



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

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark USA N526RJ	Serial No. 500A-1097-51	
	Make AERO COMMANDER	Model 500A	Series
2. Owner	Name (As shown on registration certificate) JEAN-LUC H POUS	Address (As shown on registration certificate) Address 10827 PEPPER LANE	
		City HOUSTON	State TEX
		Zip 77079	Country USA

3. For FAA Use Only

The data / alteration identified herein complies with applicable
airworthiness requirements and is approved only for the above
described aircraft subject to conformity inspection by a person
authorized in FAR 43.7

04/17/2012 *[Signature]* HOU FSDO
Date FAA Inspector

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☒	AIRFRAME		(As described in Item 1 above)	
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name ROBERT JACKSON		☒ U. S. Certified Mechanic	Manufacturer
Address 1243 CR 136		☐ Foreign Certified Mechanic	C. Certificate No.
City SWEENEY State TEX		☐ Certified Repair Station	AP3491859IA
Zip 77480 Country USA		☐ Certified Maintenance Organization	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B ☐	Signature/Date of Authorized Individual <i>Robert Jackson</i> 4-17-2012
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7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ Approved ☐ Rejected

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station	☒ Inspection Authorization	Other (Specify)

Certificate or Designation No. AP3491859	Signature/Date of Authorized Individual <i>Robert Jackson</i> 4-17-2012
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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.

NOTICE

8. Description of Work Accomplished

N526RJ 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. 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 MANUAL 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

END

[] Additional Sheets Are Attached

1. 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 CONJUNCTION 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 MAINTENANCE 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

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 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.

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U.S. Department
of Transportation
**Federal Aviation
Administration**

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

FEB 28 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,

A handwritten signature in black ink, reading "Bruce D. Remick".

Bruce D. Remick
Associate Manager, ACE-116A
Atlanta Aircraft Certification Office

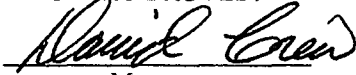
Enclosure

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.

FAA APPROVED:



Manager,

Atlanta Aircraft Certification Office

Federal Aviation Administration

Atlanta, GA 30349

FEB 28 2012

Date: _____

LOG OF REVISIONS

Revision No.	Revised Pages	Reason for Change	Approval Date	FAA Approval Signature
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NOTE: Revised information indicated by black vertical line in the margin.

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.



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INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark USA N526RJ	Serial No. 500A-1097-51	
	Make AERO COMMANDER	Model 500A	Series
2. Owner	Name (As shown on registration certificate) JEAN-LUC H POUS	Address (As shown on registration certificate) Address 10827 PEPPER LANE	
		City HOUSTON	State TEXAS
		Zip 77079	Country USA

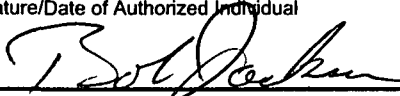
3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☒	AIRFRAME	_____	(As described in Item 1 above)	_____
☐	☐	POWERPLANT	_____	_____	_____
☐	☐	PROPELLER	_____	_____	_____
☐	☐	APPLIANCE	Type _____	_____	_____
			Manufacturer _____		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name BOB JACKSON		☒ U. S. Certificated Mechanic	Manufacturer
Address 1243 CR136		☐ Foreign Certificated Mechanic	C. Certificate No.
City SWEENEY State TEXAS		☐ Certificated Repair Station	AP3491859IA
Zip 77480 Country USA		☐ Certificated Maintenance Organization	

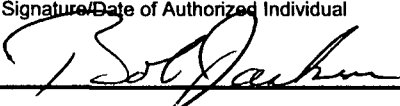
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B ☐	Signature/Date of Authorized Individual  2-10-2012
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7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ Approved ☐ Rejected

BY	FAA Flt. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station	☒ Inspection Authorization	

Certificate or Designation No. AP3491859IA	Signature/Date of Authorized Individual  2-10-2012
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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.

USA N526RJ

2-10-2012

8. Description of Work Accomplished : Nationality and Registration Mark Date

N526RJ S/N 500A-1097-51 HOBBS 379.3 2-10-2012

INSTALLED STC SA2903SW WING FLAP GAP SEALS ACCORDING TO DRAWING 42001, ISSUE 2. PARTS PAINTED AND FLAPS CHECKED FOR TRAVEL AND SEAL FIT. AIRCRAFT WEIGHT AND BALANCE REVISED AND AIRCRAFT RETURNED TO SERVICE THIS DATE.

----- END -----

[] Additional Sheets Are Attached

United States of America
Department of Transportation -- Federal Aviation Administration

Supplemental Type Certificate

Number SA2903SW

This certificate issued to Rocky Top Leasing, Inc.
1027 River Bend Dr.
Chattanooga, TN 37419

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified herein meets the airworthiness requirements of Part 3 of the Civil Air Regulations.

Original Product : Type Certificate Number : 6A1, 2A4
Make : Twin Commander Aircraft Corporation
Model : 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.

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

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 : January 23, 1979

Date issued : April 16, 1979; December 7, 1988
December 10, 2007

Date of issuance : January 25, 1979

Date amended : February 7, 1995



By direction of the Administrator

Melvin D. Taylor
(Signature)
Melvin D. Taylor, Manager,
Atlanta Aircraft Certification Office

(THIS)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.
FAA Form 8110-2 (10-68) PAGE 1 OF 1 PAGES This certificate may be transferred in accordance with FAR 21.49.

PROPRIETARY

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: 500A Aircraft Registration Number: N 524RT Serial Number: 109751 KIT S/N: 032

Approved By:

Gary L. Gadberry
Copyright © 2008 ROCKY TOP LEASING, INC. All rights Reserved. Individually registered per aircraft serial number.

**SUPPORTING DATA
PARTS MANUFACTURER APPROVAL**

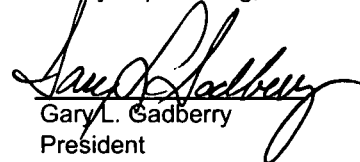
Aircenter, Inc.
115 Nowlin Lane
Suite 2000
Chattanooga, TN 37421

FILE NO. 1

<u>Supplier Part Name and Part No.</u>	<u>Approved Replacement for</u>	<u>TC/STC/TSO Approval and Design Data</u>	<u>Model Eligibility</u>
<u>Part Name:</u> Wing Flap Gap Seals <u>P/N:</u> 42001	Modification Part	STC SA2903SW and <u>Drawing No.</u> 42001, <u>Rev.</u> 2, <u>Dated:</u> 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.

Approved:
Rocky Top Leasing, Inc.


Gary L. Gadberry
President

1/15/2008
Date

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 subsequent minor design changes in a manner dertermined by the Atlanta ACO and the authorization holder controls all major design changes to drawings and specifications.

As a result, the *Journal of the American Medical Association* has been able to publish a number of articles that have been rejected by other journals. The *Journal* has also been able to publish a number of articles that have been rejected by other journals. The *Journal* has also been able to publish a number of articles that have been rejected by other journals.

1997-1998, 1998-1999, 1999-2000, 2000-2001, 2001-2002, 2002-2003, 2003-2004, 2004-2005, 2005-2006, 2006-2007, 2007-2008, 2008-2009, 2009-2010, 2010-2011, 2011-2012, 2012-2013, 2013-2014, 2014-2015, 2015-2016, 2016-2017, 2017-2018, 2018-2019, 2019-2020, 2020-2021, 2021-2022, 2022-2023, 2023-2024, 2024-2025, 2025-2026, 2026-2027, 2027-2028, 2028-2029, 2029-2030, 2030-2031, 2031-2032, 2032-2033, 2033-2034, 2034-2035, 2035-2036, 2036-2037, 2037-2038, 2038-2039, 2039-2040, 2040-2041, 2041-2042, 2042-2043, 2043-2044, 2044-2045, 2045-2046, 2046-2047, 2047-2048, 2048-2049, 2049-2050, 2050-2051, 2051-2052, 2052-2053, 2053-2054, 2054-2055, 2055-2056, 2056-2057, 2057-2058, 2058-2059, 2059-2060, 2060-2061, 2061-2062, 2062-2063, 2063-2064, 2064-2065, 2065-2066, 2066-2067, 2067-2068, 2068-2069, 2069-2070, 2070-2071, 2071-2072, 2072-2073, 2073-2074, 2074-2075, 2075-2076, 2076-2077, 2077-2078, 2078-2079, 2079-2080, 2080-2081, 2081-2082, 2082-2083, 2083-2084, 2084-2085, 2085-2086, 2086-2087, 2087-2088, 2088-2089, 2089-2090, 2090-2091, 2091-2092, 2092-2093, 2093-2094, 2094-2095, 2095-2096, 2096-2097, 2097-2098, 2098-2099, 2099-2100, 2100-2101, 2101-2102, 2102-2103, 2103-2104, 2104-2105, 2105-2106, 2106-2107, 2107-2108, 2108-2109, 2109-2110, 2110-2111, 2111-2112, 2112-2113, 2113-2114, 2114-2115, 2115-2116, 2116-2117, 2117-2118, 2118-2119, 2119-2120, 2120-2121, 2121-2122, 2122-2123, 2123-2124, 2124-2125, 2125-2126, 2126-2127, 2127-2128, 2128-2129, 2129-2130, 2130-2131, 2131-2132, 2132-2133, 2133-2134, 2134-2135, 2135-2136, 2136-2137, 2137-2138, 2138-2139, 2139-2140, 2140-2141, 2141-2142, 2142-2143, 2143-2144, 2144-2145, 2145-2146, 2146-2147, 2147-2148, 2148-2149, 2149-2150, 2150-2151, 2151-2152, 2152-2153, 2153-2154, 2154-2155, 2155-2156, 2156-2157, 2157-2158, 2158-2159, 2159-2160, 2160-2161, 2161-2162, 2162-2163, 2163-2164, 2164-2165, 2165-2166, 2166-2167, 2167-2168, 2168-2169, 2169-2170, 2170-2171, 2171-2172, 2172-2173, 2173-2174, 2174-2175, 2175-2176, 2176-2177, 2177-2178, 2178-2179, 2179-2180, 2180-2181, 2181-2182, 2182-2183, 2183-2184, 2184-2185, 2185-2186, 2186-2187, 2187-2188, 2188-2189, 2189-2190, 2190-2191, 2191-2192, 2192-2193, 2193-2194, 2194-2195, 2195-2196, 2196-2197, 2197-2198, 2198-2199, 2199-2200, 2200-2201, 2201-2202, 2202-2203, 2203-2204, 2204-2205, 2205-2206, 2206-2207, 2207-2208, 2208-2209, 2209-2210, 2210-2211, 2211-2212, 2212-2213, 2213-2214, 2214-2215, 2215-2216, 2216-2217, 2217-2218, 2218-2219, 2219-2220, 2220-2221, 2221-2222, 2222-2223, 2223-2224, 2224-2225, 2225-2226, 2226-2227, 2227-2228, 2228-2229, 2229-2230, 2230-2231, 2231-2232, 2232-2233, 2233-2234, 2234-2235, 2235-2236, 2236-2237, 2237-2238, 2238-2239, 2239-2240, 2240-2241, 2241-2242, 2242-2243, 2243-2244, 2244-2245, 2245-2246, 2246-2247, 2247-2248, 2248-2249, 2249-2250, 2250-2251, 2251-2252, 2252-2253, 2253-2254, 2254-2255, 2255-2256, 2256-2257, 2257-2258, 2258-2259, 2259-2260, 2260-2261, 2261-2262, 2262-2263, 2263-2264, 2264-2265, 2265-2266, 2266-2267, 2267-2268, 2268-2269, 2269-2270, 2270-2271, 2271-2272, 2272-2273, 2273-2274, 2274-2275, 2275-2276, 2276-2277, 2277-2278, 2278-2279, 2279-2280, 2280-2281, 2281-2282, 2282-2283, 2283-2284, 2284-2285, 2285-2286, 2286-2287, 2287-2288, 2288-2289, 2289-2290, 2290-2291, 2291-2292, 2292-2293, 2293-2294, 2294-2295, 2295-2296, 2296-2297, 2297-2298, 2298-2299, 2299-2300, 2300-2301, 2301-2302, 2302-2303, 2303-2304, 2304-2305, 2305-2306, 2306-2307, 2307-2308, 2308-2309, 2309-2310, 2310-2311, 2311-2312, 2312-2313, 2313-2314, 2314-2315, 2315-2316, 2316-2317, 2317-2318, 2318-2319, 2319-2320, 2320-2321, 2321-2322, 2322-2323, 2323-2324, 2324-2325, 2325-2326, 2326-2327, 2327-2328, 2328-2329, 2329-2330, 2330-2331, 2331-2332, 2332-2333, 2333-2334, 2334-2335, 2335-2336, 2336-2337, 2337-2338, 2338-2339, 2339-2340, 2340-2341, 2341-2342, 2342-2343, 2343-2344, 2344-2345, 2345-2346, 2346-2347, 2347-2348, 2348-2349, 2349-2350, 2350-2351, 2351-2352, 2352-2353, 2353-2354, 2354-2355, 2355-2356, 2356-2357, 2357-2358, 2358-2359, 2359-2360, 2360-2361, 2361-2362, 2362-2363, 2363-2364, 2364-2365, 2365-2366, 2366-2367, 2367-2368, 2368-2369, 23

1. *Phragmites australis* (Cav.) Trin. ex Steud.

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.

1. The first part of the document is a letter from the President of the United States to the Congress, dated January 3, 1862. It is a very long letter, and it contains a great deal of information about the state of the country at that time. It is a very important document, and it is one of the most interesting documents in the collection.

2. The second part of the document is a letter from the President of the United States to the Congress, dated January 3, 1862. It is a very long letter, and it contains a great deal of information about the state of the country at that time. It is a very important document, and it is one of the most interesting documents in the collection.

3. The third part of the document is a letter from the President of the United States to the Congress, dated January 3, 1862. It is a very long letter, and it contains a great deal of information about the state of the country at that time. It is a very important document, and it is one of the most interesting documents in the collection.

4. The fourth part of the document is a letter from the President of the United States to the Congress, dated January 3, 1862. It is a very long letter, and it contains a great deal of information about the state of the country at that time. It is a very important document, and it is one of the most interesting documents in the collection.

5. The fifth part of the document is a letter from the President of the United States to the Congress, dated January 3, 1862. It is a very long letter, and it contains a great deal of information about the state of the country at that time. It is a very important document, and it is one of the most interesting documents in the collection.

FLAP GAP SEAL P/N 42001

STC #SA2903SW

Packing List

12/29/2011

Customer: ARKJ Enterprises
N# 526RJ
S/N: SD0A-1097-51

DESCRIPTION	PART NUMBER	QTY	AMOUNT	REMARKS
3M TEFLON TAPE	42001-73	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		
FLANGE	42001-55	1		
FLANGE	42001-53	1		
FLANGE	42001-51	1		
FLANGE	42001-49	1		
FLANGE	42001-47	1		
FLANGE	42001-45	1		
DOOR (MAKE FROM EXISTING)	42001-43	1	NA	
DOOR (MAKE FROM EXISTING)	42001-41		NA	
FLANGE	42001-39	1		
FLANGE	42001-37	1		
FLANGE	42001-35	1		
FLANGE	42001-33	1		
FLANGE	42001-31	1		
FLANGE	42001-29	1		
STRIP (MAKE FROM EXISTING)	42001-27	1	NA	
STRIP (MAKE FROM EXISTING)	42001-25	1	NA	
FARING (MAKE FROM EXISTING)	42001-23	1	NA	
FARING (MAKE FROM EXISTING)	42001-21	1	NA	
FAIRING	42001-19	1		
FAIRING	42001-17	1		
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	42001-4	1	NA	MODEL 680FL & P ONLY
BRACKET	42001-3	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				

TOTAL				
-------	--	--	--	--

BACK ORDER	
PO NUMBER	ARKJ Enterprises
ADDRESS	1243 CR 136
	Sweetwater, TX
	77480

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



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N526RJ	Serial No. 500A-1097-51	
	Make TWIN COMMANDER	Model 500A	Series 500
2. Owner	Name (As shown on registration certificate) JEAN- LUC H POUS		Address (As shown on registration certificate) Address 10827 PEPPER LANE
			City HOUSTON State TEX
			Zip 77079 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☒	AIRFRAME	_____	(As described in Item 1 above)	_____
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name BOB JACKSON		☒ U. S. Certificated Mechanic	Manufacturer
Address 3598 FM 2540N SUITE 100		☐ Foreign Certificated Mechanic	C. Certificate No.
City BAY CITY State TEX		☐ Certificated Repair Station	3491859
Zip 77414 Country USA		☐ Certificated Maintenance Organization	

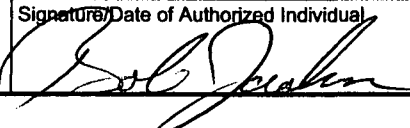
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B ☐	Signature/Date of Authorized Individual  5-14-2010
--	--

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ Approved ☐ Rejected

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station	☒ Inspection Authorization	

Certificate or Designation No. 3491859	Signature/Date of Authorized Individual  5-14-2010 BOB JACKSON
---	---

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

N526RJ HOBBS 158.3

INSTALLED STC SA02268CH AIR/OIL SEPARATOR PER INSTALLATION INSTRUCTIONS
MOUNTED ON ENGINE REAR BAFFLE LEFT ENGINE CONNECTED FITTINGS PER INSTRUCTIONS TEST
RAN OK.

END

Nationality and Registration Mark

Date

N526RJ

5-14-2010

[] Additional Sheets Are Attached

United States of America
Department of Transportation -- Federal Aviation Administration

Supplemental Type Certificate

Number SA02268CH

This certificate 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 meets the airworthiness requirements of Part * of the * Regulations

Original Product - Type Certificate Number: *

Make: *

Model: *

*See attached FAA Approved Model List (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.

Limitations 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

Date issued:

Date of issuance: March 30, 2006

Date amended:



By direction of the Administrator

Steven L. Smalley
(Signature)

For 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: 500ASerial#: 500A-1097-51 N#: 526RJ

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 airworthiness 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 coalescence, 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.	Recommended overhaul periods: N/A
12.	Revision: The latest revision of this ICA can be found at www.airwolf.com

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

1. NATIONALITY AND REGISTRATION MARKS N526RJ	2. MANUFACTURER AND MODEL Aero Commander 500-A	3. AIRCRAFT SERIAL NUMBER 500A-1097-51	4. CATEGORY Normal
5. AUTHORITY AND BASIS FOR ISSUANCE This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex B to the Convention on International Civil Aviation, except as noted herein. Exceptions: NONE			
6. TERMS AND CONDITIONS Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.			
DATE OF ISSUANCE "R" 09/28/1964	FAA REPRESENTATIVE James D. Moore	DESIGNATION NUMBER SW-FSDO-09	

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

FAA Form 8100-2 (8-82)

GPO: U.S. GOVERNMENT PRINTING OFFICE 2006-553-543

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

1. NATIONALITY AND REGISTRATION MARKS N500RB	2. MANUFACTURER AND MODEL AERO-COMMANDER 500A	3. AIRCRAFT SERIAL NUMBER 500A-1097-51	4. CATEGORY Normal
5. AUTHORITY AND BASIS FOR ISSUANCE This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex B to the Convention on International Civil Aviation, except as noted herein. Exceptions: NONE			
6. TERMS AND CONDITIONS Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.			
DATE OF ISSUANCE Replacement 9-28-64	FAA REPRESENTATIVE Vincent B. Hemack	DESIGNATION NUMBER SW-GADO-8S	

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

FAA Form 8100-2 (7-67) FORMERLY FAA FORM 1362

GPO : 1967-O-270 931

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/V manufacturer's specifications and reinstalled. Changed registration number from N500RB to N526RJ.

Base Color: Jet Glo Matterhorn White #00150

Spilt Base Color: Acry Glo Aristo Blue #00412

1st Stripe/Accent Color: Acry Glo Medium Gray #00067

2nd Stripe/Accent Color:

3rd Stripe/Accent Color:

Murmer Aircraft Services
503 McKeever Rd. #1504
Arcola, TX 77583

FAA Certified Repair
Station: GG2R845K

All work accomplished in accordance with Title 14, CFR 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

Wm. F. Allen



U.S. Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2129-0020
APR 25 2001
For FAA Use Only
Office Identification

PTRS 106392

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act 1958)

1. Aircraft	Make TWIN COMMANDER	Model 500A
	Serial No. 500A-1097-51	Nationality and Registration Mark N500RB
2. Owner	Name (As shown on registration certificate) CALCASIEU CHARTER INC.	Address (As shown on registration certificate) 1900 SALLIER STREET LAKE CHARLES, LA 70602

3. For FAA Use Only

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4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in item 1 above)			X	
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
STEPHEN R. ERICKSEN 4480 GLENN CURTISS DRIVE ADDISON, TEXAS 75001	☒ U.S. Certified Mechanic	357520952
	☐ Foreign Certified Mechanic	
	☐ 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.

Date 4-24-2001	Signature of Authorized Individual
-------------------	------------------------------------

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED					
BY	FAA Fit Standards Inspector	Manufacturer	☒	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 4-24-2001		Certificate or Designation No. 357520952	Signature of Authorized Individual		

NOTICE

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

8. Description of Work Accomplished

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

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.

***** End Report *****



Additional Sheets Are Attached

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION			DATE 4-18-2001
STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS			
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
MAKE TWIN COMMANDER AIRCRAFT CORP.	MODEL NO. 500-A	TYPE (Airplane, Radio, Helicopter, etc.) AIRPLANE	NAME OF APPLICANT NORTH TEXAS AIRCRAFT SERVICES, INC.
LIST OF DATA			
IDENTIFICATION	TITLE		
NTAS761001 REPAIR PROCESS SPEC.; IR DATED 4-12-01 PAGES 1 THRU 12	REPAIR OF PROPELLER PITCH CONTROL CABLE 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.		
PURPOSE OF DATA IN SUPPORT OF A MAJOR 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.			
I (We) Therefore ☐ Recommend approval of these data ☒ Approve these data			
SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	DESIGNATION NUMBER(S)	CLASSIFICATION(S)	
A.C. CAVINESS 	DERT-710042-SW	POWER PLANT	

NORTH TEXAS AIRCRAFT SERVICES, INC.

NTAS761001

REPAIR PROCESS SPECIFICATION

FOR

REPAIR OF PROPELLER PITCH CONTROL CABLE

ON

TWIN COMMANDER MODEL 500A SERIAL NO 875-1276

A P P L I C A B I L I T Y	AIRCRAFT / ENGINE / COMPONENT	WRITTEN BY: VML	DATE: 4-12-01	NORTH TEXAS AIRCRAFT SERVICES, INC. 4480 GLENN CURTISS DRIVE ADDISON, TX 75001		
	PART NUMBER: 3550029	CHECKED BY: BWC	DATE: 4-12-01			
		APPROVED BY: BWC	DATE: 4-12-01			
		RPS UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES. TOLERANCES ARE: X ± .1 XX ± .03 XXX ± .010 XXXX ± .0005 ANGULAR ± 0°30'		DESCRIPTION: REPAIR OF PROPELLER PITCH CONTROL CABLE		
	THIS DOCUMENT IS THE PROPERTY OF NORTH TEXAS AIRCRAFT SERVICES, INC. NO PORTION OF THIS DOCUMENT MAY BE REPRODUCED WITHOUT WRITTEN CONSENT. THIS DOCUMENT MUST BE SURRENDERED UPON REQUEST.					
FILE NO: NTAS761001 IR				REPAIR NUMBER NTAS761001	PAGE 1 of 12	REV. IR

NTAS761001

[illegible]

NTAS761001

DOC. NO: NTAS761001 IR	PAGE 3 OF 12	REVISION: DATE:	IR 4-12-01
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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

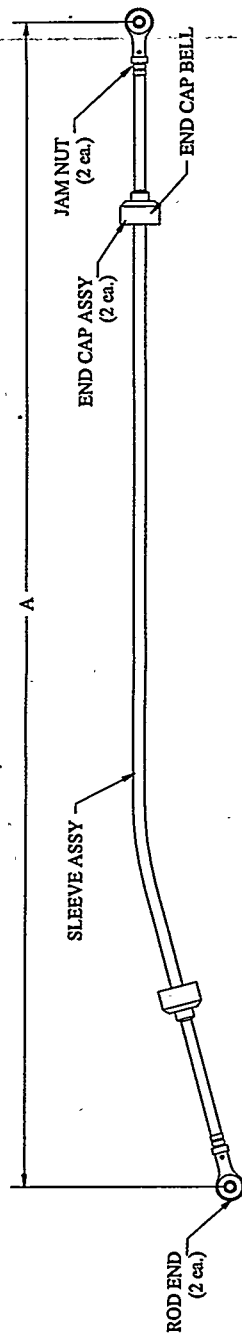
- 7.1. Reference Figure 4(a) and 4(b) and assemble PPC Cable as indicated.

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).

DOC. NO: NTAS761001 IR	PAGE 4 OF 12	REVISION: DATE:	IR 4-12-01
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NORTH TEXAS AIRCRAFT SERVICES, INC.
 REPAIR PROCESS SPECIFICATION
 NTAS761001



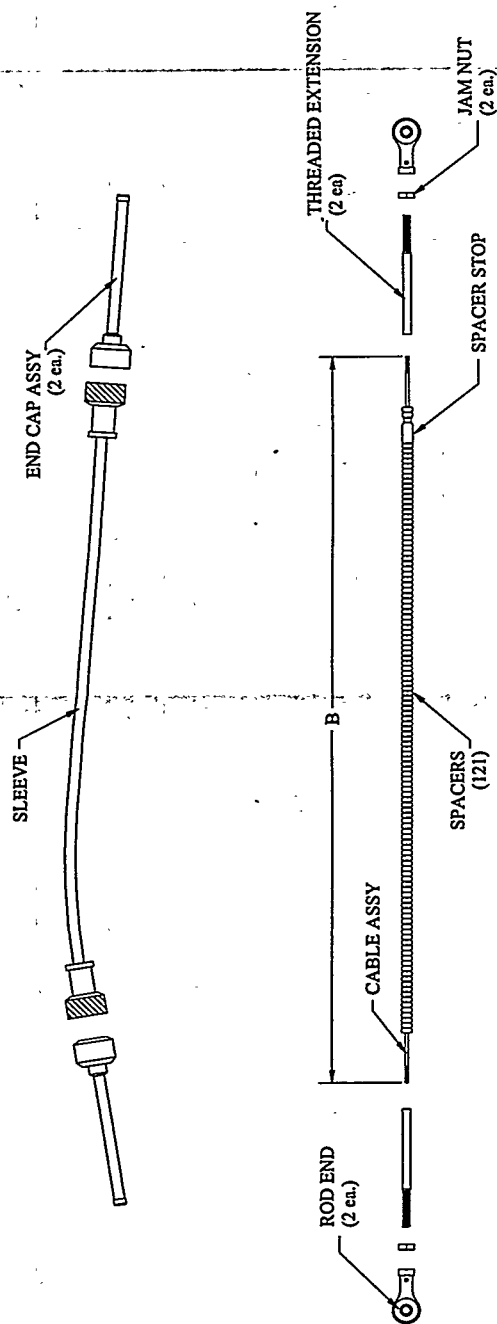
INITIAL MEASUREMENT

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

DOC. NO:	PAGE	REVISION:	IR
NTAS761001 IR	5 OF 12	DATE:	4-12-01

NORTH TEXAS AIRCRAFT SERVICES, INC.
REPAIR PROCESS SPECIFICATION
NTAS761001



DISASSEMBLED

1. Remove rod ends.
2. Remove rod end jam nuts.

NOTE:

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

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

FIGURE 1(b)

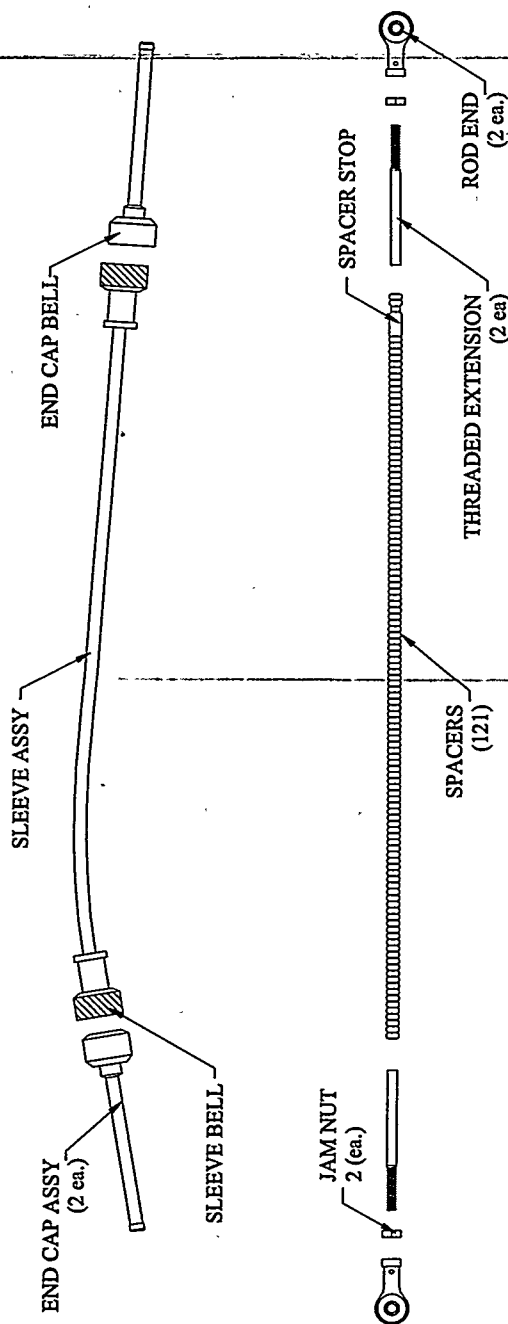
Disassemble PPC Cable Assy

DOC. NO:	PAGE	REVISION:	IR
NTAS761001 IR	6 OF 12	DATE:	4-12-01

NORTH TEXAS AIRCRAFT SERVICES, INC.

REPAIR PROCESS SPECIFICATION

NTAS761001



1. Inspect sleeve and end cap assys for cracks, dents, corrosion, and general condition. No cracks allowed.
2. Inspect spacers for burrs and general condition.
3. Inspect threaded extensions and jam nuts for thread damage and general condition. Replace unserviceable threaded extensions and jam nuts.
4. Inspect rod ends for excessive play in bearing, thread damage, and general condition. Replace unserviceable rod ends.
5. Inspect spacer stop for cracks, dents, corrosion, and general condition. No cracks allowed. Replace unserviceable spacer stop.

FIGURE 2

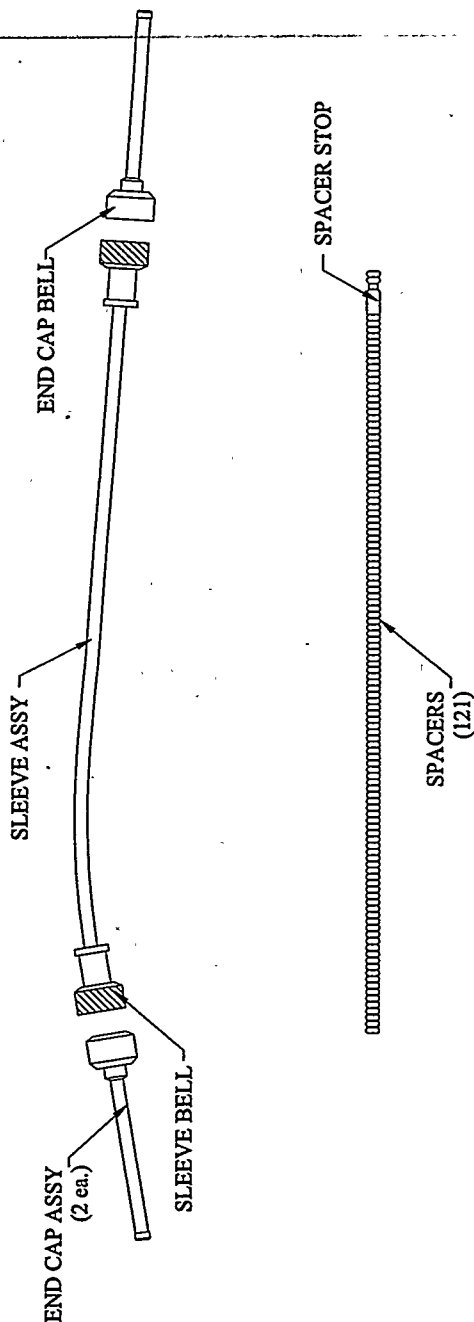
Inspect PPC Cable Components

DOC. NO:	PAGE	REVISION:	IR
NTAS761001 IR	7 OF 12	DATE:	4-12-01

NORTH TEXAS AIRCRAFT SERVICES, INC.

REPAIR PROCESS SPECIFICATION

NTAS761001



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

FIGURE 3
Repair PPC Cable Components

DOC. NO: NTAS761001 IR	PAGE 8 OF 12	REVISION: DATE:	IR 4-12-01
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NORTH TEXAS AIRCRAFT SERVICES, INC. REPAIR PROCESS SPECIFICATION NTAS761001

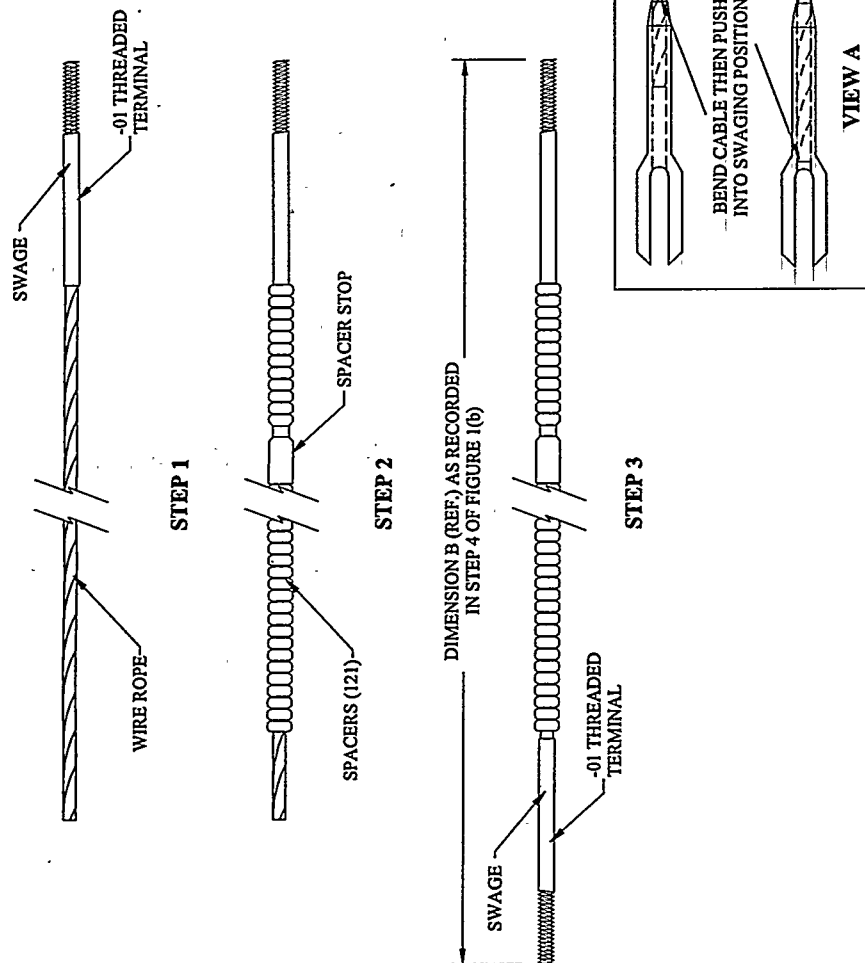
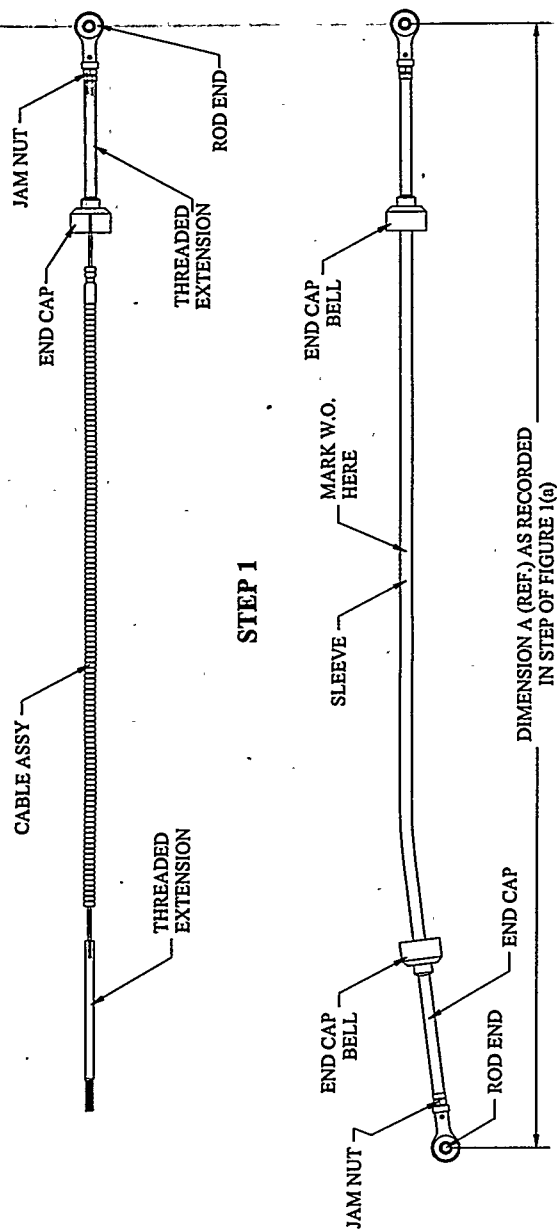


FIGURE 4(a)
Fabricate Cable Assy

1. Fabricate cable from 3/32, 7x7 Galvanized wire rope per MIL-W-83420
2. 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)).
3. Swage -01 threaded terminal onto wire rope per AC43.13-1(X) as indicated in step 1.
4. Using the previously recorded spacer count in step 8, Figure 1(b), install spacers (121) and spacer stop as indicated in step 2.
5. 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 AC43.13-1(X) as indicated in step 3.
6. Swage -01 threaded terminal onto wire rope per AC43.13-1(X) as indicated in step 3.
7. Proof load pull test to 552lbs.

DOC. NO:	PAGE	REVISION:	IR
NTAS761001 IR	9 OF 12	DATE:	4-12-01

NORTH TEXAS AIRCRAFT SERVICES, INC.
REPAIR PROCESS SPECIFICATION
NTAS761001



STEP 2

1. Reference step 1 and assemble as follows:
 - 1.1. Install threaded extension to one end of cable assy.
 - 1.2. 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 sealant 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.

- 2.3. Repeat step 2.1 and 2.2 on opposite end.
- 2.4. 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.

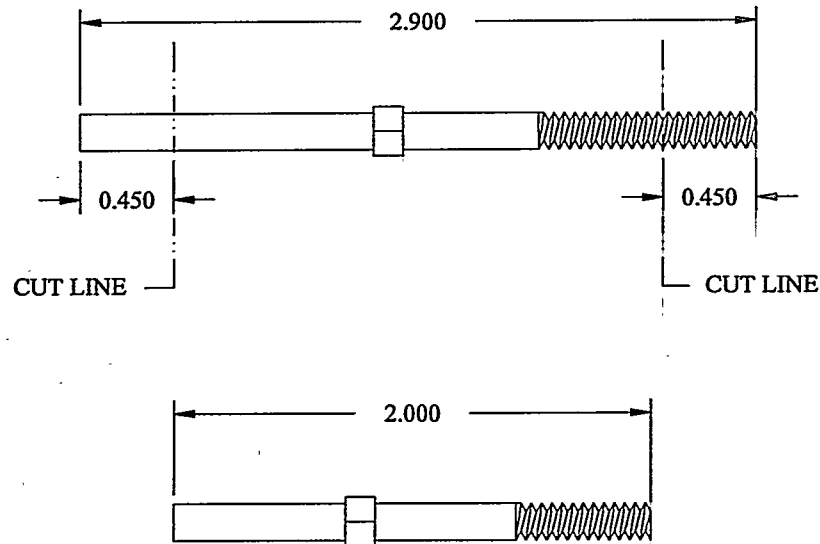
FIGURE 4(b)
Assemble PPC Cable

DOC. NO:	PAGE	REVISION:	IR
NTAS761001 IR	10 OF 12	DATE:	4-12-01

NORTH TEXAS AIRCRAFT SERVICES, INC.

REPAIR PROCESS SPECIFICATION

NTAS761001



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

FIGURE 5

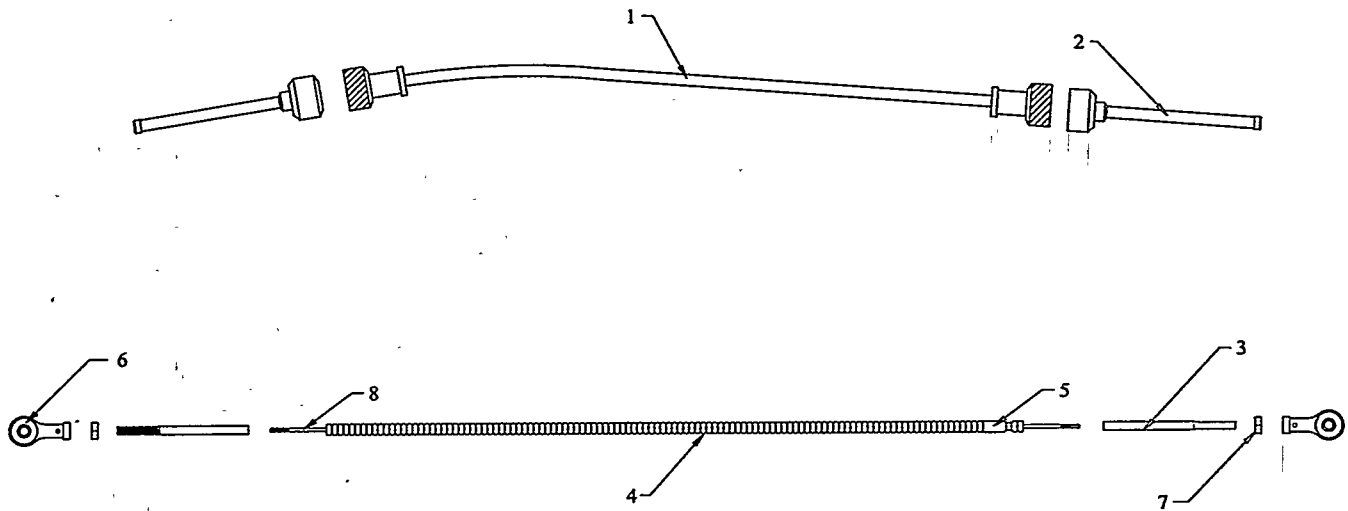
Fabricate -01 Threaded Terminal

DOC. NO: NTAS761001 IR	PAGE 11 OF 12	REVISION: DATE:	IR 4-12-01
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NORTH TEXAS AIRCRAFT SERVICES, INC.

REPAIR PROCESS SPECIFICATION

NTAS761001



PPC CABLE ILLUSTRATED PARTS CATALOG			
ITEM NO.	NOMENCLATURE	PART NUMBER	QUANTITY
1	SLEEVE		1
2	END CAP		2
3	THREADED EXTENSION		2
4	SPACER		121
5	SPACER STOP		1
6	ROD END	BRE4075	2
7	JAM NUT	AN316-3	2
8	THREADED TERMINAL	MS21259-3 R/H	2

FIGURE 6

Illustrated Parts

DOC. NO: NTAS761001 IR	PAGE 12 OF 12	REVISION: DATE:	IR 4-12-01
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U.S. Department
Of Transportation

Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0000
MAR 2 1999

For FAA Use Only

Office Identification
PTRS 832912

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 report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make Aero Commander	Model 500 - A
	Serial No. 500A-1097-51	Nationality and Registration Mark 500RB
2. Owner	Name (As shown on registration certificate) Clacasiu Charter inc.	Address (As shown on registration certificate) 1900 Sallier street Lake Charles LA 70602

3. For FAA use Only

4. Unit identification

5. Type

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address Pat Pennington 1611 Blake Drive Richardson, Tx. 75081	B. Kind of Agency ☒ U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic ☐ Certificated Repair Station ☐ Manufacturer	C. Certificate No. 456611219 A&P
---	--	-------------------------------------

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date 3-2-01	Signature of Authorized Individual
----------------	--

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED					
FAA Fit Standards Inspector	Manufacturer	☒	Inspection Authorization	Other (Specify)	
FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection 3-2-01	Certificate or Designation No. 456611219	Signature of Authorized Individual 			

NOTICE

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

8. Description of Work Accomplished

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

AIRCRAFT TYPE:500-A

S/N: 500A-1097-51

N#: 500RB

Complied with Propeller Balance of Left Hand Engine I/AW Smooth Propeller Manual.

Weight & Balance Negligible.

~~END~~

☐ Additional Sheets Are Attached

FEB 13 2001

U.S. Department
of TransportationFederal Aviation
Administration**MAJOR REPAIR AND ALTERATION**
(Airframe, Powerplant, Propeller, or Appliance)

PTES

For FAA Use Only

Office Identification

SW 05

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).

1. Aircraft	Make AERO COMMANDER	Model 500A
	Serial No. 500A-1097-51	Nationality and Registration Mark N500RB
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

The data identified herein compiled with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR 43.7

FEB 07 2001

Earnest J. Halderson
FAA Inspector, DAL-FSDO

Date

4. Unit Identification

5. Type

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
FLITE ELECTRONICS, INC. 4786 AIRPORT PARKWAY ADDISON, TX 75001	☐ U. S. Certified Mechanic	RADIO CLASS 1-2-3 DG2R767K
	☐ Foreign Certified Mechanic	
	☒ 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.

Date 15-January-2001	Signature of Authorized Individual MARK PLEDGER <i>Mark Pledge</i>
--------------------------------	--

7. Approval for Return to Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	☒ Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 2-7-01		Certificate or Designation No. DG2R767K	Signature of Authorized Individual MARK PLEDGER <i>Mark Pledge</i>	

NOTICE

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

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

Installed the following equipment: Sandel SN3308 EHSI, Dual Garmin GNS-430 GPS/NAV/COM.

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 11 section 3. Continued Airworthiness should be performed as per AC 43.13-1B chapter 11 section 1 & 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 SA00696LA. The Garmin GNS-430 units are installed in the center instrument panel. The #1 GNS-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 receiver.

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 07 2001 must be onboard aircraft for this installation.

-----END-----

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. Department of Transportation Federal Aviation Administration		MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)			FEB 13 2001 For FAA Use Only		Office Identification PTRS - 05152	
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).								
1. Aircraft		Make AERO COMMANDER			Model 500A			
		Serial No. 500A-1097-51			Nationality and Registration Mark N500RB			
2. Owner		Name (As shown on registration certificate) RON BREWER COMPANY			Address (As shown on registration certificate)			
3. For FAA Use Only								
4. Unit Identification								5. Type
Unit	Make	Model	Serial No.	Repair	Alteration			
AIRFRAME	(As described in Item 1 above)				X			
POWERPLANT								
PROPELLER								
APPLIANCE	Type							
	Manufacturer							
6. Conformity Statement								
A. Agency's Name and Address				B. Kind of Agency		C. Certificate No.		
FLITE ELECTRONICS, INC. 4786 AIRPORT PARKWAY ADDISON, TX 75001						DG2R767K RADIO CLASS 1-2-3		
				U. S. Certified Mechanic				
				Foreign Certified Mechanic				
				☒ 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.								
Date 15-January-2001			Signature of Authorized Individual MARK PLEDGER <i>Mark Pledge</i>					
7. Approval for Return to Service								
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED								
BY	FAA Fit. Standards Inspector		Manufacturer		Inspection Authorization		Other (Specify)	
	FAA Designee	☒	Repair Station		Person Approved by Transport Canada Airworthiness Group			
Date of Approval or Rejection 15-January-2001			Certificate or Designation No. DG2R767K		Signature of Authorized Individual MARK PLEDGER <i>Mark Pledge</i>			

NOTICE

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

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

Removed Honeywell H14 Autopilot system.

Installed Stec 65 ST-101 Autopilot system, Stec ST-361 Single cue flight director steering horizon, Stec ST-360 Altitude vertical speed selector- altitude alerter

Above systems were installed in accordance with STC SA7164SW-D.

See attached sheets for continued airworthiness instructions.

-----END-----

☐ ADDITIONAL SHEETS ARE ATTACHED



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.

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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

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

Servos, 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-STECC.

001-1-27

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U.S. Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
CS

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act 1958)

1. Aircraft	Make AERO COMMANDER	Model 500A
	Serial No. 500A-1097-51	Nationality and Registration Mark N500RB
2. Owner	Name (As shown on registration certificate) CALCASIEU CHARTER INC.	Address (As shown on registration certificate) 1900 SALLIER STREET LAKE CHARLES, LA 70602

3. For FAA Use Only

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in item 1 above)				
POWERPLANT	CONTINENTAL	IO-520E	556262		X
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
STEPHEN R. ERICKSEN 4480 GLENN CURTISS DRIVE ADDISON, TEXAS 75001	☒ U.S. Certificated Mechanic	357520952
	☐ Foreign Certificated Mechanic	
	☐ Certificated Repair Station	
	☐ Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date 1-28-2001	Signature of Authorized Individual <i>[Signature]</i>
--------------------------	--

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED					
BY	☐ FAA Flight Standards Inspector	☐ Manufacturer	☒	☐ Inspection Authorization	Other (Specify)
	☐ FAA Designee	☐ Repair Station	☐	☐ Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 1-28-2001		Certificate or Designation No. 357520952		Signature of Authorized Individual <i>[Signature]</i>	

NOTICE

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

8. Description of Work Accomplished

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

1-28-2001 N500RB TTAF 2596.1 TTE 668.9

INSTALLED SLICK MODEL 6309 AND 6313 MAGNETOS PER STC SE267CH AND IN ACCORDANCE WITH SLICK SERVICE LETTER SLI-94, DATED NOVEMBER 14, 1994 OR LATER FAA REVISION.

NO CHANGE TO WEIGHT AND BALANCE

***** End Report *****

☒ Additional Sheets Are Attached

SLICK Service Letter

SL1-94
FAA APPROVED

United States of America
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

*certifies 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 * of the * Regulations.*

Original Product—Type Certificate Number: *
Make: *
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.

Limitations and Conditions:

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 Federal Aviation Administration.

Date of application: August 28, 1992

Date issued:

Date of issuance: November 14, 1994

Date amended:



By direction of the Administrator
Mary Ellen Shute
for Royace H. Prather (Signature)
Manager, Propulsion 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.

This certificate may be transferred in accordance with FAR 21.47.

FAA Form 8110-2 (10-68)

ISSUED			REVISED			Slick Aircraft Products Unison Industries 530 Blackhawk Park Avenue Rockford, Illinois, U.S.A. 61104	PAGE NO.	REVISION
MO	DAY	YR	MO	DAY	YR		9 OF 10	NONE
11	14	94	—	—	—	© 1995		

SLICK Service Letter

SL1-94
FAA APPROVED

FAA APPROVED MODEL LIST (AML) NO. SE287CH

UNISON INDUSTRIES

FOR

INSTALLING SLICK MODEL 6309 AND 6313 MAGNETOS

ISSUE DATE: November 14, 1994

ITEM	AIRCRAFT MAKE	AIRCRAFT MODEL	ORIGINAL TYPE CERTIFICATE NUMBER	CERTIFICATION BASIS FOR ALTERATION	INSTALLATION INSTRUCTIONS	AFM SUPPLEMENT DATE	AML AMENDMENT DATE
1	Teledyne Continental Motors	0-470-L, 0-470-R	E-273	CAR 13 and Amendments listed in TCDS E-273	Slick Service Letter SL1-94 dated 11/14/94	N/A	
2	Teledyne Continental Motors	IO-470-D, IO-470-E, IO-470-F, IO-470-K, IO-470-L, IO-470-S, IO-470-U, IO-470-V	3E1	CAR 13 and Amendments listed in TCDS 3E1	Slick Service Letter SL1-94 dated 11/14/94	N/A	
3	Teledyne Continental Motors	IO-520-B, IO-520-BA, IO-520-BB, IO-520-C, IO-520-CB, IO-520-E, IO-520-M, IO-520-MB	E5CE	CAR 13 and Amendments listed in TCDS E5CE	Slick Service Letter SL1-94 dated 11/14/94	N/A	
4	Teledyne Continental Motors	IO-550-A, IO-550-D	E3S0	FAR 33 and Amendments listed in TCDS E3S0	Slick Service Letter SL1-94 dated 11/14/94	N/A	

FAA Approved:

Mary Ellen Shurtz
for Royace H. Prather
Manager, Propulsion Branch
Chicago Aircraft Certification Office

Slick Aircraft Products

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

ISSUED

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PAGE NO.

10 OF 10

REVISION

NONE



U.S. Department
of Transportation
Federal Aviation
Administration

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

PTRS

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

[Signature]

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act 1958)

1. Aircraft	Make AERO COMMANDER	Model 500A
	Serial No. 500A-1097-51	Nationality and Registration Mark N500RB
2. Owner	Name (As shown on registration certificate) CALCASIEU CHARTER INC.	Address (As shown on registration certificate) 1900 SALLIER STREET LAKE CHARLES, LA 70602

3. For FAA Use Only

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in item 1 above)				
POWERPLANT	CONTINENTAL	IO-520E	556263		X
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
STEPHEN R. ERICKSEN 4480 GLENN CURTISS DRIVE ADDISON, TEXAS 75001	☒ U.S. Certificated Mechanic	357520952
	☐ Foreign Certificated Mechanic	
	☐ Certificated Repair Station	
	☐ Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date
1-28-2001

Signature of Authorized Individual

[Signature]

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is					
☒ APPROVED REJECTED					
BY	☐ FAA Fit Standards Inspector	☐ Manufacturer	☒	Inspection Authorization	Other (Specify)
	☐ FAA Designee	☐ Repair Station	☐	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 1-28-2001		Certificate or Designation No. 357520952		Signature of Authorized Individual	

[Signature]

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.)

1-28-2001 N500RB TTAF 2596.1 TTE 668.9

INSTALLED SLICK MODEL 6309 AND 6313 MAGNETOS PER STC SE267CH AND IN ACCORDANCE WITH SLICK SERVICE LETTER SLI-94, DATED NOVEMBER 14, 1994 OR LATER FAA REVISION.

NO CHANGE TO WEIGHT AND BALANCE

***** End Report *****

☒ Additional Sheets Are Attached

SLICK Service Letter

SL1-94
FAA APPROVED

United States of America
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

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

Regulations:

Original Product — Type Certificate Number: *

Make: *

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.

Limitations and Conditions:

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 sur-
rendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the
Federal Aviation Administration.*

Date of application: August 28, 1992

Date issued:

Date of issuance: November 14, 1994

Date amended:



By direction of the Administrator
Royce H. Prather
for Royce H. Prather (Signature)
Manager, Propulsion 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.

FAA Form 8110-2 (10-68)

This certificate may be transferred in accordance with FAR 21.47.

ISSUED			REVISED			PAGE NO.	REVISION
MO	DAY	YR	MO	DAY	YR		
11	14	94	—	—	—	9 OF 10	NONE

© 1995

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

SLICK Service Letter

SL1-94
FAA APPROVED

FAA APPROVED MODEL LIST (AML) NO. SE267CH

UNISON INDUSTRIES

FOR

INSTALLING SLICK MODEL 6309 AND 6313 MAGNETOS

ISSUE DATE: November 14, 1994

ITEM	AIRCRAFT MAKE	AIRCRAFT MODEL	ORIGINAL TYPE CERTIFICATE NUMBER	CERTIFICATION BASIS FOR ALTERATION	INSTALLATION INSTRUCTIONS	AFM SUPPLEMENT DATE	AML AMENDMENT DATE
1	Teledyne Continental Motors	0-470-L, 0-470-R	E-273	CAR 13 and Amendments listed in TCDS E-273	Slick Service Letter SL1-94 dated 11/14/94	N/A	
2	Teledyne Continental Motors	IO-470-D, IO-470-E, IO-470-F, IO-470-K, IO-470-L, IO-470-S, IO-470-U, IO-470-V	3E1	CAR 13 and Amendments listed in TCDS 3E1	Slick Service Letter SL1-94 dated 11/14/94	N/A	
3	Teledyne Continental Motors	IO-520-B, IO-520-BA, IO-520-BB, IO-520-C, IO-520-CB, IO-520-E, IO-520-M, IO-520-MB	E5CE	CAR 13 and Amendments listed in TCDS E5CE	Slick Service Letter SL1-94 dated 11/14/94	N/A	
4	Teledyne Continental Motors	IO-550-A, IO-550-D	E3S0	FAR 33 and Amendments listed in TCDS E3S0	Slick Service Letter SL1-94 dated 11/14/94	N/A	

FAA Approved:

Mary Ellen Shute
Royace H. Prather
Manager, Propulsion Branch
Chicago Aircraft Certification Office

Slick Aircraft Products

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

ISSUED

MO	DAY	YR
11	14	94

REVISED

MO	DAY	YR
—	—	—

© 1995

PAGE NO.

10 OF 10

REVISION

NONE



U.S. Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
En

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law, (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act 1958)

1. Aircraft	Make AERO COMMANDER	Model 500A
	Serial No. 500A-1097-51	Nationality and Registration Mark N500RB
2. Owner	Name (As shown on registration certificate) CALCASIEU CHARTER INC	Address (As shown on registration certificate) 1900 SALLIER STREET LAKE CHARLES, LA 70602

3. For FAA Use Only

4. Unit Identification

5. Type

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
STEPHEN R. ERICKSEN 4480 GLENN CURTISS DRIVE ADDISON, TEXAS 75001	☒ U.S. Certified Mechanic	357520952
	☐ Foreign Certified Mechanic	
	☐ Certificated Repair Station	
	☐ Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date
1-28-2001

Signature of Authorized Individual
[Signature]

7. Approval for Return To Service

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

BY	☐ FAA Fit Standards Inspector	☐ Manufacturer	☒ Inspection Authorization	Other (Specify)
	☐ FAA Designee	☐ Repair Station	☐ Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 1-28-2001		Certificate or Designation No. 357520952	Signature of Authorized Individual <i>[Signature]</i>	

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

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

INSTALLED BRACKETT AIR FILTERS P/N BA-151 PER STC SA71GL AND IN ACCORDANCE WITH AML NO. SA71GL, DATED APRIL 17, 1995 OR LATER APPROVED REVISIONS.

***** End Report *****

DATE OF DEATH: 07-19-68
AGE AT DEATH: 68

U.S. GPO:1989-0-663-171

United States of America
Department of Transportation — Federal Aviation Administration
Supplemental Type Certificate

Number SA71GL

This certificate, issued to: Brackett Aircraft Company, Inc.
 7045 Flightline Drive
 Kingman, Arizona 86401

certifies that the change in the type design for the following product with the limitations and conditions described in the supplemental type certificate meets the airworthiness requirements of Part 25 of the Regulations:

Original Product — Type Certificate Number: * See attached FAA Approved Model List (AML) *Model(s):* * No. SA71GL for list of approved aircraft *Model(s):* * models and applicable airworthiness regulations.

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

Limitations and Conditions: Approval of this change in type design applies to the above aircraft model(s) only. This approval should not be extended to aircraft of this model on which other previously approved modifications are incorporated unless it is determined that the interrelationship between this change and any of those other previously approved modifications will introduce no adverse effect upon the airworthiness of that aircraft. A copy of this Certificate and FAA Approved Model List (AML) No. SA71GL, dated April 17, 1995, 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 such time as the certificate is terminated, modified, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: January 9, 1975
Date of issuance: February 21, 1975



Date received: March 3, 1983
Date amended: April 17, 1995

By direction of the Administrator:
Richard L. Buehler, Esq.
 (Attorney)
 Manager, Propulsion Branch
 Los Angeles Aircraft Certification Office

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

Issue Date: April 17, 1995

Issue Date: April 17, 1999

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

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form Approved. Budget Bureau No. 41-R041.5	
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT		INSTRUCTIONS Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.	
1. TYPE OF APPLICATION (Check which)			
a. ☒ ORIGINAL ISSUANCE OF CERTIFICATE b. ☐ ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE c. ☐ AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE		d. ☐ RECERTIFICATION UNDER THE PROVISIONS OF CAR 8 e. ☐ MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8 f. ☐	
2. AIRWORTHINESS CLASSIFICATION (Check appropriate item(s)) It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following airworthiness classification(s):			
a. ☒ STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES) b. ☐ LIMITED (SEE CAR 9) c. ☐ RESTRICTED (SEE CAR 8) (Check the restricted special purpose operation(s) to be conducted)			
☐ AGRICULTURAL AND PEST CONTROL ☐ AERIAL ADVERTISING ☐ AERIAL SURVEYING ☐ GLIDER TOWING		☐ PATROLLING ☐ FOREST AND WILDLIFE CONSERVATION ☐ WEATHER CONTROL ☐ OTHER	
d. ☐ EXPERIMENTAL (Check the type of experimental operation(s) to be conducted)			
☐ RESEARCH AND DEVELOPMENT ☐ AMATEUR-BUILT ☐ DEMONSTRATION		☐ RACING ☐ EXHIBITION ☐ OTHER	
3. AIRCRAFT IDENTIFICATION (Complete all items)			
a. AIRCRAFT MAKE Aero Commander	b. AIRCRAFT MODEL 500A	c. AIRCRAFT SERIAL NO. 500A-1097-51	
d. ENGINE MAKE Continental		e. ENGINE MODEL IO-470-M	
4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)			
a. REGISTERED OWNER'S FULL NAME Aero Commander, Inc. Subsidiary of Rockwell-Standard Corp.		b. PERMANENT MAILING ADDRESS Bethany, Oklahoma	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK N- 6235X
5. AIRCRAFT OWNER'S CERTIFICATION (Check and complete appropriate items) I hereby certify that I am the registered owner (or his agent) of the aircraft identified in Item 3 above which is registered* with the Civil Aeronautics Administration as required by the Regulations of the Administrator, Part 501 or 502 and when operated displays the following evidence of registration:			
a. ☐ CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A), DATE OF ISSUE _____ b. ☐ APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B), FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON _____ (DATE) c. ☒ DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED April 18, 1961			
*In order to be eligible for registration an aircraft must be owned by a citizen of the United States, as defined by Section 1 (13) of the Civil Aeronautics Act of 1938, as amended.			
ATTACHMENTS (Check which)			
A. C. U. ☐ ACA-319 A/R ☐ ACA-337 OCT 12 1961 ☐ ACA-317		☐ WEIGHT AND BALANCE REPORT ☐ DATA, DRAWINGS, ETC. ☐ UNAPPROVED DEVIATION DATA	
A. C. U. ☐		N. Blair Core (SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT) July 26, 1961 (DATE)	
C. M.		Quality Control Manager (TITLE)	

FAA AIRCRAFT REGISTRY

CAMERA NO. 5N DATE: 4-8-85

U.S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

(To be completed by a CAA representative or approved repair station)

The aircraft described in Item 3 on the reverse of this form has been inspected and found to conform to the following:
(Check and complete applicable items)

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

- a. ☒ AIRCRAFT SPECIFICATION NO. 641 THROUGH SHEET REVISION NO. 20
b. ☐ AIRCRAFT LISTING PAGE NO. _____
c. ☒ AIRWORTHINESS DIRECTIVE SUMMARY 1958 (YEAR) THROUGH CARD NO. 61-14
d. ☐ CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

- a. ☒ AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
b. ☒ COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
c. ☒ AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 0 HOURS
d. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:
SERIAL NO. LH 93103-1-M TOTAL HOURS 0
SERIAL NO. RH 93104-1-M TOTAL HOURS 0
SERIAL NO. _____ TOTAL HOURS _____
SERIAL NO. _____ TOTAL HOURS _____

3. PREVIOUS INSPECTION RECORD (INSPECTION RECORDED ON FORM ACA-319)

- a. LAST AIRWORTHINESS INSPECTION CONDUCTED _____ (DATE)
☐ BY AIRCRAFT MANUFACTURER
☐ BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
☐ BY MECHANIC, CERTIFICATE NO. _____
b. ☐ PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

- a. ☐ OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
b. ☐ CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
c. ☒ CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
d. ☒ CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
e. ☒ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
f. ☒ CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO REPAIR STATION (DATE) REMAIN IN EFFECT AS LONG AS THE AIRCRAFT IS MAINTAINED IN ACCORDANCE WITH PART 43 OF THE CIVIL AIR REGULATIONS.
g. ☐ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE _____ (DATE) _____
BY _____ (NAME OF ISSUING REPRESENTATIVE) _____ (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

The aircraft described on the reverse has been inspected under the authority accorded certificated repair station No. _____ by CAR 52 and was found to be:

- ☐ AIRWORTHY
☐ UNAIRWORTHY

(REPAIR STATION AUTHORIZED SIGNATURE)

(DATE)

6. CAA REPRESENTATIVE CERTIFICATION

I HAVE INSPECTED THE AIRCRAFT DESCRIBED ON THE REVERSE AND FOUND IT ☒ AIRWORTHY ☐ UNAIRWORTHY
(Check appropriate item)

DESIGNER'S SIGNATURE <u>George Glenn Chatham</u> GEORGE GLENN CHATHAM	DESIGNATION NO. <u>DMR #2038</u>	DATE <u>JULY 27, 1961</u>
AVIATION SAFETY AGENT'S SIGNATURE <u>C. E. GUNCKER</u> C. E. GUNCKER	CAA DESIGNATION NO. <u>EMDO 2-41</u>	DATE <u>JULY 31, 1961</u>

- ☒ ACCEPTED
☐ REINSPECTED
☐ SPOT CHECKED

☐ ATTACHMENT



FEDERAL AVIATION AGENCY				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE	Aero Commander		MODEL	500A
	SERIAL NO.	500A-1097-51		NATIONALITY AND REGISTRATION MARK	500RB
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	Ronald F. Brewer		809 Pioneer Bldg. Lake Charles, La. 70601		
3. FOR FAA USE ONLY					
The data Alteration identified herein complied with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR 43.7.					
DATE 6-29-81 FAA INSPECTOR, SW GADO-2 (DAL)					
4. UNIT IDENTIFICATION					5. TYPE
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1. above) *****				X
POWERPLANT				RECEIVED	
PROPELLER				JUL 06 1981	
APPLIANCE	TYPE			FAA - DALLAS	
	MANUFACTURER			GADO	
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Cooper Airmotive Aircraft Services		U.S. CERTIFICATED MECHANIC		Repair Station	
Cooper Airmotive Inc.		FOREIGN CERTIFICATED MECHANIC		#3834 Radio & Airframe	
FAA Approved Repair Station #3834		X CERTIFICATED REPAIR STATION			
Lovefield Airport, Dallas, Tx 75235		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			
June 29, 1981		T.H. Albright			
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 Agency and is ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNEE	X REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
6-30-81		RS3834	T.H. Albright		

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

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

Removed existing Goodyear 530462M-1 wheel assembly and 9530997 brake assembly and installed new Cleaveland 40-107A wheel assembly with 30-107 brake assembly. The existing power brake valve was utilized and is the same basic part number that is used in the model 690C aircraft. Brake pressure is obtained from the aircraft primary system and has 700 PSI working break pressure (min. req. 600 PSI). Accomplished gear operational check in accordance with Rockwell Maintenance Manual. Rerouted left and right engine crankcase breather lines to L/H side of wheel well for additional clearance. Gear retraction time was unaffected by this installation. A new aircraft weight and balance was computed.

-End-

[illegible]

ADDITIONAL SHEETS ARE ATTACHED

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

MAJOR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)		APR 25	Approved Reg. Bureau No. 04-R060.1 FOR FAA USE ONLY OFFICE IDENTIFICATION 2-2-08
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.			
1. AIRCRAFT	MAKE Aero Commander	MODEL 500A	
	SERIAL NO. 500A-1097-51	NATIONALITY AND REGISTRATION MARK 500RB	
2. OWNER	NAME (As shown on registration certificate) Mr. Ronald Brewer		ADDRESS (As shown on registration certificate) 809 Pioneer Building Lake Charles, LA 70601
3. FOR FAA USE ONLY			
THE MAKEUP AND PRICES ARE CORRECTED TO REFLECT SPONSOR'S AND EDITING AND ARE CORRECTED			
4. UNIT IDENTIFICATION			5. TYPE
UNIT	MAKE (1) (2) (3) (4) (5) (6) (7) (8) (9) (10) (11) (12) (13) (14) (15) (16) (17) (18) (19) (20) (21) (22) (23) (24) (25) (26) (27) (28) (29) (30) (31) (32) (33) (34) (35) (36) (37) (38) (39) (40) (41) (42) (43) (44) (45) (46) (47) (48) (49) (50) (51) (52) (53) (54) (55) (56) (57) (58) (59) (60) (61) (62) (63) (64) (65) (66) (67) (68) (69) (70) (71) (72) (73) (74) (75) (76) (77) (78) (79) (80) (81) (82) (83) (84) (85) (86) (87) (88) (89) (90) (91) (92) (93) (94) (95) (96) (97) (98) (99) (100)	MODEL (1) (2) (3) (4) (5) (6) (7) (8) (9) (10) (11) (12) (13) (14) (15) (16) (17) (18) (19) (20) (21) (22) (23) (24) (25) (26) (27) (28) (29) (30) (31) (32) (33) (34) (35) (36) (37) (38) (39) (40) (41) (42) (43) (44) (45) (46) (47) (48) (49) (50) (51) (52) (53) (54) (55) (56) (57) (58) (59) (60) (61) (62) (63) (64) (65) (66) (67) (68) (69) (70) (71) (72) (73) (74) (75) (76) (77) (78) (79) (80) (81) (82) (83) (84) (85) (86) (87) (88) (89) (90) (91) (92) (93) (94) (95) (96) (97) (98) (99) (100)	SERIAL NO. (1) (2) (3) (4) (5) (6) (7) (8) (9) (10) (11) (12) (13) (14) (15) (16) (17) (18) (19) (20) (21) (22) (23) (24) (25) (26) (27) (28) (29) (30) (31) (32) (33) (34) (35) (36) (37) (38) (39) (40) (41) (42) (43) (44) (45) (46) (47) (48) (49) (50) (51) (52) (53) (54) (55) (56) (57) (58) (59) (60) (61) (62) (63) (64) (65) (66) (67) (68) (69) (70) (71) (72) (73) (74) (75) (76) (77) (78) (79) (80) (81) (82) (83) (84) (85) (86) (87) (88) (89) (90) (91) (92) (93) (94) (95) (96) (97) (98) (99) (100)
AIRFRAME	(As described in item 1 above)		
POWERPLANT	Continental	IO-520B	556262
PROPELLER	Continental	IO-520B	556263
APPLIANCE			
6. CONFORMITY STATEMENT			
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY	C. CERTIFICATE NO.
Donnie J. Broussard		☒ U.S. CERTIFICATED MECHANIC	A-6-P
Rt 3 Box 200		☐ FOREIGN CERTIFICATED MECHANIC	439043269
Lafayette, LA 70505		☐ CERTIFICATED REPAIR STATION	
		☐ MANUFACTURER	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.			
DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL		
4-22-80	Donnie J. Broussard		
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 FLT. STANDARDS INSPECTOR	MANUFACTURER	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	
DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL	
4-22-80	1911691	Ort Lard	

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 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 existing wiring and clamped.

Fabricated new instrument panels, using existing panels as patterns. 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 existing 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.

END

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				APR 18 1978 APR 21 1978		Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)						FOR FAA USE ONLY OFFICE IDENTIFICATION 22-08	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.							
1. AIRCRAFT	MAKE	Aero Commander			MODEL	500A	
	SERIAL NO.	500A-1097-51			NATIONALITY AND REGISTRATION MARK	N500RB	
2. OWNER	NAME (As shown on registration certificate)				ADDRESS (As shown on registration certificate)		
	Ronald Brewer				809 Pioneer Building Lake Charles, La. 70601		
3. FOR FAA USE ONLY							
4. UNIT IDENTIFICATION							
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE			
				REPAIR	ALTERATION		
AIRFRAME	***** (As described in item 1 above) *****				X		
POWERPLANT							
PROPELLER							
APPLIANCE	TYPE						
	MANUFACTURER						
6. CONFORMITY STATEMENT							
A. AGENCY'S NAME AND ADDRESS				B. KIND OF AGENCY		C. CERTIFICATE NO.	
Aircraft Radio Services, Inc. Rt B Box 390-P New Iberia, La. 70560				U.S. CERTIFICATED MECHANIC		208-5 Radio, Instrument Class I, II, Ltd.	
				FOREIGN CERTIFICATED MECHANIC			
				X CERTIFICATED REPAIR STATION			
				MANUFACTURER			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.							
DATE 4-11-78				SIGNATURE OF AUTHORIZED INDIVIDUAL <i>RC Melendy</i>			
7. APPROVAL FOR RETURN TO SERVICE							
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is: ☒ APPROVED ☐ REJECTED							
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		OTHER (Specify)		
	FAA DESIGNEE	X REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT				
DATE OF APPROVAL OR REJECTION 4-11-78		CERTIFICATE OR DESIGNATION NO. 208-5		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>RC Melendy</i>			

NOTICE

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

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

Installed Foster Aidata RNAV-511 in aircraft instrument panel as per manufacturers specifications. Used AN365-632 screws and AN 632 locking nuts. Installed 51DSA (Delta Steering Adapter) in a similar manner as shown in AC 43.13-2, Chapter 2, Para 25 in existing 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 hardware supplied by manufacturers. Bonzer MK 10X indicator, DH switch, and DH light were mounted in instrument panel as per manufacturers specifications. Installed placard on upper left instrument panel that states:

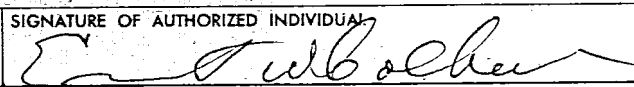
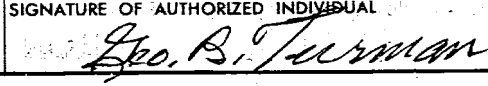
RNAV VFR ONLY
No steering on NAV 2
CDI in RNAV MODE

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

END

☐ ADDITIONAL SHEETS ARE ATTACHED

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

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION SO-FSDO-62	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE	Aero Commander		MODEL	500A
	SERIAL NO.	500A-1097-51		NATIONALITY AND REGISTRATION MARK	N500RB
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	Ronald Brewer		809 Pioneer Lake Charles, La.		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					5. TYPE
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				XX
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Ernest W. Colbert P.O. Box 60627 Nashville, Tenn. 37206		☒ U.S. CERTIFICATED MECHANIC ☐ FOREIGN CERTIFICATED MECHANIC ☐ CERTIFICATED REPAIR STATION ☐ MANUFACTURER		A&P 445788	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE 10/12/76		SIGNATURE OF AUTHORIZED INDIVIDUAL 			
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	☒ INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION Oct. 13, 1976		CERTIFICATE OR DESIGNATION NO. A&P 161619	SIGNATURE OF AUTHORIZED INDIVIDUAL 		

NOTICE

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

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

Aircraft modified to Colemill Enterprises, Inc.
"Super 300" with the installation of Continental
IO-520E engines and Hartwell 3-bladed propellers

model EHC A3VF-23/7636D, in accordance with STC SA 36630

and STC SA 34080. New Gross weight 6530 lb. Approved

flight manual supplement placed in aircraft flight manual.

Removed RaJay turbo charger system.

Weight & Balance

Previous E.W.	4843.2 lb.	171.7	831577.4
Remove RaJay	-55 lb.	168	-9240.0
	4806.2	123.5	824560.4

New Gross Weight	6530 lb.
New E.W.	4806.2 lb.
New E.W.C.G.	171.56
New useful load	1727.8 lbs.

☐ ADDITIONAL SHEETS ARE ATTACHED

V BW

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				OCT 14 1976		Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				OCT 12 1976		FOR FAA USE ONLY	
				OFFICE IDENTIFICATION 2-2-08			
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.							
1. AIRCRAFT	MAKE Aero-Comander m			MODEL 500A			
	SERIAL NO. 1097-5-1			NATIONALITY AND REGISTRATION MARK 1500RB			
2. OWNER	NAME (As shown on registration certificate) Ronald P. Brewer			ADDRESS (As shown on registration certificate) 609 Pioneer Bldg. Lake Charles, La. 70601			
3. FOR FAA USE ONLY							
4. UNIT IDENTIFICATION						5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION		
AIRFRAME	***** (As described in item 1 above) *****					X	
POWERPLANT							
PROPELLER							
APPLIANCE	TYPE						
	MANUFACTURER						
6. CONFORMITY STATEMENT							
A. AGENCY'S NAME AND ADDRESS				B. KIND OF AGENCY		C. CERTIFICATE NO.	
Country W. Aydelotte				☒ U.S. CERTIFICATED MECHANIC		A+P 438861457	
P.O. Box 5899				☐ FOREIGN CERTIFICATED MECHANIC			
LAKE CHARLES, MUNICIPAL AIRPORT				☐ CERTIFICATED REPAIR STATION			
LAKE CHARLES, LOUISIANA 70601				☐ 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 October 8, 1976				SIGNATURE OF AUTHORIZED INDIVIDUAL Country W. Aydelotte			
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 FLT. STANDARDS INSPECTOR	MANUFACTURER	☒	INSPECTION AUTHORIZATION		OTHER (Specify)	
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT			
DATE OF APPROVAL OR REJECTION 8 Oct. 76		CERTIFICATE OR DESIGNATION NO. IA 1991728		SIGNATURE OF AUTHORIZED INDIVIDUAL Paul W. Baker			

NOTICE

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

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

Installation of Grimes Anticollision Light. Removed old anticollision and installed Grimes Anticollision Light on lower forward fuselage. 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 after 11 August 1971. Light was installed without any structure changes or wiring, 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.

☐ ADDITIONAL SHEETS ARE ATTACHED

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PA

FEDERAL AVIATION AGENCY APPLICATION FOR AIRWORTHINESS CERTIFICATE			FORM APPROVED BUDGET BUREAU NO. 04-R058.1
INSTRUCTIONS: Please print or type. Submit this form, original only, to an authorized Federal Aviation Agency Representative. Use attachments or extra sheets as necessary.			
PART I AIRCRAFT DESCRIPTION	1. AIRCRAFT IDENTIFICATION NO. N 6235D 500RB	2. AIRCRAFT MAKE HERO COMMANDER	3. AIRCRAFT MODEL 500-A
	4. AIRCRAFT SERIAL NUMBER 500A-1097-51	5. ENGINE MAKE CONTINENTAL	6. ENGINE MODEL IO-470-M
	7. NUMBER OF ENGINES 2	8. PROPELLER MAKE HARTZELL	9. PROPELLER MODEL HC-A2XF-2B/8433-4
PART II CERTIFICATION REQUESTED	1. APPLICATION IS HEREBY MADE FOR: A. ☐ ORIGINAL ISSUANCE OF CERTIFICATE (AIRCRAFT ☐ NEW ☐ USED ☐ IMPORT) (CAR 1) B. ☒ AMENDMENT OF CURRENT CERTIFICATE (CAR 1.62) C. ☐ MULTIPLE CERTIFICATE (REF. CAR 1 AND 8) D. ☐ OTHER _____ (Specify)		
	2. AIRWORTHINESS CLASSIFICATION (Check appropriate item(s)) It is requested that an Airworthiness Certificate be issued to permit operation of the above described aircraft in the following classification(s): A. ☒ STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES) (REF. CAR 1) B. ☐ LIMITED (REF. CAR 9) C. ☐ RESTRICTED (REF. CAR 8) (Check operation(s) to be conducted) (1) ☐ AGRICULTURAL AND PEST CONTROL (2) ☐ AERIAL ADVERTISING (3) ☐ AERIAL SURVEYING (4) ☐ PATROLLING (5) ☐ FOREST AND WILDLIFE CONSERVATION (6) ☐ WEATHER CONTROL (7) ☐ OTHER _____ (Specify) D. ☐ EXPERIMENTAL (REF. CAR 1) (Check operation(s) to be conducted) (1) ☐ AMATEUR-BUILT (2) ☐ EXPERIMENT (RESEARCH AND DEVELOPMENT) (3) ☐ EXHIBITION (4) ☐ RACING (5) ☐ TO SHOW COMPLIANCE WITH CAR _____ E. ☐ (OTHER) _____ (Specify)		
PART III INSPECTION AGENCY VERIFICATION (Not applicable to newly manufactured aircraft)	3. HAS THE APPLICANT PREVIOUSLY BEEN DENIED AN AIRWORTHINESS CERTIFICATE FOR THIS AIRCRAFT? ☐ YES (Explain) ☒ NO		
	1. IN ACCORDANCE WITH CAR 1.67(d) THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: A. ☐ AIRCRAFT MANUFACTURER (Name of Firm) B. ☐ CERTIFICATED DOMESTIC REPAIR STATION, CERTIFICATE NO. _____ C. ☐ CERTIFICATED AIR CARRIER, CERTIFICATE NO. _____ D. ☐ CERTIFICATED MECHANIC (Inspection Authorization) NO. _____		
PART IV OWNER'S CERTIFICATION	I hereby certify that the aircraft described above has been inspected and is airworthy and eligible for the classification(s) requested. I further certify that I am the registered owner (or his agent) of this aircraft which is registered* with the Federal Aviation Agency, as required by the Federal Aviation Act of 1958 and the applicable Federal Aviation Regulations and Regulations of the Administrator and that the following evidence of registration is displayed in the aircraft. (Check and complete appropriate item(s); this includes completion of items 1 and 2 on the reverse side of this form.)		
	1. ☒ CERTIFICATE OF REGISTRATION, FAA FORM 500 (PART A) DATE OF ISSUE 7-27-61		
	2. ☐ APPLICATION FOR REGISTRATION, FAA FORM 500 (PART B). FAA FORM 500 FORWARDED TO FAA AIRCRAFT REGISTRATION BRANCH ON (Date) _____		
	3. ☐ DEALER'S AIRCRAFT REGISTRATION CERTIFICATE, FAA FORM 1707 (Expiration date) _____		
4. REGISTERED OWNER'S FULL NAME AND PERMANENT MAILING ADDRESS (No., Street, City, Zone and State) EAGLE IRON WORKS 129 HALCOMB DES MOINES, IOWA			28 OCT 10 1964 [Signature]
*In order to be eligible for registration an aircraft must be owned by a citizen of the United States as defined by Section 101(13) of the Federal Aviation Act of 1958.			5. SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT 6. DATE 9-28-64 7. TITLE CHIEF PILOT
8. ATTACHMENTS (Check which) A. ☒ FAA FORM 337 B. ☐ FAA FORM 317 C. ☒ WEIGHT AND BALANCE REPORT D. ☐ DATA, DRAWINGS, PHOTOGRAPHS, ETC. (List separately) E. ☐ OTHER (List separately)			

FEDERAL AVIATION AGENCY
AIRCRAFT INSPECTION REPORT

(Items 1 and 2 will be verified and all other applicable items will be completed by an authorized FAA representative.)

1. AIRCRAFT CERTIFICATION BASIS

The aircraft described in PART I on the reverse of this form has been inspected and found to conform to the following:

- A. ☒ AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET NO. 671 REVISION NO. 22
B. ☐ AIRCRAFT LISTING, PAGE NO.(S) _____
C. ☒ AIRWORTHINESS DIRECTIVE SUMMARY 1963 (YEAR) THROUGH CARD NO. 21
D. ☒ SUPPLEMENTAL TYPE CERTIFICATE NO.(S) 57-269 CE
E. ☐ OTHER _____

(Specify)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

- A. ☐ AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
B. ☒ COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
C. ☒ AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 547 HOURS
D. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:
SERIAL NO. 93104-1-M TOTAL HOURS 547 TIME SINCE OVERHAUL _____
SERIAL NO. 93103-1-M TOTAL HOURS 547 TIME SINCE OVERHAUL _____
SERIAL NO. _____ TOTAL HOURS _____ TIME SINCE OVERHAUL _____
SERIAL NO. _____ TOTAL HOURS _____ TIME SINCE OVERHAUL _____

3. AIRWORTHINESS DOCUMENTATION

- A. ☐ CURRENT OPERATING RESTRICTIONS (LIMITATIONS), COPY ATTACHED
B. ☒ CURRENT OPERATING RESTRICTIONS (LIMITATIONS), AVAILABLE IN AIRCRAFT
C. ☒ CURRENT APPROVED AIRCRAFT FLIGHT MANUAL, AVAILABLE IN AIRCRAFT
D. ☒ CURRENT WEIGHT AND BALANCE INFORMATION, AVAILABLE IN AIRCRAFT
E. ☒ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
F. ☒ FAA FORM 337, MAJOR REPAIR AND ALTERATION, (ATTACH WHEN REQUIRED)
G. ☐ FAA FORM 317, STATEMENT OF CONFORMITY, (ATTACH WHEN REQUIRED)
H. ☐ WEIGHT AND BALANCE REPORT, (ATTACH WHEN REQUIRED)
I. ☐ DATA, DRAWINGS, PHOTOGRAPHS, ETC., (ATTACH WHEN REQUIRED)
J. ☒ AIRWORTHINESS CERTIFICATE, FAA FORM 1362, ISSUED IN ACCORDANCE WITH CAR 1.62
K. ☒ PREVIOUS FAA FORM 1362, ISSUED IN ACCORDANCE WITH CAR 1.73

BY L.O. Behman
(Name of Issuing Representative)

CE-GADC-14
(Designation Number)

4. FAA REPRESENTATIVE CERTIFICATION

I have inspected the aircraft described on the reverse and, on the basis of the application and the foregoing, find it conforms to its type certificate and that it is in condition for safe operation.

5. REGISTRATION INDICATED ON REVERSE IS PROPERLY DISPLAYED IN AIRCRAFT ☒ YES ☐ NO (Explain)

6. DESIGNEE'S SIGNATURE

DESIGNATION NO.

DATE

7. FAA INSPECTOR'S SIGNATURE

FAA DISTRICT OFFICE NO.

DATE

8. REMARKS

- A. ☐ ACCEPTED
B. ☐ REINSPECTED
C. ☐ SPOT CHECKED

9. ATTACHMENT(S) IN ADDITION TO THOSE LISTED ON REVERSE (List separately)

1. copy of issued Form 1362
2. copy of cancelled FAA Form 1362

MICRO

UNITED STATES OF AMERICA FEDERAL AVIATION AGENCY		
CERTIFICATE OF AIRWORTHINESS		
1. NATIONALITY AND REGISTRATION MARKS N6235X	2. AIRCRAFT AIRWORTHINESS CLASSIFICATION STANDARD (NORMAL)	
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 9/28/64	6. FAA REPRESENTATIVE <i>Harold W. Phillips</i> HAROLD W. PHILLIPS	7. DESIGNATION NO. CE-GADO-4
8. 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.		

GPO : 1959 OF-508838 Form FAA 1362B (5-59)

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

MERO

UNITED STATES OF AMERICA FEDERAL AVIATION AGENCY		
CERTIFICATE OF AIRWORTHINESS		
1. NATIONALITY AND REGISTRATION MARKS N6235X	2. AIRCRAFT AIRWORTHINESS CLASSIFICATION EXPERIMENTAL - Research and Development (See Reverse Side)	
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 operating 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. THIS CERTIFICATE EXPIRES MARCH 18, 1965		
5. DATE OF ISSUANCE 9-18-64	6. FAA REPRESENTATIVE Frank O. Behrman	7. DESIGNATION NO. CE-GADO-11
8. 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.		

GPO : 1959 OF-508938 Form FAA 1362B (5-59)

- MICRO**
1. Operating restrictions added 9-18-64 are a part of this certificate.
 2. This aircraft does not comply with the International Airworthiness Standards of ICAO, Annex 8, Part II.
 3. Special permission must be obtained from foreign countries for flights over their territories.

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				APR 29 1975 VDV		Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)						FOR FAA USE ONLY OFFICE IDENTIFICATION 22-02	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.							
1. AIRCRAFT	MAKE Aero-Commander			MODEL 500A		MAY 07 1975	
	SERIAL NO. 1097-5-1			NATIONALITY AND REGISTRATION MARK N500RB			
2. OWNER	NAME (As shown on registration certificate) Ronald P. Brewer			ADDRESS (As shown on registration certificate) 809 Pioneer Bldg. Lake Charles, La. 70601			
3. FOR FAA USE ONLY							
4. UNIT IDENTIFICATION						5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION		
AIRFRAME	***** (As described in item 1 above) *****					X	
POWERPLANT							
PROPELLER							
APPLIANCE	TYPE						
	MANUFACTURER						
6. CONFORMITY STATEMENT							
A. AGENCY'S NAME AND ADDRESS				B. KIND OF AGENCY		C. CERTIFICATE NO.	
AIR FIRST CORPORATION P. O. Box 5897 Lake Charles, La. 70601				U.S. CERTIFICATED MECHANIC		RS 2060	
				FOREIGN CERTIFICATED MECHANIC			
				☒ CERTIFICATED REPAIR STATION			
				MANUFACTURER			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.							
DATE 24 April 1975				SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Paul W. Baker AXP 1991728</i>			
7. APPROVAL FOR RETURN TO SERVICE							
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED							
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		OTHER (Specify)		
	FAA DESIGNEE	☒ REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT				
DATE OF APPROVAL OR REJECTION 24 April 1975		CERTIFICATE OR DESIGNATION NO. RS 2060		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Paul W. Baker AXP 1991728</i>			

NOTICE

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

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

Installation of Grimes Anticollision Light. Removed old anticollision and installed Grimes Anticollision Light on top of Vertical Fin. Light had FAA/FMA 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. ~~ENGINE~~ 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.

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.				OFFICE IDENTIFICATION SHV GADO	
1. AIRCRAFT	MAKE Acrocommender	MODEL 500 A			
	SERIAL NO. 500A-1097 -51	NATIONALITY AND REGISTRATION MARK N500 BB			
2. OWNER	NAME (As shown on registration certificate) Ronald Brewer		ADDRESS (As shown on registration certificate) 809 Pioneer Lake Charles, Louisiana		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
Southern Aviation Corp. P.O. Box 7224 Shreveport, Louisiana			U.S. CERTIFICATED MECHANIC		GRS 1374
			FOREIGN CERTIFICATED MECHANIC		
			CERTIFICATED REPAIR STATION		
			MANUFACTURER		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE March 5th, 1976		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles Carter</i>			
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION March 5th, 1976		CERTIFICATE OR DESIGNATION NO. 1167973		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles Carter</i>	

NOTICE

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

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

In compliance with AD 75-12-9, a bob weight kit was installed in

accordance with Rockwell International Service Bulletin # 129, Rev.

1 and Service Bulletin # 152, dated May 9th, 1975.

Installation of the above does not alter the operation of any other

component on this aircraft.

A flight test was conducted as required by Service Bulletin # 129 and

signed. Date 3-10-76

CHARLENCE P. RILEY
by Edon M. M. M. M.

DATE: 3-10-76

BY: CHARLENCE P. RILEY

WORK: 8007-1001 -21

1277 C

WORK: 8007-1001 -21

277 V

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION J-GADO 2-2-05	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE Aero Commander		MODEL 500-A		
	SERIAL NO. 1097-51		NATIONALITY AND REGISTRATION MARK N500RB		
2. OWNER	NAME (As shown on registration certificate) Ronald F. Brewer		ADDRESS (As shown on registration certificate) 809 Pioneer Building Lake Charles, LA 70601		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					5. TYPE
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTER- ATION
AIRFRAME	***** (As described in item 1 above) *****				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Kenneth W. Clary 305 Stonehedge Ln. Friendswood, TX 77546		☒ U.S. CERTIFICATED MECHANIC		1869239	
		☐ FOREIGN CERTIFICATED MECHANIC			
		☐ CERTIFICATED REPAIR STATION			
		☐ MANUFACTURER			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE April 11, 1975		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Kenneth W. Clary</i>			
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	☒	INSPECTION AUTHORIZATION	
	FAA DESIGNEE	REPAIR STATION	☐	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION April 11, 1975		CERTIFICATE OR DESIGNATION NO. 1869239		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Kenneth W. Clary</i>	

NOTICE

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

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

1. Installed one (1) each Grimes anti-collision light, p/n 67740A-8-24 at Sta. 105.5 on bottom of fuselage. Wt. 1.5 lbs. I/W 43:13-2 Par. 41 a(1) and (3).

2. Fabricated and installed 2024T3.050 doubler I/W 43:13-2 Par. 45 a and 43:13-1A Par. 99 c. Figure 2.18 double row rivits and between stringers #15 right and #16 right.

3. Used existing ice light breaker switch 5 amp for circuit protection and 20 gauge wire I/W 43:13-1A Par. 429 b, c and d(1). Note: Aircraft does not have ice lights installed.

4. Electrical load does not exceed that of the aircraft load limits I/N 43:13-1A Par. 424 and 425.

END

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				Form Approved Budget Bureau No. 04-R060.1 FOR FAA USE ONLY OFFICE IDENTIFICATION 2-2-08	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT		MAKE <i>Aero Commander</i> SERIAL NO. <i>500A-1097-51</i>		MODEL <i>500A</i> NATIONALITY AND REGISTRATION MARK <i>N5235X N500RB</i>	
2. OWNER		NAME (As shown on registration certificate) <i>Brewer Ronald F</i>		ADDRESS (As shown on registration certificate) <i>809 Pioneer Bldg. Lake Charles, La.</i>	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					5. TYPE
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)			X	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
<i>Jerry C. Wade P.O. Box 191 New Iberia, La.</i>			☒ U.S. CERTIFICATED MECHANIC		<i>A4E 1037773</i>
			☐ FOREIGN CERTIFICATED MECHANIC		
			☐ CERTIFICATED REPAIR STATION		
			☐ MANUFACTURER		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE <i>1-10-74</i>			SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Jerry C. Wade</i>		
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED					
BY:	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	☒ INSPECTION AUTHORIZATION		OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	☐ CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION <i>1-10-74</i>		CERTIFICATE OR DESIGNATION NO. <i>1037773</i>		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Jerry C. Wade</i>	

NOTICE

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

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

Removed The following radio Equipment, 1ea Collins #344D-2 indicator, 2 ea 51X3 Receivers, 1ea 17L8A Transmitter, 1ea 618F-1 Transceiver, 1ea 427D1 power supply, 2 ea 427B1 power supply, 1ea 344A-2 converter & 1ea DARE DG5-20 Rec. Installed The following radio Equipment in The instrument panel, 1ea King KX175 Radio, 1ea KX 170B Radio 1ea KI-214 indicator & 1ea KMA20 UKR. Installed 1ea KN77 Converter, 1ea KN73 Slide Slope Rec. & NARCO ELT10 ON Radio rack Aft of Cabin installed 2ea KA39 Converters ON Radio rack in Nose section fwd of windshield. Radio panel cut out increased by 6" & Reinforced with Extruded Aluminum Angle. Reinforcement & All radio Equipment was installed in Accordance with AC 43-13-1A Chapter 11 & AC 43-13-2 Chapter 2 & 3. Function check was satisfactory on All New Equipment. Weight data listed in The Aircraft Flight Manual & Aircraft Logbook -

☐ ADDITIONAL SHEETS ARE ATTACHED

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

FEDERAL AVIATION AGENCY				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION OKC EMD 2-0-41	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE	Aero Commander		MODEL	500A
	SERIAL NO.	500A-1097-51		NATIONALITY AND REGISTRATION MARK	N6235X
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	Eagle Iron Works			129 East Holcomb Des Moines, Iowa	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
Commander Service Center			U.S. CERTIFICATED MECHANIC		Airframe 2082
Wiley Post Airport			FOREIGN CERTIFICATED MECHANIC		
Bethany, Oklahoma			CERTIFICATED REPAIR STATION		
			MANUFACTURER		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE			SIGNATURE OF AUTHORIZED INDIVIDUAL		
September 26, 1968			Robert J. Buscher		
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 Agency and is ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
Sept. 26, 1968		2082	Raymond U. Harrison		

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.)

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.

XXXX

XXXX

XXXX

XXXX

ADDITIONAL SHEETS ARE ATTACHED

FEDERAL AVIATION AGENCY				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION ESP GADO 3-3-14	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE	Aero Commander		MODEL	500 A
	SERIAL NO.	500A-1097-51		NATIONALITY AND REGISTRATION MARK	N6235X
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	Eagle Iron Works		129 East Holcomb Des Moines, Iowa		
3. FOR FAA USE ONLY					
THE ALTERATION IDENTIFIED HEREIN COMPLIES WITH APPLICABLE AIRCRAFT NESS REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE DESCRIBED AIRCRAFT SUBJECT TO CONFORMITY INSPECTION BY A PERSON AUTHORIZED IN					
2/28/67 <u>L.O. Behrman</u> CITE FAA INSPECTOR					
4. UNIT IDENTIFICATION					5. TYPE
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTER- ATION
AIRFRAME	***** (As described in item 1 above) *****				XX
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Mercury Aviation, Inc.		U.S. CERTIFICATED MECHANIC		Limited Airframe #3005	
6801 34th Ave. So.		FOREIGN CERTIFICATED MECHANIC			
Minneapolis, Minn. 55450		X CERTIFICATED REPAIR STATION			
		MANUFACTURER			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE		SIGNATURE OF AUTHORIZED INDIVIDUAL			
28 Feb. 1967		<u>Curtis L. Uleahy</u>			
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 Agency and is ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
28 Feb. 1967		#3005	<u>Jesse L. Larson</u>		

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 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.

☐ ADDITIONAL SHEETS ARE ATTACHED

MICRO

1180-1726 37 JAN 26 '67

FEDERAL AVIATION AGENCY				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION MSP GADO 3-3-14	
INSTRUCTIONS: Print or type all entries. See PAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE	Aero Commander		MODEL	500A
	SERIAL NO.	500A-1097-51		NATIONALITY AND REGISTRATION MARK	N-6235X
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	Eagle Iron Works			129 East Holcomb Des Moines, Iowa	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Warren H. Hartquist Peavey Company Airmotive Operations Wold Chamberlain Field Minneapolis, Minnesota 55450		☒ U.S. CERTIFICATED MECHANIC ☐ FOREIGN CERTIFICATED MECHANIC ☐ CERTIFICATED REPAIR STATION ☐ MANUFACTURER		A&P 1098844	
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 January 12, 1967		SIGNATURE OF AUTHORIZED INDIVIDUAL Warren H. Hartquist			
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 Agency and is: ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION January 12, 1967		CERTIFICATE OR DESIGNATION NO. A&P 1098844 1A	SIGNATURE OF AUTHORIZED INDIVIDUAL Warren H. Hartquist		

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 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. ~~MYHEX~~ 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.

RECEIVED

JAN 17 1967

G.A.D.O. #14
MINNEAPOLIS☐ ADDITIONAL SHEETS ARE ATTACHED

WILCO

20 JAN 14 1966

1020 332

FEDERAL AVIATION AGENCY MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)		Form Approved Budget Bureau No. 04-R060.1 FOR FAA USE ONLY OFFICE IDENTIFICATION CE-GADO-4	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.			
1. AIRCRAFT	MAKE AERO COMMANDER	MODEL 500A	
	SERIAL NO. 1097-51	NATIONALITY AND REGISTRATION MARK N62351	
2. OWNER	NAME (As shown on registration certificate) EAGLE IRON WORKS		ADDRESS (As shown on registration certificate) 129 E. HOLCOMB DES MOINES, IOWA.
	3. FOR FAA USE ONLY		
Verified by Operator #37			
4. UNIT IDENTIFICATION			
UNIT	MAKE	MODEL	5. TYPE
AIRFRAME	***** (As described in item 1 above) *****		REPAIR XX
POWERPLANT			ALTERATION
PROPELLER			
APPLIANCE	TYPE		
	MANUFACTURER		
6. CONFORMITY STATEMENT			
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY	C. CERTIFICATE NO.
ROBERT M. GARMON, c/o, DES MOINES FLYING SERVICE, INC., MUNICIPAL AIRPORT, DES MOINES, IOWA.		☒ U.S. CERTIFICATED MECHANIC	A&E 149293
		☐ FOREIGN CERTIFICATED MECHANIC	
		☐ CERTIFICATED REPAIR STATION	
		☐ MANUFACTURER	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.			
DATE 1-3-66		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Robert M. Garmon</i> ROBERT M. GARMON	
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 Agency and is ☒ APPROVED ☐ REJECTED			
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	
DATE OF APPROVAL OR REJECTION 1-3-66	CERTIFICATE OR DESIGNATION NO. A&E 149293 - AI	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Robert M. Garmon</i> ROBERT M. GARMON	

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.)

THE FOLLOWING EQUIPMENT INSTALLED ON THE SUBJECT AIRCRAFT:

**INSTALLED AN ALTERNATE STATIC AIR SYSTEM, BY ADAPTING PIPER KIT NO. 754 908,
TO THE EXISTING SYSTEM, IN ACCORDANCE WITH AD 135.155-1. WEIGHT CHANGE NEGLIGIBLE.**

☐ ADDITIONAL SHEETS ARE ATTACHED

verified by Operator #45

871 582

28 SEP 21 1965

FEDERAL AVIATION AGENCY

MAJOR REPAIR AND ALTERATION

(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
SW-EMD0-41 2-41

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE Aero Commander	MODEL 500A
	SERIAL NO. 1097-51	NATIONALITY AND REGISTRATION MARK N6235X
2. OWNER	NAME (As shown on registration certificate) Eagle Iron Works	ADDRESS (As shown on registration certificate) 129 East Holcomb Des Moines, Iowa

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

1

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****			X	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Commander Service Center Wiley Post Airport Bethany, Oklahoma	B. KIND OF AGENCY	C. CERTIFICATE NO. Airframe 2082
	☐ U.S. CERTIFICATED MECHANIC	
	☒ FOREIGN CERTIFICATED MECHANIC	
	☒ CERTIFICATED REPAIR STATION	
MANUFACTURER		

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE September 16, 1965	SIGNATURE OF AUTHORIZED INDIVIDUAL R. C. Halchman Supervisor
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7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	☒ REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION September 16, 1965	CERTIFICATE OR DESIGNATION NO. 2082	SIGNATURE OF AUTHORIZED INDIVIDUAL C. A. Dietrich Supervisor		

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.)

Replaced portion of lower left hand horizontal stabilizer skin with new Part No. 5430010-101 Station 97.50 to 89.0. Spliced at Sta. 89.0 per Aero Commander Structural Repair Manual. Weight & Balance Change resulting from this repair is negligible.

XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX

ADDITIONAL SHEETS ARE ATTACHED

324 310 312 312 NF28 MAY 25 1965 4

988 312

Form approved.
FAA COPI
Bureau No. 04-R060.

Verified by Operator #72
MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

FEDERAL AVIATION AGENCY

1. AIRCRAFT	MAKE AERO COMMANDER	MODEL 500A	SERIAL NO. 1097-51	NATIONALITY AND REGISTRATION MARK (N6235Y) 6235X
2. OWNER	NAME (First, middle, last) EAGLE IRON WORKS			
		ADDRESS (Street and number, city, zone and State) 129 EAST HOLCOMB DES MOINES, IOWA		

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	***** (As described on item 1 above) *****				X
b. POWERPLANT					
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA

*AFTER the repairs and/or alterations described below were made.

***** (This item must be completed by repair or alteration agency. However, in the case of a component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.) *****

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
NORMAL	4 549.9	173.74	1 600.1

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
SPARTAN AIRCRAFT COMPANY AVIATION SERVICE DIVISION TULSA INTERNATIONAL AIRPORT TULSA, OKLAHOMA	☐ U. S. Certified Mechanic. ☐ Foreign Certified Mechanic. ☒ Certified Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	REPAIR STATION NUMBER 50 Airframe - Class 1, 2, 3 and Limited

d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

May 4, 1965
(Date repair and/or alteration completed)

Earl F. Nelson
(Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is

6 ☒ APPROVED } BY { ☐ FAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft
☐ REJECTED } ☐ FAA Flight Standards Inspector ☒ Repair Station ☐ Other (Specify)

May 4, 1965
(Date of approval or rejection)

Inspector - Repair Station Number 50
(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted **5-14-65** (Date) ☐ Reinspected (Date) ☐ Spot Checked (Date)

219 **SW-GADO-9** (FAA designation number)

B.E. Miley (Signature Flight Standards Inspector)

Form FAA-337 (4-52)

INSTRUCTIONS

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 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

1. Installed Wing Front Spar Lower Cap Reinforcement as per Aero Commander Service Change No. 81B dated March 17, 1965.
2. Weight computations.

	<u>Weight</u>	<u>Arm</u>	<u>Moment</u>
Old empty weight	4 639.9	173.9	805 576.2
<u>Installed:</u>			
Service Change No. 81B	<u>10.</u>	<u>230.50</u>	<u>2 305.0</u>
	4 649.9	173.74	807 881.2

*If 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-O-587340

Form FAA-337 (4-52)

845 391

Verified by Operator #32

FEDERAL AVIATION AGENCY

Form approved.
Budget Bureau No. 04-B060.

MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

1. AIRCRAFT	MAKE Aero Commander	MODEL 500A	SERIAL NO. 500A-1097-51	NATIONALITY AND REGISTRATION MARK N6235X
2. OWNER	NAME (First, middle, last) Eagle Iron Works		ADDRESS (Street and number, city, zone and State) 129 East Holcomb Des Moines, Iowa	
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.				
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR MAJOR ALTERATION
a. AIRFRAME	***** (As described in item 1 above) *****			X
b. POWERPLANT				2
c. PROPELLER				
d. APPLIANCE	TYPE AND MANUFACTURER			
4. AIRCRAFT WEIGHT AND BALANCE DATA *AFTER the repairs and/or alterations described below were made. This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.				
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*	
Normal	4639.9	173.9	1610.1	
5. CONFORMITY STATEMENT (Complete and check)				
a. AGENCY'S NAME AND ADDRESS W. H. Brouillette HONEYWELL, Inc. Flight Operations Wold Chamberlain Field Minneapolis, Minnesota		b. KIND OF AGENCY ☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)		c. CERTIFICATE NO. A & P 66902
d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.				
September 24, 1964 (Date repair and/or alteration completed)		W. H. Brouillette (Signature of authorized individual)		
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items) Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is				
☒ APPROVED BY ☐ FAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft ☐ REJECTED ☒ FAA Flight Standards Inspector ☐ Repair Station ☐ Other (Specify)				
9/25/64 (Date of approval or rejection)		L. O. Behrman CF GAD01K (Signature of authorized individual; title or identification number)		
7. TO BE COMPLETED ONLY BY FAA PERSONNEL				
a. ☐ Forwarded for engineering comment ☐ See attached memorandum				
b. ☐ Accepted (Date) ☐ Reinspected (Date) ☐ Spot Checked (Date)				
3-14 (FAA designation number)		(27) OCT 28 1964 (Signature Flight Standards Inspector)		

INSTRUCTIONS

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 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.

B. DESCRIPTION OF WORK ACCOMPLISHED.

A Honeywell H-14 Autopilot was installed in the airplane in accordance with STC SA-269-CF

The electrical wiring and circuit breakers are installed according to CAM 18.30-ss(c).

The electrical load analysis and the new weight and balance data is attached.

*If 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-O-557360

Form FAA-337 (4-52)

838 3017 30

Verified by Operator #14

FEDERAL AVIATION AGENCY

Form approved
Budget Bureau No. 04-B060

MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

1. AIRCRAFT	MAKE Aero Commander	MODEL 500A	SERIAL NO. 500A-1097-51	NATIONALITY AND REGISTRATION MARK N6235X
2. OWNER	NAME (First, middle, last) Eagle Iron Works		ADDRESS (Street and number, city, zone and State) 129 East Holcomb Des Moines, Iowa	

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	As described in item 1 above				X
b. POWERPLANT					
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA
*AFTER the repairs and/or alterations described below were made.

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Normal Experimental	4639.9	173.9	1610.1

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS W. H. Brouillette HONEYWELL, Inc. Flight Operations Wold Chamberlain Field Minneapolis, Minnesota	b. KIND OF AGENCY ☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	c. CERTIFICATE NO. A & P 66902
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6. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

17 September 1964
(Date repair and/or alteration completed)

W. H. Brouillette
(Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is

1 ☒ APPROVED BY ☐ FAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft
☐ REJECTED ☒ FAA Flight Standards Inspector ☐ Repair Station ☐ Other (Specify)

9/18/64
(Date of approval or rejection)

L. O. Behrman CE 3A001X
(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☐ Accepted (Date) ☐ Reinspected (Date) ☐ Spot Checked (Date)

28 OCT 10 1964

3-14
(FAA designation number)

(Signature Flight Standards Inspector)

INSTRUCTIONS

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 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.*

A Honeywell H-11 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 aircraft nationality and registration mark and date work completed.

Check block if additional sheets are attached. ☐

834 38

FEDERAL AVIATION AGENCY				Form approved Budget Bureau No. 04-B060.	
VERIFIED BY OPERATOR MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)					
1. AIRCRAFT	MAKE Aero Commander	MODEL 500A	SERIAL NO. 500A-1097-51	NATIONALITY AND REGISTRATION MARK N-6235X	
2. OWNER	NAME (First, middle, last) Eagle Iron Works		ADDRESS (Street and number, city, zone and State) 129 East Holcomb Street Des Moines, Iowa		
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.					
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	***** (As described in item 1 above) *****				XX
b. POWERPLANT					2
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				
4. AIRCRAFT WEIGHT AND BALANCE DATA *AFTER the repairs and/or alterations described below were made.* This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.					
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*		USEFUL LOAD (Pounds)*	
Normal	4575	172.64		1675	
5. CONFORMITY STATEMENT (Complete and check)					
a. AGENCY'S NAME AND ADDRESS		b. KIND OF AGENCY		c. CERTIFICATE NO.	
Peavey Company Airmotive Operations Wold Chamberlain Field Minneapolis, Minnesota 55450		☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)		#3936 Class I & II Radio Class III Radio Limited	
d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge. September 10, 1964 (Date repair and/or alteration completed)					
Warren H. Hartquist Warren H. Hartquist, Inspector (Signature of authorized individual)					
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)					
Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is:					
☒ APPROVED BY:					
☐ REJECTED BY:					
☐ FAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft ☐ FAA Flight Standards Inspector ☒ Repair Station ☐ Other (Specify)					
September 10, 1964 (Date of approval or rejection)					
Warren H. Hartquist Warren H. Hartquist, Inspector (Signature of authorized individual; title or identification number)					
7. TO BE COMPLETED ONLY BY FAA PERSONNEL					
☐ Forwarded for engineering comment ☐ See attached memorandum					
☒ Accepted (Date) 9-11-64 ☐ Reinspected (Date) ☐ Spot Checked (Date)					
3-14 CE-GADOJ4 (FAA designation number)					
BB Milburn (Signature Flight Standards Inspector)					
27 SEP 29 1964					

MACRO INSTRUCTIONS

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 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.

B. DESCRIPTION OF WORK ACCOMPLISHED.

Removed Collins 344D-1 converter indicator and installed Collins 344A-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 MA 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	Weight	Arm	Moment
Aircraft	4533.5	172.4	781726.65
Removed:			
Collins 344D-1	2.4	70.0	168.0
Installed:			
Collins 344A-2	+ 4.6	+ 239.	+ 1099.4
Collins 328A-30	+ 3.5	+ 239.	+ 836.5
Collins 323A-30	+ 1.5	+ 150.	+ 240.
Collins 332E-30	+ 4.9	+ 46.	+ 225.4
Collins 331A-30	+ 3.25	+ 69.	+ 224.25
Wilcox 814B Transponder	+ 15.5	+ 245.	+ 3797.5
Wilcox 97403 Antenna	+ .8	+ 257.	+ 205.6
Wilcox 97534 Function Tester	+ 1.0	+ 250.	+ 250.
Wiring & Hardware	+ 8.85	+ 155.	+ 1371.75
	4575.		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.

RECEIVED

SEP 17 1964

G.A.D.O. #14

MINNEAPOLIS

*If 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-O-357360

Form FAA-337 (4-62)

832 467

3A

FEDERAL AVIATION AGENCY APPLICATION FOR AIRWORTHINESS CERTIFICATE			FORM APPROVED BUDGET BUREAU NO. 04-R058.1
INSTRUCTIONS: Please print or type. Submit this form, original only, to an authorized Federal Aviation Agency Representative. Use attachments or extra sheets as necessary.			
PART I AIRCRAFT DESCRIPTION	1. AIRCRAFT IDENTIFICATION NO.	2. AIRCRAFT MAKE	3. AIRCRAFT MODEL
	N 6235X	Aero Commander	500A
	4. AIRCRAFT SERIAL NUMBER	5. ENGINE MAKE	6. ENGINE MODEL
	1097-51	Continental	10L70-M
PART II CERTIFICATION REQUESTED	7. NUMBER OF ENGINES	8. PROPELLER MAKE	9. PROPELLER MODEL
	2	Hartzell	HC-A2XF-2
	1. APPLICATION IS HEREBY MADE FOR: ☒ ORIGINAL ISSUANCE OF CERTIFICATE (AIRCRAFT ☐ NEW ☒ USED ☐ IMPORT) (CAR 1) B. ☒ AMENDMENT OF CURRENT CERTIFICATE (CAR 1.62) C. ☐ MULTIPLE CERTIFICATE (REF. CAR 1 AND B) D. ☐ OTHER _____ (Specify) 2. AIRWORTHINESS CLASSIFICATION (Check appropriate item(s)) It is requested that an Airworthiness Certificate be issued to permit operation of the above described aircraft in the following classification(s): A. ☐ STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES) (REF. CAR 1) B. ☐ LIMITED (REF. CAR 9) C. ☐ RESTRICTED (REF. CAR 8) (Check operation(s) to be conducted) (1) ☐ AGRICULTURAL AND PEST CONTROL (2) ☐ AERIAL ADVERTISING (3) ☐ AERIAL SURVEYING (4) ☐ PATROLLING (5) ☐ FOREST AND WILDLIFE CONSERVATION (6) ☐ WEATHER CONTROL (7) ☐ OTHER _____ (Specify) D. ☒ EXPERIMENTAL (REF. CAR 1) (Check operation(s) to be conducted) (1) ☐ AMATEUR-BUILT (2) ☒ EXPERIMENT (RESEARCH AND DEVELOPMENT) (3) ☐ EXHIBITION (4) ☐ RACING (5) ☐ TO SHOW COMPLIANCE WITH CAR _____ E. ☐ (OTHER) _____ (Specify) 3. HAS THE APPLICANT PREVIOUSLY BEEN DENIED AN AIRWORTHINESS CERTIFICATE FOR THIS AIRCRAFT? ☐ YES (Explain) ☒ NO		
PART III INSPECTION AGENCY VERIFICATION (Not applicable to newly manufactured aircraft)	1. IN ACCORDANCE WITH CAR 1.67(d) THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: A. ☐ AIRCRAFT MANUFACTURER (Name of Firm) _____ B. ☐ CERTIFICATED DOMESTIC REPAIR STATION, CERTIFICATE NO. _____ C. ☐ CERTIFICATED AIR CARRIER, CERTIFICATE NO. _____ D. ☐ CERTIFICATED MECHANIC (Inspection Authorization) NO. _____ DATE _____ SIGNATURE OF AUTHORIZED INDIVIDUAL _____ TITLE _____		
	I hereby certify that the aircraft described above has been inspected and is airworthy and eligible for the classification(s) requested. I further certify that I am the registered owner (or his agent) of this aircraft which is registered* with the Federal Aviation Agency, as required by the Federal Aviation Act of 1958 and the applicable Federal Aviation Regulations and Regulations of the Administrator and that the following evidence of registration is displayed in the aircraft. (Check and complete appropriate item(s): this includes completion of items 1 and 2 on the reverse side of this form.) 1. ☒ CERTIFICATE OF REGISTRATION, FAA FORM 500 (PART A) DATE OF ISSUE <u>September 15, 1961</u> 2. ☐ APPLICATION FOR REGISTRATION; FAA FORM 500 (PART B). FAA FORM 500 FORWARDED TO _____ FAA AIRCRAFT REGISTRATION BRANCH ON (Date) _____ 3. ☐ DEALER'S AIRCRAFT REGISTRATION CERTIFICATE, FAA FORM 1707 (Expiration date) _____ 4. REGISTERED OWNER'S FULL NAME AND PERMANENT MAILING ADDRESS (No., Street, City, Zone and State) <u>Eagle Iron Works</u> <u>129 E. Holcomb Street</u> <u>Des Moines, Iowa</u> *In order to be eligible for registration an aircraft must be owned by a citizen of the United States as defined by Section 101(13) of the Federal Aviation Act of 1958. 5. SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT <u>James R. Bradford</u> 6. DATE <u>9-18-61</u> 7. TITLE <u>Agent</u> 8. ATTACHMENTS (Check which) A. ☒ FAA FORM 337 C. ☐ WEIGHT AND BALANCE REPORT E. ☐ OTHER (List separately) B. ☐ FAA FORM 317 D. ☐ DATA, DRAWINGS, PHOTOGRAPHS, ETC. (List separately)		

78 SEP 27 1961

FEDERAL AVIATION AGENCY
AIRCRAFT INSPECTION REPORT

(Items 1 and 2 will be verified and all other applicable items will be completed by an authorized FAA representative.)

1. AIRCRAFT CERTIFICATION BASIS

The aircraft described in PART I on the reverse of this form has been inspected and found to conform to the following:

- A. ☐ AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET NO. _____ REVISION NO. _____
- B. ☐ AIRCRAFT LISTING, PAGE NO.(S) _____
- C. ☐ AIRWORTHINESS DIRECTIVE SUMMARY _____ (YEAR) THROUGH CARD NO. _____
- D. ☐ SUPPLEMENTAL TYPE CERTIFICATE NO.(S) _____
- E. ☒ OTHER Experimental - Research & Development Per CAR 1.73
(Specify)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

- A. ☐ AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
- B. ☐ COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
- C. ☒ AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 509:30 HOURS
- D. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:
- | SERIAL NO. | TOTAL HOURS | TIME SINCE OVERHAUL |
|------------------|-------------------|---------------------------|
| <u>93104-1-M</u> | <u>509:30</u> | <u>New</u> |
| <u>93103-1-M</u> | <u>509:30</u> | <u>New</u> |
| SERIAL NO. _____ | TOTAL HOURS _____ | TIME SINCE OVERHAUL _____ |
| SERIAL NO. _____ | TOTAL HOURS _____ | TIME SINCE OVERHAUL _____ |

3. AIRWORTHINESS DOCUMENTATION

- A. ☒ CURRENT OPERATING RESTRICTIONS (LIMITATIONS), COPY ATTACHED
- B. ☒ CURRENT OPERATING RESTRICTIONS (LIMITATIONS), AVAILABLE IN AIRCRAFT
- C. ☒ CURRENT APPROVED AIRCRAFT FLIGHT MANUAL, AVAILABLE IN AIRCRAFT
- D. ☒ CURRENT WEIGHT AND BALANCE INFORMATION, AVAILABLE IN AIRCRAFT
- E. ☒ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
- F. ☒ FAA FORM 337, MAJOR REPAIR AND ALTERATION, (ATTACH WHEN REQUIRED)
- G. ☐ FAA FORM 317, STATEMENT OF CONFORMITY, (ATTACH WHEN REQUIRED)
- H. ☐ WEIGHT AND BALANCE REPORT, (ATTACH WHEN REQUIRED)
- I. ☐ DATA, DRAWINGS, PHOTOGRAPHS, ETC., (ATTACH WHEN REQUIRED)
- J. ☐ AIRWORTHINESS CERTIFICATE, FAA FORM 1362, ISSUED IN ACCORDANCE WITH CAR _____
- K. ☐ PREVIOUS FAA FORM 1362, ISSUED IN ACCORDANCE WITH CAR _____

BY _____

(Name of Issuing Representative)

(Designation Number)

4. FAA REPRESENTATIVE CERTIFICATION

I have inspected the aircraft described on the reverse and, on the basis of the application and the foregoing, find it ~~not~~ experimental in condition for safe operation.

5. REGISTRATION INDICATED ON REVERSE IS PROPERLY DISPLAYED IN AIRCRAFT
- ☒
- YES
- ☐
- NO (Explain)

6. DESIGNEE'S SIGNATURE	DESIGNATION NO.	DATE
7. FAA INSPECTOR'S SIGNATURE <u>F. O. Behrman</u> F. O. Behrman	FAA DISTRICT OFFICE NO. <u>CE-GADO-11, Minneapolis, Minn.</u>	DATE <u>9-21-61</u>
8. REMARKS		A. ☐ ACCEPTED B. ☐ REINSPECTED C. ☐ SPOT CHECKED
9. ATTACHMENT(S) IN ADDITION TO THOSE LISTED ON REVERSE (List separately) <u>Copy of Operating Restrictions</u> <u>Copy of 1362B dated 9-18-61</u> <u>Original 1362B dated 7-7-61</u>		

General Aviation District Office No. 14
6301 -34th Avenue South
Minneapolis, Minnesota 55450

AIRCRAFT : Aero Commander 500A
REGISTRATION : N6235X
REGISTERED OWNER: Eagle Iron Works
129 E. Holcomb Street
Des Moines, Iowa

OPERATING RESTRICTIONS

The following revised Operating Restrictions are issued after the completion of flight tests in the flight test area for evaluation of E-14 Autopilot installation and it was determined that the aircraft was controllable throughout its normal range of speeds and maneuvers and had no hazardous operating characteristics.

1. 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 E-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 placard "Experimental" shall be prominently displayed at the entrance to the aircraft and visible from the outside.
6. The aircraft shall not be flown after the expiration date of March 18, 1965 shown on the airworthiness certificate or upon completion of products improvement and evaluation program for the equipment installed whichever occurs first.
7. No persons or property shall be carried for compensation or hire.

ORIGINAL SIGNED BY
FRANK O. BEHRMAN

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

September 24, 1964

General Aviation District Office No. 14
6301 - 34th Avenue South
Minneapolis, Minnesota 55425

AIRCRAFT : Aero Commander 300A
REGISTRATION : N6322X
REGISTERED OWNER : Eagle Iron Works
129 E. Holcomb Street
Des Moines, Iowa

OPERATING RESTRICTIONS

- The following revised Operating Restrictions are issued after the completion of flight tests in the flight test area for evaluation of H-14 Autopilot installation and it was determined that the aircraft was controlled through-out the normal range of speeds and maneuvers and had no hazardous operating characteristics.
1. All flights shall be conducted in compliance with the applicable VAA 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 H-14 autopilot demonstration or company personnel on possible 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 aircraft "Experimental" shall be prominently displayed at the entrance to the aircraft and visible from the outside.
 6. The aircraft shall not be flown after the expiration date of March 18, 1983 shown on the airworthiness certificate or upon completion of product improvement and evaluation program for the equipment installed whenever occurs first.
 7. No persons or property shall be carried for compensation or hire.

ORIGINAL SIGNED BY
FRANK C. BERMAN
Principal Maintenance Inspector
Federal Aviation Agency
CE-CAM-14 Minneapolis, Minnesota

September 14, 1984

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

830 419

FEDERAL AVIATION AGENCY APPLICATION FOR AIRWORTHINESS CERTIFICATE		FORM APPROVED BUDGET BUREAU NO. 04-R058.1
INSTRUCTIONS: Please print or type. Submit this form, original only, to an authorized Federal Aviation Agency Representative. Use attachments or extra sheets as necessary.		
PART I AIRCRAFT DESCRIPTION	1. AIRCRAFT IDENTIFICATION NO. N 6235X	2. AIRCRAFT MAKE Aero Commander
	4. AIRCRAFT SERIAL NUMBER 1097-51	5. ENGINE MAKE Continental
	7. NUMBER OF ENGINES 2	8. PROPELLER MAKE Hartzell
	3. AIRCRAFT MODEL 500A	6. ENGINE MODEL 10470-M
	9. PROPELLER MODEL HC-A2XF-2	
PART II CERTIFICATION REQUESTED	1. APPLICATION IS HEREBY MADE FOR: A. ☒ ORIGINAL ISSUANCE OF CERTIFICATE (AIRCRAFT ☐ NEW ☒ USED ☐ IMPORT) (CAR 1) B. ☐ AMENDMENT OF CURRENT CERTIFICATE (CAR 1.62) C. ☐ MULTIPLE CERTIFICATE (REF. CAR 1 AND 8) D. ☐ OTHER _____ (Specify)	
	2. AIRWORTHINESS CLASSIFICATION (Check appropriate item(s)) It is requested that an Airworthiness Certificate be issued to permit operation of the above described aircraft in the following classification(s): A. ☐ STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES) (REF. CAR 1) B. ☐ LIMITED (REF. CAR 9) C. ☐ RESTRICTED (REF. CAR 8) (Check operation(s) to be conducted) (1) ☐ AGRICULTURAL AND PEST CONTROL (4) ☐ PATROLLING (2) ☐ AERIAL ADVERTISING (5) ☐ FOREST AND WILDLIFE CONSERVATION (3) ☐ AERIAL SURVEYING (6) ☐ WEATHER CONTROL (7) ☐ OTHER _____ (Specify) D. ☒ EXPERIMENTAL (REF. CAR 1) (Check operation(s) to be conducted) (1) ☐ AMATEUR-BUILT (3) ☐ EXHIBITION (2) ☒ EXPERIMENT (RESEARCH AND DEVELOPMENT) (4) ☐ RACING (5) ☐ TO SHOW COMPLIANCE WITH CAR _____ E. ☐ (OTHER) _____ (Specify)	
	3. HAS THE APPLICANT PREVIOUSLY BEEN DENIED AN AIRWORTHINESS CERTIFICATE FOR THIS AIRCRAFT? ☐ YES (Explain) ☒ NO	
PART III INSPECTION AGENCY VERIFICATION (Not applicable to newly manufactured aircraft)	1. IN ACCORDANCE WITH CAR 1.67(d) THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: A. ☐ AIRCRAFT MANUFACTURER (Name of Firm) _____ B. ☐ CERTIFICATED DOMESTIC REPAIR STATION, CERTIFICATE NO. _____ C. ☐ CERTIFICATED AIR CARRIER, CERTIFICATE NO. _____ D. ☐ CERTIFICATED MECHANIC (Inspection Authorization) NO. _____ DATE _____ SIGNATURE OF AUTHORIZED INDIVIDUAL _____ TITLE _____	
	I hereby certify that the aircraft described above has been inspected and is airworthy and eligible for the classification(s) requested. I further certify that I am the registered owner (or his agent) of this aircraft which is registered* with the Federal Aviation Agency, as required by the Federal Aviation Act of 1958 and the applicable Federal Aviation Regulations and Regulations of the Administrator and that the following evidence of registration is displayed in the aircraft. (Check and complete appropriate item(s); this includes completion of items 1 and 2 on the reverse side of this form.) 1. ☒ CERTIFICATE OF REGISTRATION, FAA FORM 500 (PART A) DATE OF ISSUE September 15, 1961 2. ☐ APPLICATION FOR REGISTRATION, FAA FORM 500 (PART B). FAA FORM 500 FORWARDED TO _____ FAA AIRCRAFT REGISTRATION BRANCH ON (Date) _____ 3. ☐ DEALER'S AIRCRAFT REGISTRATION CERTIFICATE, FAA FORM 1707 (Expiration date) _____ 4. REGISTERED OWNER'S FULL NAME AND PERMANENT MAILING ADDRESS (No., Street, City, Zone and State) Eagle Iron Works 129 E. Holcomb Street Des Moines, Iowa 5. SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT Arthur D. Gensler 6. DATE 9/18/64 7. TITLE Agent *In order to be eligible for registration an aircraft must be owned by a citizen of the United States as defined by Section 101(13) of the Federal Aviation Act of 1958. 8. ATTACHMENTS (Check which) A. ☒ FAA FORM 337 C. ☒ WEIGHT AND BALANCE REPORT E. ☐ OTHER (List separately) B. ☐ FAA FORM 317 D. ☐ DATA, DRAWINGS, PHOTOGRAPHS, ETC. (List separately)	
PART IV OWNER'S CERTIFICATION		

26 SEP 29 1964

FEDERAL AVIATION AGENCY
AIRCRAFT INSPECTION REPORT

(Items 1 and 2 will be verified and all other applicable items will be completed by an authorized FAA representative.)

1. AIRCRAFT CERTIFICATION BASIS

The aircraft described in PART I on the reverse of this form has been inspected and found to conform to the following:

- A. ☐ AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET NO. _____ REVISION NO. _____
- B. ☐ AIRCRAFT LISTING, PAGE NO.(S) _____
- C. ☐ AIRWORTHINESS DIRECTIVE SUMMARY _____ (YEAR) THROUGH CARD NO. _____
- D. ☐ SUPPLEMENTAL TYPE CERTIFICATE NO.(S) _____
- E. ☒ OTHER: Experimental - Research & Development Per CAR 1.73
(Specify)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

- A. ☐ AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
- B. ☐ COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
- C. ☒ AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 505 HOURS
- D. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:
- | | | |
|-----------------------------|---------------------------|--------------------------------|
| SERIAL NO. <u>93104-1-M</u> | TOTAL HOURS <u>505:00</u> | TIME SINCE OVERHAUL <u>new</u> |
| SERIAL NO. <u>93103-1-M</u> | TOTAL HOURS <u>505:00</u> | TIME SINCE OVERHAUL <u>new</u> |
| SERIAL NO. _____ | TOTAL HOURS _____ | TIME SINCE OVERHAUL _____ |
| SERIAL NO. _____ | TOTAL HOURS _____ | TIME SINCE OVERHAUL _____ |

3. AIRWORTHINESS DOCUMENTATION

- A. ☒ CURRENT OPERATING RESTRICTIONS (LIMITATIONS), COPY ATTACHED
- B. ☒ CURRENT OPERATING RESTRICTIONS (LIMITATIONS), AVAILABLE IN AIRCRAFT
- C. ☒ CURRENT APPROVED AIRCRAFT FLIGHT MANUAL, AVAILABLE IN AIRCRAFT
- D. ☒ CURRENT WEIGHT AND BALANCE INFORMATION, AVAILABLE IN AIRCRAFT
- E. ☒ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
- F. ☒ FAA FORM 327, MAJOR REPAIR AND ALTERATION, (ATTACH WHEN REQUIRED)
- G. ☐ FAA FORM 317, STATEMENT OF CONFORMITY, (ATTACH WHEN REQUIRED)
- H. ☐ WEIGHT AND BALANCE REPORT, (ATTACH WHEN REQUIRED)
- I. ☐ DATA, DRAWINGS, PHOTOGRAPHS, ETC., (ATTACH WHEN REQUIRED)
- J. ☒ AIRWORTHINESS CERTIFICATE, FAA FORM 1362, ISSUED IN ACCORDANCE WITH CAR 1.73
- K. ☒ PREVIOUS FAA FORM 1362, ISSUED IN ACCORDANCE WITH CAR 1.67

BY

G. G. Chatham

(Name of Issuing Representative)

DMIR 2038

(Designation Number)

4. FAA REPRESENTATIVE CERTIFICATION

I have inspected the aircraft described on the reverse and, on the basis of the application and the foregoing, find it ~~acceptable~~ experimental is in condition for safe operation.

5. REGISTRATION INDICATED ON REVERSE IS PROPERLY DISPLAYED IN AIRCRAFT
- ☒
- YES
- ☐
- NO (Explain)

6. DESIGNEE'S SIGNATURE

DESIGNATION NO.

DATE

7. FAA INSPECTOR'S SIGNATURE

FAA DISTRICT OFFICE NO.

DATE

G. O. Behrman
G. O. Behrman

CE-GADO-14 Minneapolis, Minn.

9/18/64

8. REMARKS

- A. ☐ ACCEPTED
- B. ☐ REINSPECTED
- C. ☐ SPOT CHECKED

9. ATTACHMENT(S) IN ADDITION TO THOSE LISTED ON REVERSE (List separately)

Copy of Operating Restrictions
Copy of 1362B dated 9/18/64
Original 1362B dated 7/27/61

FAA AIRCRAFT REGISTRY

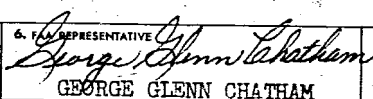
CAMERA NO. 5N DATE: 4-8-85

UNITED STATES FEDERAL AVIATION ADMINISTRATION CERTIFICATE OF AIRWORTHINESS		
1. NATIONALITY AND REGISTRATION MARKS N62351		2. AIRCRAFT AIRWORTHINESS CLASSIFICATION EXPERIMENTAL - Research and Development (See Reverse Side)
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. THIS CERTIFICATE EXPIRES MARCH 18, 1965		
5. DATE OF ISSUANCE 9-18-64	6. FAA REPRESENTATIVE Frank O. Robinson	7. DESIGNATION NO. GP-6450-71
8. 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.		

GPO : 1959 OF-508938

Form FAA 1362B (5-59)

1. Operating restriction dated 9-18-64 are a part of this certificate.
2. This aircraft does not comply with the International Airworthiness Standards of ICAO, Annex 8, Part II.
3. Special permission must be obtained from foreign countries for flights over their territories.

UNITED STATES OF AMERICA FEDERAL AVIATION AGENCY		
CERTIFICATE OF AIRWORTHINESS		
1. NATIONALITY AND REGISTRATION MARKS	2. AIRCRAFT AIRWORTHINESS CLASSIFICATION	
N6235X	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. REPRESENTATIVE	7. DESIGNATION NO.
JULY 27, 1961	 GEORGE GLENN CHATHAM	DMIR #2038
8. 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.		

GPO : 1959 OF-508938 Form FAA 1362B (5-59)

FAA AIRCRAFT REGISTRY

CAMERA NO. 5N DATE: 4-8-85

ORD

General Aviation District Office No. 14
6301 -34th Avenue South
Minneapolis, Minnesota 55430

AIRCRAFT : Aero Commander 500A
REGISTRATION : N6235X
REGISTERED OWNER: Eagle Iron Works
129 E. Holcomb Street
Des Moines, Iowa

OPERATING RESTRICTIONS

Airworthiness Certificate issued in Experimental Classification for the above described aircraft for the purpose of evaluation of Honeywell 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 aircraft during flight restricted to personnel essential to the purpose of the flight.
4. These Operations Limitations are a part of the airworthiness certificate and shall be carried in the aircraft 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 aircraft is controllable throughout its normal range of speeds and maneuvers to be executed and has no hazardous operating characteristics. 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 takeoff and landing at fixed base.
7. 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.

General Aviation District Office No. 14
6301 - 14th Avenue South
Minneapolis, Minnesota 55420

AIRCRAFT : Aero Commander 200A
REGISTRATION : N6332X
REGISTERED OWNER : Eagle Iron Works
129 E. Holcomb Street
Des Moines, Iowa

OPERATING RESTRICTIONS

Aircraftman Certificate issued in Experimental Classification for the above described aircraft for the purpose of evaluation of homebuilt aircraft is hereby restricted to those conditions which Federal Aviation Regulations

1. All flights shall be conducted within an approved flight test area under the provisions of FAR 91.903. The approved area must include any air corridors and obstacles and approved procedures needed for flight safety between the actual test area and the base of operations.
2. No flights shall be conducted for compensation or hire.
3. Occupancy of the aircraft during flight restricted to personnel essential to the purpose of the flight.
4. These Operating Restrictions are a part of the airworthiness certificate and shall be carried in the aircraft at all times.
5. All operations restricted to VFR day.
6. Flight operations must be completed in assigned flight test area and pilot aware in log that the aircraft is restricted throughout the normal range of speeds and maneuvers to be executed and has no hazardous operating characteristics. All flights shall be conducted to avoid areas having heavy air traffic and/or other aircraft, towns, villages, congested areas of 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.
7. Only flights authorized for the purpose of research and development required to determine if above installation will be feasible for final acceptance 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 FAR and Title 14 and General Operating Rules.

OPERATING RESTRICTIONS (Continued)

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

September 18, 1964

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

OPERATING RESTRICTIONS (Continued)

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

Frank O. Newman
Principal Maintenance Inspector
Federal Aviation Agency
CE-440-14 Minneapolis, Minnesota

September 18, 1964

FEDERAL AVIATION AGENCY				Form approved. Budget Bureau No. 41-B0524	
MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)					
1. AIRCRAFT	MAKE AERO COMMANDER	MODEL 500A	SERIAL NO. 500A-1097-51	NATIONALITY AND REGISTRATION MARK N6235A	
2. OWNER	NAME (First, middle, last) EAGLE IRON WORKS		ADDRESS (Street and number, city, state and State) 129 EAST HOLCOMB ST., DES MOINES, IOWA.		
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.					
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
4. AIRFRAME	***** (As described in item 1 above) *****			MAJOR REPAIR	MAJOR ALTERATION
5. POWERPLANT	THE ALTERATION IDENTIFIED HERRIN COMPLIES WITH APPLICABLE AIRCRAFT REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE DESCRIBED AIRCRAFT SUBJECT TO CONFORMITY INSPECTION BY A PERSON AUTHORIZED IN CAM 18.11 (b).			BUSINESS SUBJECT	
6. PROPELLER					
7. APPLIANCE	TYPE AND MANUFACTURER				
4. AIRCRAFT WEIGHT AND BALANCE DATA. This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.					
CATEGORY	EMPTY WEIGHT	MAINTENANCE BRANCH	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*	
NORMAL	4533.5	CE-230	172.4	1716.5	
5. CONFORMITY STATEMENT (Complete and check)					
a. AGENCY'S NAME AND ADDRESS		b. KIND OF AGENCY		c. CERTIFICATE NO.	
ROBERT E. GARNON, o/o, DES MOINES FLYING SERVICE, INC., MUNICIPAL AIRPORT, DES MOINES, IOWA.		☒ U. S. Certified Mechanic. ☐ Foreign Certified Mechanic. ☐ Certified Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)		A-E 149293	
d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
5-23-62 (Date repair and/or alteration completed)		ROBERT E. GARNON (Signature of authorized individual)			
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)					
Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is					
☒ APPROVED ☐ REJECTED		BY ☐ FAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft ☐ FAA Flight Standards Inspector ☐ Repair Station ☒ Other (Specify) INSPECTION AUTHORIZATION			
5-23-62 (Date of approval or rejection)		ROBERT E. GARNON (Signature of authorized individual; title or identification number)			
7. TO BE COMPLETED ONLY BY FAA PERSONNEL					
☐ Forwarded for engineering comment ☐ See attached memorandum ☒ Accepted 5/25/62 (Date) ☐ Reinspected (Date) ☐ Spot Checked (Date)					
CE-GADO-4 (FAA designation number)		A.C.U. 1171-1-1982 (Signature Flight Standards Inspector)			

INSTRUCTIONS

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 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.

2. DESCRIPTION OF WORK ACCOMPLISHED.

THE FOLLOWING EQUIPMENT CHANGES ACCOMPLISHED ON THE SUBJECT AIRCRAFT:

ITEM	WT.	ARM
PREVIOUS AIRCRAFT EMPTY WEIGHT	4479.3	✓ 172.0
INSTALLED COLLINS COMM. ANTENNA, 37R-1.	3.5	✓ 158.0
" " OMNI " 37J-3.	4.0	✓ 275.0
REMOVED ARC ANTENNA, A-15.	1.3	✓ 405.0
" " IER ANTENNA, 63707	1.0	✓ 390.0
INSTALLED SCOTT MODEL 8885, OXYGEN SYSTEM	54.0	✓ 237.0
" " B. F. GOODRICH PROP DE-ICER SYSTEM, PER STC SA1-607.	15.0	✓ 143.8
	4533.5	✓ 172.4
NEW EMPTY WEIGHT -- 4533.5 lb's.		
NEW EMPTY WEIGHT CENTER OF GRAVITY -- 172.4"		
NEW USEFUL LOAD -- 1716.5 lb's.		

THE SCOTT 8885 OXYGEN SYSTEM COMPONENTS ARE INSTALLED AS FOLLOWS: THE PRESSURE-REGULATOR UNIT IS LOCATED ON THE CABIN/RITE SIDE IMMEDIATELY AFT OF THE CO-PILOT'S SEAT, AND ACCESSIBLE TO THE PILOT TO ~~RECHECK~~ REGULATE AND READ. THE BOTTLE IS LOCATED ON ONE OF THE AFT-RADIO-EQUIPMENT SHELF. THE BOTTLE IS SECURED TO THE SHELF USING THE HOLD-DOWN STRAP BRACKETS AS SUPPLIED BY SCOTT AVIATION. ALL PLUMBING USED IN THIS SYSTEM IS INSTALLED AS SUPPLIED BY SCOTT AVIATION. THE PLUMBING AND COMPONENTS ARE INSTALLED AND LOCATED IN SUCH A MANNER AS TO BE FREE OF CONTAMINATION, VIBRATION, AND INTERFERENCE OF THE OTHER AIRCRAFT SYSTEMS. A PRESSURE TEST WAS CONDUCTED AND ALL LEAKS ELIMINATED. THE BOTTLE IS ICC APPROVED. THE LOAD FACTORS AS CALLED OUT IN CAM 3.386(a), HAVE BEEN PROVEN WITHIN LIMITS. THIS SYSTEM INCORPORATES FLOW INDICATORS, PRESSURE REGULATORS AND PRESSURE INDICATORS AS PER CAM 3.652. THE INSTRUMENT PANEL IS PLACARDED TO READ "IF THE USE OF THE OXYGEN SYSTEM IS ANTICIPATED, PRESSURE VALVE AT THE BOTTLE MUST BE TURNED ON PRIOR TO FLIGHT".

THE ABOVE LISTED ANTENNAS ARE LOCATED AT STA'S. 158.0" & 275.0", ON THE FUSELAGE 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(k), ~~18.30-22~~ 18.30-22, 18.30-22(c), 18.30-22(1).

APPLICABLE PLACARD AND FLIGHT MANUAL SUPPLEMENT INSTALLED RELATIVE TO THE PROPELLER DE-ICER SYSTEM.

ANELECTRICAL SYSTEM CONTINUOUS RUNNING LOAD CHECK WAS CONDUCTED AND FOUND NOT TO EXCEED 80% OF THE MAXIMUM RATED OUTPUT OF THE GENERATOR SYSTEMS.

OKLAHOMA CITY, OKLA

29. Apr 97 11 9 AM

*If additional space is required, attach sheets bearing aircraft nationality and registration mark and date work completed.

Check block if additional sheets are attached.

U.S. GOVERNMENT PRINTING OFFICE 16-54010-5

Form FAA-337 (4-82)

FEDERAL AVIATION AGENCY

Form approved
Budget Bureau No. 41-B0824

MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

1. AIRCRAFT	MAKE Aero Commander	MODEL 500A	SERIAL NO. 500A-1097-51	NATIONALITY AND REGISTRATION MARK N6235X
2. OWNER	NAME (First, middle, last) Eagle Iron Works		ADDRESS (Street and number, city, zone and State) 129 East Heleomb Des Moines, Iowa	
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.				
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR MAJOR ALTERATION
a. AIRFRAME	***** (As described in item 1 above) *****			XXI
b. POWERPLANT	RECEIVED			
c. PROPELLER	OCT - 2 1961 TYPE AND MANUFACTURER			
d. APPLIANCE	MAINTENANCE BRANCH CE 230			
4. AIRCRAFT WEIGHT AND BALANCE DATA *AFTER the repairs and/or alterations described below were made. This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.				
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*	
Normal	4479.32	172.07	1770.68	
5. CONFORMITY STATEMENT (Complete and check)				
a. AGENCY'S NAME AND ADDRESS Minnesota Airmotive Division of F. H. Peavey & Co. Wold Chamberlain Field Minneapolis 50, Minnesota		b. KIND OF AGENCY ☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)		c. CERTIFICATE NO. 3936 Class III, Airframe rating
d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge. Sept. 22, 1961 (Date repair and/or alteration completed) <i>James M. Leach</i> (Signature of authorized individual)				
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items) Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is ☒ APPROVED } BY { ☐ FAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft ☐ REJECTED } ☐ FAA Flight Standards Inspector ☒ Repair Station ☐ Other (Specify) Sept. 22, 1961 (Date of approval or rejection) <i>Richard P. Smith, insp</i> (Signature of authorized individual; title or identification number)				
7. TO BE COMPLETED ONLY BY FAA PERSONNEL				
a. ☐ Forwarded for engineering comment ☐ See attached memorandum				
b. ☒ Accepted 9/22/61 ☐ Reinspected ☐ Spot Checked (Date) (Date) (Date) GADO 14 Minneapolis, Minn <i>L.O. Behmer</i> (FAA designation number) (Signature Flight Standards Inspector)				

INSTRUCTIONS

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 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 magnetic 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 other Aero Commander FAA approved installations.

All wires and circuit s protected with circuit breaker or fuse, wire size and circuit 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 cart equals 38 amps.

Weight and balance as follows;

Item	weight	arm	moment
Aircraft	4475.88	172.15	770535.52
Electric turn and bank	2.5	70	175
Air speed inst.	.8	71.5	57
Speaker amplifier (Tram 28-3.2)	.14	54.5	7.63
	<u>4479.32</u>		<u>770775.15</u>

New empty center of gravity equals $\frac{770775.15}{4479.32} = 172.07$

New empty weight equals 4479.32 pounds

New useful load equals 1770.68 pounds

Loading Sub-Totals

Item	weight	arm	Moment 1000
Corrected empty wt.	4479.32	172.07	771.
Oil 6 gal	45	146	7
Pilot	170	94	16.
Sub total weight & Moment	1694		<u>1000</u>

*If 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 16-54010-5

RECEIVED

SEP 25 1963

GADO #14

MINNEAPOLIS

FEDERAL AVIATION AGENCY					Form approved Budget Bureau No. 41-R0524	
MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)						
1. AIRCRAFT	MAKE Aero Commander	MODEL 500 A	SERIAL NO. 500A-1097-51	NATIONALITY AND REGISTRATION MARK N 6235 X		
2. OWNER	NAME (First, middle, last) Minnesota Airotive		ADDRESS (Street and number, city, zone and State) Wold Chamberlain Field Minneapolis 50, Minnesota			
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.						
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)		
				MAJOR REPAIR	MAJOR ALTERATION	
a. AIRFRAME	***** (As described in item 1 above) *****				XX	
b. POWERPLANT	THE ALTERATION IDENTIFIED HEREIN COMPLIES WITH APPLICABLE AIRCRAFT INSPECTION REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE DESCRIBED AIRCRAFT SUBJECT TO CONFORMITY INSPECTION BY A PERSON AUTHORIZED IN CAR 18.11(S).					
c. PROPELLER	TYPE AND MANUFACTURER					
d. APPLIANCE	8/4/61 <i>L.O. Behm</i>					
4. AIRCRAFT WEIGHT AND BALANCE DATA *AFTER the repairs and/or alterations MAINTENANCE BRANCH CE 230						
CATEGORY		EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*		
Normal		4475.88	172.15	1774.17		
5. CONFORMITY STATEMENT (Complete and check)						
a. AGENCY'S NAME AND ADDRESS			b. KIND OF AGENCY		c. CERTIFICATE NO.	
Minnesota Airotive Division of F. H. Peavey & Company Wold Chamberlain Field Minneapolis 50, Minnesota			☐ U. S. Certified Mechanic. ☐ Foreign Certified Mechanic. ☒ Certified Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)		#3936 Class III Airframe rating	
d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.						
8/4/61 (Date repair and/or alteration completed)			<i>Raymond D. Westland</i> Inspector (Signature of authorized individual)			
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items) Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is						
☒ APPROVED ☐ REJECTED		BY { ☐ FAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft ☐ FAA Flight Standards Inspector ☒ Repair Station ☐ Other (Specify)				
8-4-61 (Date of approval or rejection)		<i>L.H. Salay #3936 insp.</i> (Signature of authorized individual, title or identification number)				
7. TO BE COMPLETED ONLY BY FAA PERSONNEL						
a. ☐ Forwarded for engineering comment ☐ See attached memorandum						
b. ☐ Accepted ☒ Reinspected 8/4/61 ☐ Spot Checked						
Bentval 14 (FAA designation number)		<i>L.O. Behm</i> (Signature Flight Standards Inspector)				

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.

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 37P4 Glide Slope Antenna installed per Minnesota Airmotive Print #RE 0153. Pioneer Compass Transmitter installed per RE 0259 approved for duplication. ADF Sense Antenna forward mast installed according to Minnesota Airmotive print #RE 0255. Copperweld wire used with accepted tension units. Used rear anchor on leading edge of fin supplied by aircraft mfg. .

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

Harco UDA-2 DME antenna installer per Minnesota Airmotive print # CRE-0323 approved for duplication.

Aircraft equipped with 2 ea., 50 amp. generators. Most sever electrical load as measured with master ammeter on 28.5 volt power cart equals 36 amps. 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.

*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and the word "CONTINUED".
Check block if additional sheets are attached. ☒

OKLAHOMA AIRCRAFT REGISTRY

AUG 17 3 07 PM '61

FAA
RECORDS MANAGER

MINNESOTA AIRMOTIVE, INC.

WOLD CHAMBERLAIN FIELD

MINNEAPOLIS 50, MINNESOTA

Prepared By Ed. D. Westland

Page 2

Date 6/4/51

Report No. 537

Checked By _____

Model 500 A

S/N 500A-1097-63 N 6235 E

Weight and Balance Data

<u>ITEM</u>	<u>WT.</u>	<u>ARM</u>	<u>MOMENT</u>
Aircraft corrected wts	4375.0	171.06	748515.0
Sound Proofing	7.0	136.0	952.0
<u>Comm. I</u>			
Collins 61371 Transceiver	5.4	69.0	370.6
42701 Power Supply	7.3	233.3	1699.6
Transmitter #2 1713 A	2.5	68.0	172.5
ABC A-15 Antenna	1.3	406.0	528.5
<u>Nav. I</u>			
Collins 5113 Receiver	3.85	63.5	222.63
42701 Power Supply	5.0	274.3	1371.5
34402 Indicator	2.6	70.0	182.0
Leas 63707 Antenna	1.0	390.0	390.0
<u>Nav. II</u>			
Collins 5113 Receiver	3.85	63.5	222.63
42701 Power Supply	5.0	230.3	1401.0
34401 Indicator	2.4	70.0	168.0
<u>ADF Motorola 3-18 System</u>			
5014 Tuner	5.0	70.3	352.5
2321 E Loop	1.3	200.0	260.0
4036 A Indicator	1.8	71.5	127.25
5834 A Servo. Amp.	3.2	71.5	228.8
Sence Antenna	2.0	300.0	600.0
<u>Slide Slone</u>			
Duro DCS-20 Receiver	6.3	242.0	2033.6
Collins 87PH Antenna	1.0	16.0	16.0
<u>Marker</u>			
Harco MFT-24	1.2	52.5	63.0
Antenna	.5	413.0	206.5

CAMERA NO. 5N DATE: 4-8-85

CAMERA NO. 5N DATE: 4-8-85

MINNESOTA AIRMOTIVE, INC.

WOLD CHAMBERLAIN FIELD

MINNEAPOLIS 50, MINNESOTA

Prepared By Re. De Westland

Page 3

Date 3/4/81

Report No. 837

Checked By _____

Model 500A

S/N 500A-1987-51 N 6235 I

Weight and Balance Data Cont'd.

<u>ITEM</u>	<u>WT.</u>	<u>ARM</u>	<u>MOMENT</u>
<u>DME Ears</u>			
TEAR-9 Power Supply	5.93	237.0	1403.4
UDI-2 Interrogator	7.9	67.5	525.5
UDA-2	.25	71.0	17.75
<u>Pioneer Remote Control</u>			
Transmitter	3.0	419.0	1257.0
Inverter	2.9	242.0	696.0
Indicator	.5	72.5	36.25
Custom Audio Panel	7.0	73.5	514.5
2 ea., Clotron Speakers	2.0	102.0	204.0
1 ea., head set	1.0	105.0	105.0
1 ea., Microphone	.5	87.0	43.5
Wire & Hardware	18.0	90.0	1620.0
Static wicks	1.0		
Total	<u>4475.88</u>	<u>Distributed</u>	<u>77035.52</u>

$77035.52 + 4475.88 = 172.15^{\circ}$ new E.C.G.

$6250 - 4475.88 = 1774.12$ lbs. useful load

Loading Sub totals.

<u>ITEM</u>	<u>WT.</u>	<u>ARM</u>	<u>MOMENT/1000</u>
Corrected empty weight	<u>4475.88</u>	<u>172.15</u>	<u>771</u>
oil 6 gals	45.0	146.0	7
Pilot	<u>170.0</u>	<u>94.0</u>	<u>16</u>
Sub total wt. & moment	<u>4690.88</u>		<u>794</u>

Load aircraft in accordance to Flight Manual.

FAA AIRCRAFT REGISTRY

CAMERA NO. 5N DATE: 4-8-85