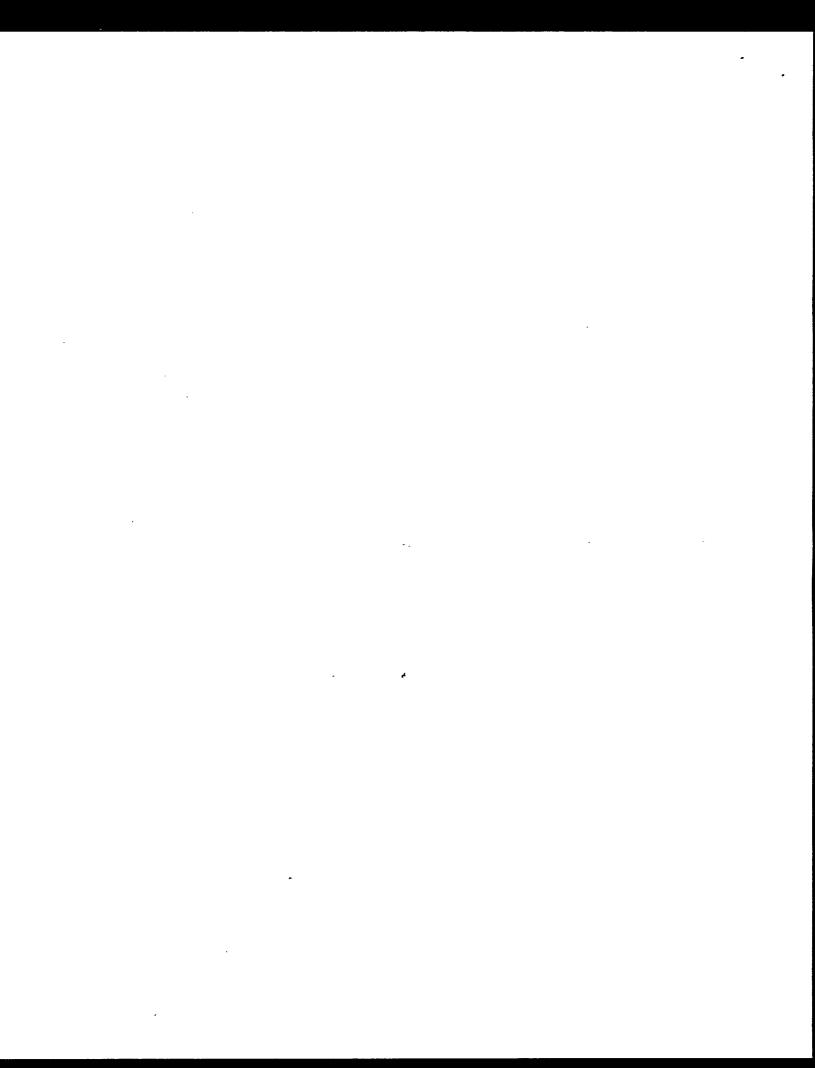
- Remove rod ends.
- Remove rod end jam nuts.

Take care not to damage sleeve or end cap when disassembling.

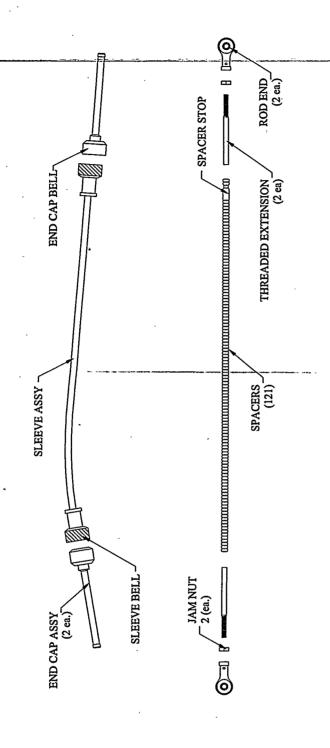
- Remove end caps from sleeve by carefully tapping crimped end cap bell off of sleeve assembly.
 - Remove cable assy from sleeve.
- Remove threaded extensions from cable assy.
- With sleeve and threaded extension removed from cable assy, measure dimension B, overall length, as indicated.
 - Record dimension B.
- Count the number of spacers from one end of cable to spacer stop and record.
 - Cut cable and remove all 121 spacers and spacer stop.Discard cable and cable ends.

Disassemble PPC Cable Assy FIGURE 1(b)

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- Inspect sleeve and end cap assys for cracks, dents; corrosion, and general condition. No cracks allowed.
 - Inspect spacers for burrs and general condition.
- Inspect threaded extensions and jam nuts for thread damage and general condition. Replace unserviceable threaded extensions and jam nuts.

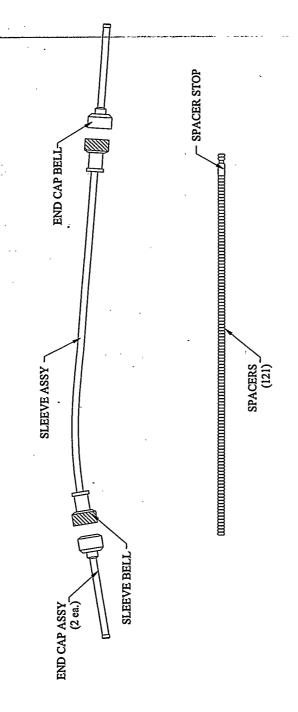
 - Inspect rod ends for excessive play in bearing, thread damage, and general condition. Replace unserviceable rod ends. Inspect spacer stop for cracks, dents, corrosion, and general condition. No cracks allowed. Replace unserviceable spacer stop.

Inspect PPC Cable Components FIGURE 2

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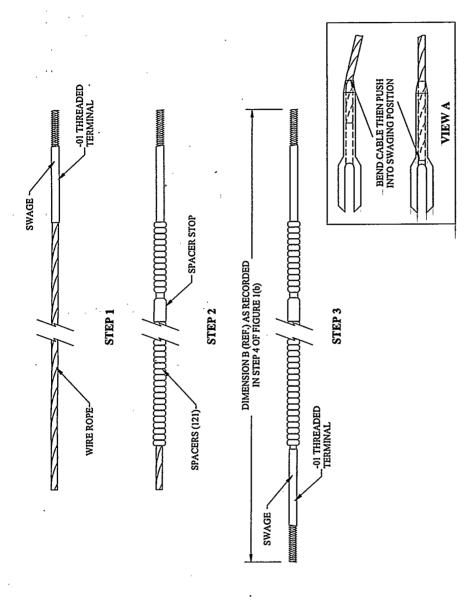
Minor surface damage on end caps and sleeve, not exceeding 10% of wall thickness may be dressed smooth.
 Burrs on ID or OD of spacers may be stoned off.
 Replace any unserviceable parts.

Repair PPC Cable Components FIGURE 3

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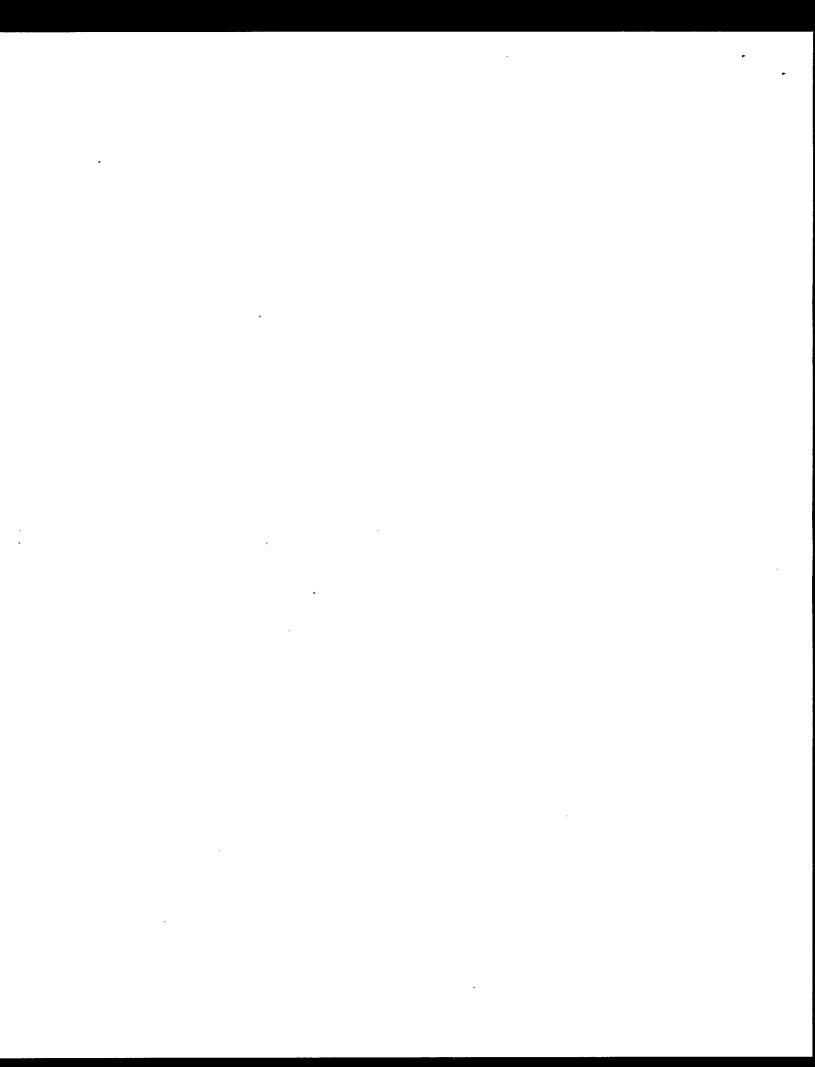
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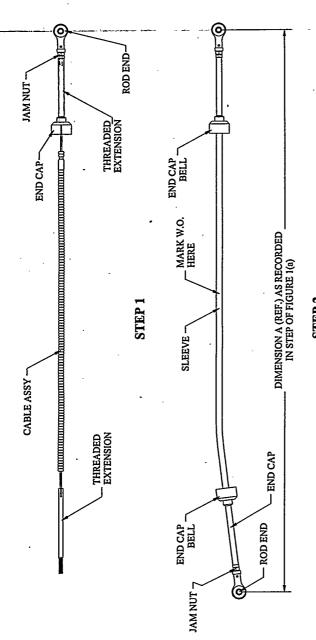
- Fabricate cable from 3/32, 7x7 Galvanized wire rope per MIL-W-83420
- Insert wire rope into -01_terminal approximately 1 inch, (Reference view A above) and bend toward the terminal, then push the cable end entirely into the terminal barrel. (Reference AC43.13-1(X).
 - Swage -01 threaded terminal onto wire rope per AC43.13-1(X) as indicated in step 1.
- Using the previously recorded spacer count in step 8, Figure 1(b), install spacers (121) and spacer stop as indicated in step 2.
- Insert opposite end of wire rope into -01 terminal approximately 1 inch, (Reference view A above) and bend toward the terminal, then push the cable end entirely into the terminal barrel. (Reference AC Swage -01 threaded terminal onto wire rope per AC43.13-1(X) as indicated in step 3.
- Proof load pull test to 552lbs.

Fabricate Cable Assy FIGURE 4(a)

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STEP 2

- 1. Reference step 1 and assemble as follows:
- 1.1. Install threaded extension to one end of cable assy.
- .2. Install jam nut along with rod end to threaded extension on same end.
- 1.3. Insert end cap from opposite end of cable assy and slide until aligned with rod end.
 - 2. Reference step 2 and assemble opposite end as follows:
- 2.1. Clean both sleeve and end cap bells using mineral spirits, alcohol, acetone, or equivalent.
- 2.2. Apply a thin coat of scalant per MIL-S-8802 or MIL-S-8784 and insert cable assy into sleeve and sleeve bell into end cap bell, tapping as necessary until fully seated

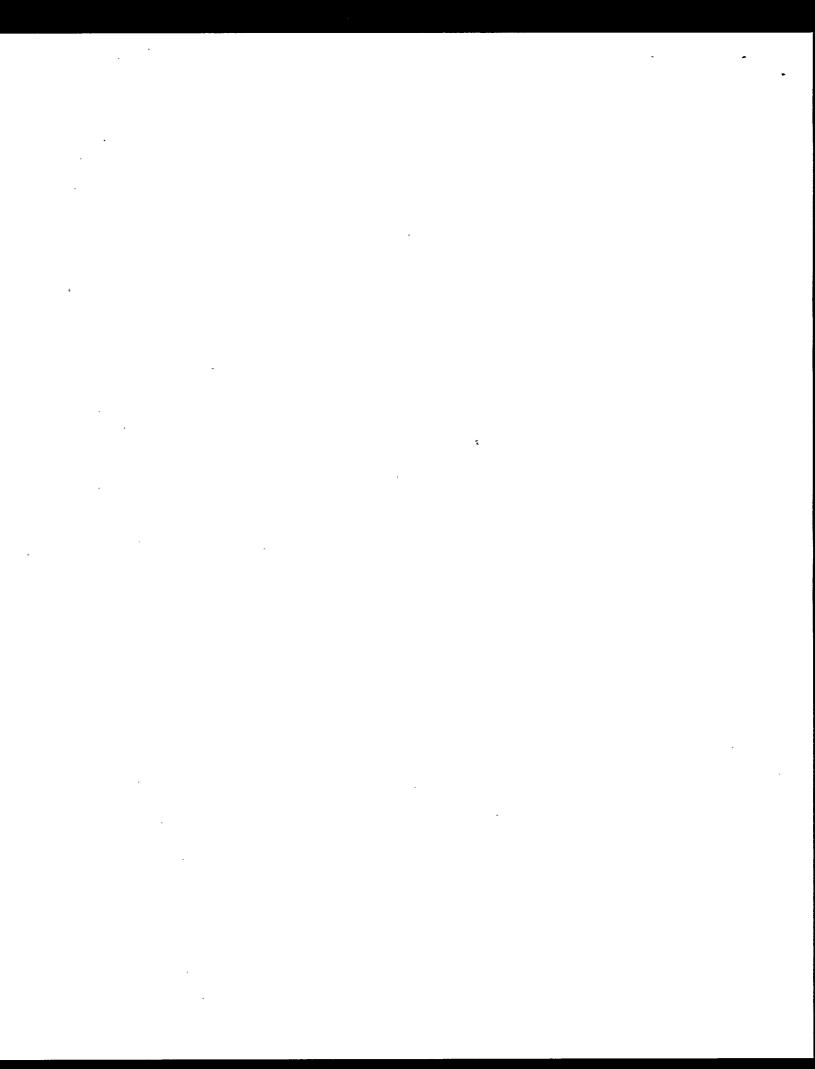
CAUTION:

Be sure that sealant does not get onto cable assy and assure a complete seal without voids between end cap bells and sleeve bell ends.

- 3. Repeat step 2.1 and 2.2 on opposite end.
- .4. Allow sealant to cure per manufacturer's instructions.
- 2.5. Re-stake end cap bell and sleeve bell in 3 new places.
- 2.6. Install the other jam nut and rod end to opposite end threaded extension.
- 2.7. Adjust assembled cable to dimension. A as recorded in step 2 of Figure 1(a) and lock jam nuts.

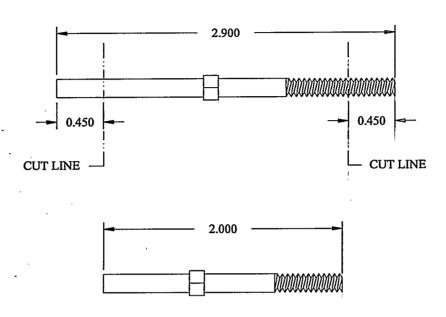
FIGURE 4(b)
Assemble PPC Cable

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- 1. Fabricate from MS21259-3R/H.
- 2. De-burr all sharp edges and clean up threads as necessary.

FIGURE 5

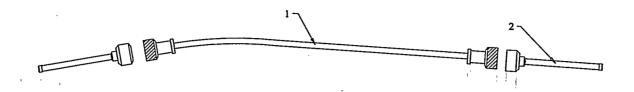
Fabricate -01 Threaded Terminal

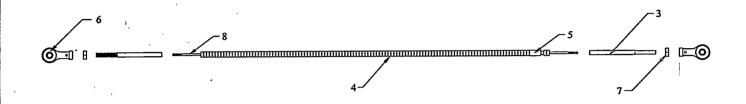
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NORTH TEXAS AIRCRAFT SERVICES, INC. REPAIR PROCESS SPECIFICATION

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	PPC CABLE ILLUSTRATED PARTS CATALOG							
NOMENCLATURE	PART NUMBER	QUANTITY						
SLEEVE		1						
END CAP		2						
THREADED EXTENSION		2						
SPACER		121						
SPACER STOP		1						
ROD END	BRE4075	2						
JAM NUT	AN316-3	2						
THREADED TERMINAL	MS21259-3 R/H	2						
	SLEEVE END CAP THREADED EXTENSION SPACER SPACER STOP ROD END JAM NUT	SLEEVE END CAP THREADED EXTENSION SPACER SPACER STOP ROD END BRE4075 JAM NUT AN316-3						

FIGURE 6

Illustrated Parts

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U.S. Department Of Transportation

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

Form Approved
OMBAR. 21907177

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FAA

Federal Aviation Administration

disposition of this	S: Print or type all of form. This report is 1901 Federal Aviation	s required by law (49	8.9, FAI U.S.C	R 43 Appendix B, ar . 1421). Failure to rep	nd AC43.9- ort can res	1 (or subsequent of the last o	revision the not to exce	ereof) for instr eed \$1,000 fo	uctions and reach such
	Make				Model	500 - A			
1. Aircraft	Serial No. 500A-10	ommander		Nationality and Registration Mark 500RB					
		n on registration o	ertifica	Address (As shown on registration certificate)					
2. Owner	Clacasieu Charter inc.			1900 Sallier street Lake Charles LA 70602					
3. For FAA use Only									
				4. Unit identificati	on			5. Type	
Unit	. М	ake		Model		Serial N	lo.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)								х
POWERPLANT						-			
PROPELLER									
APPLIANCE	Type Manufacturer								
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Pat Pennin 1611 Blake Richardson				X U.S. Certificated Mechanic 456611219 A Foreign Certificated Mechanic Certificated Repair Station Manufacturer			611219 A&	P	
have been i	made in accordanc	alteration made to the with the requirement to the best of the bes	ents of	s) identified in item 4 f Part 43 of the U.S. wledge.	above and Federal Av	d described on the iation Regulations	reverse o	r attachment he informatio	s hereto on
Date				Signature of Authori	zed individu	al			
	3-2-01	/		(u)	CO	- W			
				roval for Return T					
		n persons specifie Aviation Administra	w, the unit identified and is APPRO	ed in item 4 OVED	was inspected REJECTE		nner prescri	bed by the	
(······	Fit. Standards	Manufacturer	X	Inspection Authoriza	tion	Other (Specify)			
	\ Designee	Repair Station		Person Approved by Canada Airworthine	ss Gipuip				
Date of Approval		Certificate or Designation No.	9	Signature of Authori	zea individit	Z and			

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 Accomplishe (If more space is required, attach additional actions and actions are actions as a space of the complex actions are actions as a space of the complex actions are actions as a space of the complex actions are actions as a space of the complex actions are actions as a space of the complex actions are actions as a space of the complex actions are actions as a space of the complex actions are actions as a space of the complex actions are actions as a space of the complex actions are actions as a space of the complex actions are actions as a space of the complex actions are actions as a space of the complex actions are actions as a space of the complex actions are actions as a space of the complex actions are actions as a space of the complex actions are actions as a space of the complex actions and actions are actions as a space of the complex actions a	ed tional sheets. Identify with aircraft nationality and registration mark a	and date work completed.)
AIRCRAFT TYPE:500-A	S/N: 500A-1097-51	N#: 500RB
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Complied with Propeller Balance of	f Left Hand Engine I/A/W Smooth Propeller Manual.	
Weight & Balance Negligible.		
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U.S. Department

MAJOR REPAIR AND ALTERATION

FFR 1 3 2001

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(Airframe, Powerplant, Propeller, or Appliance) INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC43.9-1 (or subsequent revision thereof)								200		
for instructi	ions and dispos	sition	e all entries. See FA n of this form. This is for each such violati	is reaui	ired by law (49	9 U.S.C. 142	21). Failure to	report can resu	evision the	reof)
Make AERO COMMANDER						Model 500A				
1. Aircraft	Serial No. 500A-1097-51					Nationality and N500RB	Registration Mark			
2. Owner	Name (As shown on registration certificate) RONALD F BREWER					Address (As shown on registration certificate) 809 PIONEER BLDG LAKE CHARLES, LA 70601				
3. For FAA Use Only										
quiremente subject to	The data identified herein compiled with applicable airworthliness requirements and is approved only for the above described aircraft subject to comformility inspection by a person authorized in FAR 43.7 FEB 0 7 2001 Earnet Malekalent									
Date	170		OSTON, DALLY OFF	-4-Uh	it Identification	n			5. Type	
Unit		N	1ake		Model		Serial	No.	Repair	Alteration
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PROPELLE	R									
APPLIANCE Manufacturer										
					6. Conformit	y Statement				
	Name and Addr				B. Kind of A			C. Certificate	No.	
4786 AIF	LECTRONICS, RPORT PARKWA , TX 75001		:.		Foreign	ertified Mechan Certified Mechand Repair Station Certurer	hanic	RADIO CLAS DG2R767K	s 1-2-3	
attachmen	ts hereto have	beer	or alteration made to n made in accordand shed herein is true a	ce with	n the requirem	nents of Part	43 of the U. S	cribed on the re Federal Aviati	everse or on Regulat	lions
Date 15-Jai	nuary-2001			1	Signature of Au		idual Mail D	'le_		
				7. App	roval for Retur		<u> </u>			
	•	_	n persons specified viation Administration			tified in item	4 was inspect		er prescrib	ed by the
	A Fit. Standards pector		Manufacturer	+	nspection Authoriz		Other (Spec	oify)		
	A Designee	x	Repair Station		Person Approved I Canada Airworthin					
Date of App	roval or Rejection	n	Certificate or Designation No.		Signature of Au	thorized Indivi	dual			
2-7	-01		DG2R767K	١,	MARK PLEDGEF	R /	mall.	11_		

NOTICE

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

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.) Installed the following equipment: Sandel SN3308 EHSI, Dual Garmin GNS-430 All equipment installed per manufacturers instructions. Garmin Installation manual p/n190-00140-02 rev D March 1999, Sandel installation manual document no. 90106-IM and in accordance with AC 20-138, AC 43.13-1B. All wiring meets requirements of AC 43.13-1B chapter 11 section 7 and routed as per AC 43.13-1B chapter 11 section 9. Circuit protection was used as per AC 43.13-1B chapter-11 section 4. Electrical load does not exceed limits as per AC 43.13-1B chapter 1 section 3. Continued Airworthiness should be performed as per AC 43.13-1B chapter 12 section 1 and Sandel SN 3308 installation manual document no. 90106-IM section 6.1. The GNS-430 installations were done with reference to STC SA00705WI. The Sandel installation was done with reference to STC SA00705WI. The Sandel installation was done with reference to STC The Garmin GNS-430 units are installed in the center instrument panel. The #1GNS-430 is coupled to the Sandel SN3308 EHSI which is located in the center of the pilots instrument panel. The #2 GNS-430 is coupled to copilots Collins 331A-3G HSI indicator located in the center of the copilots instrument panel. The #2 GNS-430 is also coupled to a King KI-204 indicator showing VOR/LOC information only. Provided the GARMIN GNS 430's GPS receiver is receiving adequate usable signals, it has been demonstrated capable of and has been shown to meet the accuracy specifications for: VFR/IFR enroute, terminal, and non-precision instrument approach (GPS, Loran-C, VOR, VOR-DME, TACAN, NDB, NDB-DME, RNAV) operation within the U.S. National Airspace System in accordance with AC 20-138. The systems meets RNP5 airspace (BRNAV) requirements of AC 90-96 and in accordance with AC 20-138, and JAA AMJ 20X2 Leaflet 2 Revision 1, provided it is receiving usable navigation information from the GPS Navigation is accomplished using the WGS-84 (NAD-83) coordinate reference datum. Navigation data is based upon use of only the Global Positioning System (GPS) operated by the United States of America. Ground and flight tests have been conducted to confirm that the GPS and EHSI Systems as installed meet the requirements above. This data has been recorded and filed with work order # 7422 at repair station #DG2R767K. Both GNS-430 GPS systems are approved for IFR use in the ENROUTE , TERMINAL and NON PRECISION APPROACH modes. FAA approved flight manual supplement's, #1 Garmin GNS-430, #2 Garmin GNS-430 and Sandel SN3308 Navigation Display dated FEB 0 7 2001 must be onboard aircraft for this -----END-----END------

PAA DALLAS-SW05

Malle

U.S. Department MAJOR REPAIR AND ALTERATION of Transportation For FAA Use Only Office Identification (Airframe, Powerplant, Propeller, or Appliance) **Federal Aviation** Administration INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This 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 500A AERO COMMANDER 1. Aircraft Serial No. Nationality and Registration Mark 500A-1097-51 N500RB Name (As shown on registration certificate) Address (As shown on registration certificate) RON BREWER COMPANY 2. Owner 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** Type APPLIANCE Manufacturer 6. Conformity Statement A. Agency's Name and Address B. Kind of Agency C. Certificate No. FLITE ELECTRONICS, INC. U. S. Certified Mechanic DG2R767K 4786 AIRPORT PARKWAY Foreign Certified Mechanic RADIO CLASS 1-2-3 ADDISON, TX 75001 Certified 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. Signature of Authorized Individual 15-January-2001 Moule Obec MARK PLEDGER 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 FAA Flt. Standards Other (Specify) Manufacturer Inspection Authorization Inspector BY Person Approved by Transport Canada Airworthiness Group **FAA Designee** X Repair Station Date of Approval or Rejection Certificate or Signature of Authorized Individual Designation No.

MARK PLEDGER

15-January-2001

DG2R767K

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.)						
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INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

S-TEC System 20/30, 30 ALT, 40/50, 55, 60-1, 60-2, PSS, 65 Autopilots and Yaw Damper/Trim Systems

1. Introduction

This modification was performed on Gulfstream Aerospace models 500, 500-A, 500-B, 500-S and 500-U (Aero Commander). The following information, in conjunction with the STC Installation Bulletin (S-TEC P/N) 204, Master Drawing List 92456, dated 10-16-89 and AFM Supplement(s) 89763-1, Rev. 1, and 89832, dated 11-08-89 provide adequate guidance to determine that these systems are airworthy.

2. Description

This STC involves the installation of an S-TEC flight control system (System 20/30, 30ALT, 40/50, 55, 60-1, 60-2, PSS, 65 Autopilot and/or Yaw Damper/Trim Systems). The installation may include one or all of the following installations:

Roll servo

Pitch servo

Trim servo (elevator)

Yaw servo

Panel or remotely mounted pitch/roll/yaw computers

Panel mounted controllers, indicators, switches, and breakers

Barometric pressure transducer/static source

Flap motion sensor

Servo installations utilize aluminum bracketry to secure the servos to the airframe. Attachment to the aircraft primary flight controls and trim systems is accomplished through cable, push-rod, and/or chain assemblies. Installation data for all components listed in the STC are included in the Installation Bulletin 204. Approved interconnections to navigation systems and heading systems are detailed in the Bulletin as well.

3. Controls, Operation Information

Operation of Autopilot system is described in the FAA approved flight manual supplement(s) 89763-1, Rev. 1, and 89832, dated 11-08-89. Specialized controls, annunciation, operation and interpretation are covered in this required document.

4. Servicing Information

All servicing of items included in this STC must be accomplished by approved S-TEC dealers using S-TEC Dealer Maintenance Manuals and S-TEC Test Equipment. Locations and access to the components installed under this STC are described and depicted in the installation drawings and Installation Manual. Removal and replacement of components should be determined by functional checks indicated in the AFM Supplement and the Ground Checks and Flight Adjustment section of Installation Manual ST-101.

5. Maintenance Instructions

Condition and/or airworthiness inspections required under FAR Part 43, or other FAA approved programs, should include several items regarding the S-TEC autopilot System installed in the aircraft.

1. Perform functional checks indicated in the AFM Supplement and the Ground Checks and Flight Adjustment section of Installation Manual (S-TEC P/N) ST-101.





INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

S-TEC System 20/30, 30 ALT, 40/50, 55, 60-1, 60-2, PSS, 65 Autopilots and Yaw Damper/Trim Systems

5. Maintenance Instructions (Cont'd)

2. Component installations should be checked against Installation Bulletin (S-TEC P/N) 204 to confirm integrity and condition.

3. In servo installations utilizing bridle cables, tension should be verified against values indicated on the Roll/Pitch/Trim/Yaw Servo Installation drawing(s) (found in the Bulletin Master Drawing List) 92456, dated 10-16-89. Check for frayed or misaligned bridle cables and excess wear or looseness of any associated idler pulleys.

4. Servo installations utilizing push-rod or chain actuation should be inspected for condition.

6. Trouble Shooting Information

Trouble-shooting this equipment should only be accomplished by authorized S-TEC Dealers with required test equipment and service data. System function should be determined through functional checks indicated in the AFM Supplement(s) 89763-1, Rev. 1, and 89832, dated 11-08-89 and the Ground Checks and Flight Adjustment section of Installation Manual ST-101.

7. Removal and Replacement Information

All components can be removed with common tools and practices. Installation of components required for this alteration must be in accordance with the approved data contained in the Installation Bulletin (S-TEC P/N) 204.

8. Diagrams

See Installation Bulletin (S-TEC P/N) 204.

9. Special Inspection

N/A

10. Application of Protective Treatments

Serves, transducers, flap position sensors should be removed prior to application of corrosion (or other) treatments. Panel mounted components should not be exposed to these treatments.

11. Structural Fasteners

See parts list in Installation Bulletin (S-TEC P/N) 204 for TSO, PMA, and standard hardware information.

12. Special Tools

N/A

13. For commuter category aircraft the following additional information is being supplied

Electrical loads are described in the Component Weights and Current Drain section of the Installation Bulletin (S-TEC P/N) 204.

14. Overhaul Time Limitations

N/A





INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

S-TEC System 20/30, 30 ALT, 40/50, 55, 60-1, 60-2, PSS, 65 Autopilots and Yaw Damper/Trim Systems

15. Airworthiness Limitations

Limitations are listed in the Limitations Section of AFM Supplement(s) 89763-1, Rev. 1, and 89832, dated 11-08-89.

16. Revisions

The S-TEC Service Letter program will be utilized to inform aircraft operators of significant changes to this ICA. Contact S-TEC Corporation at 1-800-USA-STEC.

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MAJOR REPAIR AND ALTERATION

(Airframe, Powerplant, Propeller, or Appliance)

Form	Approved
OMB	No.2120-0020

For FAA Use Only

Office Identification

U.S. Department of Transportation Federal Asiation 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

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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.

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SLICK Service Letter

SL1-94 FAA APPROVED

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Department of Transportation—Federal Aviation Administration

Supplemental Type Certificate

Number.

SE267CH

This certificate, issued to

Unison Industries Limited Partnership 530 Blackhawk Park Avenue Rockford, IL 61104

cortifies that the change in the type design for the following product with the limitations and conditions

therefor as specified hereon meets the airworthiness requirements of Part *

Lthe

Regulations.

Original Product - Type Certificate Number: *

Make: *

* See attached FAA Approved Model List (AML) Number SE267CH for list of approved engine models and applicable airworthiness regulations.

Description of Type Design Change:

Installation of Slick Model 6309 and 6313 magnetos in accordance with Slick Service Letter SL1-94, dated November 14, 1994, or later FAA Approved revision.

Limitations and Conditions is

Compatibility of this modification with other previously approved modifications must be determined by the installer. A copy of this Certificate and FAA Approved Model List (AML) No. SE267CH dated November 14, 1994, or later FAA Approved revision, must be maintained as part of the permanent records for the modified aircraft.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the

Fedoral Aviation Administration.

Date of application: August 28, 1992

Sale reissued:

Dale of issuance:

November 14, 1994

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Bodirection of the Administrator
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Royace H. Prather (Signature)
Manager, Propulsion Branch
Chigage Airgraft Cortification C

Chicago Aircraft Certification Office

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

This certificate may be transferred in accordance with FAR 21.47.

FAA FORM 8110-2 (10-68)

	ISSUE	D	R	EVISE	D	Slick Aircraft Products	PAGE NO.	REVISION
МО	DAY	YR	MO	DAY	YR	Unison Industries		
11	14	94	_	_	_	530 Blackhawk Park Avenue Rockford, Illinois, U.S.A. 61104	9 OF 10	NONE

SLICK Service Letter

FAA APPROVED MODEL LIST (AML) NO. SE267CH UNISON INDUSTRIES

INSTALLING SLICK MODEL 6309 AND 6313 MAGNETOS

ISSUE DATE: November 14, 1994.

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	CERTIFICATION BASIS FOR ALTERATION	CAR 13 and Amendments listed in TCDS E-273	CAR 13 and Amendments listed in TCDS 3E1	CAR 13 and Amendments listed in TCDS E5CE	FAR 33 and Amendments listed in TCDS F380	TODO MODO
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Chicago Aircraft Certification Office

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Slick Aircraft Products Unison Industries 530 Blackhawk Park Avenue Rockford, Illinois, U.S.A. 61104

U.S. Department of Transportation

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

Form Approved OMB No.2120-0020

For FAA Use Only

Office Identification

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2. Ov	vner	Name (As shown CALCASIEU		gistration certificate)				Address (As show		certificat	ie)	
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· · · · · · · · · · · · · · · · · · ·					3.	For I	AA Use Only	1				
		<u> </u>		4. Uni	it Identifi	catio	n				5. T	уре
ι	Jnit		Mak	e			Model		Serial No.		Repair	Alteration
AIRFRA	AME			(As descril	bed ii	n item 1 above	·)		~		
POWER	RPLANT		TINE	ENTAL		i	O-520E		556263	_		X
PROPE	LLER						,					·
APPLIA	NCE	Туре										
-		Manufacturer										
					6. C	onfo	rmity Statem					
A. Ag	ency's	Name and Address				1.	B. Kind of A		<u> </u>	C. C	ertificate No.	
		. ERICKSEN				×	U.S. Certificate Foreign Certific			3575	20952	
		I CURTISS DRIVE EXAS 75001				\vdash	Certificated Re			1		
						\vdash	Manufacturer	- Claudin	·	1		
ha	ve bee	nat the repair and/or n made in accordar herein is true and o	nce v	vith the requireme	ents of Pa ny knowle	rt 43 edge.	of the U.S. Fe	deral Aviation R	bed on the re egulations an	verse o d that th	r attachments ne information	hereto
Date 1-28-2	2001				Si	gnati	ure of Authoriz	ed Individual				
					7. Appr	oval	for Return To	Service				
	Pursua Admini	nt to the authority g strator of the Feder	iven al A	persons specifie	d below, t tion and i	he u s	nit identified in	item 4 was insp OVED	REJECTE	:D	prescribed by	the
BY		FAA Fit. Standards nspector		Manufacturer		Х		Authorization	Other (S	pecify)		
		FAA Designee	<u>L</u> ,	Repair Station		L		red by Transport orthiness Group			·	
L		val or Rejection		Certificate or Designation No.			Signature of	Authorized Indiv	auai			
1-28-2	001			357520952								

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be ts.

compatible with all previou	s alterations	to assure	continued	conformity wi	ith the applic	able airworthine	ss requiren	nents.
8. Description of Work Acc (If more space is required,	omplished attach addition	nal sheets.	ldėntify with	aircraft nation	ality and regis	tration mark and c	late work co	npleted.)
			1			4 3.		T.
1-28-2001 N500RB TTAF				}		• •		
INSTALLED SLICK MODEL LETTER SLI-94, DATED NO	. 6309 AND 6 OVEMBER 14	313 MAGN , 1994 OR	ETOS PER LATER FA	STC SE2670 A REVISION.	CH AND IN A	CCORDANCE W	/ITH SLICK	SERVICE
NO CHANGE TO WEIGHT	AND BALANG	CE			٠			
	******	*****	****** E	nd Report *	******	*****		
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			•		-	~		

Additional Sheets Are Attached

SLICK Service Letter

FAA APPROVED

Haired States of America

Department of Transportation - Federal Aviation Administration

SE267CH

Unison Industries Limited Partnership 530 Blackhawk Park Avenue Rockford, IL 61104

wifies that the change in the type design for the following product with the limitations and conditions

therefor as specified hereon meets the airworthiness requirements of Part

Regulations.

रने क्षेत्रिक वर्षे । श्रेष्ट कर्ना के राज्येन

Original Product - Trype Cortificate Number: .

Model: .

* See attached FAA Approved Model List (AML) Number SE267CH for list of approved engine models and applicable airworthiness regulations.

Description of Type Design Change:

Installation of Slick Model 6309 and 6313 magnetos in accordance with Slick Service Letter SL1-94, dated November 14, 1994, or later FAA Approved revision.

Compatibility of this modification with other previously approved modifications must be determined by the installer, A copy of this Certificate and FAA Approved Model List (AML) No. SE267CH dated November 14, 1994, or later FAA Approved revision, must be maintained as part of the permanent records for the modified aircraft.

This cortificate and the supporting data which is the basis for approval shall remain in effect until sur

mendored, suspended, rowched, or a termination date is athorwise established by the Administrator of the

Federal Aviation Administration.

Date of application: August 28, 1992

Jule wissued:

November 14, 1994

I alo unvended:



adjrection of the Administry

OF Royace H. Royace H. Prather (Signature) Manager, Propulsion Branch Chicago Aircraft Certification Office

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

This certificate may be transferred in accordance with FAR 21:47.

FAA FORM 8110-2 (10-68)

ı	SSUE	D .	R	EVISE	D		Slick Aircraft Products	PAGE
MO	DAY	YR	МО	DAY	YR]	Unison Industries	
11	14	94	_	_	_	@ 1995	530 Blackhawk Park Avenue Bockford, Illinois, U.S.A., 61104	9 OF

GE NO.	REVISION

SLICK Service Letter

FAA APPROVED MODEL LIST (AML) NO. SE287CH

UNISON INDUSTRIES

FOR

INSTALLING SLICK MODEL 6309 AND 6313 MAGNETOS

ISSUE DATE: November 14, 1994

ARCRAFT ARCRAFT CERTIFICATION DATE DATE DATE
ARCRAFT ARCRAFT ANDEL CERTIFICATION TYPE CERTIFICATION ALITERATION INSTRUCTIONS MAKE MODEL NUMBER ALITERATION INSTRUCTIONS Teledyne Continental O-470-I, IO-470-E, Motors 10-470-L, IO-470-E, IO-470-E, IO-470-E, IO-470-L, IO-470-E, IO-470-E, IO-470-L, IO-470-L, IO-470-E, IO-520-B, IO-520-B, IO-520-B, IO-520-B, IO-520-B, IO-520-B, IO-520-B, IO-520-B, IO-520-B, IO-520-M, IO-520-MB CAR 13 and Amendments listed in IO-520-B dated 11/14/94 Slick Service Letter ICAR 13 and Amendments listed in IO-520-B, IO-520-B, IO-520-B, IO-520-B, IO-520-B, IO-520-B, IO-520-MB CAR 13 and Amendments listed in IO-520-B, IO-520-B, IO-520-B, IO-520-B, IO-520-MB Slick Service Letter ICAR 13 and Amendments listed in IO-520-B, IO-520-B, IO-520-B, IO-520-MB Slick Service Letter ICAR 13 and Amendments listed in IO-520-B, IO-520-B, IO-520-B, IO-520-B, IO-520-B, IO-520-B, IO-520-MB FAR 33 and \$\frac{\pi}{\pi}\$ Slick Service Letter ICAR 13 and Amendments listed in II/14/94 Teledyne Continental IO-520-MB Motors IO-550-A, IO-550-D E3SO FAR 33 and \$\frac{\pi}{\pi}\$ Slick Service Letter ICAR II/14/94
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ARCRAFT MAKE Teledyne Continental Motors Teledyne Continental Motors Teledyne Continental Motors Teledyne Continental
ARCRAFT MAKE Teledyne Continental Motors Teledyne Continental Motors Teledyne Continental Motors Teledyne Continental

Manager, Propulsion Branch Chicago Aircraft Certification Office

1	PAGE NO.	REVISION
	10 OF 10	NONE

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11	14	94	-	_		

Slick	Aircraft	Products
	Unicon Indi	ustries

530 Blackhawk Park Avenue Rockford, Illinois, U.S.A. 61104



U.S. Department of Transportation Federal Aviation

MAJOR REPAIR AND ALTERATION

(Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No.2120-0020

For FAA Use Only

Office Identification

Administration		Address - Tax. 144.					-		co	<u> </u>	
and disposition of	of this form. This rep	port is required by I	law (49 U.S	3 A S.C	ppendix B, and . 1421). Failure	to rep	ort can res	osequent re ult in a civil	vision th penalty	ereof) for instr not to exceed	ructions \$1,000
1. Aircraft			•		*	Mode	1 500A	4	÷		
;	Serial No. 500A-	-1097-51						jistration Mark			
	Name (As shown on r	registration certificate)				Addre	ess (As shown	on registration	n certificat	le)	
2. Owner	UCTIONS: Print or type all entries. See FAR 43.9; FAR 43 Appendix B, and AC 43.9-1 (or subsequent reposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil result of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil result of the form of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil result of the form of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil result in result in a civil result in a civil result in a civil result in r		·								
			3. 1	For	FAA Use Only	,					
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		4. Un	it Identific	atic	on					5. Ty	/pe
Unit	. Ma	ake			Model			Serial No.		Repair	Alteration
AIRFRAME			As describ	ed i	in item 1 abovej) ~		1	~		x
POWERPLANT			1 3		1,25	i.			9609	7 - 10 - 10 - 10 - 10 - 10 - 10 - 10 - 1	
PROPELLER					一	- 1				۷.	
APPLIANCE						٠					
			- C								
* * No			<u> </u>	<u>Т</u>					1 C Co	- Carto No	
				╄		<u> </u>		-			
		1	: ,	+	<u> </u>				35752	20952	
				H				;			
				\vdash	<u> </u>	alf Statu	on				'
have been m	nade in accordance v	with the requireme	ents of Part	t 43	ified in item 4 at of the U.S. Fed						nereto
Date 1-28-2001			Sign	natı	ure of Authorize	d Indiv	idual				
• •			7 Anpro	val	for Potum To	<u> </u>	<u>.</u>	•		······································	
Pursuant t Administra	STONDS Print or type all entiries. See: EAR 45.9-FAR 43 Appricals B, and A7 43.9-1 for subsequent revision thereof) for inctructions realized to the provision of this form. This appet is required by Navio (42 SpC, 142). Failure to report can result in a civil genalty not to exceed \$1,000 such violation (Section 901 Federal Aviation Act 1958) Make AERO COMMANDER Serial No. 500A-1097-51 Nationally and Registration Mark. NSCORB Name (fea shown on registration certificate) CALCASIEU CHARTER INC 3. For FAA Use Only 3. For FAA Use Only 3. For FAA Use Only A. Unit Identification 4. Unit Identification 5. Type A. Unit Identification 6. Conformative Mechanic 6. Conformative Mechanic 7. Federal Adaption Regulation on the revision of Authoriticat										
FAA	Fit. Standards				Inspection A	uthoriz	, ,	Other (Sp	pecify)		
- 1	\ Designee				<u> </u>			- ~ 1			
Date of Approval 1-28-2001	or Rejection	Certificate or Designation No. 357520952	***		Signature of A	uthertz	ed Individu	al	<u></u>	m	
1-20-2001		30/32030Z		- 1							

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. Identity with all craft hattorially data values				
1-28-2001 N500RB TT 2596:1	, <u>;</u>			
INSTALLED BRACKETT AIR FILTERS P/N BA-151 PER STC SA71GL AND IN ACCORDANCE WITH AML NO. SA71GL, DA1 APRIL 17, 1995 OR LATER APPOVED REVISIONS.	בטיי			
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EFO DEDIT FUNDA DE COLONIA				
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Additional Sheets Are Attached				

Sale of application

Jul March 3, 1983

April 17, 1995 مريد

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February 21, 1975 January 9, 1975 Federal Arvation Administration.

be maintained as part of the permanent records for the modified aircraft. This confinate and the suppositing data which is the hisis for approval shull remain in effect until sur-Model List (AML) No. SA71GL dated April 17, 1995, or later FAA approved revision must adverse effect upon the airworthiness of that aircraft. A copy of this Certificate and FAA Approved between this change and any of those other previously approved modifications will introduce no

woodwed suspended, would we a beanination date is otherwise established by the Administrator of the

model(s) only. This approval should not be extended to aircraft of this model on which other

Approval of this change in type design applies to the above aircraft

previously approved modifications are incorporated unless it is determined that the interrelationship

Any alteration of this certificate is punishable by a fine of not exceeding \$1,900, or imprisonment not exceeding I scars, or both Page 1 of 2 This certificate may be transferred in occaribance with FIR 21.17

Manager, Propulsion Branch

Los Angeles Aircraft Certification Office

United States of Marries

Department of Transportation — Rederal Abiation Administration demental Type Tertificate

Mumber SATIGE

This errificate, seemed to: Brackett Aircraft Company, Inc. Kingman, Arizona 86401 7045 Flightline Drive

ardifus that the change in the type design for the following product with the himitations and conditions therefor as specified herein need the sinunthiness requirements of Part

*See attached FAA Approved Model List (AML)

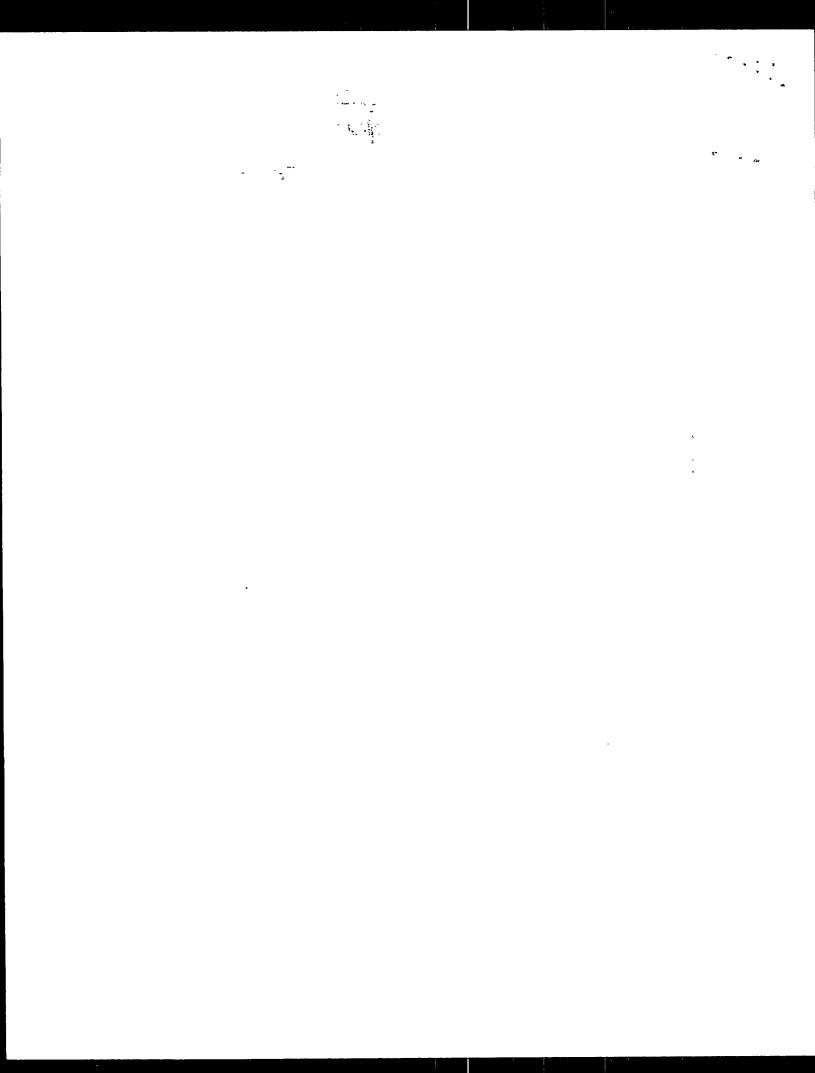
Criginal Product -Regulations

models and applicable airworthiness regulations. No. SA71GL for list of approved aircraft

dated April 17, 1995, or later FAA approved revision. ghallaign Change. Installation of air filters in accordance with AML No. SA71GL

FAA APPROVED MODEL LIST (AML) NO. SA71GL BRACKETT AIRCRAFT CO., INC. FOR INSTALLING AIR FILTERS

			· · · · · · · · · · · · · · · · · · ·			lss	ue Date:	April 17, 1995
	AIR FILTER		OP WING			ORIGINAL TYPE		AML
ITEM	MODEL NUMBER	NUMBER	REVISION & DATE	AIRCRAFT MAKE	AIRCRAFT MODEL	CERTIFICATE NUMBER	CERT. BASIS	AMENDMENT DATE
	ĺ			Cessna	P210N, P210R	3A21	CAR 3	
58	BA-8710	BA-8710 .	A 3/27/85		*** END	OF DATA ***		
•		,		Univair	(Mooney) (ERCO) 415-C, 415-CD	A-718	CAR 4a	
• •	ł	1	ĺ	Univair	415D, (ERCO)E, (ERCO)G	A-787	CAR 3	
59	BA-8810	BA-8810	A 10/4/91	`	END	OF DATA ***		
				Dynac	(Aero Commander) 100, 100A	1A21	CAR 3	******
60	BA-8910	BA-8910	A 3/16/89		••• END	OF DATA ***		
				Univair	(Stinson) 108, 108-1, 108-2, 108-3	A-767	CAR 3 I	
61 .	BA-S108K	BA-S108K	N/C 7/14/88		••• END	OF DATA ***		
				Twin Commander	500-A,500-B, 500-U	6A1 ·	CAR 3	
62	DA 454	DA 454	A	Twin Commander	560F, 680-F, 680FL, 680FL(P)	2A4	FAR 23	
	BA-151	BA-151	12/1/93	,	END	OF DATA ***		



	1	Form A	pproved. Budget Buresu No. 41-R041.5.
U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION TO DEPARTMENT OF COMMERCE OF DEPTH	CICATE	INSTRUCTIONS t or type. Submit this form to the	
PPLICATION FOR AIRWORTHINESS CERTII AND/OR ANNUAL INSPECTION OF AN AIRC	CRAFT	Civil Aeron	autics Administration Aviation Safety sentative.
TYPE OF APPLICATION (Check which)			
■ CORIGINAL ISSUANCE OF CERTIFICATE	a. 🗌 RECE	RTIFICATION UN	DER THE PROVISIONS OF CAR B
b. ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE	15 - 1 - 1 Table 10	IPLE CERTIFICAT	TE UNDER THE PROVISIONS OF CAR 8
AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE	t 🛛		
AIRWORTHINESS CLASSIFICATION (Check appropriate item(s) It is requested that the Certificate of Airworthiness be iss))	mit appration	of the aircraft in the following air-
It is requested that the Certificate of All worthiness be issued worthiness classification(s):			
2. I STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGO	ORIES)		
D. ☐ LIMITED (SEE CAR 9)			
c. RESTRICTED (SEE CAR 8) (Check the restricted special purpose operation (s) to be conducted)			가 된다는 그리고 말했다면서, 1명 기장을 하셨다면 되었다. 기가 나의 열등에서 보는 나이를 들어내려가 되었다.
Gaste tae restricte special par poet operations.	☐ PATR	OLLING	
AERIAL ADVERTISING	☐ FORE	ST AND WILDLIF	E CONSERVATION
AERIAL SURVEYING	☐ WEAT	HER CONTROL	
GLIDER TOWING	☐ OTHE	R	
d. C EXPERIMENTAL			
(Check the type of experimental operation(s) to be conducted) RESEARCH AND DEVELOPMENT	☐ RACI	NG	
☐ AMATEUR-BUILT	☐ EXH	or the thirty and	
DEMONSTRATION	□ отн	:R	
. AIRCRAFT IDENTIFICATION (Complete all items)		自由 医胚胎 医抗	
a. AIRCRAFT MAKE b. AIRCRAFT MODEL		1	TAILBOOK OF CERTAL NO.
보루 1980년 17일 - 국민급 12명시 - 1. 12명시 12명시 12명시 12명시 12명시 12명시 12명시 12명시			e AIRCRAFT SERIAL NO.
Aero Commander 500	A		e aircraft serial no. 500A-1097-51
Aero Commander 500	A e. ENGINE	MODEL.	그는 사람이 작가 있는 것을 가장 하시게 있다.
Aero Commaader 500			500A-1097-51
Aero Commander 500 a engine make Continental	e. ENGINE		그는 사람이 작가 있는 것을 가장 하시게 있다.
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FAA Form 337 (1-65) OBSOLETE PREVIOUS EDITION

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.

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NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record.

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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 Alcor Exhaust Gas Temperature kit, part # 394-37948.

Instrument installed in instrument panel. Probes installed in left and right engine exhaust pipes as per Alcor installation instructions. Wiring from probes to indicator ran with exhisting wiring and clamped.

Removed eyebrow lighting, installed Grimes post-light system on panel. Panel paint scheme flat black.

Installed AIM SC-12A RMI system, Bendix 36105 indicator. SC-12A located in exhisting aft radio rack. Mount secured with AN528-R8 screws and AN365-832 lock nuts. Circuit protected with S1360-5 amp breaker, marked "RMI". Wiring routed thru fuselage and secured with Adel clamps and AN526-R8 screws and AN536-832 locking nuts. Instrument located in instrument panel.

The following data was used as guidelines:

The equipment manufacturer's installation manuals.

A.C. 43.13-1A, Chapter 11, Section 2,3,7.

A.C. 43.13-2, Change 8, Chapter 1 "Structural Data".

A.C. 43.13-2, Change 9 & 13, Chapter 2 "Radio Installations",

Paragraph 21a (1) (2)(3)(4)(5)(6), 22, 25a, b, 27a (1)(2),

b (1)(2), c (1)(2)(3)(4), d, e (1)(2), f (1).

The equipment list was revised.

The weight and balance was corrected to reflect above changes.

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ADDITIONAL SHEETS ARE ATTACHED

★1975-G.P.O.-1703-M/673-200/175

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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. craft nationality and registration mark and date work completed.)

Installed Foster Aldata RNAV-511 in aircraft instrument panel as per manufacturers specifications. Used AN365-632 screws and AN 632 locking nuts. Installed 51BSA (Delta Steering Adapter) in a similar manner as shown in AC 43.13-2. Chapter 2. Para 25 in exhisting radio rack between stations 165.15 and 198.00. Installed Bonzer transmitter unit in same manner as above used AN365 screws and AN365 self locking nuts. Bonzer antenna was mounted in similar manner as shown in AC 43.13-2, Chapter 3, Para 34. Doubler plate was used between stringers for strength. Antenna was mounted with hard ware supplied by manufacturers. Bonzer MK 10% indicator, DH switch, and DH light were mounted in instrument panel as per manufacturers specifications. Installed placard on upper left instrument panel that states:

RNAV VFR CNLY No steering on NAV 2 CDI in RNAV MODE

Weight and balance data was revised and entered in aircraft papers and aircraft log book this date.

ADDITIONAL SHEETS ARE ATTACHED ±1975-G.P.O.-1703-M/673-200/175

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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.

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NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record.

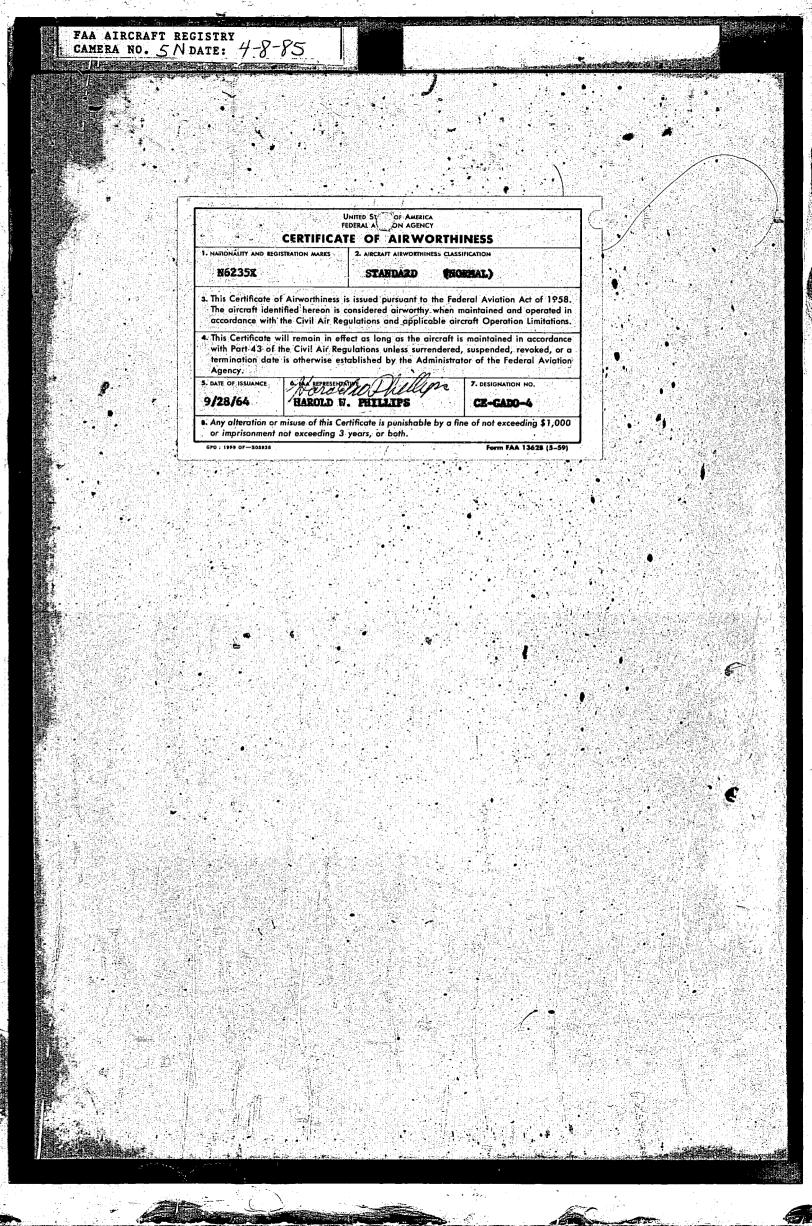
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AFI	1. AIRCRAFT IDENTIFICATION NO. N 6235 V 5 00 RB 4. AIRCRAFT SERIAL NUMBER	2. AIRCRAFT MAKE HERO COMPINIDER 15. ENGINE MAKE	3. AIRCRAFT MODEL 500-77 6. BYGINE MODEL
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OWNERS CERTIFICATION	I hereby certify that the sircraft tion(s) requested. I further certify twith the Federal Aviation Agency, as Regulations and Regulations of the aircraft. (Check and complete appropriation). CERTIFICATE OF REGISTRATION, FAA FORM APPLICATION FOR REGISTRATION, FAA FORM ARCRAFT REGISTRATION BRANCH ON FAA AIRCRAFT REGISTRATION DEANCH ON THE CONTROL OF THE CONTROL O	described above has been inspected and it hat I am the registered owner (or his a required by the Federal Aviation Act of Administrator and that the following exate item(s): this includes completion of item 500 (PART A) DATE OF ISSUE 7-27-6 RM 500 (PART B). FAA FORM 500 FORWARDED TO (Date) ATE, FAA FORM 1707 (Expiration date) NENT MAILING ADDRESS (No.; Street, City, Zone and Street, C	s airworthy and eligible for the classific gent) of this aircraft which is registered 1938 and the applicable Federal Aviatividence of registration, is displayed in the sidence of registration is displayed in the is 1 and 2 on the reverse side of this form

		2 ils covernment p	RINTING OFFICE : \$962 OF—634126"
	AVIATION AGE INSPECTION RE	PORT	representative.)
1. AECRAFI CERTIFICATION BASIS			
The aircraft described in PART I on the reverse of thi	is form has been inspe	cted and found to conform t	o the following:
A. X AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET NO	671	REVISE	on No. 21
8. Aircraft listing, page no.(s) C. Airworthiness directive summary 1963		(YEAR) THROUGH CARD NO. 8-1	<u> </u>
D. Supplemental type certificate NO.(5) 5/7-56	9 CE	_{YEAR) THROUGH CARD NO.22-/	
The Contact of the Co			
2. ABCRAFT AND ENGINE OPERATING RECORDS.	(Specify)		
A. AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE B. COMPULANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES REC C. AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATION.	COADED	10 HOURS	
D. DESGINE RECORDS INDICATE THE FOLLOWING OPERATION:			
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4. FAA REPRESENTATIVE CERTIFICATION		(Designation Nu	mber):
I have inspected the aircraft described on the reverse a its type certificate and that it is in condition for safe of the safe	beration.		ping, find it conforms to
7. FAA INSPECTOR'S SIGNATURE Harale M. Phillips 8. PEMARKS	FAA DISTRICT OFFICE NO.	1DC-4	DATE \$,69
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United Specific Agency

CERTIFICATE OF AIR WORTHINESS

1. NATIONALITY AND REGISTRATION MARKS

NOC235X

EXPERIMENTAL — Research and Development (See Reverse Side) And Development (See Reverse Side) And The aircraft identified hereon is considered airworthy when maintained properties in accordance with the Civil Air Regulations and applicate directiff Operation Limitations.

4. This Certificate will remain in effect as long bashe airgust in publications.

4. This Certificate will remain in effect as long bashe airgust in publications.

4. This Certificate will remain in effect as long bashe airgust in publications.

5. DATE OF ISSUANCE OF THIS CERTIFICATE EXPIRES MARCH 18, 1965

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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.)

Installation of Grimes Anticollison Light. Removed old anticollison and installed Grimes Anticollison Light on top of Vertical Fin. Light had FAA/PMA Approval stamped on light base. P/N of Light Assembly 30-0437-100 Manufactures Specs. meets the 400 ECP Requirements for night flight operations for aircraft. Which application for type certificate was made after 11 August 1971. Light was installed without any structure changes or wiring, EANGER used original mount, original wiring, switch and Circuit Breaker. Weight difference of the two light Assembly negligible. Light was installed according to AC 43.13-1A Chapter 11 page 424 par. 424 page 426 par. 429 (A) (B) (D) (1) par. 430 (A) (B) Par.2. 43.13-2 Chapter 2 par. 21. (6) page 21 43.13-2 Chapter 4-Page 19 par. 41.(1)(2) (3) par. 42 (A) (B) (C) par 43-44

No Change in weight and Balance.

Placard was installed on Instrument Panel by Off and On Switch.

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ADDITIONAL SHEETS ARE ATTACHED

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An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

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INSTRUCT	TONS: Print or type all entries. See I ons and disposition of this form,	FAR 4	3.9, FAR 43 App	endix B, and AC	C 43.9-1	(or subsequent	revision th	ereof)
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attachin	that the repair and/or alteration ma ents hereto have been made in accorda the information furnished herein is t	ance w	ith the requirem	ntified in item 4 ents of Part 43	of the	J.S. Federal Avi	on the rev	erse or clations
DATE That	t the minimation, furnished herein, is t	uc an	SIGNATURE OF	<u> </u>				
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		APPROV					- 34	
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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 craft nationality and registration mark and c	e is required, attach additional sheets. Identify with air- date work completed.)
 Installed one (1) each Grimes Sta. 105.5 on bottom of fuselage. (3). 	s anti-collision light, p/n G7740A-8-24 at , Wt. 1.5 lbs. 1/W 43:13-2 Par.41 a(1) and
2. Fabricated and installed 2024 43:13-1A Par. 99 c. Figure 2.18 #15 right and #16 right.	4T3,050 doubler I/W 43:13-2 Par. 45 a and appear double row rivits and between stringers
3. Used existing ice light breat and 20 gauge wire I/W 43:13=1A Pa not have ice lights installed.	ker switch 5 amp for circuit protection ar. 429 b, c and 8(1). Note: Aircraft does
4. Electrical load does not exce 13-14 Par. 424 and 425.	eed that of the aircraft load limits I/N 43:
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D. I certify	that the repair a		nade to dance v	the unit(s) identified in item 4 a with the requirements of Part 43 of and correct to the best of my know		d on the re- viation Reg	verse or ulations
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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.

DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.) Removed The following radio Equipment, la Collins #3440-2 indicator, 2 ea 5/x3 Receivers, 120 1748A Trans-mitter, lea 618F-1 Transceiver, lea 42701 power supply, 2 en 42781 power supply, 1ea 344A2 - converter & I en DAre DE5-20 Rec. Insta Med The following radio Equipment in The Instrument panel, le King Kx175 Radio, la KX 170B Radio La KI-214 Indicatort La KMAZO MKr. Installed lea KN77 Converter, lea KN73 Elide slope Rec. & NATIO ELTIO ON Radio rack Aft of Cabin installed 2 ea KA39 Converters on Radio rack in Nose section Fuel of windshield. Radio panel cut out increased by 6" & Reinforced with Extruded Aluminum Angle. Reinforcement & All radio Equipment was installed in Accordance with ACH3-13-1A Chapter 11 \$ AC 43-13-2 Chapter 2#3. Function of Check was satisfactory ON All New Equipment. weight data histed in The Aircraft Flight manual & Arruratt Logbook.

ADDITIONAL SHEETS ARE ATTACHED

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ATE Sentemb	er 26, 1968	-		SIGNATURE OF	AUTHORIZED JUSTINE	NDIVIDUAL			
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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.)

Repaired lower right horizontal stabilizer and right side at Sta. 292. Repair was made by replacing damaged parts with Aero Commander factory new parts. Parts replaced: 5430010-102 horizontal skin, and 5310023-4 frame. Weight and balance change resulting from this repair is negligible.

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ADDITIONAL SHEETS ARE ATTACHED

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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 B.F. Goodrich Lightweight Pneumatic De-icing System STC No. SA115EA.

It was necessary to make a modification to the pneumatic and electrical installation because the aircraft was equipped with a Honeywell H-14 Auto Pilot.

A Valcor Eng. Corp. normally open shut off valve, P/N V36100-01 was installed up stream of both deicer boot control valves. These valves close when the auto pilot is made operative and open for deicer boot operation.

The necessary modification to both the boot system and auto pilot system was recommended and approved by Honeywell Engineering, as the same installation is approved on other aircraft.

A pneumatic and electrical diagram will be entered in the aircraft flight manual including the weight and balance; change.

All work accomplished in accordance with procedures as per AC43.13-1.

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ADDITIONAL SHEETS ARE ATTACHED

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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 RCA AVQ-45 radar system. Chamberlain radome installed per STC SA-1-143. RCA M1-592020 Antenna mounted on bulkhead inside radome with AN-4 bolts and AN-366F-428 plate nuts. RCA M1592021 transceiver mounted in nose compartment on .040 flanged bracket and bolted to existing structure. RCA M1-592022 indicator mounted in control pedestal on .040 bracket bolted to structure. **RKMXX** Auto pilot controller was relocated below scope to provide more clearance under pedestal.

All wiring, circuit breakers and workmanship comply with FAR-43. Aircraft is equipped with two each 50 ampere generators. New electrical load is 49 amperes. Equipment list corrected and new weight and balance sheet inserted in flight manual.

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This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the FAA for administrative purposes.

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning the preparation.

8. DESCRIPTION OF WORK ACCOMPLISHED.

- Installed Wing Front Spar Lower Cap Reinforcement as per Aero Commander Service Change No. 818 dated Morch 17, 1965.
- Weight computations.

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U.S. GOVERNMENT PRINTING OFFICE: 1761-8-587360

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2. OWNER	NAME (First, middle, last) Eagle Iron Works			ness (Street and number, city, 201 129 East Holcomb Des Koines, Iowa	in and	าร์นอ	
3. COMPLE CORDAN	TE ONLY FOR UNIT REPAIRE CE WITH CIVIL AERONAUTIC	D AND/OR A	LTERED. DESCI	RIBE WORK ACCOMPLI	SHED	ON REV	ERSE IN AC-
UNIT	MAKE		MODEL	SERIAL NO.	- 1 in .	ATURE OF	MORK (Check) MAJOR ALTERATION
a. AIRFRAME		A (As described i	n item I above) ####			1919a	X
b. POWERPLAN				dur s que différir des			2
c. PROPELLER							
d. APPLIANCE	TYPE AND MANUFACTURER						***
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	MITY STATEMENT (Complete and	check)	b. KIND OF AGENCY		- 1 - <i>i</i>	ERTIFICAT	r No:
HONEYWI Flight Wold CI	Brouillette ELL, Inc. Operations namberlain Field colis, Minnesota		☐ Foreign Ce ☐ Certificated ☐ Manufactu ☐ (Ct) ☐ was	ficated Mechanic. rtificated Mechanic. I Repair Station. rer. leck if repair or alteration in the state of th	on	A & P	66902
attachme	that the repair and/or alteration ts hereto have been made in a	ccordance with	e unit(s) identifier	i under item 3 above an	d descr	ibed on	the reverse
the infor	ents nereto have been made in ac mation furnished herein is true a	nd correct to	the best of my kno	owledge.	/111 AI	r Neguu	itions and the
	mation furnished herein is true a mber 24, 1964. pair and/or afteration completed)	ind correct to	the best of my kn	Signature of authorized i	to		tions and the
Septe (Date re 6. APPROV Pursuant trator of	mation furnished herein is true a	ind correct to the complete complete construction is the control of the control o	the best of my kni the appropriate items) tified in item 3 w ufacturer The station The station	Security Canadian Department of Security Security	ndividua er pres	ort Inspe	by the Admini
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a major repair and/or atteration is made of an aircraft, airframe, power-This form must be completed in duplicate each tim plant, propeller or appliance. After the repair and/or alteration has been inspected and frem 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the sircraft records. The duplighte copy is retained by the FAA for administrative purposes.

See CAM-18 for detailed instructions concerning the information to be furnished with this formation instructions concerning

its preparation. 8. DESCRIPTION OF WORK ACCOMPLISHED. A Honeywell H-14 Autopilot was installed in the airplane in accordance with STC SA-269-CE The electrical wiring and circuit breakers are installed according to CAM 18.30-88(c). The electrical load analysis and the new weight and balance data is attached.

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•If additional space is needed attach additional sheets bearing aircraft nationality and registra

ek block if additional sheets are attached.

U.S. GOVERNMENT PRINTING OFFICE: 1961-0-567360

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OWNER	Eagle Iron Works			129 East	Holcomb es, Iowa		
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אש 🤄	MAKE		MODEL	i Car	ERIAL NO.	MAJOR REPAIR	F WORK (Check) MAJOR ALTERAT
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PROPELLER		#					
APPLIANCE	TYPE AND MANUFACTURER						
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CONFORM AGENCY'S NAME	ITY STATEMENT (Complete and	check)		173.9			510.1
	Brouillette		6. KIND OF AGEN			c. CERTIFICA	
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This form must be completed in duplicate each time a major repair and/or alteration a made of an aircraft, airframe, power-plant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the FAA for administrative purposes,

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning reparation. its preparation.

8. DESCRIPTION OF WORK ACCOMPLISHED.

A Honeywell H-ll Autopilot was installed in the airplane for certification under STC in accordance with Honeywell autopilot prints.

SA-269-CE The electrical wiring and circuit breakers are installed according to CAM 18.30-22(c). The electrical load analysis and the new weight and balance data is attached.

"If additional space is needed attach additional sheets bearing alreraft nationality and registration mark and date work completed.

Check block if additional sheets are attached.

Form FAA-887 (4-52)

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1. AIRCRAFT	Aero Commander	M	ODEL 500A		SERIAL NO. 500A=1097=51	1	ID REGISTRATION MAR
2. OWNER	NAME (First, middle, last) Eagle Iron Works		de receire	129	(Street and number, city, zon Bast Holcomb & Moines, Iowa	e and State) Street	- 1
3. COMPLET CORDAN	TE ONLY FOR UNIT REPAIRI CE WITH CIVIL AERONAUTIC	ED AND/OR S MANUAL 1	ALTERED. DE	SCRIBE	WORK ACCOMPLIS	HED ON RE	VERSE IN AC-
UNIT	THE SECOND MAKE SHOP SECONDS	gradi indo	MODEL		SERIAL NO.	NATURE OF	WORK (Check)
a. AIRFRAME		• (As described		*****		MAJOR REFAIR	XX
b. POWERPLANT		Salji Vil	ole la colater la P				う /
c. PROPELLER					÷	*1	
4. APPLIANCE	TYPE AND MANUFACTURER					***	res i.
'AFTI	T WEIGHT AND BALANCE DA ER the repairs and/or alterations described below were made.	case of stalled i	a spare component an aircraft.	ent, it w At this t	oy repair or alteration of the completed ime, it will be completed ime, it will be completed the complete of t	until such co	mponent is in-
Normal	4575			172 .		USER	1675
5. CONFORM	MITY STATEMENT (Complete and	check)	b. KIND OF AGEN	CY		c. CERTIFICATI	F NO
Wold Chan	ompany Airmotive Operaberlain Field is, Minnesota 55450	ations,	Foreign Certifica Manufac	Certifica ted Rep turer. Check i	repair or alteration under delegation op-	Class I	& II Radio
the inform	hat the repair and/or alteration its hereto have been made in ac action furnished herein is true as the 10. 1964 air and/or alteration completed)	enedones with	e unit(s) identification the requirement the best of pay	ned under ts of Pa nowledge TYCA	er item 3 above and art 18 of the U. St Ci	vil Air Regula	the reverse or
Pursuant t	L FOR RETURN TO SERVICE to the authority specified below the Federal Aviation Agency and PROVED BY FAA Design Standards	the unit iden is ee Man	tified in item 3	was ins	pected in the manner ian Department of Tr	ভাগ লৈছিল ভাগ হাঁচ	
	Inspector ber 10. 1964				Hartquist. Ins	<u> </u>	
7. TO BE CO			tached memoran	dum	therized individual; title or	ed	
	(Date) ZE-GADO-14, AA designation number)		(Date	Mu	27 S Signature Flight Standards	EP 29 196	Date)

MICR INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the FAA for administrative purposes.

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

8. DESCRIPTION OF WORK ACCOMPLISHED.

Removed Collins 3440-1 converter indicator and installed Collins 3444-2 converter in radio rack. Installed Collins PM-101 system with 328A-30 slaving accessory in rack. 323A-30 flux valve in left wing tip on .040 flanged mount, 332E-30 gyro in nose compartment on .040 flanged mount, and 331A-30 indicator in panel.

Installed Wilcox 814B transponder and function tester on radio rack. Control head mounted in radio panel. Wilcox 97403 antenna and doubler mounted in belly per MAD Drawing CRE-0563.

Installed two each Santa Monica control wheels per STC SA 256WE. No weight change in wheels.

All wiring and circuit breakers comply with CAM-18. Aircraft is equipped with two each 50 amp generators. Computed electrical load is 42 amps.

Item	The section was a section	Wed	ght_	Arm	<u> Moment</u>
Aircraft Removed: Collins 3449-1		4533		172.4	781726.65
0011111S J-45-1			4	70.0	• 168,0
Installed:			المرابعة المارات	المراجعة ا	asydeby by the very be a
Collins 344A-2		<u> </u>	.6	+ 239.	+ 109914
Collins 328A-30	tamali i internal		.	+ 239.	
Collins 323A-30			•5		+ 836.5
Collins 332E-30			.	4 150.	240.
Collins 331A-30		自乳性性 医多种性皮肤	T. T. Company of the second	+ 46.	+ 225.4
Wilcox 814B Trans	manda i	territoria de la constitución de	•25	+ 69.	+ 224.25
Wilcox 97403 Ante	bound.	15	•2	245.	+ 3797.5
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Wilcox 97534 Func Wiring & Hardware	tion lester	والمحافظ والمرافعة أعرار الإخراء	.0 .85	250 .	+ 250.
		4575		155.	+ 1371.75 789809.05

789809.05 • 4575 = 172.64" New E. W. C. G.

6250 - 4575 = 1675 lbs. new useful load.

LOAD AIRCRAFT ACCORDING TO FLIGHT MANUAL.

REGEIVED SEP 17 1964

G.A.D.O. #14 MINNEAPOLIS

*II additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.

Check block if additional sheets are attached.

- U.S. GOVERNMENT PRINTING OFFICE: 1961-0-587360

Form FAA-887 (4-52)

2.		ATION AGENCY RWORTHINESS CERTIFICATE	FORM APPROVED BUDGET BUREAU NO. 04-R038:1					
INSTRU	JCTIONS: Please print or type. se attachments or extra sheets a	Submit this form, original only, to an secessary.	authorized Federal Aviation Agency Representa					
	1. AIRCRAFT IDENTIFICATION NO.	2. AIRCRAFT MAKE	3. AIRCRAFT MODEL					
۲ĕ	N 6235X	Aero Commander	5004					
AIRCRAFT SESCRIPTION	4. AIRCRAFT SERIAL NUMBER	5. ENGINE MAKE	6. ENGINE MODEL					
RCR.	1097-51	Continental	10L70 - M					
4 M	7. NUMBER OF ENGINES	8. PROPELLER MAKE	9. PROPEILER MODEL					
	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	Hartzell	HC-A2XF-2					
	B. AMENDMENT OF CURRENT CER C. MULTIPLE CERTIFICATE (REF. CA D. OTHER	R T AND B)	ORT) (CAR 1) (Specif					
CERTIFICATION REQUESTED	classification(s):	hiness Certificate be issued to permit operation ACROBATIC, TRANSPORT CATEGORIES) (REF. CAR 1) k operation(s) to be conducted) CONTROL (4) \square PATI (5) \square FOR	EST AND WILDLIFE CONSERVATION ATHER CONTROL					
Ĕ		(7) 📙 Отн						
	D. EXPERIMENTAL (REF. CAR 1) (C		(Specify)					
	(1) AMATEUR-BUILT		IBITION					
	(2) X EXPERIMENT (RESEARCH A)	그리고 그 생님이 얼마나 하는 나는 그는 그 없는 그들이다.						
46.5		i i i i i i i i i i i i i i i i i i i	SHOW COMPLIANCE WITH CAR					
	E. (OTHER)	(Specify)	성을 하게 하는 다음 때 바다 하는데 다.					
	3. HAS THE APPLICANT PREVIOUSLY BEEN	I DENIED AN AIRWORTHINESS CERTIFICATE FOR THIS ALL	RCRAFT? YES (Explain) TX NO					
<u> </u>	1. IN ACCORDANCE WITH CAR 1 A7(d) T	HE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED A	AND FOUND AIRWORTHY BY:					
	A. AIRCRAFT MANUFACTURER (N	하시아 교육하셨습니까 그래요 그래 살아나는 이번 나는 그 작품이다.						
N Z		함께 명도 100 [16] 보유하는 사용되는 회사는 그 사람들은 사람들은 그는 그는 그는 것이 살아 있다. 그는 것이						
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General Aviation District Office So. 16 6301 -34th Avenue South Minneapolis, Hinnesota 55450

AIRCRAFT : Aero Commander 500A

REGISTRATION : M6235X

REGISTERED CHEER: Eagle Iron Horks

129 E. Holcomb Street

Des Moines, Loren

OPERATING RESTRICTIONS

The following revised Operating Restrictions are issued after the completion of flight tests in the flight test area for evaluation of B-16 Autopilot installation and it was determined that the aircraft was controllable throughout its normal range of speeds and management and had no hazardous operating characteristics.

- All flights shall be conducted in compliance with the applicable FAA Air Traffic Rules.
- 2. All flights shall be conducted to avoid areas having heavy air traffic and to avoid cities, towns, villages, congested areas or any other area where the flight will create hazardous exposure to persons or property on the ground, except for take-off and landing at fixed base.
- 3. Occupancy of the aircraft shall be restricted to industry or Government representatives having reason to be present for B-14 autopilot demonstration or company personnel on bonafide company business who have full knowledge of the operating limitations of the aircraft.
- 4. Only flights authorized for the purpose of development or demonstration will be performed with this aircraft.
- 5. The placerd "Experimental" shall be prominently displayed at the entrance to the aircraft and visible from the outside.
- 6. The sircraft shall not be flown after the expiration date of March 18, 1965 shown on the airworthings certificate or upon completion of products improvement and evaluation program for the equipment installed whichever occurs first.
- 7. We persons or property shall be carried for compensation or hire.

CRISING SIGNED BY FRANKS, BEHNINAN:

Frank O. Bekrman Principal Maintenance Inspector Federal Aviation Agency CE-GADO-14 Minneapolis, Minnesota

September 24, 1964

Ceneral Aviation District Office No. 14 6301 -34th Avenue Scoth Minnespolts, Minnesota 55458

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RECISIZADD CONTRA: Tegle Iron Works

129 E. Holocab Street Des Hoines, lows

OPERATING RESTRICTIONS

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- 2. All filights shall be conducted to avoid areas having bedry air traffic and to avoid cities, towns, villages, congested areas or any other area where the flight will create hazardous exposure to persons or property on the ground, except for take-off and landing at fixed base.
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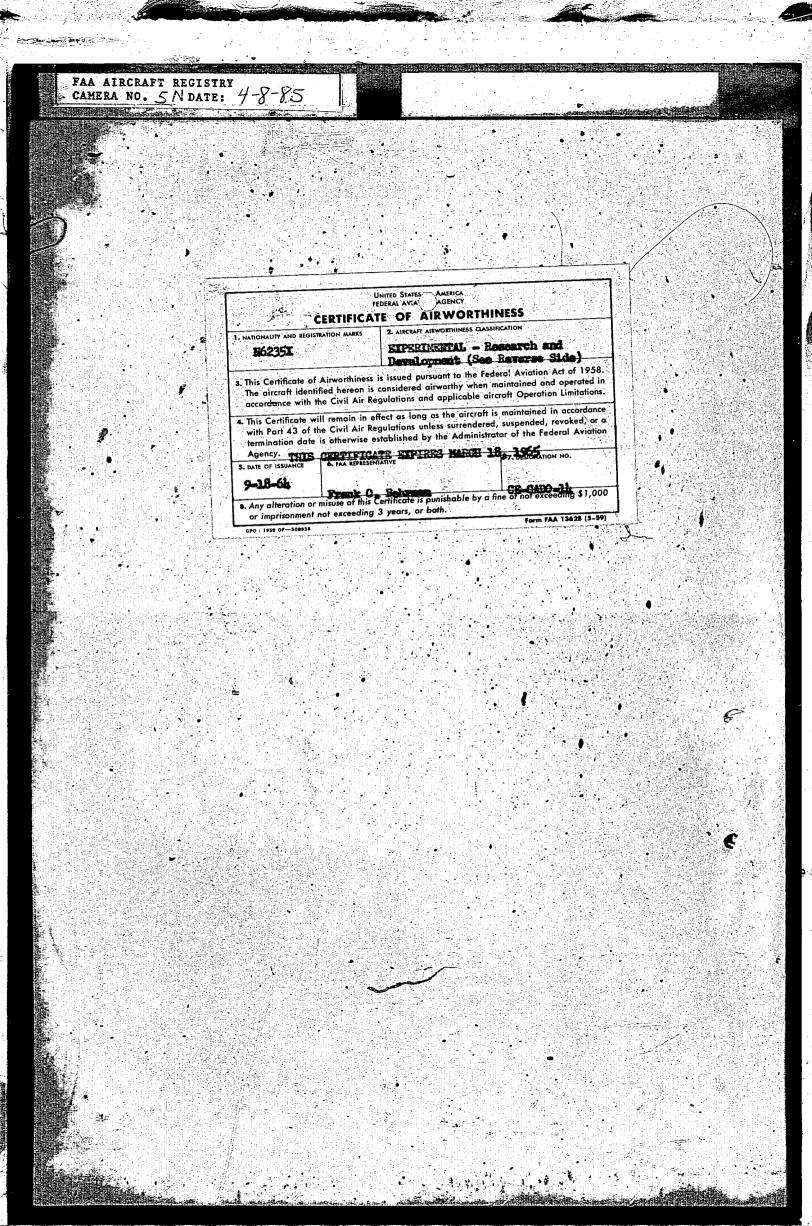
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Captember 24, 1964

Frani: C. Behrman Principal Maintenance Inspector Federal Avlation Agency CE-CALID-14 Minneapolis, Minneso; FAA AIRCRAFT REGISTRY CAMERA NO. 5 N DATE: 4-8-85

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□ DATA, DRAWINGS, PHOTOGRAPHS, ETC., (ATTACH WHEN REQUIRED) Mairworthiness Certificate, Faa form 1362, Issued in accordance with Car 1.73 Previous Faa form 1362, Issued in accordance with Car 1.67	
계대 하는데, 그리면 등로 명기를 보면 하는데 되는 모양을 되지 않는다. 그 일반에 있는 사람이 말 하는데 살아가 살아왔다. 그리는 이름이 하다.	
G. G. Chatham DMIR 2038 (Designation Number)	
	1200
A REPRESENTATIVE CERTIFICATION	
have inspected the aircraft described on the reverse and, on the basis of the application and the foregoing, find it XXX XXIII XX	
EGISTRATION INDICATED ON REVERSE IS PROPERLY DISPLAYED IN AIRCRAFT THE YES NO (Explain)	
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A INSPECTOR'S SIGNATURE FAA DISTRICT OFFICE NO. DATE	
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CE-GADO-14 Minneapolis, Minn. 9/18/64	<u> </u>
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ITACHMENTS) IN ADDITION TO THOSE LISTED ON REVERSE (List separately)	수는 다음을 대한 기업 1
Copy of Operating Restrictions Copy of 1362B dated 9/18/64	
Copy of 1362B dated 7/16/64 Original 1362B dated 7/27/61	STORES.



UNITED STATE AMERICA
FEDERAL AVII AGENCY

CERTIFICATE OF AIR WORTHINESS

1. NATIONALITY AND REGISTRATION MARKS

2. AIRCRAFT AIRWORTHINESS CLASSIFICATION

NG2 35X

STANDARD

3. This Certificate of Airworthiness is issued pursuant to the Federal Aviation Act of 1958. The aircraft identified hereon is considered airworthy when maintained and operated in accordance with the Civil Air Regulations and applicable aircraft Operation Limitations.

4. This Certificate will remain in effect as long as the aircraft is maintained in accordance with Part 43 of the Civil Air Regulations unless surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Agency.

5. DATE OF ISSUANCE

6. INSPERESENTATIVE AMERICAN DMIR #2038

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

General Avietion District Office No. 14 6301 -34th Avenue South Missespolis, Missespta 55450

AIRCRAFT

Aero Commender 500A

REGISTRATION

N6235X

REGISTERED GANER:

Eagle Iron Works

129 E. Holcomb Street

Des Moines, Ions

OPERATING RESTRICTIONS

Airworthiness Certificate issued in Experimental Classification for the above described aircraft for the purpose of evaluation of Homeywell H-14 autopilot installation to show compliance with Federal Aviation Regulations.

- 1. All flights shall be conducted within an approved flight test area under the provisions of FAR 91.93. The approved area must include any air corridors and takeoff and approach patterns needed for flights enroute between the actual test area and the base of operations.
- 2. No flights shall be conducted for compensation or hire.
- 3. Occupancy of the eigeraft during flight restricted to personnel essential to the purpose of the flight.
- A. These Operations Limitations are a part of the sirverthiness cartificate and shall be carried in the sircraft at all times.
- 5. All operations restricted to VFR day!
- 6. Flight operations must be completed in assigned flight test area and pilot enters in log that the sircraft is controllable throughout its normal range of speeds and measurers to be executed and has no hazardous operating characteristics. All flights shall be conducted to avoid areas having heavy air traffic andto avoid cities, towns, villages, congested areas or any other area where the flight will create hazardous exposure to persons or property on the ground, except for takeoff and landing at fixed base.
- Only flights authorized for the purpose of research and development required to determine if above installation will be feasible for final acceptancy by the FAA.
- 8. The placard "Experimental" shall be prominently displayed at the entrance to the aircraft and visible from the outside.
- 9. All flights shall be conducted in accordance with the applicable FAA Air Traffic and General Operation Rules.

Coneral Avistica District Office No. 16 6301 -34th Avenue South Minseapolis, Minueseta 55450

> Aero Commerter Such RECISTRATION

E6235Z REGISTERLE OWNER:

AIRCRAFT

Esgle Iran Works 129 F. Holcon. Errest

Hes Moines, Your

OPER TIME TESTINITIONS

Airworthinass Certiffcate limet in Switchendal Classification for the above des-cribed sirerall for the purpose of evaluation of Domiyosli M-16 avecallut installauton to shoe compilance with lederal Aviation Assulations

- i. All fitghts chall be conducted within an approved fitcht teat area under the provisions of PMR 91-93, the moreover area pust include any air Corridors and Labecti and appressing protection needed for fillights enroute between the actual tost area and the base or operations.
 - 2. No filthis shall be commendation compensation or hire.
- 3. Company of the aircrait during filght restricted to personnel essential unight and he seeming self on
- These Operations Limitations are a part of the airsethiness contilicate and shall be cerried to the afreraft at all times,
 - 5. All operations restricted to VER day/
- Flight orerations rust be completed in assigned flight tast area and paloc anters in log that the sireraft is controllable throughout its normal range of speeds and paneuveyo to be executed and was no hasardous operating charactoristics. All filgats shall be conducted to avoid areas having heavy cir traffic audto avoid ciries, comes, villages, congested areas on any other area that filthe will create hazardous exposure to persons or property on the ground, except for takeoff and landing at fired base.
- Only filtents authorized for the purpose of research and development required to, determine it above installation will be reasible for final acceptancy. by the EAA.
 - The placetd "Experimental" theil he prominently displayed at the entrance to the aircraft and virible from the outside.
 - 2. All flights shall be conducted in accordance with the applicable FAA Air Traffic and General Operation Rules.

OPERATING RESTRICTIONS (Continued)

10. The sircusff shall not be flown after the expiration date of March 18, 1965, shown on the directhiness certificate or upon completion of evaluation of equipment installed, whichever occurs first.

September 18, 1964

Frank O. Behrman
Principal Haintenance Inspector
Federal Aviation Agency
CE-GADO-16 Minneapolis, Minnesota

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OPERATING RESTRICTIONS (Convinued)

0. The efferaft shall not be flown efter the empiration date of March 18, 1965, shown on the airporthiness contificate of upon completion of evaluation of equipment installed, whichever occurs first.

September 18, 1964

Prent O. Bebrasa Principal Maintenance Inspector Federal Aviation Assney CS-GADO-I& Hinnespolis, Microsota

(FAA designation number)

						6 A I
	9		L AVIATION			aroved. Great No. 41-R052.4.
MAJO	R REPAIR AND ALTERATIO	N FORM	(AIRFRAME, F	OWERPLANT, PROPE	LLER OR AP	PLIANCE)
1. AIRCRAFT	AERO COLLANDER	M	500A	500A-1097-51	NATIONALITY A	NO REGISTRATION MARK
2. OWNER	RAME (First, missile; lest) RACLE I RON			ADDRESS (Street and symbor, city, 129 KAST H DES MOINES	OLCOMB ST.	Anto vygo g <u>sa</u> No lago Tala a Ta
3. COMPLET	TE ONLY FOR UNIT REPAIREI CE WITH CIVIL AERONAUTICS	D AND/OR	ALTERED. DES	CRIBE WORK ACCOMP	ISHED ON RE	VERSE IN AC-
Land	MAKE		MODEL	SERIAL NO.		F WORK (Check)
- AIRFRAME	78. SECTION 6. 2788	(As described	in item (above) as		MAJOR REPAIR	MAIOR ALTERATION
L POWERPLANT	الله الله الله المنافعة المناف			MPLIES WITH APPL	ICABER AIRN	()
c PROPELLER		APPROVE	ONLY POR	THE ABOVE DESCRIE	BD AI ICEAF	
≥ APPLIANCE	TYPE AND MANUFACTURED TO THE COLUMN TO THE COLUMN THE C	EIVÊ	D 7/62	Horald NU. G	hellep.	STATE AND A
~ 13	WEIGHT AND BALANCE DAT/ R the repairs and/or alterations W secribed below were made.	4 case of a stalled in if applies	i an aircraft. A	pleted by repair or alteratit, it will not be complete this time, it will be comp		lowever, in the imponent is installing agency,
HOH/AL	4583.5	-230		R OF GRAVITY (Inches from datum)		IL LOAD (Pounds)*
. AGENCY'S NAME	The Constitution of the Co	c ł)	5. KIND OF AGENCY	of the second second second	i	2.65
DES MO	E. GARHOW, O/O. INES PLYING SERVICE, I PAL AIRPORT, INES, IOWA.	NC.	U. S. Certi Poreign Ce Certificate Manufactu	ificated Mechanic. artificated Mechanic. d Repair Station rer. neck if repair or alteration made under delegation of procedures.	AAR 14	9293
the informa	at the repair and/or alteration nos hereto have been made in accortion furnished herein is true and	nade to the dance with correct to th	unit(s) identified the requirements se best of my kno	TAU AS PLANE U/B. U	described on ivil Air Regular	the reverse or ions and that
Date repair	r and/or alteration completed):		ROBERT	E. CAR ON		·
APPROVAL. Pursuant to trator of the	FOR RETURN TO SERVICE (Ca the authority specified below the Federal Aviation Agency and is		e <i>appropriate items</i>) fied in item 3 wa	(Signature of mith wired in		the Adminis-
IXAPPE □ REJE 5-23-	CTED BY FAA Flight Standards Inspector	☐ Manuf	and the second s	Canadian Depayment of The Canadian Depayment of The Canadian Price of The Canadian C	ION AUTHOR	IZATION
	approval or rejection)	1919		e of authorized individual; title or	identification numi	
	PLETED ONLY BY FAA PERSO for engineering comment 5 2 5 6 7		ched memorandu	0 11 7	e dh ,6 ?	C. 0'
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This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, powerplant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the FAA for administrative purposes.

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

8. DESCRIPTION OF WORK ACCOMPLISHED.

THE FOLLOWING EQUIPMENT CHANGES ACCOMPLISHED ON THE SUBJECT AIRCRAFT:

ITEM	<u>ARU</u>
PREVIOUS AIRCRAPT EMPTY WEIGHT 4479.3 7	172.0 168.0
THSTALLED COLLINS COMM. ANTENNA, 37K-10.	275.0
REMOVED ARC ANTENNA, A-13.	405.0 390.0
INSTALLED SCOTT MODEL 8885, OXYGEN SYSTEM B. F. GOODRICH PROP DE-ICER SYSTEM, PER STC SA1-607.15.0	237.0 143.8
B. F. GOODRICH PROP. DE-LOCK SISTEM, FRANCE 4533.5	172.4

NEW REPTY WEIGHT -4533.5 16's. NEW EMPTY HEIGHT CENTER OF GRAVITY -- / 172 4" NEW USEFUL LOAD -- 1716.5 1b's.

THE SCOTT 8885 OXYGEN SYSTEM COMPONENTS ARE INSTALLED AS FOLLOWS: THE PRESSURE -THE SCOTT 8885 OXYGEN SISTEM COMPONENTS THE SIDE DANEDLATELY AFT OF THE CO-PHOTS REGULATOR UNIT IS LOCATED ON THE CABIN RITE SIDE DANEDLATELY AFT OF THE CO-PHOTS SEAT, AND ACCESSIBLE TO THE PILOT TO THE REGULATE AND READ. LOCATED ON ONE OF THE AFT RADIO EQUIPMENT SHELFS. THE BOTTLE IS SECURED TO THE SHELF USING THE HOLD-DOWN STRAP BRACKETS AS SUPPLIED BY SCOTT AVIATION, ALL HUMB-ING USED IN THIS SYSTEM IS INSTALLED AS SUPPLIED BY SCOTT AVIATION. THE PLUB-ING AND COMPONENTS ARE INSTALLED AND LOCATED IN SUCH A MANNERAS TO HE FREE OF CONTAMINATOR, VIBRATION, AND INTERFERENCE OF THE OTHER AIRCRAFT SYSTEMS. A PRESSURE TEST WAS CONDUCTED AND ALL LEAKS ELIMINATED. THE BOTTLE IS ICC APPROV-ED. THE LOAD FACTORS AS CALLED OUT IN CAN 3.586(a), HAVE BEEN PROVEN WITHIN LIMITS. WHIS SYSTEM INCOMPORATES FLOW INDICATORS, PRESSURE REGULATORS AND PRESSURE INDICATORS AS FER CAM 3.652. THE INSTRUMENT PANEL IS FLACARDED TO READ "IF THE USE OF THE OXYGEN SYSTEM IS ANTICIPATED, PRESSURE VALVE AT THE ROTTLE MUST BE TURNED ON PRIOR TO FLIGHT"

THE ABOVE LISTED ANTENNAS ARE LOCATED AT STA'S. 158.0" & 275.0", ON THE FUSE-LACE TOP SIDE, CENTER, THESE TWO LOCATIONS ARE REINFORCED USING CAM 18, fig. 12-2
AS A REFERENCE. THIS INSTALLATION MEETS THE REQUIREMENTS AS CALLED OUT IN CAM 3.721, 3.721-2(c), 3.721-2(E), ISIGNAC 18.30-22, 18.30-22(c), 18.30-22(1).

APPLICABLE PLACARD AND FLIGHT MANUAL SUFFLIMENT INSTALLED RELATIVE TO THE

PROPELLER DE-ICER SYSTEM. ANELECRICAL SYSTEM CONTINOUS RUNNING LOAD CHECK WAS CONDUCTED AND FOUND NOT TO EXCEED 80% OF THE MAXIMUM RATED CUTFUT OF THE GENERATOR SYSTEMS.

AJAN CITT, ORLAND

577.276.78

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OWNER	Eagle	Iron Works			129 Bas	t end number, city, so it Holeomi ns, Iowa	and the second second	an ionalistica V petrica
COMPLET	TE ONLY FO	OR UNIT REPAIR VIL AERONAUTIO	ED AND/OR	ALTERED. DE	SCRIBE WO	RK ACCOMPLI	SHED ON RE	VERSE IN A
UKUT	151 1 5 1 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1	MAKE	erdik inde general	MODEL.	3-12-15-20-12-2 - 13-16-16-18-1	SERIAL NO.	NATURE OF	WORK (Check)
AIRFRAME	9 18 16	*************	M (As described	in item I above) #	**********		Jrl olyf	XXX
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PROPELLER			2042483	incon negurine ento	ARE I APPROVED	ONLY FUR INC ABOVE ECTION BY A-PERSON A		:150
APPLIANCE	2	CT -2 1961 and Manufacturer ENANCE BRAI		9/22/6	L Fil	O. Behr	<u>na – 1</u> 117 . i	
		AND BATANCE Di and/or alterations o were made.	case of	a spare componin an aircraft.	ent, it will r	epair or alteration to be completed, it will be comp	i until such o	omponent is
CATEGORY	Maria III.	EMPTY WEIGHT (P	numde)*	EMETY CE				(T) 1
	MITY STAT	1479.32 EMENT (Complete state			2.07	(Inches from datum)	17'	70.58
CONFORMATION AGENCY'S NAME MIDDLE OF THE PROPERTY OF THE PROPE	MITY STATI	1479.32 EMENT (Complete em	d check)	b. KEND OF AGE U. S. Co Foreign Certifici Manufa	Eccy ertificated M Certificated ated Repair cturer. (Check if re	echanic. Mechanic. Station. pair or alteratic der delegation o	c. CERTIFICA 5956 Class	TE NO.
Minnes I certify attachmen the inform Sept. (Date rep. APPROVA Pursuant	MITY STATI WE AND ADDRESS SOLE A1: ION Of Thember Thember that the reputs hereto he nation furnis 22, 1. pair and/or alter AL FOR RET	EMENT (Complete small street 1ve been made in a hed herein is true 1961. URN TO SERVICE Tity specified below a viation Agency and the small street of the service of the s	on made to the coordance with and correct to the unit idea and is	b. KEND OF AGE U. S. C. Foreign Certifice Manufa Manufa the unit(s) identia the best of ay plete appropriate item midfied in item.	Certificated M Certif	echanic. Mechanic. Station. pair or alteratic der delegation of res.) tem 3 above and 8 of the U. S. C. ature of authorized in the manning of the manning	c. CERTIFICA 3936 Class Mirfrei described or livil Air Regul	TE NO. III., the reverse ations and the oy the Admin
CONFORM AGENCYS NAM DIVIS WOLD. I certify attachmen the inform Sept. (Date rep APPROVA Pursuant trator of RE Sepi (Date	MITY STATI WE AND ADDRESS Sota A1 Lon of Chamber Applia that the rep that the rep that the rep to the author the Federal PROVED LIECTED 22 of approval or	EMENT (Complete one F. H. PORT LAIR FIG. 18 50. MIRROR air and/or alterative been made in a hed herein is true 1961 URN TO SERVICA rity specified below aviation Agency ar Standards Inspector 1961	on made to the coordance with and correct to the coordance with and correct to the coordance with a correct to the coordance with and is the coordance of the coordance with a correct to the coordance with a correct to the coordance of the coord	b. KEED OF ASE U. S. C. Foreign Certifice Manufa Manufa the unit(s) ident the best of lay olde spropriate term nuffied in item.	ertificated M Certificated M Certificated ated Repair cturer. (Check if re was made un tion procedu ified under i throwledge. (Sign 3) 3 was inspect	echanic. Mechanic. Station. pair or alteratic der delegation of res.) tem 3 above and 8 of the U. S. C. ature of anthorized is red in the mann. Department of 7	c. CERTIFICA 5956 Class in Airfrai i described or ivil Air Regul car prescribed ransport Insp	TE NO. III; the reverse ations and the country the Admin ector of Aircra

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, altrana, power-plant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the FAA for administrative purposes.

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

8. DESCRIPTION OF WORK ACCOMPLISHED.

Relocated remote compass transmitter installed as per. Minnesota Airmotive dwg. RE 0259 by adding an extension and a brace, using the same material as the bracket. This moved the transmitter five inches aft of it's former position to stop control cable magnitic interference.

Installed an electric turn & bank instrument on the left inst. panel and an airspeed instrument in the right inst. panel.

Installed an Audio Amplifier ne the fus. nose bulkhead an in

Installed an Audio Amplifier ne the fus. nose buikhead an in other Aere Commander FAA approved installations.

All wires and eircuit s protected with circuit breaker of fuse, wire size and eircuit protection follows table 12-1 & 12-3 CAM 18.

Aircraft equipped with 2 ea. 50 amp generators. Most severe electrical load measured with master ammeter on 28.5 volt power eart equals 58 amps.

Weight and balance as follows;

Line Item and Artist		reight	en i	moment
Aircraft Electric turn and	bank	4475.88 2.5		770535.52
Air speed inst. Speaker amplifier	/Pass OR_C Ol	• 38 4 3 4 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		7.63
र्थः हि सम्बद्धाः धर्मे हैं । ब्रोहरू के ले		4479.32	ું ભાગ હતું કે કું	770775.15
New empty center (of gravity equ	18 770775.15 4479.32		
New empty weight	quals 4479.32			ត្រីដើមនៃកំណុំ ១០ ១០ខណៈប្រជាពេល
New useful load o	uals 1770.68	p øunds	1:01	en engal
Loading Sub-Totals Item		welght	rostroma en la la companya de la com	Moment 1000
Corrected empty Oil 6 gal Pilot	Gorden Barria	4479.32 45 _{7yo} ,170	172.07 146 94	771, 7 16.
Sub total weigh	it & Moment	140 .170 1694 KS4V7X0	DEC	EMEN

ราสต 5 ซากร์ 4 **ม.เล**ิช

"If additional space is needed attach additional sheets bearing already maticinality and regardation mark and date work complete.

GADO #14

5-0110

AIRCRAFT	HAKE COMMENDER	500 A		5004-1097-51	H 6238	REGISTRATION MA
OWNER	MANE (First, middle, loss) Hinnosots Airmotive		Wol	S (Street and number, city, not Chamberlain F.	ield	in insocial sy
COMPLE	TE ONLY FOR UNIT REPAIR ICE WITH CIVIL AERONAUTIC	ED AND/OR ALTERED.	DESCRIE	E WORK ACCOMPLI	SHED ON RE	VERSE IN AC
UNIT	MAKE	MODEL		SERIAL NO.	NATURE OF MAJOR REPAIR	WORK (Check) MAJOR ALTERATE
AIRFRAME	7	• (As described in item I abo	EE) 300000			
POWERPLAN						i ga sa di s Milan Dalis
PROPELES	FCEWED		AND HE APPRIC	VEC ONLY FOR THE ABOVE DESC ESPECTION BY A PERSON AUTHOR		
APPLIANCE	TYPE AND MARKET URER	8/4/6	Z	J. O. Beh		
CATEGO	RY EMPTY WEIGHT (P	conds)* EMP	TY CENTER OF	GRAVITY (Inches from datum)		UL LOAD (Posseds)
Minnes Divisi	RMITY STATEMENT (Complete on MAN ADDRESS OTA Airmotive ON Of F. H. Penvey & hamberlain field polis 50, hinnesota	b. som o □ U. Company	reign Certificated I anufactures (Checkwas n	ated Mechanic. ficated Mechanic Repair Station.	e. bertifica f3936 Class Alpring	
CONFOI AGENCYS N Minness Divisi Wold C Minness I certify attachm the info 8/4/61	RMITY STATEMENT (Compide on MAME AND ADDRESS OTE Airmstive OR Of F. H. Penvey & Chamberlain Field	Gonzany U. Fo Ce Ms	8. Certific reign Certificated I anufactures was nation placed interest of free ments	sted Mechanic. ficated Mechanic. depair Station. tk if repair or alterationed under delegation or occurres. under item 3 above at Part 18 of the U.S. ledge.	c. DERTIFICA #3936 Class Airfrai on Opposite of the control of t	TE NO.
L I certify attachn the info 8/4/61 Cate S. APPRO Pursuar trators	RMITY STATEMENT (Compide on MANE AND ADDRESS OTA AIRMSTIVE ON OF F. H. Penvey & hamberlain Sield polis 50, Minnesota y that the repair and/or alteratents hereto have been made in immation furnished herein is true	Gompany U. Gompany U. Fo Go	S. Certificated: S. Certificated: Constitution of the constituti	sted Mechanic. ficated Mechanic. Repair Station. Repair Station. Repair or alterations of the under delegation of the under tem 3 above at Part 18 of the U.S. Jedge Mechanic. Jedge Mechanic	e. bertifica 73936 Class Alffrai on op- od described of Civil Air Regu pector individual) ner prescribed Transport Insp	TE NO. III rating In the reverse lations and the by the Admin

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the FAA for administrative purposes.

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

8. DESCRIPTION OF WORK ACCOMPLISHED.*

Installed Custom Radio Package and Sound Proofing as follows:

All amplifiers and power supplies mounted on factory installed radio rack. Shelf weight has not been exceeded with this installation.

All tuning and control heads and indicators are instrument panel mounted. Switches, remote compass indicator and clock mounted in Custom Audio panel. All circuit breakers and fuses mounted in circuit breaker panel. Wire routing along right side of fuselage in same area and methods as previously approved on many installations. Wire size and circuit protection follow tables 12-1 and 12-3 CAM 18.

ARC A-15 Comm. Antenna installed per Minnesota Airmotive approved drawing for duplication #RE 0324.

Lear 63707 Navigation antenna installed per Minnesota Airmotive Print #RE 0324.
Collins 3794 Glide Slope Antenna installed per Minnesota Airmotive Print #RE 0155.
Pioneer Compass Transmitter installed per RE 0259 approved for duplication.
ADF Sense Antenna forward mast installed according to Minnesota Airmotive print
#RE 0255. Coppersold wire used with accepted tension units. Used rear anchor an
leading edge of fin supplied by aircraft mfg.

ADF loop installation evaluated on one only basis at this time.

Herco UDA-2 DAS entenne installer per Minnesota Alrestive print # CRE-0323.

Aircraft equipped with 2 ca., 50 cmp. generators. Bost sever electrical load as measured with master ammeter on 28.5 volt power eart equals 56 cmps. Less than 80% load of one generator.

Sound proofing installed in prop arc. area and under rug. Identical to factory method and previously approved installation by our Company.

TOTALLE VIOLENAND

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"If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and the state of the control of th

U.S. GOVERNMENT PRINTING OFFICE. 18-54010-5

Form FAA-887 (4-52)

MINNESOTA AIRMOTIVE, INC.

WOLD CHAMBERLAIN FIELD

MINNEAPOLIS 50, MINNESOTA

Date 6/4/61	Report No. 887
Checked By	Model 500 A
	s/n 5004-1097-63 n 6 225 x
	Cal Bolony Data
4 €	TO THE REPORT OF
Aircraft corrected wis 4576s Sound Proofing 7s	(POSE) - 이 사이트 - 이번에 의미 - 사이트 - 사이트 프로그램 - 이 사이트 - 스트리트 - 프로그램 -
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42781 Power Supply 5.	그런 이 그 그는 이 그리고 그 가장 그는 그들은 경우를 하는 것이 되었다.
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2521 E Loop 1. 4036 A Indicator 1.	8 200.0 250.0 6 72.6 107.25
5854 A Serve. Amps 3. Sense Antenna 2.	- Service
Olice Slope Davo DOS-20 Receiver 6- Colling 87PH Antenna 1-	
	Figure 115 (1997) 16:0 Figure 125 (1997) 15:0 Figure 135 (1997) 15:0
Hereo MHT-24 Antesna	The state of the s

FAA AIRCRAFT REGISTRY -CAMERA NO. 5 N DATE: 4-8-85

MINNESOTA AIRMOTIVE, INC.

WOLD CHAMBERLAIN FIELD

MINNEAPOLIS 50, MINNESÓTA

Prepared By Re De Restland	Page
Date 8/4/11	Report No.
Checked By	Model 500
	s/n 5004-1097-51 n 6235 I
	Beight and Relance Data Cont'd.
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2 Tarco	
Theres Power Supply UDI-2 Interrogator	5-93 857-0 1405-4 7-6 67-6 585-5
024-2	71.0 · 33
ictor Monto Compas Franguister	619.0 1257.0
Invertor Indicator	8.0 842.0 666.0 65 72.65 55.25
ustom Audio Panel	7.0
See Cletron Speakers	2×0 102×0 204×0
eas, Morophoae	1.60 105.9 105.6 67.60 43.5
iro à Karduaro Itatio vioks	16.0 90.0 1620.0 1.0
10 bl	4/10-629 (10-629) (10-62) (10-
70685.52 • 4675.68 s 172.16° no	# 3.0.0 - 1 : 1 : 1 : 1 : 1 : 1 : 1 : 1 : 1 : 1
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