FAA FORM 8130-6, APPLICATION FOR U.S. AIRWORTHINESS CERTIFICATE

Form Approved O.M.B. No. 2120-0018 Expiration Date 02/28/2013

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SEN		cond		_{lby:} Dycus (AGEN'	r\	-		IFICATE HOLDER	UNDE	RY			14 0	R part 121 OR	135	Т	14 CFR part 145
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V. FAA REPRESENTATIVE CERTIFICATION	•	5/1	14	OFFICE WP13-HNL 4	SIGNATURE	INSPECTOR'S SIGNATURE OF DEPTINE INTURE AND NO. KE GRAY, ASI, WP-1			7			ATUR				_	
FAA Form 8	130-6 (4/11)	All P	revious Editions Superse	ded		Ele	ctronic Format -P	DF			_	VIM		P	age	10/2

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VI. PRODUCTION FLIGHT TESTING	B. PRODUCTION BASIS (Check applicable item)												
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E E	TYPE CERTIFICATE												
> □			OTHER:						,				
	C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS DATE OF APPLICATION NAME AND TITLE (Print or type)						0.00						
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	_		PTION OF AIR	CRAFT			ADDRE						
	Si	mon i	awrence					25 Wild Goose Ct. Newport Beach CA 92663-2342					
		ILDER (•	•			MODEI 500			,			
	Aero Commander SERIAL NUMBER				REGIS	TRATION MARK							
		16-60					N520						
ST	FR:		PTION OF FLI	GHT		CUSTOMER	TO	ATION FLIGHTS	☐ (Check	if applicable)			
#	Honolulu Hawaii (HNL)				Trac	y California (1	rcy)						
9	VIA Hi		waii (HT	O)			7/25	TURE DATE /2014		DURATION 30			
N.					AIRCRAFT	AND ITS EQUIPMENT							
) H	_		PILOT	CO-PILOT	•	FLIGHT.ENGINEER		THER (Specify)					
2						LE AIRWORTHINESS RE 1 turtle pac tank l							
PURPOSES OTHER													
VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST	E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION: (Use attachment if necessary)												
	Adı saf	ministrat e for the	CATION - I he lon in accorda flight describe	nce with Title 49 ed.	of the United	tered owner (or his agent) States Code 44101 et seo	of the aircre and applic	ft described above; the able Federal Aviation	Regulations; e	and that the aircraft h	Federal Aviation	on ted and is	
	DA			i	D TITLE (Pri				SIGNATUR	RE /	1	·	
	7/2	23/20	14	Darrell	Dycus	(agent)				General /	My		
N EE			erating Limitati Applicable	ons and Marking	s in Compliar	nce With 14 CFR Section 9	1.9	·		Form 8130-9 (Attack		d)	
VIII. AIRWORTHINESS DOCUMENTATION (FAA/DESIGNEE use only)		B. Cu	rent Operating	Limitations Atta	ched			H. Foreign Airworth (Attach when re		ation for Import Aircre	<u> </u>		
ORTHII N (FAA onby)		C. Da	ta, Drawings, F	Photographs, etc.	(Attach whe	n required)		I. Previous Airworthiness Certificate Issued in Accordance With 14 CFR Section CAR (Original attached)				nal attached)	
AIRW TATIO		D. Çu	rent Weight a	nd Balance Inform	nation Availa	ble in Aircraft							
VIII.		E. Ma	or Repair and	Alteration, FAA F	orm 337 (Att	tach when required)		J. Current Airworth 14 CFR Section	iness Certifica	ate Issued in Accorda	nce With (Copy att	eched)	
000		F. This inspection Recorded in Aircraft Records				K. Light-Sport Airc	raft Statement	of Compliance, FAA	Form 8130-15	(Attach			

UNITED STATES OF AMERICA

DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

SPECIAL AIRWORTHINESS CERTIFICATE

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	CATEGORY/D	ESIGNATION SPE	CIAL FLIGH	T PERMIT	
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				OBILL III	OLI WILDHI
В	MANU-	NAME N∕A			
В	FACTURER	ADDRESS N/A			
	FUCUT	FROM HNL via	ITO		
C	FLIGHT	TO TCY		SERIAL NO. 1116-66 MODEL 500 B EXPIRY 08/24/2014 Z2014 ARE PART OF THIS CERT DESIGNATION OR OFFICE N	
D	N- 520DR			SERIAL NO.	1116-66
ט	BUILDER A	ero Commander		MODEL	500 B
	DATE OF ISSU	JANCE 07/25/201	4	EXPIRY 08	/24/2014
	OPERATING L	IMITATIONS DATED	07/25/2014	ARE PART OF	THIS CERTIFICATE
E	SIGNATURE OF FAA	REPRESENTATIVE	P	DESIGNATION (OR OFFICE NO.
	Ike Gray	Mu &	They	WP-13 HN	LFSDO

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 TITLE 14, CODE OF FEDERAL REGULATIONS (CFR).

Α	(USC) 44704 and Title 14 Code of Federal Regulations (CFR).
В	The airworthiness certificate authorizes the manufacturer named on the reverse side to conduct production fight tests, and only production flight tests, of aircraft registered in his name. No person may conduct production flight tests under this certificate: (1) Carrying persons or property for compensation or hire: and/or (2) Carrying persons not essential to the purpose of the flight.
С	This airworthiness certificate authorizes the flight specified on the reverse side for the purpose shown in Block A.
D	This airworthiness certificate certifies that as of the date of issuance, the aircraft to which issued has been inspected and found to meet the requirements of the applicable CFR. The aircraft does not meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention On International Civil Aviation. No person may operate the aircraft described on the reverse side: (1) except in accordance with the applicable CFR and in accordance with conditions and limitations which may be prescribed by the FAA as part of this certificate; (2) over any foreign country without the special permission of that country.

This airworthiness certificate is issued under the authority of Public Law 104-6, 49 United States Code

Unless sooner surrendered, suspended, or revoked, this airworthiness certificate is effective for the duration and under the conditions prescribed in 14 CFR, Part 21, Section 21.181 or 21.217.

UNITED STATES OF AMERICA

DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

SPECIAL AIRWORTHINESS CERTIFICATE

	CATEGORY/D	ESIGNATION	SPECIAL FL	IGHT PERMIT
Α	PURPOSE 0	PERATION	OVER MAXIN	NUM GROSS WEIGHT
В	MANU-	NAME	N/A	
D	FACTURER	ADDRESS	N/A	
С	FLICHT	FROM PPG	Pago Pago	Subject to Para (2)
C	FLIGHT	TO KTC	Y Tracy CA	Reverse Side
D	N- 520DR			SERIAL NO. 1116-66
ָ ט	BUILDER	Aero Comma	nder	MODEL 500-B
	DATE OF ISSU	JANCE :	3/7/2014	EXPIRY 4/7/2014
	OPERATING L	IMITATIONS D	ATED 3/7/20	14 ARE PART OF THIS CERTIFICATE
E	SIGNATURE OF FAA	REPRESENTATIVE	10	DESIGNATION OR OFFICE NO.
-	-Wan	1 /M/S	ele	
	Dai	n R McGehee		DART710617WP

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 TITLE 14, CODE OF FEDERAL REGULATIONS (CFR).

FAA Form 8130-7 (04/2011) Previous Edition 07/04 May be Used until Depleted

SEE REVERSE SIDE NSN: 0052-00-693-4000

A	This airworthiness certificate is issued under the authority of Public Law 104-6, 49 United States Code (USC) 44704 and Title 14 Code of Federal Regulations (CFR).
В	The airworthiness certificate authorizes the manufacturer named on the reverse side to conduct production fight tests, and only production flight tests, of aircraft registered in his name. No person may conduct production flight tests under this certificate: (1) Carrying persons or property for compensation or hire: and/or (2) Carrying persons not essential to the purpose of the flight.
С	This airworthiness certificate authorizes the flight specified on the reverse side for the purpose shown in Block A.
D	This airworthiness certificate certifies that as of the date of issuance, the aircraft to which issued has been inspected and found to meet the requirements of the applicable CFR. The aircraft does not meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention On International Civil Aviation. No person may operate the aircraft described on the reverse side: (1) except in accordance with the applicable CFR and in accordance with conditions and limitations which may be prescribed by the FAA as part of this certificate; (2) over any foreign country without the special permission of that country.
Е	Unless sooner surrendered, suspended, or revoked, this airworthiness certificate is effective for the duration and under the conditions prescribed in 14 CFR, Part 21, Section 21.181 or 21.217.



Western-Pacific Region Honolulu Flight Standards District Office

135 Nakolo Place Honolulu, HI 96819-1845

Telephone: (808) 837-8300 Facsimile: (808) 837-8399

OVERWEIGHT and MAINTENANCE OPERATING LIMITATIONS FOR SPECIAL FLIGHT PERMIT

This permit is for the following aircraft for the purpose of operation in excess of maximum certified takeoff weight in accordance with 14 CFR 21.197(b). Special Flight Permit must be displayed at the cabin or cockpit entrance in accordance with 14 CFR 91.203. Flight crewmembers must be properly certificated and rated in accordance with 14 CFR 61.

AIRCRAFT MAKE: AERO COMMANDER

REGISTRATION NO.: <u>N520DR</u> SERIAL NO.: <u>1116-66</u>

FROM: HONOLULU, HI (PHNL)

TO: Tracy, California

The owner or operator of this aircraft shall be responsible for the following:

1. These Operating Limitations are part of Special Flight Permit (FAA Form 8130-7), dated: JULY 25 thru AUG. 24, 2014, and must be made available to any person operating this aircraft and carried aboard the aircraft on this special flight.

MODEL: 500B

- 2. The Special Flight Permit is not valid unless the aircraft has been given a preflight inspection by a certificated Airframe and Powerplant Mechanic or appropriately rated Repair Station and determined to be structurally and functionally safe for the proposed ferry flight. The mechanic or repair station must also verify (if an auxiliary fuel system is required for the ferry flight) that the installation conforms to the installation data contained in FAA Form 337 dated: 2/28/2014. The mechanic or repair station that inspects the aircraft must record in the aircraft records the inspection and certify that the aircraft is safe for the intended flight.
- 3. Pilots Ferry Fuel System Operating Instructions as contained in N520CR, Ferry Fuel Tank System, must be carried in the aircraft.
- 4. Any Airworthiness Directive pertinent to this aircraft requiring accomplishment prior to further flight, or for which the time limit has been reached, exceeded or may become due during the intended flight, must be complied with before the ferry flight is initiated.
- 5. Any Life Limited Component pertinent to this aircraft requiring accomplishment prior to further flight, or for which the time limit has been reached, exceeded or may become due during the intended flight, must be complied with before the ferry flight is initiated.
- 6. The carriage of cargo or persons other than crew members essential to the flight is prohibited. The crew members shall be appropriately certificated, rated, and properly qualified for the aircraft and aircraft equipment for the flight involved, including various weather conditions which may be encountered.
- 7. All flights are to be conducted in accordance with applicable general operating and flight rules of 14 CFR 91. The flights are limited to VFR 🖂 IFR 🖂 and in day 🖂 night 🖂 conditions.
- 8. Maximum quantity of fuel carried in ferry tanks must not exceed 255 gallons and 720 pounds.
- 9. The aircraft shall contain equipment required by 14 CFR 91.205 and operable communication and navigation equipment permissible by 14 CFR 21.197(b) appropriate to the route(s) to be flown and adequate for long-range over water navigation and communication.
- 10. Must not exceed **8437 pounds** of maximum gross weight as shown on the temporary weight and balance and the special flight permit application to comply with weight and balance restrictions. Maintain CG aft limit to 174.5 in.(10.073 in Lb /aircraft weight)in. Maximum listed gross weight of aircraft per TCDS NO: 6A1, 6750 pounds take-off weight. Normal aircraft limits will be observed when operating within the normal gross weights.
- 11. When operating in the overweight condition, Never Exceed Speed (Vne) is limited to 230 MPH. Further limitations are set forth in the Overweight Authorization Letter reference: 120L-14-314, Dated July 17, 2014 from the Transport Airplane Directorate, Los Angeles aircraft, Certification Office, Lakewood, California. 90712-4137, attached hereto and made part of these limitations.

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12. WARNING: INCREASED STALL SPEEDS AND REDUCED CLIMB PERFORMANCE SHOULD BE EXPECTED FOR THE INCREASED WEIGHT.

- 13. The flight characteristics of this aircraft have not been evaluated at operational weights in excess of the maximum certificated gross weight. The aircraft operator shall determine that the aircraft is safe to operate in the overweight condition.
- 14. The excess weight authorized is limited to the additional fuel, fuel carrying tanks, and navigational equipment necessary for this particular flight.
- 15. Fuselage auxiliary (ferry) fuel should be used as soon as practical in flight.
- 16. This aircraft is prohibited from aerobatic flight, that is, an intentional maneuver involving an abrupt change in the aircraft's attitude, an abnormal attitude, or abnormal acceleration not necessary for normal flight.
- 17. Use of autopilot (if installed) while in overweight condition is prohibited.
- 18. Flight into weather conditions with moderate to severe turbulence should be avoided.
- 19. The temporary auxiliary ferry fuel system must conform to the installation described on FAA Form 337 dated 2/28/2014 and must be carried aboard the aircraft at all times during the intended flight.
- 20. Any alteration, including removal or partial removal of the auxiliary ferry fuel system, HF communication or navigation equipment made to this aircraft during the effective period of this Special Flight Permit shall invalidate this permit.
- 21. Survival equipment appropriate to the route(s) to be flown shall be carried aboard the aircraft.
- 22. This aircraft does not meet the requirements of the applicable, comprehensive, and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation.
- 23. Smoking is prohibited when temporary fuel tanks are installed in the cabin.
- 24. Operation in the overweight condition must be conducted to avoid areas of heavy air traffic, cities, towns, villages, and congested areas, or any other areas where such flights might create hazardous exposure to persons or property on the ground.
- 25. Prior to departure in the overweight condition contact the <u>Honolulu</u>, <u>HI</u>, FAA Flight Standards District Office, Air Carrier Unit Supervisor, at telephone number (808) 837-8322 with sufficient time to schedule a pre-departure inspection, if deem necessary by that office.
- 26. Prior to requesting clearance to take-off position, the pilot in command must advise the Air Traffic Control (ATC) tower of the overweight condition and of any limitations with respect to a specific runway or prescribed meteorological condition
- 27. When an overweight landing occurs or the aircraft encounters Moderate or Severe Turbulence when being operated in the overweight condition, a logbook entry shall be made indicating the circumstance. The aircraft must be inspected by an appropriately rated and qualified mechanic or certificated repair facility, to determine that no structural damage has occurred. A logbook entry must be made showing the results of the inspection and state the aircraft is airworthy prior to any subsequent flight of the aircraft after the incident. Logbook entries shall be in accordance with 14 CFR 43.
- 28. Fuel and oil consumption must be calculated from the manufacturer's maximum allowable data and previous aircraft operating history to determine adequate supply is available for the intended flight.
- 29. Upon arrival at the first point of landing on the U.S. continent, the aircraft must be inspected by an appropriately rated and qualified mechanic or certificated repair facility to determine that the aircraft is in a condition for continued safe operation to the final destination. Logbook entries of the inspection shall be in accordance with 14 CFR 43. The auxiliary ferry fuel system valves shall remain in the closed position for the remaining portion of the ferry flight and no additional fuel shall be added to the auxiliary fuel system. The aircraft shall be operated normally on the aircraft fuel system.
- 30. This Operating Limitations expires upon arrival at the intended final destination or on the expiration date of the associated Special Flight Permit (FAA Form 8130-7).
- 31. A log book entry must be made by an appropriately rated mechanic or certificated repair station stating that the aircraft ferry fuel as installed are removed and the aircraft returned to normal configuration, upon arrival at the final destination and prior to returning the aircraft to normal service. Entries shall be in accordance with 14 CFR 43.

Date:25 July 2014	Edward Valdez (MM) // 9/
I have read and understand these limitations:	Principal Maintenance Inspector Honolulu Flight Standards District Office
July 2014	ade & Sour

Operations Limitations are for above listed pilot, if pilot changes are made, Operations Limitations become Void.



U.S. Department of Transportation

Federal Aviation Administration

July 17, 2014

In reply refer to: 120L-14-314

Mr. Darrell Dycus 1253 S. Beretania St. #2122 Honolulu, Hawaii 96814

Dear Mr. Dycus.

Subject: Approval for operation of Twin Commander 500B to operate over gross

weight for one time ferry flight.

The Los Angeles Aircraft Certification Office has received your email correspondence of July 10, 2014 requesting approval to operate a Twin Commander over gross weight for a one time ferry flight. Specifically, the request is to takeoff at a gross weight of 8437 lbs, which is 25% over maximum allowed gross weight of 6750 lbs. This request is for Twin Commander 500B airplane serial number (S/N) 1116-66, registration number NZ20DR which will be ferried from Honolulu, Flawaii to Tracy, California. We understand that you are working with the Honolulu FSDO who will issue the special flight authorization.

Transport Airplane Directorate

Lukewood, California 90712-4137

Los Angeles Aircraft

3960 Paramount Bouleyard

Certification Office

The Los Angeles Aircraft Certification Office supports the issuance of this onetime special flight permit. The excess weight authorization is granted to carry only the additional fuel, fuel tanks and equipment necessary for this ferry flight. Due to extended engine operation between stops, requirements of any additional oil should be established in accordance with Advisory Circular 23.1011-1.

While operating in the overweight condition, the airplane must be operated with the following restrictions to avoid exceeding its structural and performance capabilities.

- 1 Takeoff and fly in smooth air, and avoid abrupt control inputs and avoid exceeding structural load factors of ±2.0 and -1.0 G's.
- 2 Do not land over maximum published gross weight except in an emergency.
- 3 Use fuel in cabin tanks first. Fuel in wings relieves the bending load on the wing spars and should remain in the wings until operation below maximum gross weight.
- 4 Limit airspeed to the following:
 - a. Va = 155 mph
 - b. Ve = 205 mph
 - c. Vne = 230 mph

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- 5 Operate within the following reduced center of gravity range:
 - a. CG(forward limit): 186.45 in. (138.052 in-lb/aircraft weight) in.
 - b. CG(aft limit) = 174.5 in.- (10.073 in-lb/aircraft weight) in.

The above limitations are intended to protect the structural integrity of the airframe. The flight characteristics and performance at this increased gross weight and C.G. configuration have not been determined. Increased takcoff distance, increased stall speeds and reduced climb performance are to be expected and planned for.

If there are any questions please contact Mr. Fred Guerin at (562) 627-5232 or fred guerin@faa.gov.

Sincerely.

Gregory S. DiLibero Manager, Airframe Branch

Valdez, Edward (FAA)

From:

Guerin, Fred (FAA)

Sent:

Friday, July 25, 2014 9:56 AM

To:

Valdez, Edward (FAA)

Cc:

Darrell Dycus

Subject:

FW: N520DR

Attachments:

314.pdf

Dear Mr. Valdez,

This message is to provide validation that the registration number in the attached approval letter contains a typographical error.

The Registration number should be N520DR, and not N620DR as stated in the letter. For the sake of expediency please make a pen and ink correction to the first paragraph of the attached letter changing the number 6 to a number 5 where the registration number is stated.

Thank you for your efforts. Best regards,

Fred Guerin

Airframe Branch, ANM-120L Los Angeles Aircraft Certification Office Voice: 562-627-5232 FAX: 562-627-5210

From: Guerin, Fred (FAA)

Sent: Thursday, July 17, 2014 1:55 PM

To: 'Darrell Dycus'
Subject: RE: N520DR

Hi Darrell,

Attached is a copy of your letter of ACO support for your ferry flight. The original is in the mail to you.

Bon voyage,

Fred Guerin

Airframe Branch, ANM-120L Los Angeles Aircraft Certification Office Voice: 562-627-5232 FAX: 562-627-5210

From: Darrell Dycus [mailto:darrelldycus@hotmail.com]

Sent: Friday, July 11, 2014 12:31 PM

To: Guerin, Fred (FAA) **Subject:** RE: N520DR

Aloha Fred, The ferry flight is from Honolulu (HNL) to Tracy California (TCY) we were going to Camarillo/Oxnard but they decided to go to Tracy instead.

The standard gross weight is 6750 lbs

Maximum takeoff weight with ferry fuel is 8437 lbs

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Letter of Authorization

June 2, 2014

To Whom It May Concern:

This letter is to authorize Darrell Dycus to act as an agent on Federal Aviation Administration From 8130-6 (Application for U.S Airworthiness Certificate) and for a Special Flight Permit for Ferry Flight in Excess of Maximum Take-Off Weight on behalf of Lawrence Simon of 25 Wild Goose Court Newport Beach, CA in regards to the following aircraft:

Manufacturer: Aero Commander

Model: 500B

Serial Number: 1116-66

Registration: N520DR

Registered Owner: Lawrence Simon

Subscribed and sworn to (or affirmed) before me on this 2 day of Jane , 20 17.

State of California, County of Sca

proved to me on the basis of satisfactory evidence to be the personjal who appeared before me.

Signature: Wast Notor Public

Lawrence Simon

VANITA P. MISTRY
COMM. #1938044
Notary Public - California
San Joaquin County
My Comm. Expires May 23, 2015

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FAA FORM 8130-6, APPLICATION FOR U.S. AIRWORTHINESS CERTIFICATE

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VIII. AIRWORTHINESS DOCUMENTATION (FAA/DESIGNEE use only)	/			g Limitations Attach	ned			H. Foreign Airworthi (Attach when req		etion for Import Aircra	ft
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8		F. Ti	nis inspection F	Recorded in Aircraft	Records			K. Light-Sport Aircre when required)	ft Statement	of Compliance, FAA	Form 8130-15 (Attach

FAA FORM 8130-6, APPLICATION FOR U.S. AIRWORTHINESS CERTIFICATE

Form Approved O.M.B. No. 2120-0018

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VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST						ED NECESSARY FOR SAI					ederal Aviation
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=======================================			rating Limitatio	ns and Markings	in Complianc	e With 14 CFR Section 91.	9,	G. Statement of Con	formity, FAA I	Form 8130-9 (Attach	when required)
VIII. AIRWORTHINESS DOCUMENTATION (FAA/DESIGNEE use only)			<u>``</u>	Limitations Attac	hed			H. Foreign Airworthii (Attach when requ		tion for Import Aircraf	1
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FLIGHT	TO KTCY Tracy CA	Reverse Side							
N- 52	ODR .	SERIAL NO. 1116-66							
BUILDER	Aero Commander	MODEL 500-B							
DATE OF ISSU	JANCE 3/7/2014	EXPIRY 4/7/2014							
OPERATING L	IMITATIONS DATED 3/7/2014	ARE PART OF THIS CERTIFICATE							
1		DESIGNATION OR OFFICE NO.							
		,							
Dai	n R McGehee	DART710617WP							
	CATEGORY/D PURPOSE O MANU- FACTURER FLIGHT N- 52 BUILDER DATE OF ISSU OPERATING L SIGNATURE OF FAA	DEPARTMENT OF TRANSPORTATION - FEDERA SPECIAL AIRWORTHINES CATEGORY/DESIGNATION SPECIAL FLIGHT PURPOSE OPERATION OVER MAXIMUM MANU- FACTURER ADDRESS N/A FROM PPG Pago Pago TO KTCY Tracy CA N- 520DR BUILDER Aero Commander DATE OF ISSUANCE 3/7/2014							

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 TITLE 14, CODE OF FEDERAL REGULATIONS (CFR).

FAA Form 8130-7 (04/2011) Previous Edition 07/04 May be Used until Depleted

SEE REVERSE SIDE NSN: 0052-00-693-4000

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UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE 3 AIRCRAFT SERIAL NUMBER 4 CATEGORY 2 MANUFACTURER AND MODEL NATIONALITY AND REGISTRATION MARKS

N520DR

Aero Commander 500-B

1116-66

Normal

5 AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to 49 U.S.C. § 44704 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein. Exceptions:

None***

6 TERMS AND CONDITIONS

Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the FAA, this altworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and

91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States

DATE OF ISSUANCE

FAA REPRESENTATIVE Zan RMS

DESIGNATION NUMBER

DART710617WP

Dan R McGehee 03/7/2014 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 (04-11) Supersedes Previous Edition

		,

Administration

7. A.

Sacramento Flight Standards District Office

1102 Corporate Way Suite 200 Sacramento, CA. 95831 (916) 422-0272 Fax(916) 422-0462

OPERATING LIMITATIONS FOR SPECIAL FLIGHT PERMIT

These limitations are derived from the national standards contained in FAA Order 8130.2F (April 16, 2011)

REG. NO. MAKE: MODEL: SERIAL NO: N520DR Aero Commander 500B 1116-66

- 1. The Special Airworthiness Certificate is not valid unless the aircraft has been given a preflight inspection by an appropriately rated mechanic or repair station and determined to be capable of safe flight for the proposed ferry flight and the inspection recorded in the aircraft logbook.
- 2. The aircraft must conform to the auxiliary fuel system installation described on FAA Form 337 dated February 02/28/2014 completed by Rick S. Eckert.
- 3. Pilot in Command must be instrument rated, current and properly rated for the aircraft.
- 4. Maximum takeoff weight must not exceed 8437 lbs. (125% CTOW).
- 5. Maximum quantity of fuel carried in auxiliary (ferry) tanks must not exceed 225 gallons.
- 6. Center of Gravity (CG) Limits must not exceed (forward) + 186.45 (Aft) +174.5 inches provided structural load factors of +2.0 and -1.0 are not exceeded.
- 7. Acrobatics are prohibited.
- 8. Use of autopilot, if so equipped, while in overweight condition is prohibited.
- 9. Weather conditions with moderate to severe turbulence should be avoided.
- 10. The owner and/or operator of this aircraft must obtain written permission from the other country's civil air authority prior to operating this aircraft in that country. That written permission must be carried aboard the aircraft, along with the U.S. Airworthiness certificate and made available to the FAA or Civil Air Authority in the country of operation upon request.
- 11. When operating in the overweight condition, maximum operating speed (Vc) not to exceed KEAS 205 and maximum not to exceed speed (Vne) KEAS 230.
- 12. Operation in the overweight condition must be conducted to avoid areas of heavy air traffic, cities, towns, villages, and congested areas, or any other areas where such flights might create hazardous exposure to persons or property on the ground.

- 13. Prior to requesting permission for takeoff position, the pilot in command must advise the tower of the overweight condition and of any other limitations with respect to a specific runway or prescribed meteorological condition.
- 14. Notify the FAA District office located nearest to the point of departure from the U.S. in sufficient time for personnel to determine that the aircraft still conforms to the terms and conditions of the Special Flight Permit.
- 15. The aircraft must be test flown to determine that the ferry fuel system operates properly in flight. Test flights are limited to a <u>50-mile radius</u> from the takeoff point. Congested areas must be avoided. Test flights must be VFR day only and limited to essential crew. U.S. certificated gross weight and CG limitations shall not be exceeded on the test flight and the pilot must make an entry in the aircraft logbook stating the results of the test flight.
- 16. The aircraft shall have the equipment required by FAR 91.205 as appropriate for the type of operation to be conducted.
- 17. Navigation equipment aboard for delivery flight must be adequate for accurate navigation from Tracy, California through fuel stops to delivery destination.
- 18. Carriage of cargo or person(s) other than crewmembers necessary for flights is prohibited.
- 19. Smoking is prohibited when ferry fuel system is installed.
- 20. The flight characteristics of this aircraft have not been evaluated at the operational weights in excess of the maximum certificated gross weight. The aircraft operator shall determine that the aircraft is safe in any overweight condition.
- 21. Maximum cabin pressurization differential is restricted to N/A lbs. with the ferry fuel system installed.
- 22. Any AD pertinent to this make and model of aircraft requiring accomplishment prior to further flight, or any for which the time limit has been reached or exceeded, must be complied with before the ferry flight is initiated. This is not applicable to appliance if the aircraft can be safely operated without them. The appliance must be rendered inoperative for flight and so placarded.

Dan R McGehee

DART 710617-WP

Han R Mittelen

Date issued: 3-7-2014

ACKNOWLEDGMENT OF SPECIAL OPERATING LIMITATIONS

TO WHOM IT MAY CONCERN:

I certify that I have read and understand the Special Operating Limitations which are a part of the Special Airworthiness Certificate, FAA Form 8130-7, issued and dated:

This Airworthiness Certificate is issued for aircraft make model Aero Commander 500-B, serial number 1116-66, and registration number N520DR.

Rick S. Eckert

DATE: 03/07/2014

APPLICANT

DATE:





Federal Aviation Administration

JAN 21 2011

1601 Lind Avenue Southwest Renton, Washington 98057-3356

In Reply

Refer To: 130S-GA-11-3

Mr. Eric Rode Olsen SkyView Aviation 5749 South Tracy Blvd. Tracy, CA 95377

Dear Mr. Olsen:

The Federal Aviation Administration (FAA) has received your letter dated December 20, 2010, requesting an overweight authority for 125% for Twin Commander 500-B model aircraft, serial number (S/N) 1116-66, and registration number N620DR, for delivery of the aircraft from California to Nadi Airport, Fiji.

The Seattle Aircraft Certification Office has No Technical Objection to a special flight permit being issued. This airplane is structurally satisfactory for ferry flight operation at a takeoff gross weight of 125% of its certified maximum gross weight provided the following conditions are met:

- 1. The airplane complies with the following Airworthiness Directives (AD):
 - a. AD 75-12-09 R2
 - b. AD 94-04-13
 - c. AD 98-07-17
 - d. AD 98-08-19
- 2. The Center of Gravity (C.G.) is maintained within a C.G. forward limit of [186.45-(138,052/weight)] inches and a C.G. aft limit of [174.5-(10,073/weight)] inches while operating above the maximum certified gross weight.
- 3. Structural load factors of +2.0 and -1.0 are not exceeded.
- 4. No over gross weight landing permitted except in an emergency.
- 5. Wing fuel is used last.

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- 6. Airspeed limitations while operating above the maximum certified gross weight of 6750 lbs:
 - a. Va = 155 mph
 - b. Vc = 205 mph
 - c. Vne = 230 mph

The above items are structural limits only. This increased gross weight authorization becomes null and void upon arrival at the destination or at the expiration of the Special Flight Permit. The excess weight authorization is limited to the additional fuel, fuel-carrying tanks, and navigational equipment necessary for this particular flight [Title 14 Code of Federal Regulations part 21.197(b)].

The flight characteristic and performance at this increased gross weight/C.G. configuration have not been determined. Increased stall speeds and reduced climb performance will result for this increased gross weight. Requirements for any additional oil should be established in accordance with Advisory Circular 23.1011-1.

If you have any questions, please contact Mr. Vince Massey of the Systems and Equipment Branch, at telephone number (425) 917-6475, by facsimile at (425) 917-6590, or through electronic mail at vince.massey@faa.gov.

Sincerely,

Robert D. Breneman

Acting Manager, Seattle Aircraft

Certification Office

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Letter of Authorization

February 28, 2014

To Whom It May Concern:

This letter is to authorize Skyview Aviation, LLC to act as an agent on Federal Aviation Administration From 8130-6 (Application for U.S Airworthiness Certificate) and for a Special Flight Permit for Ferry Flight in Excess of Maximum Take-Off Weight on behalf of YOUR NAME/ COMPANY, ADDRESS in regards to the following aircraft:

Manufacturer: ARRO COMMANDER

500 B Model:

1116 _ 66 Serial Number:

NSZO AR Registration:

Registered Owner LAW Rence Simon

DOW PORT BEACH CA USA 92663. 2342

Name of Owner

ACKNOWLEDGMENT

State of California Superul)
on 3/4/14	before me, Ruth Gasteling, Holan, Public
	(insert name and title of the officer)
<i>)</i>	. 11 1

personally appeared LAWTENCE H. SIMON who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s)(s)/s/aresubscribed to the within instrument and acknowledged to me that the shelfthey executed the same in her/their authorized capacity(ies), and that by her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

RUTH GASTELUM COMM #1900375 IMPERIAL COUNTY

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<i>(</i>				



Civil Aviation Authority of Fiji Notification — Transfer Document

Form AW 107G

TO WHOM IT MAY CONCERN

REGISTRATION: DO-DLR

TYPE: AERO COMMANDER

CONSTRUCTOR'S NO: 1116-66

The Civil Aviation Authority of Fiji, having inspected the above aircrast and its records, hereby certifies that the aircrast is in accordance with: FAA Type Certificate Data Sheet (6A1 Revision 46, 12th November 2009) and is in an airworthy condition.

All Airworthiness Directives applicable to the type and all relevant maintenance activities have been addressed.

Throughout the time the aircraft was on Fiji registry it remained under civilian and not military control.

EXCEPTIONS	
	NIL



Sailasa Malani
Airworthiness Officer
for THE CIVIL AVIATION AUTHORITY OF FIJI

DATE: 15th January 2014

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N520DR Serial Number: 1116-66 STC Installations as of 3/7/2014

Bracket Aero Filters	SA71GL	STC	8/27/2010 STC SA71GL	11
E.R.A.S control wheels	SA256WE	STC	12/29/1964 STC SA256WE	10
Woodward Electronic Propeller Sync.	SA250CE	STC	12/29/1964 STC SA250CE	9
Extended nose cone	SA585SW	STC	10/2/1972 STC SA585SW	8
Rajay turbo charger engines. Model Lycoming 10-540-B1A5	SE6WE	STC	6/25/1965 STC SE6WE	7
D STEC 65 Autopilot ST101	11/9/1997 STC SA7164SW-D	STC	11/9/1997	6
Garmin GNC 300 GPS system	SA00372WI	STC	12/27/1997 STC SA00372WI	5
Cockpit overhead windows	SA3516WE	STC	12/12/1997 STC SA3516WE	4
Wing flap gap seals	SA2903SW	STC	12/12/1997 STC SA2903SW	ω
Freon A/C system	SA01444AT	STC	12/12/1997 STC SA01444AT	2
Leading edge bracketts	SA00529SE	STC	12/15/2009 STC SA00529SE	

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Civil Aviation Authority of Fiji

Private Mail Bag, NAP O354, Nadi Airport, Fiji, Phone: (679) 6721555, Fax: (679) 672 1500, www.caaf.org.fj
Promoting effective aviation safety in Fiji and the region

Our Ref: DQ-DLR

15 January 2014

212 C 6 Avenue Strathmore Alberta Canada T1P 1B6

For the attention of: Mr Lawrence Simon

Dear Sir,

RE: DE-REGISTRATION OF AIRCRAFT DQ-DLR

This is to confirm that the Rockwell Aero commander 500B aircraft serial number 500B-1116-66 and registration number DQ-DLR was removed from the Civil Register of Aircraft of the Republic of Fiji with effect from 15th January 2014 at 1200 hours.



Sailasa Malani

Airworthiness Officer

for THE CIVIL AVIATION AUTHORITY OF FIJI

cc: FAA Aircraft Registration Branch, AFS-750 P.O. Box 25504 Oklahoma City, OK 73125-0504

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Skyview Aviation, LLC

5749 South Tracy Blvd., Tracy, CA 95377 Tel: (209) 830-7666 Fax: (209) 835-7667 info@skyviewaviation.com

Aircraft's Temporary Weight and Balance in Ferry Configuration Aero Commander 500-B (S/N 1116-66) N520DR

Description	Weight	ARM	Moment
Pilots	200	94.0	18800.0
Co-Pilot	0,	94.0	0.0
Baggage - Forward	80	120.0	9600.0
Baggage - Aft	50	200.0	10000.0
HF Radio Equipment	0	0.0	0.0
Ferry Fuel System Installation	30,	161.0	4830.0
Aircraft Fixed Fuel System	•		0.0
14 ' T 1 010 110 0 1	1278	187.0	238986.0
Auxillary Tank 0 U.S. Gals	0	0.0	0.0
Auxiliary Talik 0 0.5. Gals)	0.0	0.0
Aircraft Ferry Fuel System		- · - - -	- 1
Turtle Pac 1 220 U.S. Gals	1350	160.0 ₁	216000.0
Tank 2 35 U.S. Gals	210	200.0	42000.0
Tank 3 0 U.S. Gals	0	0.0	0.0
Tank 4 0 U.S. Gals	0:	0.0	0.0
Tank 5 0 U.S. Gals	0	0.0	0.0
Component Removed	•	•	
Seats 2	0	0	0
Seats 3&4	-27	128	-3456
Seats 5&6	-60	168	-10080
Subtotal	3111	<u> </u>	526680
Current Empty Weight	4940.75	169.37	0 836818.36
Aircraft Total Weight	8051.75	169.34	1363498.36
Micrail Tour Weight		107.54	, 1505470.50
CG Status: Good CG			· · · · · · · · · · · · · · · · · · ·
Forward Aft	Performance and	Endurance (Estimat	re)
CG Limits 166 174.5	Fuel Consumption		180 lbs/hr
Certified Gross Weight 6750	Average Ground		160 kts IAS
Temporary Approved Gross Weight 8437.5	Altitude	-ਾਜਫ਼ਰਲ) 	10000 ft
Temporary Aircraft Useful Load 3496.75	Temperature		ISA
Actual Ferry Gross Weight 8051.75	Endurance	4.	15.8 hrs
Approved % Gross Weight 125%	Range	•	2523 Nm
Actual Ferry % Gross Weight 120%		• • • • • • • • • • • • • • • • • • • •	, -,,

The estimated performance and endurance is based on the information printed in Model 500B Flight Manual of the Aero Commander 500 B. The current empty is based on the previous Weight and Balance dated 12/15/2010.

Verified by:

Rick S. Echert (A&P 3686200 IA)

Skyview Aviation, LLC 5749 South Tracy Blvd., Tracy, CA 95377

5749 South Tracy Blvd., Tracy, CA 95377
Tel: (209) 830-7666 Fax: (209) 835-7667
<u>info@skyviewaviation.com</u>

TEMPORARY LONG RANGE FUEL SYSTEM LOG BOOK ENTRY

Aircraft Make: Aero Commander
Model: <u>500-B</u>
Serial Number: <u>1116-66</u>
Registration Number: N520DR
Temporary Long Range Fuel System installed in aircraft by Rick S. Eckert
Under the supervision of Rick S. Eckert
Approved by Rick S. Eckert
(See/FAA Form 337 02/28/2014).
Signature: Date: 07/2014
Temporary Long Range Fuel System tested: System Operation Normal
Signature: Date: Test / Ferry Pilot
Test / Ferry Pilot
The special Airworthiness Certificate is not valid until the Pilot in Command completes the following statement "I have read and understand the instructions for the operation of the ferry fuel system and understand its operation and limitations."
Signature: Date:

Skyview Aviation, LLC

5749 South Tracy Blvd., Tracy, CA 95377 Tel: (209) 830-7666 Fax: (209) 835-7667 <u>info@skyviewaviation.com</u>

Aero Commander 500B FERRY FUEL SYSTEM OPERATION

TAKE-OFFS AND LANDINGS ON NORMAL AIRCRAFT FUEL SYSTEM

AIRCRAFT TO FERRY FUEL SYSTEM:

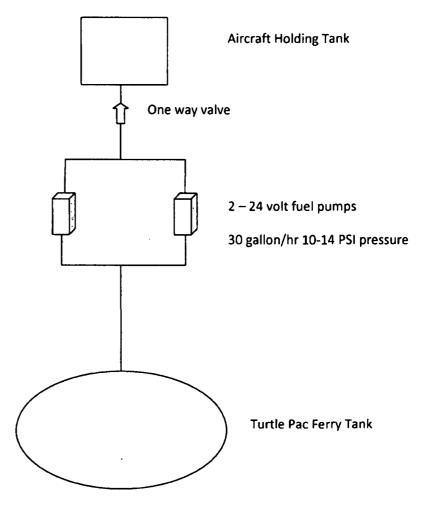
- 1. Upon reaching normal stabilized flight attitude burn down aircraft fuel system to ¾ full.
- 2. Turn on desired fuel pump.
- 3. Monitor aircraft fuel gauges when reaching 7/8 full, turn off fuel pump.
- 4. Repeat step 1 through 2 until ferry fuel system is empty.

NO Smoking!!!!

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Fuel Schematic Aero Commander

N620DR Serial # 1116-66



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U.S Department of

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

Form Approved OMB No. 2120-0020 08/31/2014

Electronic Tracking Number

For FAA Lise Only

Federal Aviat	tion	`		•		•	,	,		FOI FAA USE ONLY
and disp		form. This	repor	t is required b	y law (49	U.S.C		C 43.9-1 (or subseque o report can result in a		
Nationality and Registration Mark USA N520DR					Serial No. 1116-66					
1. Aircraft USA N520DR Make								Model		Series
		Comm						500B Address (As shown on registration certificate)		
	Name	(As shown	on re	gistration cert	ificate)			Address (As shown of Address 25 Wild G	•	certificate)
2. Owner	Simo	n Lawre	nce					city New Pol		State California
								zip 92663-2	342 c	untry USA
The data id			.:45. 45.	!:-64!-			3. For FAA Use (
FAR 43.7.	No person ma	y operate t	his air	craft as altere	d, unless	s requ it has	with it an appropr	iate Special Fight Pen	mit Issued und	informity check by a person authorized in der FAR21.197(b)
FAA Inspec	tor:	نسه	9	em	N		_ Date:	02/26/	2014	
4.	Туре						5.	Unit Identification		
Repair	Alteration		Un	it		N	//ake	Model		Serial Number
		AIRFRA	ME		-			(As described in Ite	em 1 above)	
		POWER	RPLA	NT						
		PROPE	LLEF	२						
		APPLIA	NCE		Type Manufactu	rer				
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A. Agency'	's Name and A	ddress				T	(ind of Agency	tement		
Sky	view Aviati	on LLC				⊠	U.S. Certificated	Mechanic		Manufacturer
	19 South Tr	acy Blvd	!				Foreign Certifica		C. C	Pertificate No.
city <u>Tra</u>			LICA	State <u>CA</u>		닏	Certificated Rep		—— A&	P 3686200 IA
	ify that the rep		alterat	tion made to t			fied in item 5 abov	ntenance Organization re and described on the	ne reverse or a	attachments hereto
	shed herein is			to the best of	my known	edge.		al Aviation Regulation	is and that the	imormation
Extended raper 14 CFR App. B		\boxtimes		Signature/I Rick S. I		thonz	au normana			DATE: 03/07/2014
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Certificate of Designation A&P 368	n No.			ature/Date of k S. Ecker	~ \	d Igdi				DATE: OSOH 2014

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.

	Identify with aircraft nationality and registration me USA N520DR	02/28/2014							
	USA NSZUDR	02/28/2014							
	Nationality and Registration Mark	Date							
Aircraft: Aero Commander 500-B									
Serial Number: 1116-66									
Registration Number: N520DR									
	on plywood supporting on existing aircraft s bution. Aircraft floor loading limits are not ex								
The ferry system consists of 1 Turtle P And one aluminum tank manufactured The ferry tanking systems total capacity		D Queensland Australia							
	th Turtle Pac PTY LTD Queensland Austra								
	be good for reuse per Mr. Laszlo Torok Dire								
	cted from .090 5052-H34 aluminum welde lace. Construction of tanks meets the standar								
	ace. Construction of tanks meets the standards are pressure and leak tested in accordance								
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vented to the atmosphere, as outlined in AC43-13-1B. Chapter 11 Section 15 Paragraph 11-191 and									
Chapter 8 Section 2 Paragraph 8-33									
The form tenking quetom is plumbed	into the sineral field system as noted an	tha airea A Gralt							
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	e. Installation temporary weight and balan								
attachment to the ferry tank installation		F							
A: 0.5 5.1		. 0							
Aircraft ferry fuel system operation and	d management details is outlined in Attachmo	ent 2.							
	not applicable due to temporary installation.								
	2.14								

U.S Department of

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

Form Approved OMB No. 2120-0020 08/31/2014

Electronic Tracking Number

Federal Aviation Administration	n	,,,,				., .	;	Дришноо)			For FAA Use Only
and dispos	sition of this 1	orm. This	repoi	ies. See FAR rt is required be ederal Aviation	v law (49	usc	Appendix B, and A C. 1421). Failure	C 43.9-1 (or subseque to report can result in	I ent revis a civil pe	ion nalt	thereof) for instructions y not to exceed \$1,000
	Nationa USA	lity and Re	-	ation Mark				Serial No. 1116-66			
1. Aircraft	Make Aero	Comma	and	er				Model 500B			Series
2. Owner		As shown		gistration cert	ificate)			Address (As shown of Address 25 Wild College New Po	Goose rt Bea	Ct ch	State California
						3	3. For FAA Use (zip	342		Country USA
The data ident FAR 43.7. No	person may	operate th	nis air	craft as altere	d, up les s i	s requit has	with it an appropr	ort or Delivery and is siate Special Fight Per	mit Issue	d u	conformity check by a person authorized in nder FAR21.197(b)
4. Ty	/pe				_		5. 1	Unit Identification			
Repair	pair Alteration Unit						/lake	Model			Serial Number
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		POWER	PLA	NT							
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<u>5kyvi</u> Address <u>5749</u>	ew Aviation South Tra						U.S. Certificated				Manufacturer Certificate No.
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zip <u>95377</u>		Country	USA	_		ם		ntenance Organization		Αδ	&P 3686200 IA
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Certificate or Designation NA&P 36862			- ,	ture/Date of k S. Ecker		Indiv	rigan				DATE: 03/07/2019
	337 (10-0	<u>_</u>			- 1	1					

NOTICE

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

Nationality and Registration Mark Date Aircraft: Aero Commander 500-B Serial Number: 1116-65 Registration Number: NS20DR Installed temporary fuel system resting on plywood supporting on existing aircraft structure. Plywood base is installed to facilitate even load distribution. Aircraft floor loading limits are not exceeded. The ferry system consists of 1 Turtle Pac tank manufactured by Turtle-Pac PTY LTD Queensland Australia And one aluminum tank manufactured by Williams Manufacturing Tracy. The ferry tanking systems total capacity is 255 U.S. gallons. Tank is leak tested in accordance with Turtle Pac PTY LTD Queensland Australia per instructions for aircraft ferry tanks and considered to be good for reuse per Mr. Laszlo Torok Director at Turtle-Pac PTY LTD. The aluminum tank is constructed from .090 5052-H34 aluminum welded at all seams, internal seffles are installed and welded into place. Construction of tanks meets the standards of U.S. Coast Guard 33 C.F.R. 183.580 specifications. Tanks are pressure and leak tested in accordance with FAR 23.965a(1) at point of manufacture; Williams Manufacturing, Tracy, CA Tank is secured to seat tracks with cargo tie downs. These tie down straps are of identical type that have been utilized in previously FAA Approved tanking systems. Straps, (2 each) secure the tank longitudinally and laterally. Ferry fuel tanks are electrically bonded to the airframe to facilitate static discharge, and are vented to the atmosphere, as outlined in AC43-13-1B. Chapter 11 Section 15 Paragraph 11-191 and Chapter 8 Section 2 Paragraph 8-33 The ferry tanking system is plumbed into the aircraft fuel system as noted on the aircraft fuel system schematic. This is co-located with, and is a part of the ferry fuel management details located in Attachment 1 of the tanking installation package. Installation temporary weight and balance is computed on the attachment to the ferry tank installation temporary weight and balance is computed on the attachment to the ferry tank installation temporar	cription of Work Accomplished		
Aircraft: Aero Commander 500-B Serial Number: 1116-66 Registration Number: N520DR Installed temporary fuel system resting on plywood supporting on existing aircraft structure. Plywood base is installed to facilitate even load distribution. Aircraft floor loading limits are not exceeded. The ferry system consists of 1 Turtle Pac tank manufactured by Turtle-Pac PTY LTD Queensland Australia And one aluminum tank manufactured by Williams Manufacturing Tracy. The ferry tanking systems total capacity is 255 U.S. gallons. Tank is leak tested in accordance with Turtle Pac PTY LTD Queensland Australia per instructions for aircraft ferry tanks and considered to be good for reuse per Mr. Laszlo Torok Director at Turtle-Pac PTY LTD. The aluminum tank is constructed from .090 5052-H34 aluminum welded at all seams, internal baffles are installed and welded into place. Construction of tanks meets the standards of U.S. Coast Guard 33 C.F.R. 183.580 specifications. Tanks are pressure and leak tested in accordance with FAR 23.965a(1) at point of manufacture; Williams Manufacturing, Tracy, CA Tank is secured to seat tracks with cargo tie downs. These tie down straps are of identical type that have been utilized in previously FAA Approved tanking systems. Straps, (2 each) secure the tank longitudinally and laterally. Ferry fuel tanks are electrically bonded to the airframe to facilitate static discharge, and are vented to the atmosphere, as outlined in AC43-13-1B. Chapter 11 Section 15 Paragraph 11-191 and Chapter 8 Section 2 Paragraph 8-33 The ferry tanking system is plumbed into the aircraft fuel system as noted on the aircraft fuel system schematic. This is co-located with, and is a part of the ferry fuel management details located in Attachment 1 of the tanking installation package. Installation temporary weight and balance is computed on the attachment to the ferry fuel system operation and management details is outlined in Attachment 2. Continuous airworthiness compliance not applicable due to temporary installation.	ore space is required, attach additional sheets	s. Identify with aircraft nationality and registration m	nark and date work completed
Aircraft: Aero Commander 500-B Serial Number: 1116-66 Registration Number: N520DR Installed temporary fuel system resting on plywood supporting on existing aircraft structure. Plywood base is installed to facilitate even load distribution. Aircraft floor loading limits are not exceeded. The ferry system consists of 1 Turtle Pac tank manufactured by Turtle-Pac PTY LTD Queensland Australia And one aluminum tank manufactured by Williams Manufacturing Tracy. The ferry tanking systems total capacity is 255 U.S. gallons. Tank is leak tested in accordance with Turtle Pac PTY LTD Queensland Australia per instructions for aircraft ferry tanks and considered to be good for reuse per Mr. Laszlo Torok Director at Turtle-Pac PTY LTD. The aluminum tank is constructed from .090 5032-H34 aluminum welded at all seams, internal baffles are installed and welded into place. Construction of tanks meets the standards of U.S. Coast Guard 33 C.F.R. 183.580 specifications. Tanks are pressure and leak tested in accordance with FAR 23.965a(1) at point of manufacture; Williams Manufacturing, Tracy, CA Tank is secured to seat tracks with cargo tie downs. These tie down straps are of identical type that have been utilized in previously FAA Approved tanking systems. Straps, (2 each) secure the tank longitudinally and laterally. Ferry fuel tanks are electrically bonded to the airframe to facilitate static discharge, and are vented to the atmosphere, as outlined in AC43-13-1B. Chapter 11 Section 15 Paragraph 11-191 and Chapter 8 Section 2 Paragraph 8-33 The ferry tanking system is plumbed into the aircraft fuel system as noted on the aircraft fuel system schematic. This is co-located with, and is a part of the ferry fuel management details located in Attachment 1 of the tanking installation package. Installation temporary weight and balance is computed on the attachment to the ferry tank installation package. Installation temporary weight and balance is computed on the attachment 2. Continuous airworthiness compliance not applicable due		USA N520DR	02/28/2014
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FAA FORM 8130-6, APPLICATION FOR U.S. AIRWORITHNESS CERTICATE

Form Approved M.B. No. 2120-0018

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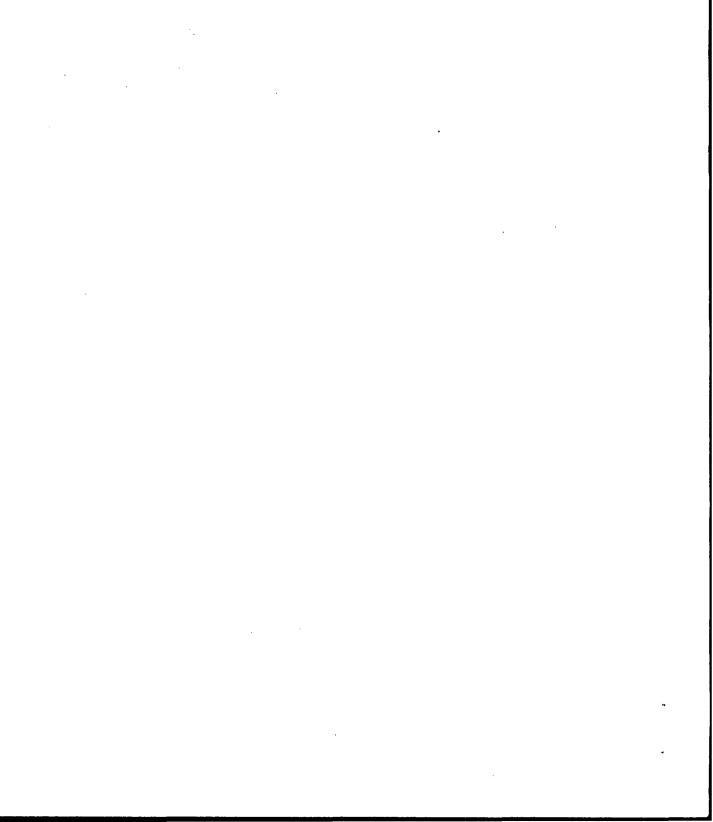
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Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE TITLE 14, CODE OF FEDERAL REGULATIONS (CFR).

FAA FORM 8130-7 (07/04)

SEE REVERSE SIDE

NSN-0052-00-603-4000



A	This airworthiness certificate is issued under the authority of Public Law 104-6, 49 United States Coc (USC) 44704 and Title 14 Code of Federal Regulations (CFR).
В	The airworthiness certificate authorizes the manufacturer named on the reverse side to conduct production flight tests, and only production flight tests, of aircraft registered in his name. No person of conduct production flight tests under this certificate: (1) Carrying persons or property for compensation hire: and/or (2) Carrying persons not essential to the purpose of the flight.
С	This airworthiness certificate authorizes the flight specified on the reverse side for the purpose show Block A.
D	reverse side: (1) except in accordance with the applicable CFR and in accordance with conditions a limitations which may be prescribed by the Administrator as part of this certificate; (2) over any foreit country without the special permission of that country.
E	Unless sooner surrendered, suspended, or revoked, this airworthiness certificate is effective for the duration and under the conditions prescribed in 14 CFR, Part 21, Section 21.181 or 21.217.

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U.S Department of Transportation Federal Aviation

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

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	Į.	Nationa USA	lity and Re		ation Mark				Serial No. 1116-66		
1. Aircra		_{Make} Aero	Comm	and	er				Model 500B		Series
2. Owne	1.		As shown EY MYF	_	gistration certi	ficate)			Address (As shown on Address 1233 SW C City Lees Summit zip 64081	REEKSID	•
								. For FAA Use (_ 		
	7. No pers	on may	operate th	nis air	craft as altered	i, unless it	has /	vith it an appropri	ate Special Fight Permit	Issued under	formity check by a person authrized in r FAR21.197(b)
FAA Insn	ector:	ر ر	m	1	hm	nof	2	Date:	or/11/20	7/	
	4. Type							5.	Unit Identification		
Repair	r Alte	ration		Un	nit		M	lake	Model		Serial Number
	□ ⊠ AIRFRAME								(As described in Item	1 above)	
			POWERPLANT								
			PROPE	LLE	₹						
			APPLIA	NCE		Type Manufacturer					
							6.	Conformity Sta	tement		
A. Agend	cy's Name	and Ad	dress				В. К	ind of Agency			
Name <u>Ric</u>	hard Or	tenhei	<u>im</u>				M	U.S. Certificated	Mechanic	м	anufacturer
	<u>749 Sou</u>	ith Tra	icy Blvd					Foreign Certifica	ted Mechanic		rtificate No.
city <u>Trac</u> zip <u>9537</u>	-		CountryU	ς Λ	State <u>CA</u>			Certificated Rep		A&P	2517877 IA
D. I co	ertify that t	nade in a	r and/or a	lterati e with		ents of Pai	t 43 c	ed in item 5 above	ntenance Organization and described on the re Aviation Regulations ar		
	d range fue FR Part 43		\boxtimes		Signature/E			11 th of Feb	ruary 2011	Un	
						7	7. Ap	proval for Retur	n to Service		
		•	• .		specified below Iministration ar	_	_		inspected in the manner REJECTED	prescribed	by the
ВҮ	FAA Inspe	Flt Stan	dards		Manufacturer			Maintenance Or	ganization		erson Approved by Canadian epartment of Transport
Df	FAA	Designe	e		Repair Statio	n	x	Inspection Author	rization	Other (S)	pecify)
Certificat Designat		۱۸			ature/Date of				bruary 2011		

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.

more space is required, attach additional s	sheets. Identify with aircraft nationality and registrati	ion mark and date work completed.)							
	USA N620DR	11 th of February 2011							
	Nationality and Registration Mark	Date							
Aircraft: Aero Commander 500-I Serial Number: 1116-66 Registration Number: N620DR	3								
	esting on plywood supporting on existing aircondistribution. Aircraft floor loading limits are n								
The ferry system consists of 1 Tu The tanking systems total capacit	ortle Pac tank manufactured by Turtle-Pac PTY y is 225 U.S. gallons.	LTD Queensland Australia							
	ce with Turtle Pac PTY LTD Queensland A ed to be good for reuse per Mr. Laszlo Torok								
	ith cargo tie downs. These tie down straps ar Approved tanking systems. Straps, (2 each) s								
schematic. This is co-located wi	The ferry tanking system is plumbed into the aircraft fuel system as noted on the aircraft fuel system schematic. This is co-located with, and is a part of the ferry fuel management details located in Attachment 1 of the tanking installation package.								
Aircraft ferry fuel system operation and management details is outlined in Attachment 2.									
Continuous airworthiness compli	ance not applicable due to temporary installation	on.							
	End								

Administration

Oakland Flight Standards District Office

1420 Harbor Bay Parkway Suite 280 Alameda, California 94502-7083 (510) 748-0122, Fax: (510) 748-9559

OPERATING LIMITATIONS FOR SPECIAL FLIGHT PERMIT

These limitations are derived from the national standards contained in FAA Order 8130.2F (April 18, 2007)

REG. NO. MAKE: MODEL: SERIAL NO: N620DR Aero Commander 500B 1116-66

- 1. The Special Airworthiness Certificate is not valid unless the aircraft has been given a preflight inspection by an appropriately rated mechanic or repair station and determined to be capable of safe flight for the proposed ferry flight and the inspection recorded in the aircraft logbook.
- 2. The aircraft must conform to the auxiliary fuel system installation described on FAA Form 337 dated February 11th of 2011 completed by Richard Ortenheim.
- 3. Pilot in Command must be instrument rated, current and properly rated for the aircraft.
- 4. Maximum takeoff weight must not exceed 6730-156. (125% CTOW).
- 5. Maximum quantity of fuel carried in auxiliary (ferry) tanks must not exceed 225 gallons.
- 6. Center of Gravity (CG) Limits must not exceed (forward) + 169.09 (Aft) +173.24 inches provided structural load factors of +2.5 and -1.0 are not exceeded.
- 7. Acrobatics are prohibited.
- 8. Use of autopilot, if so equipped, while in overweight condition is prohibited.
- 9. Weather conditions with moderate to severe turbulence should be avoided.
- 10. The owner and/or operator of this aircraft must obtain written permission from the other country's civil air authority prior to operating this aircraft in that country. That written permission must be carried aboard the aircraft, along with the U.S. Airworthiness certificate and made available to the FAA or Civil Air Authority in the country of operation upon request.
- 11. When operating in the overweight condition, maximum operating speed (Vc) not to exceed KEAS 205 and maximum not to exceed speed (Vne) KEAS 230.
- 12. Operation in the overweight condition must be conducted to avoid areas of heavy air traffic, cities, towns, villages, and congested areas, or any other areas where such flights might create hazardous exposure to persons or property on the ground.

- 13. Prior to requesting permission for takeoff position, the pilot in command must advise the tower of the overweight condition and of any other limitations with respect to a specific runway or prescribed meteorological condition.
- 14. Notify the FAA District office located nearest to the point of departure from the U.S. in sufficient time for personnel to determine that the aircraft still conforms to the terms and conditions of the Special Flight Permit.
- 15. The aircraft must be test flown to determine that the ferry fuel system operates properly in flight. Test flights are limited to a 50-mile radius from the takeoff point. Congested areas must be avoided. Test flights must be VFR day only and limited to essential crew. U.S. certificated gross weight and CG limitations shall not be exceeded on the test flight and the pilot must make an entry in the aircraft logbook stating the results of the test flight.
- 16. The aircraft shall have the equipment required by FAR 91.205 as appropriate for the type of operation to be conducted.
- 17. Navigation equipment aboard for delivery flight must be adequate for accurate navigation from Tracy, California through fuel stops to delivery destination.
- 18. Carriage of cargo or person(s) other than crewmembers necessary for flights is prohibited.
- 19. Smoking is prohibited when ferry fuel system is installed.
- 20. The flight characteristics of this aircraft have not been evaluated at the operational weights in excess of the maximum certificated gross weight. The aircraft operator shall determine that the aircraft is safe in any overweight condition.
- 21. Maximum cabin pressurization differential is restricted to N/A lbs. with the ferry fuel system installed.
- 22. Any AD pertinent to this make and model of aircraft requiring accomplishment prior to further flight, or any for which the time limit has been reached or exceeded, must be complied with before the ferry flight is initiated. This is not applicable to appliance if the aircraft can be safely operated without them. The appliance must be rendered inoperative for flight and so placarded. Tui Jamust

Aviation Safety Inspector

Date issued: February 11th of 2011

NOTE REGARDING NEXT PAGE: Required by Order 8130.2F. Acknowledgment form to be retained in the applicant's file at the issuing FSDO.

ACKNOWLEDGMENT OF SPECIAL OPERATING LIMITATIONS

TO WHOM IT MAY CONCERN:

I certify that I have read and understand the Special Operating Limitations which are a part of the Special Airworthiness Certificate, FAA Form 8130-7, issued February 11th of 2011.

This Airworthiness Certificate is issued for aircraft make model Aero Commander 500B, serial number 1116-66, and registration number N620DR.

Richard Ortenheim

February 11th of 2011

APPLICANT

DATE

Skyview Aviation, LLC

5749 South Tracy Blvd., Tracy, CA 95377 Tel: (209) 830-7666 Fax: (209) 835-7667 info@skyviewaviation.com

Aircraft's Temporary Weight and Balance in Ferry Configuration Aero Commander 500-B (S/N 1116-66) N620DR

De	scription	Weight	ARM	Moment
Pilots		200	94.0	18800.0
Co-Pilot		0	94.0	0.0
Baggage - Forwa	rd	60	120.0	7200.0
Baggage - Aft		180	200.0	36000.0
HF Radio Equipr	nent	0	0.0	0.0
Ferry Fuel System	n Installation	30	161.0	4830.0
Aircraft Fixed Fu	el System			0.0
Main Tank	213 U.S. Gals	1278	187.0	238986.0
Auxillary Tank	0 U.S. Gals	0	0.0	0.0
Aircraft Ferry Fu	el System			
Tank 1	225 U.S. Gals	1350	160.0	216000.0
Tank 2	0 U.S. Gals	0	0.0	0.0
Tank 3	0 U.S. Gals	0	0.0	0.0
Tank 4	0 U.S. Gals	0	0.0	0.0
Tank 5	0 U.S. Gals	0	0.0	0.0
Component Remo	oved			
Seats 2		0	0	0
Seats 3&4		-27	128	-3456
Seats 5&6		-60	168	-10080
Subtotal		3011		508280
				0
Current Empty W		4940.75	169.37	836818.36
Aircraft Total We	eight	7951.75	169.16	1345098.36

CG Status:

Good CG

	Forward	Aft	Performance and Endurance (Estimate)		
CG Limits	169.09	173.24	Fuel Consumption Rate	180 lbs/hr	
Certified Gross Weight		6750	Average Ground Speed	160 kts IAS 10000 ft ISA 14.6 hrs	
Temporary Approved Gross Weight		8437.5	Altitude		
Temporary Aircraft Useful Load		1687.5	Temperature		
Actual Ferry Gross Weight		7951.75	Endurance		
Approved % Gross Weight		125%	Range	2336 Nm	
Actual Ferry % Gross Weig	ght	118%			

The estimated performance and endurance is based on the information printed in Model 500B Flight Manual of the Aero Commander 500-B. The current empty is based on the previous Weight and Balance dated 12/15/2010, performed by William Alder IA2357994.

Verified by:

Richard Ortenheim (A&P 2517877 IA)

Date: 11th of February 2011

Skyview Aviation, LLC 5749 South Tracy Blvd., Tracy, CA 95377

5749 South Tracy Blvd., Tracy, CA 95377 Tel: (209) 830-7666 Fax: (209) 835-7667 info@skyviewaviation.com

TEMPORARY LONG RANGE FUEL SYSTEM LOG BOOK ENTRY

Aircraft Make: Aero Commander	
Model: <u>500-B</u>	
Serial Number: <u>1116-66</u>	
Registration Number: <u>N620DR</u>	
Temporary Long Range Fuel System installed in aircra Under the supervision of <u>Richard Ortenheim</u> Approved by <u>Richard Ortenheim</u> (See FAA Form 337 Dated 11 th of February 2011).	ft by <u>Richard Ortenheim</u>
Signature:	Date: 11 th of February 2011
Temporary Long Range Fuel System tested: System Op	peration Normal
Signature: Test / Ferry Pilot	Date:
The special Airworthiness Certificate is not valid until statement "I have read and understand the instructions understand its operation and limitations."	
Signature:	Date:



Transport Airplane Directorate Aircraft Certification Service

1601 Lind Avenue Southwest Renton, Washington 98057-3356

Federal Aviation Administration

JAN 2 1 2011

In Reply

Refer To: 130S-GA-11-3

Mr. Eric Rode Olsen SkyView Aviation 5749 South Tracy Blvd. Tracy, CA 95377

Dear Mr. Olsen:

The Federal Aviation Administration (FAA) has received your letter dated December 20, 2010, requesting an overweight authority for 125% for Twin Commander 500-B model aircraft, serial number (S/N) 1116-66, and registration number N620DR, for delivery of the aircraft from California to Nadi Airport, Fiji.

The Seattle Aircraft Certification Office has No Technical Objection to a special flight permit being issued. This airplane is structurally satisfactory for ferry flight operation at a takeoff gross weight of 125% of its certified maximum gross weight provided the following conditions are met:

- 1. The airplane complies with the following Airworthiness Directives (AD):
 - a. AD 75-12-09 R2
 - b. AD 94-04-13
 - c. AD 98-07-17
 - d. AD 98-08-19
- 2. The Center of Gravity (C.G.) is maintained within a C.G. forward limit of [186.45-(138,052/weight)] inches and a C.G. aft limit of [174.5-(10,073/weight)] inches while operating above the maximum certified gross weight.
- 3. Structural load factors of ± 2.0 and ± 1.0 are not exceeded.
- 4. No over gross weight landing permitted except in an emergency.
- 5. Wing fuel is used last.

1.1478

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- 6. Airspeed limitations while operating above the maximum certified gross weight of 6750 lbs:
 - a. Va = 155 mph
 - b. Vc = 205 mph
 - c. Vne = 230 mph

The above items are structural limits only. This increased gross weight authorization becomes null and void upon arrival at the destination or at the expiration of the Special Flight Permit. The excess weight authorization is limited to the additional fuel, fuel-carrying tanks, and navigational equipment necessary for this particular flight. [Title 14 Code of Federal Regulations part 21.197(b)].

The flight characteristic and performance at this increased gross weight/C.G. configuration have not been determined. Increased stall speeds and reduced climb performance will result for this increased gross weight. Requirements for any additional oil should be established in accordance with Advisory Circular 23.1011-1.

If you have any questions, please contact Mr. Vince Massey of the Systems and Equipment Branch, at telephone number (425) 917-6475, by facsimile at (425) 917-6590, or through electronic mail at vince.massey@faa.gov.

Sincerely,

Robert D. Breneman

- Acting Manager, Seattle Aircraft

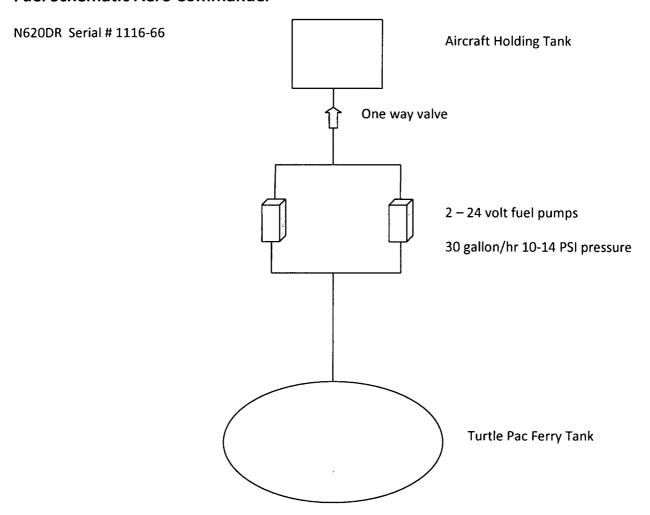
Certification Office

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Ferry Tank # 1: 225 US gallons

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Fuel Schematic Aero Commander



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Skyview Aviation, LLC

5749 South Tracy Blvd., Tracy, CA 95377 Tel: (209) 830-7666 Fax: (209) 835-7667 info@skyviewaviation.com

Aero Commander 500B FERRY FUEL SYSTEM OPERATION

TAKE-OFFS AND LANDINGS ON NORMAL AIRCRAFT FUEL SYSTEM

AIRCRAFT TO FERRY FUEL SYSTEM:

- 1. Upon reaching normal stabilized flight attitude burn down aircraft fuel system to ¾ full.
- 2. Turn on desired fuel pump.
- 3. Monitor aircraft fuel gauges when reaching 7/8 full, turn off fuel pump.
- 4. Repeat step 1 through 3 until ferry fuel system is empty.

NO Smoking!!!!

^				

US Department
of Transportation
Federal Aviation
A -d11441

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

orm Approved IMB No. 2120-0020	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))

Nationality and Registration Mark

N620DR

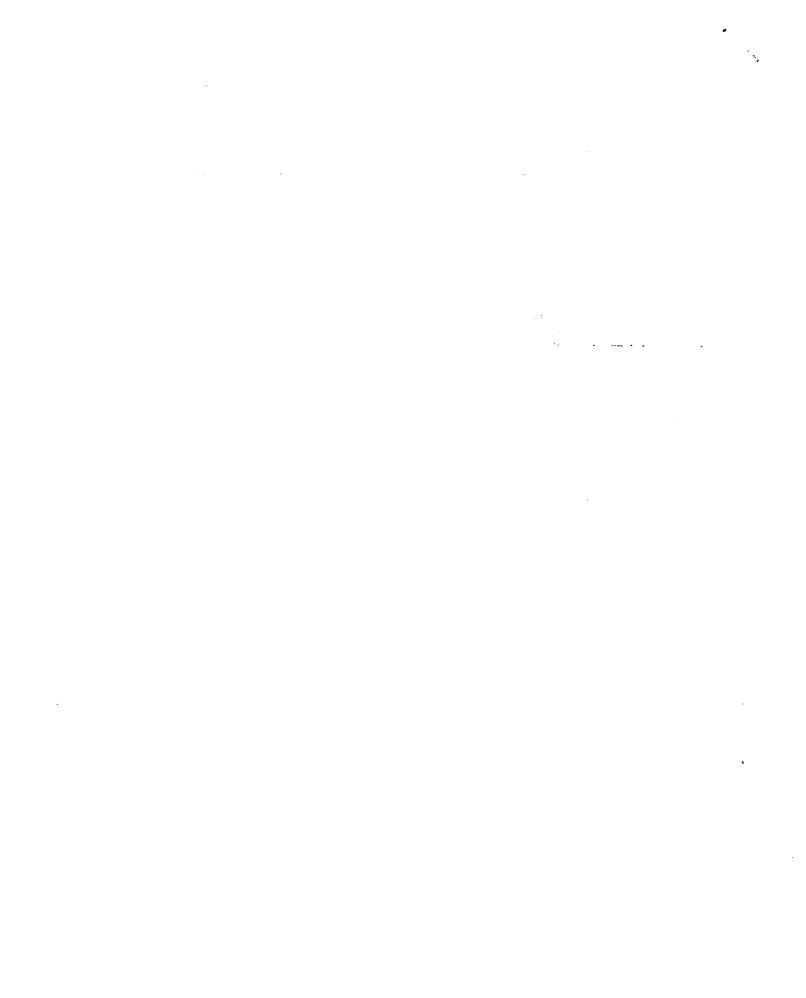
N620DR

N620DR

1. Aircraft Make Model Series 500-B Aero Commander Name (As shown on registration certificate) Address (As shown on registration certificate) Address 1233 SW Creekside Dr. 2. Owner State Missouri City Lees Summit Ashley Myron Zip 64081-3254 Country USA 3. For FAA Use Only 4. Type 5. Unit Identification Repair Alteration Unit Make Model Serial No. (As described in Item 1 above) **AIRFRAME** \checkmark POWERPLANT PROPELLER Туре **APPLIANCE** П Manufacturer 6. Conformity Statement A. Agency's Name and Address B. Kind of Agency U. S. Certificated Mechanic Skye Avionics Ltd. Manufacturer Address 376, 1434 Ironwood St. Foreign Certificated Mechanic C. Certificate No. State BC City Campbell River Certificated Repair Station V9W 5T5 country Canada Certificated Maintenance Organization Zio AMO# 92-09 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. Signature/Date of Authorized Individual Extended range fuel per 14 CFR Part 43 17 Dec 2010, Ryan Evans App. B 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 FAA Flt. Standards Persons Approved by Canadian Manufacturer Maintenance Organization Department of Transport Inspector RY Other (Specify) Inspection Authorization **FAA Designee** Repair Station Signature/Date of Authorized Individual Certificate or ZAE WA Designation No.

17 Dec 2010, Ryan Evans

AMO# 92-09



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

B. Description of Work Accomplished (If more space is required, attach additional sheets. Identify with aircrait	ft nationality and registration mark and da	te work completed.)
	N620DR	17 Dec 2010
HF Comm	Nationality and Registration Mark	Date
Installed Icom HF Comm p/n IC-7000 s/n 0514357 at Sta. Antenna Tuner p/n AH-4 s/n 1201952 per Icom installation s/n 009014977 at sta. 222.5. Circuit protection provided from connected to the main power buss. The IC-7000 is interconnected to the main power buss. The IC-7000 is interconnected to the main power buss. The IC-7000 is interconnected to the main power buss. The IC-7000 is interconnected to the main power buss. The IC-7000 is interconnected to the main power buss. The IC-7000 is interconnected to the main power buss. The IC-7000 is interconnected to the main power buss. The IC-7000 is interconnected to the main power buss.	manual. ICT voltage converter in m 1 P&B circuit breaker p/n W23 nnected to the Bendix/King KMA2 oter 3. Instructions for continued a	nstalled p/n ICT2412-20A B-25 placarded HF and 24 Audio Panel. Antenna p airworthiness contained in
Avionics Installations		
All installations were done in accordance with AC43.13-1B 11-37, 11-47, 11-48, 11-49, 11-50, 11-51, 11-53, 11-54, 1 11-98, 11-100, 11-102, 11-103, 11-105, 11-106, 11-107, 1 11-159, 11-174 to 11-179, 11-186, 11-205 to 11-210, 11-2 wiring used was M22759/34 and gauge was made in acco	1-55, 11-66, 11-67, 11-68, 11-69, 1-115 to 11-126, 11-135 to 11-13 14, 11-217, 11-222, AC43.13-2B	11-76, 11-77, 11-85, 11-9 9, 11-146, 11-155 to chapter 2 and chapter 3. A
Operational checks were made and no adverse effects we amended by Sealand Aviation.	re noted on other installed equipr	ment. Weight and balance
NOTHING FOLLOWS		
Additional	Sheets Are Attached	



U.S. Department of Transportation

APPLICATION FOR EXPORT CERTIFICATE OF AIRWORTHINESS

Export Certificate No. E 447149

Administration INSTRUCTIONS -- This application is to be submitted to an authorized FAA representative (one copy) when the product(s) to be exported is (are) presented for inspection. Use Part I for Class I products and Part II for Class II. For complete aircraft execute items 1 through 11, as applicable. For engines and propellers, omit item 5A. Part III is for FAA use only. Part I - Application for Export Certificate of Airworthiness (Complete items 1-11) 1. Application is made for an export certificate of airworthiness to cover the product(s) described below which is (are): ✓ USED (Aircraft) **□** NEWLY OVERHAULED NEW 2. Name and address of exporter 3. Name and address of foreign purchaser 4. Country of Destination Fiji Islands Western Skyways Pacific Island Air Ltd. 21 Creative Place Private mail bag 0386 Montrose, CO 81401 Nadi Airport Nadi, Fiji Islands 5. Description of product(s) Make and Model (b) Identification Operating time (Hours) Serial Nos. Type FAA T.C. Nο (e) (c) (a) or Spec No. (d) Since Total Overhaul A. Aircraft Aero Commander 500-B **N620DR** 1116-66 6A1 11.8 5,015.3 B. Engines Lycoming IO-540-E1B5 L-5130-48 5.016.2 3.3 1E4 Lycoming IO-540-E1A5 L-505-48 3.3 7,271.4 C. Propellers CK5300B 3.3 3.3 P25EA Hartzell HC-C3YR-2UF/FC8468-6R CK5301B 3.3 3.3 6. Does the product comply with all applicable Federal Aviation Regulations, Airworthiness Directives, and other FAA requirements? NO (explain in "Remarks") 7. Have applicable special requirements of the importing country been complied with? NO (explain in "Remarks") YES 8. Date title passed or is expected to pass to foreign purchaser: by 4 Dec. 2010 9. For overseas shipment, preservation and packaging methods used to protect product(s) against corrosion and damage (List Spec. No. or Title): Effective duration of above methods: N/A 10. Remarks There are no special requirements for Fiji Islands. 11. EXPORTER'S CERTIFICATION - The undersigned certifies that the above statements are true and that the product(s) described herein is (are) airworthy and in condition for safe operation except as may be noted under item 10 "Remarks" above. Signature of applicant or authorized representative Title 4 Nov. 2010 Western Skyways Hangar Manager Ryan Dickerson

PART II - Application for Approval of Aeronautical Parts (Complete Items 12-20)							
12. Name and address of exporter	13. Name amd address	s of foreign purchaser	14. Country of destination				
15. Parts are eligible for installation on	Make and Model Class	I Product	FAA spec. No. or T.C.				
16. The parts are (Check one)	NEW	NEWLY OVERHAULED					
17. The parts are described (Check one)		······································	Invoice/packing sheet No.				
Below by name, part On to humber, and quantity	he attached invoice or pac ame, part number and qua	cking sheet, antity ———————————————————————————————————					
Name (a)		Part Number (b)	Quantity (c)				
		- 100 - 100					
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		. •					
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18. Have applicable special requirements of the impo			Explain in item 10 "Remarks")				
19. Preservation and packing methods used to protect	ct part(s) against corrosion	and damage (List Spec. No	o. or Title):				
Effective duration of above methods:			•				
20. Exporter's Certification - I certify that the foregoing	a statements are true and	that the part(s) described her	nin are ainworthy, conform to				
FAA approved design data and are in condition for safe	fe operation except as ma	y be noted in item 10 "Remark	S".				
Signature of applicant or authorized representative	Title		Date				
Part III - APPROVAL (FOR FAA USE ONLY)							
21. It is considered that the product(s) described in Parand conform(s) to pertinent requirements except as no			I Part II				
Signature Q P		Number:	Date:				
Hory R. Joz	Gary R. Loyd	DART505005NM	4 Nov. 2010				
(Check one)	MIR 🗹 DAR 🗌	DOA DOAR	FAA Inspector				
22. Give quantity of approval tags, FAA Form 8130-3,	issued for the parts descri	bed in Part II	Quantity:				
23. EXPORT FILE SPOT-CHECKED BY: FAMSupervising Inspector /	·	D.O. No.	Date ,				
). LESITERY	NMO7-SLC-FSDO	11/25/2010				
I NOT IMOVO MY YOURINGTON TOUSTON (1. LEVINICY	10111013001300	111-01010				

The United States of America Department of Transportation Federal Aviation Administration Washington, D.C.

Export Certificate of Airworthiness

	ne product identified n Administration, Nu	below and particularly mbered	•	cification(s) ¹ of 1E4 & P25EA
States Government country filed with the way attests to comp	ance with a compreht, and is in compliand to the United States Government and agreement and the compliance with any agreement.	nined as of the date of the da	irworthiness code equirements of the oten below. The continued below.	of the United e importing certificate in no
Product: Airplan	e		<u>Total Time</u> 5,015.3	<u>TSO</u> 11.8
Manufacturer:	Aero Commander	Lycoming F		11.0
Model:	500-B	IO-540-E1B5 I- IO-540-E1A5	dC-C3YR-2UF/FC8468	8-6R
Serial No:	1116-66	Eng. 1, L-5130-48 Eng. 2, L-505-48 Prop 1, CK5300B	5,016.2 7,271.4 3.3	3.3 3.3 3.3
New:	Newly overhauled:	Prop 2, CK5301B Used airc	craft: $\frac{^{3.3}}{\mathrm{X}}$	3.3
Country to which	exported: Fiji Isla	nds		
Exceptions:				
Lary R. S Gary R. Loyd	loyd			
Signature of A	Authorized Representative	DARTS05005NM	,a .v"	
4 November 201	0	المارية (مارية) DART505005NM		
Date	<u>'</u> . —	District Office or Designee N	lumber	

¹ For complete aircraft, list applicable specification or type certificate data sheet for the aircraft, engine, and propeller. Applicable specification or type certificate data sheet, If not attached to this export certificate, will have been forwarded to the appropriate governmental office of the importing country.

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US Department of Transportation Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
For FAA Use Only

Office Identification

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

(Section	1 901 Fed	leral Aviation Act of	1958).			port our. 100	unt iir at Olfin pi			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
		Make					Model				
	: A		Commander				500				
Т. А	ircraft	Geriai 140.					Nationality an	nd registra	ation mark	NICOODD	
		1116-	n on registration cert	ificata)			Address /As	shown o	n registration m	N620DR	
	_		y Myron	ilicat o)			•		Creekside Dr	•	
2. (Owner	Austre	yy.o						mit, MO 6408		i
				3	. For FA	A Use Only					
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						1100 41			·		
<u>.</u>	Init	Ma	ike	4	. Unit id Model	lentification	<u>-</u>	Serial	No	Repair	Alteration
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Airf	rame	++++	+++++++++	As describ	ed in iten	n 1 above)→	+++++ +	++++	++++		\mathbf{x}
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Powe	erplant										
			1,1								
Drai	ن حمالمہ										
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٧.		Туре					<u> </u>				
Appl	liance	Manufactures								l	
		Manufacturer									
				6. (Conform	ity Statemer	nt		-		
A. Age	ncy's Na	me	· · · · · · · · · · · · · · · · · · ·	 	of Agen				C. Certificat	e No.	
Darryl l	Frink			4		ted Mechanic			3131020		
	Holland	Dr.		Foreign Certificated Mechanic 3131929							
KAnsas	City, MC	64116		Certificated Repair Station					1		
				Manufacturer						ļ	
D. I d	ertify tha	t the repair and/or a	Iteration made to the	unit(s) ide	entified in	item 4 abov	e and describ	ed on the	e reverse or att	achments here	to have been
the best	i accorda t of mv kr	nce with the require: lowledge.	ments of Part 43 of t	he US Fed	eral Avia	ition Regulat	ions and that t	the inform	nation furnished	herein is true	and correct to
Date	,					Signature	of Authorize	d Individ	lual		
							_				
	Dec	ember 15, 20	09				9	1-) \ 1		
							Da	uf t	nente		
				7. Appi	roval for	Return to S	ervice	1			
Pursua	int to the	authority given po	ersons specified b	elow, the	unit iden	itified in iter			the manner p	rescribed by	the
Admini	stration	of the Federal Avia	ation Administratio	n and is	⊠ A	Approved	☐ Reject	ted			
_	FA	A Flt. Standards	Manufacturer	X	Inspec	ction Authoriz	ation	Other	(Specify)		
Ву		A Decimes	Danaia Ctatia		 			[
	_ [A	A Designee	Repair Station	[n Approved b la Airworthin					
Date of	Approva	l or Rejection	Certificate or De	signation		Signature		<u>. </u>			
И			0.1-			Authorize	d Individual [*]	1	10.	1	
<i>ye</i> c	LIK.	2009	3131929	1			<	(1) an	us Mu	4	
FAA Fo	rm 337		- 0112	'					0		

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 regis	tration mark and date work completed.)
Completed modification and inspection of leading edge brackets in accordance wi	th Central Airlines Service Bulletin CA223-
TKS Part I, FAA approved per STC SA00529SE.	
END	
en de la companya de la companya de la companya de la companya de la companya de la companya de la companya de La companya de la co	
	Carried Commence of the Commen
☐ Additional Sheets are Attached	

0	MAJOR REPA	AIR AND) <i>[</i>	ALTERAT	ION	Lasses	O		2120-0020	
U.S. Department	(Airframe, Powerp	lant. Pro	pe	ller, or Apr	lian	ce)	- 1		or FAA Use On	
of Transportation Federal Aviation	The second secon		•			•	. 4	(```) (```)	TOO	
Administration							1/1	טכ	1300 8	3(/pag
instructions and o	Print or type all entries. See FAI disposition of this form. This repor reach such violation (Section 901	t is require I Federal A	d b via	by law (49 U.S ation Act of 19	i.C. 1 58).	421). Failure to	repor	t can re	sult in a civil	penalty no
1. Aircraft	Make Aero Commander		્ક	ស្រា វិធី្សា	500)B			•	•
	Serial No. 1116-66			o propos		onality and Registration	on Mar	K ^{ilj} ild iz	ව මත්වර පවුණා	(6) 5 D. T. T. T.
2. Owner	Name (As shown on registration certifical Semanco International LTD.			1 5 5 57 (4)	P.C Ch	ress (As shown on re D. Box 19307 arlotte, NC 28219-	9307	ion certifi		ravojenni ielskaroje
		3. Fo	or F	FAA Use Onl	mplie	with the applicable	· · · · · · · · · · · · · · · · · · ·		noir has ge en dreinn	
·	airwort ercrafi	hiness require t, subject to ART 43	con:	nts and is approformity inspection	by	person audionized	-		1801426/EV 1911-1911	yr er
	· · · · · · · · · · · · · · · · · · ·	t Identifica	atio	on			·····		5. T	ype. 35%
Unit	Make	i e i galini	I	Model	, k = 5-	Serial	No.	-11.	Repair	Alteration
AIRFRAME	(A	s describe	d ir	n item 1 above) —			2 + ,5 **	ж Х	31 () ;
POWERPLANT										
PROPELLER										
APPLIANCE	Туре				····					
1	Manufacturer									
		6. Con	fo	rmity Statem	ent					
A. Agency's Na	me and Address			B. Kind of A	geno	СУ		C. C	ertificate No.	
Alliance Aviation S			X	U.S. Certificate	d Mec	hanic		AP21	62437 IA	
5400 Airport Drive				Foreign Certific	ated M	fechanic]		
Charlotte, NC 282	.00		1					1		

ħ

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

Manufacturer

Date

Signature of Authorized Individual

ISPANCE BARRA

Certificated Repair Station

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

1	the Administrator of the Fe	REJECTED		
BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
٥.	FAA Designee	Repair Station	Person Appoved by Transport Canada Alfworthiness Group	
	of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Ir	ndividual

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.

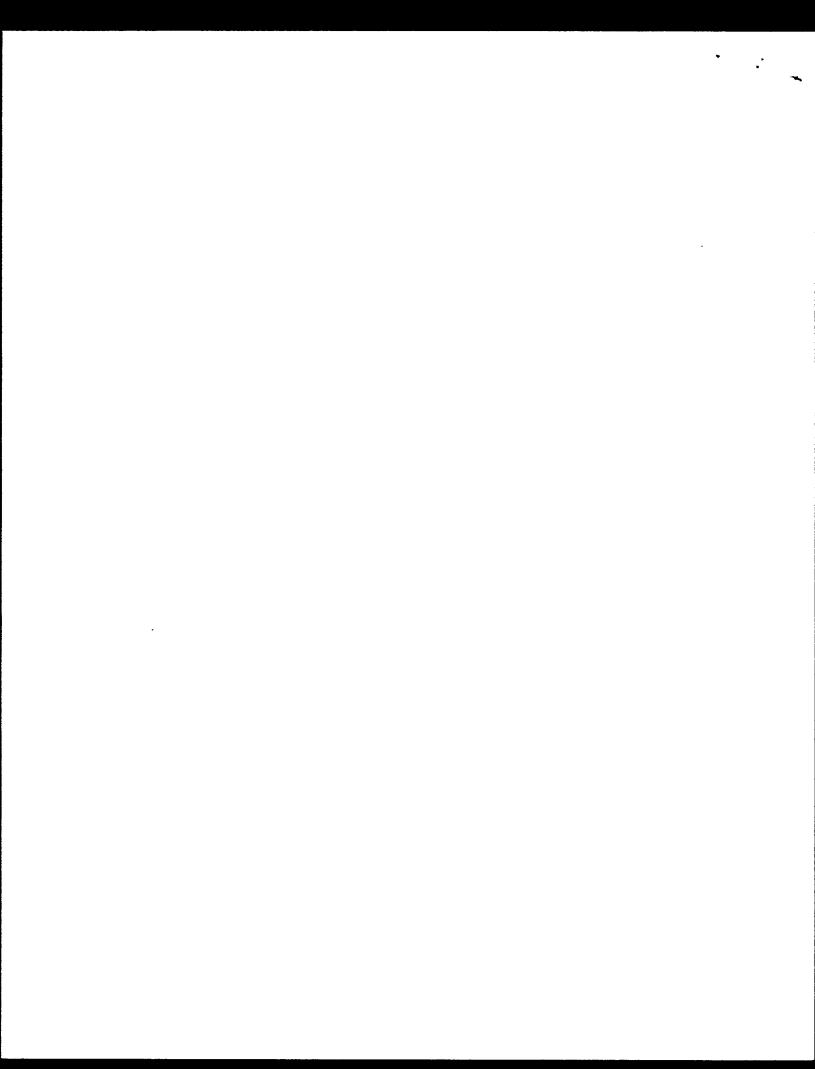
compatible with all previous alterations to assure co	ontinued conformity with the applicable airworthiness requirements.				
8. Description of Work Accomplished (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work complete 1. Repaired damage to right engine left mount upper brace per GTEC inc. FAA form 8110-3 and drawing number 01-2781 2. Tapered damaged area to equal finish of the original part. A section of a length of 2.60 was tapered 3. Installed a strap fabricated of 2024T3 Clad, .125 x .80 x 8.6 and inserted taper shim fabricated of 2024T3 Cad. Shim dimmension .30 x .15 x 2.60.					
1. Repaired damage to right engine left mount upper b	race per GTEC inc. FAA form 8110-3 and drawing number 01-2781				
2. Tapered damaged area to equal finish of the origina	al part. A section of a lenght of 2.60 was tapered				
	.80 \times 8.6 and inserted taper shim fabricated of 2024T3 Cad. Shim dimmension				

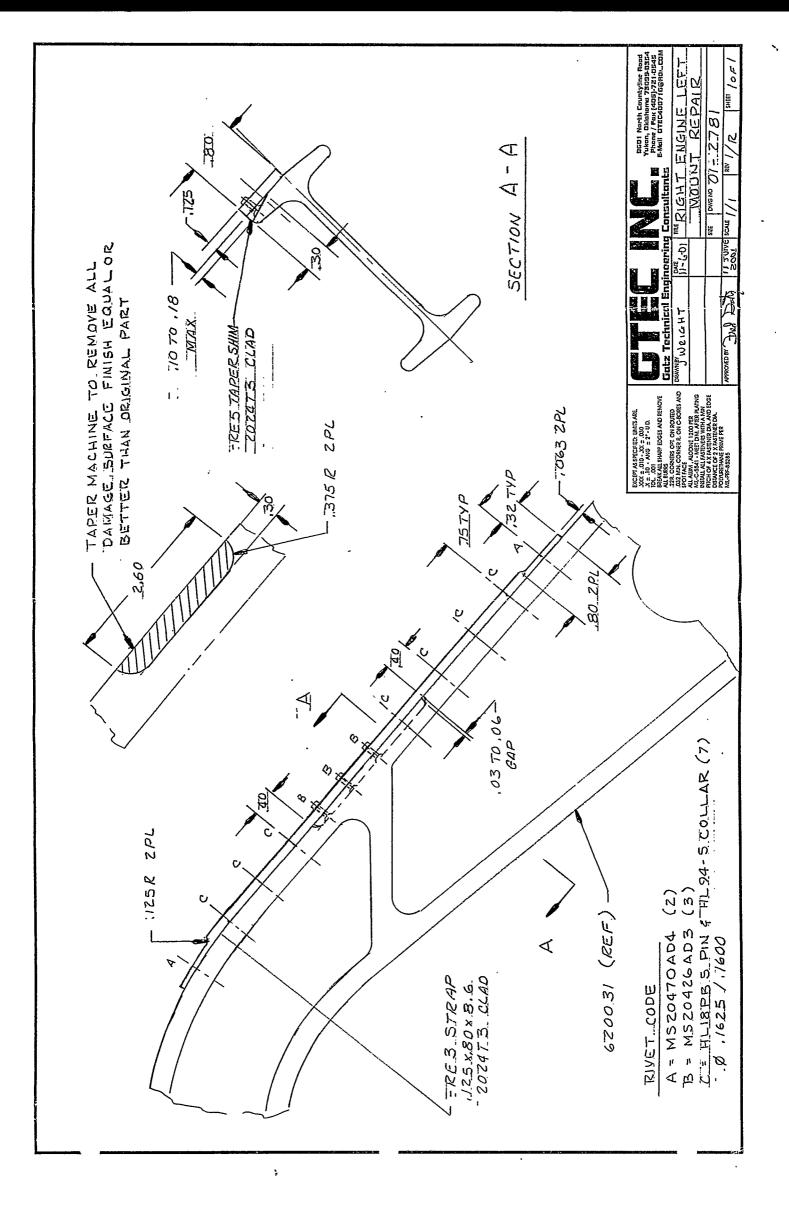
- 4. Secured strap and shim with:
 - (2) MS20470AD4
 - (3) MS20426AD3
 - (7) HL18PB5 pins and HL94-5 collars
- 5. References

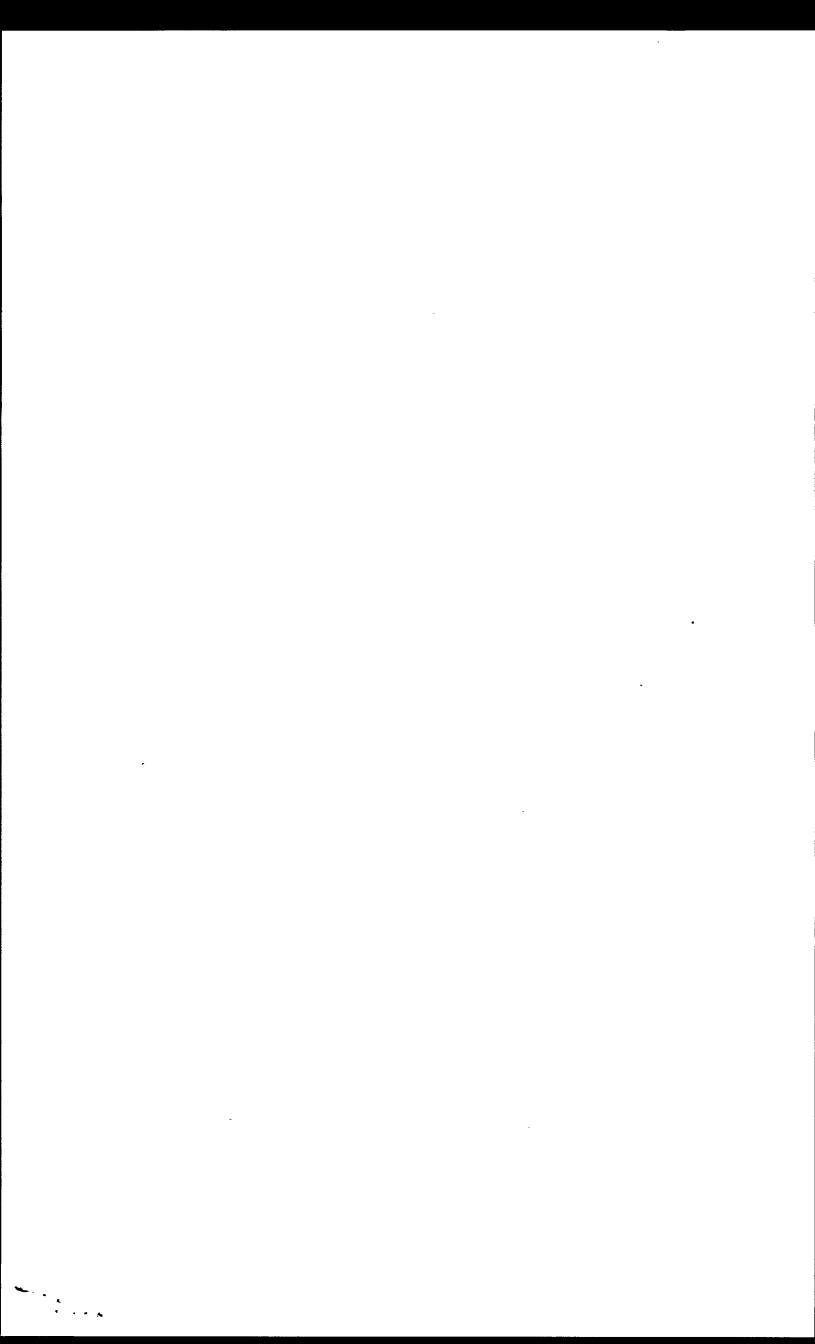
_All work done IAW (DER Engineering support) GTEC Drawing No. 01-2781 "RIGHT ENGINE LEFT MOUNT REPAIR" Revision I/R Dated 11 June 2001.

_AC43.13-1B Chapter 4 section 4.

	S. DEPARTMENT OF TRA FEDERAL AVIATION ADM LIANCE WITH THE I	INISTRATION		REGULATI	ONS	DATE 11 J	une 2001	
	AIRCRAFT OR							
MAKE	MODEL NO. '	TYPE (Airplane	e, Radio, Helico	opter, etc.)	NAME OF	APPLICANT		
Twin Commander	500B	A	irplane	e `		Alliance Aviation Services		
		LIST OF				VICES		
IDENTIFICATION				TITLE				
DRAWING NO.	DRAWING TITI	ĿE		REV DATE		MODEL NO.	SERIAL NO.	
01-2781 (GTEC INC.)	RIGHT ENGINE	====== E LEFT M	OUNT	===== "I/R" 11JUNE		500B	====== 1116-66 Only	
	NOTES: 1) Only the approved approved approved.	ed herei spection	n.					
PURPOSE OF DATA								
To submit data	a to the file	in supp	ort of	a 337	Repai	r.		
APPLICABLE REQUIREMENTS	(List specific sections)			· · · · · · · · · · · · · · · · · · ·				
CAM 3.171 CAM 3.172 CAM 3.173	CAM 3.174 CAM 3.291 CAM 3.292	C	AM 3.2 AM 3.2 AM 3.3	95	CAM	3.306		
CERTIFICATION - Under auth	nority vested-by direction	of the Adminis	trator and in	accordance w	rith conditi	ons and limitation	ns of appointment	
under Part 183 of the Federal A							have been	
examined in accordance with es						e Federal Aviation	n Regulations.	
I () Therefore	ecommend approval of these pprove these data	_		-			-	
SIGNATURE(S) OF DESIGNATE	· · · · · · · · · · · · · · · · · · ·	ENTATIVE(S)	DESIGNAT	ION NUMBER	(S)	CLASSIFICA	ATION(S)	
Fred) In				710098-SW	STRUC	TURAL A Order 8110.37C		
Fred P. Gatz	7				Chart A A1, B1, B4, C4.	C1, D1, E1, F1, A2, E2	., A3, B3, C3, D3, E3, A4, I, N4, O4, A6, E6, F6, M6,	
					N6, O6, O9, I10 FARs 2		9, E9, F9, K9, L9, M9, N9,	







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U.S. Department of Transportation

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

Form Approved
OMB No. 2120-0020
For FAA Use Only
Office Identification A

Federal Aviation Administration

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

							-						
		Make AERO COM	Make AERO COMMANDER						Model 500-B				
1. A	Aircraft	Serial No.		1001				Nationality and Registration Mark					
		1116-66					1	USA - N620DR					
,			howr	n on registration cer	rtifica	te)			(As shown on reg	nistration (ortificate)		
	_	CCRS INC			••••	,,	ļ		EAST BLVD				
2. u	Owner	İ					!	1	OTTE, NC 28				
-				3. For FA	A Us	e Only							
l													
				4. Unit Id	lentifi	cation				•	5. Type		
ĺ	Unit		Mal	ike	1		Model		Serial No		Repair	Alteration	
 		 								•	Hope.,	Altorado	
AIRFRAME ~~~~~~~ (4s des						". <u>.</u>	3.5 A. A. Shan				<u> </u>		
An.,	.UVIAIT			٠~~~~	is aus	3CTIDeu	in Item I apov	/e) ~~~	~~~~~~~		X		
<u> </u>		 								 .	 	 	
POW	VERPLANT			J	i						1		
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PRO	PELLER			1	i			1					
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		Туре									 	 	
ΔΡΡΙ	LIANCE				i		•				ł		
A	LIMITOL	Manufacturer	r		i						İ		
		<u> </u>						-					
- 7		·					nformity Staten			7	<u> </u>		
		Name and Add				B. F	Kind of Agency			C. Certifi	icate No.		
			FL?	IGHT CENTER			U.S. Certificated Mechanic						
		RPORT RD W, GA 30:	111				Foreign Certific			GMNR2	231s		
24.	PIAIN DOLL.	i, GA Ju.	144			X	Certificated Re	-	on]			
	- :**: 41					ليل	Manufacturer			<u></u>			
D.	. I certity tr	hat the repair a	and/o	or alteration made to	o the	unit(s)	identified in ite	m 4 abov	e and described o	n the reve	rse or attach	ments hereto	
	furnished	herein is true	and	nce with the require correct to the best (nents	3 OT FO 1 know	irt 43 or the U	S. Federai	Aviation Regulation	ons and th	at the inform	nation	
Date				7011000 10 1110 11	,		nature of Author	d India	*.4 1				
-		- 40				Sig.	lature or Author	fizeu marv	riduai		0		
	Dece	mber 10,	199	<i>₁</i> 9		ושת	NNIS BROOK	·c /		6.	4		
					7. A		I For Return To		Jan				
Pu	ursuant to 1	the authority ç	iven	persons specified b	below.	, the u			es inspected in the	menner r	-recoribed by	· +ha	
Ad	dministrato	r of the Feder	al Av	viation Administratio	on and	l is	☑ APPROVED	RE	EJECTED	Jiliainio, _E	Mascuned pa		
5V		Fit Standards ector		Manufacturer		Insp	ection Authoriz	Other (8					
BY	FAA	Designee	х	Repair Station	+		son Approved by						
				Repair Station			ada Airworthine						
Date	of Approv	val or Rejection	1	Certificate or		Sign	nature of Author	rized Indivi	idual				
Dε	ecember	10, 1999	ا و	Designation No.			_		` .	6	/)		
		•	,	1		יושם ו	WITE BROOK	c _/	1	/) .(100	1	

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	
12/10/99 AERO COMMANDER 500B S/N 1116-66	1 1
	DEST COLUMN AND DEDIT ACED DIVERS ON
REPLACED RIVETS THAT WAS FAILED ON RIGHT ELEVATOR LEFT BELLCRANK WITH 5/32 DIA HL18PB HI-LOCKS IN .1	590 TO .1620 DIA HOLES.
REVIEWED PREVIOUS SKIN REPAIR ON RIGHT SIDE OF AFT AND REPAIR. SECTION OF .032 SIDE SKIN WAS SPLICED 24INCHES HIGH.	FUSELAGE FOR ADEQUATE STRENGTH FROM FS 316 TO FS 335.5 AND
ALL WORK WAS DONE IN ACCORDANCE WITH REPORT LSK 50 FORM 3110-3 BY H.H. WADE DERT-510407-CE STRUCTURES	OB-1116-66, AS APPROVED ON FAA DATED 12/7/99.
ICA	·
INSTRUCTIONS FOR CONTINUED AIRWORTHINESS: NONE.	
END	
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•	, <u>,</u>
والمريد المراجعة والمنطقين مستنسف فرايق أماماهم المعارض والمراجعة والمناطقين والمناطق والمناطق والمناطقة	enger were kom om men en en en en en en en en en en en en e
No.	
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Two	
Additional Sheets Are Atta	ached

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS											
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION											
MAKE	MODEL NO.	TYPE (Airplana, Radio, Helicopter, etc.)	NAME OF APPLICANT AVETCH Executive Flight								
Aero Commander	500B	Airplane	Center Center								
LIST OF DATA											
IDENTIFICATION		TITLE									
LSK 500B-1116-66	Equivalent S	trength Repair									
PURPOSE OF DATA											
Approve Repair			Ì								
	markan and a second and a second and a second and a second and a second and a second and a second and a second										
APPLICABLE REQUIREMENTS (LIS	st specific sections)	· · · · · · · · · · · · · · · · · · ·									
PART 43 Appendix A	1										
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 have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations. I (We) Therefore											
SIGNATURE(S) OF DESIGNATE	D ENGINEERING REPRESENTA		CLASSIFICATION(S)								
Henry .H. Wade	Pada	DERT-510407-CE	Structures								
	·										
FAA Form 8110-3 (11-70) SUPE	RSEDES PREVIOUS EDITION										

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LSK 500B-1116-66 Equivalent Strength Repair

H. H. Wade 12-7-99

A. Background Information

1. Aircraft- Aero Commander Model 500B S/N 500B-1116-66

2. Repair Station- AVTECH Executive Flight Center

3. Five 5/32 diameter rivets failed and were missing on the right elevator bellcrank. A previous skin repair on the right side of the aft fuselage was reviewed for adequate strength and to document the the repair.

B. Elevator Bellcrank Repair

- 1. Drill out the five 5/32 diameter aluminum rivets on the left elevator bellcrank.
- 2. Install five 5/32 diameter HL18PB Hi-Loks to both left and right elevator bellcranks in .1590 to .1620 diameter holes.

C. Aft Fuselage Skin Repair

- 1. A section of .032 side skin was spliced in from FS 316 to FS 335.5 and 24 inches high.
- 2. The top and the bottom were attached a single row of NAS 1097 AD4 rivets spaced at 1.00 which is standard for horizontal skin splices on this aircraft.
- 3. The forward and aft edges were spliced with two staggered rows of NAS 1097 AD4 rivets spaced at .80 which is standard for vertical splices on this aircraft.

US Department of Transportation

Federal Aviation Administration

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

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification am ATL-FSOO-11

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 for each such violation (Section 901 Federal Aviation Act of 1958).

101 00011 00	acii violation (Section 901 Federal Avi	ation Act of 1958).	•	- art in a civil per	any not to ex	recen à t'ont		
1. Aircraft	Make Aero Command	er	Model 500-B					
	Serial No. 1116-66		Nationality and Registration Mark					
2. Owner	Name (As shown on registration of AirCenter, Inc		Address (As shown on registration certificate) 1027 River Bend Rd. Chattanooga, Tn.					
		3. For FAA Use (37419	·		
				-	·.			
		4. Unit Identifica	lion		5. Type			
Unit	Make	Model	Se	erial No.	Repair	Alteratio		
AIRFRAME .		As described in Item 1 abo	ive)			х		
POWERPLANT			DE.	9 E 100 e				
ROPELLER		-	DEC	1 7 1997	FIR			
PPLIANCE	Manufacturer .			PRGIA FSDO ANTA. GA		.x		
. Agency's N	ame and Address	6. Conformity States	ment		! -	L		
	ce McAfee	B. Kind of Agency		C. Certi	ficate No.			
110 Cart	Woodland Dr. tersville, Ga. 3012	Foreign Certific Certificated Re	Manufacturer			P356363059		
Dallelling	nat the repair and/or alteration made to n made in accordance with the require herein is true and correct to the best	o the unit(s) identified in iter ements of Part 43 of the U. of my knowledge.	n 4 above and describe S. Federal Aviation Re	ed on the reverse gulations and th	or attachmer at the inform	nts hereto ation		
ate 12	12-97	Signature of Author	orized Individual			 		
		7. Approval for Return To	New 11	- Jun				
Pursuant to Administrato	the authority given persons specified rof the Federal Aviation Administration	below, the unit identified on and is APPROVE	in item 4 was inspec	cted in the mani	ner prescribe	d by the		
	Fit. Standards	X Inspection Authoriza	011					
	Designee Repair Station	Person Approved by Canada Airworthines	Transport s Group			;		
12-12-	1 or Rejection Certificate or Designation No. 3 \$6363059	Signature of Author		ef				
A Form 337 (12-88)							

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

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

N 789S

SN 1116-6

Installed a freon air conditioning system I/A/W STC # SA 01444AT and GTEC report no. GS 10-2009, Rev. A, dated 7/21/97 and dwg. no. AI-537-97-1, rev. C, dated 7/30/97. See current Wt. & Bal.

END

US Department of Transportation Federal Aviation Administration

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

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification Open ATC-FODD-1

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 eac	ch sucl	h violation (Secti	on 901 Federal Avi	ation /	Act of	1958).	andle to le	port can result in	a civil pen	alty not to ex-	ceed \$1,000
1. Aircra		Make		ro Command			Model 500-B					······································
		Serial No. 1116-66						Nationality and Registration Mark N 7895				
2. Owner	r			enter, Inc		Address (As shown on registration 1027 River Bend Chattanooga, Tr					certificate)	
									·		37419	
	· · · · · · · · · · · · · · · · · · ·					3.	For FAA Use Or	nly				
-												
						4.	Unit Identification	on			5. Type	
Unit			M	ake			Model		Serial No	o.	Repair	Alteration
AIRFRAME	FRAME - (As de:				scribe	ed in Item 1 abov	·e)	***************************************			X	
POWERPLA	ANT						N)		\			,
PROPELLE		·						DEC	1 m 100-	Th		;
Type APPLIANCE Manufacturer							561	GIA FSDO				
A. Agency	v's Nar	ne and Addi				- 1	onformity Statem	ent	, G/L			
L:	ance	McAfe Woodlar Prsvill	ee id		0	X	U.S. Certificated Foreign Certifica Certificated Repa	ted Mechan	nic		ficate No. 5636305	39
turnis	ify that been r shed h	t the repair a made in acc erein is true	nd/c orda and	or alteration made to nce with the requir correct to the best	o the ui ements of my	nit(s) s of P knov	identified in item Part 43 of the U.S.	4 above ar . Federal A	nd described on th Aviation Regulation	ne reverse ons and th	or attachmer at the inform	nts hereto lation
ate	12	-12-	9-	7		Sig	nature of Author	ized Indivi	idual ^ _ G	L		
Pursuant	t to th	e authority	give	n persons specified iation Administration	d 6-1	41.	al for Return To	Service				
		t. Standards	A Av	iation Administration	on and	T	M APPROVED		JECTED Other (Specify)	the man	ner prescribe	d by the
Y	FAA De	esignee		Repair Station		Pers	on Approved by Tada Airworthiness		-			
ate of App 2-1'	oroval o	or Rejection		Certificate or Designation No.	IIA		nature of Authoria	zed Individ	dual A Col)		
AA Form 3	337 (12-	-881					/ \ 		· Y			

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

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

N 789S

SN 1116-66

Installed wing flap gap seals per STC # SA2903SW and I/A/W AirCenter, Inc. dwg. no. 42001, issue 2. See current Wt. & Balance.

US Department of Transportation Federal Aviation Administration

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

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification

BAM ATL-F-5DO-11/2-22-97

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 (Sec	ction 901 Federal Avi	ation A	ct of 1958).	andle to It	eport can result in	a civil pen	alty not to ex	ceed \$1,000	
1. Aircraft	Make A	ero Commande		· · · · · · · · · · · · · · · · · · ·	Model	500-B				
	Serial No.	1116-66			Nationality and Registration Mark N 7895					
2. Owner	i i	wn on registration co		te)	Address	(As shown on reg 027 River	gistration Bend	costificate		
	Air	Center, Inc.	•		C	hattanoog	a, Tn	•		
	t	•	 _	3. For FAA Use O				37419		
				3. FOI PAA USE UI	nıy					
								i		
				4. Unit Identification						
Unit		Make		Model	<u></u>	Cartalan		5. Type	 	
	-					Serial No	o. ————	Repair	Alteration	
AIRFRAME	•		As des	cribed in Item 1 abov	'e) ••••	······			x	
POWERPLAN	NT			D	3		In			
PROPELLER				ΙŃ	DEC	1 7 1997	,		 	
	Туре			——— <u> \ </u>	UE		<i>J.</i>	<u> </u>		
APPLIANCE	Manufacturer				RGIA FSDO ANTA, GA					
A. Agency's	Name and Address		6	6. Conformity Statem					L	
	nce McAfee	<u> </u>		B Kind of Agency			C. Certi	ficate No.		
	0 Woodland	Dr.		U.S. Certificated Mechanic Foreign Certificated Mechanic						
	rtersville		0	Certificated Repair Station			A&P3	&P356363059		
D. I certify	y that the repair and	or alteration made to	the un	Manufacturer it(s) identified in item of Part 43 of the U.S	A above s					
have be furnish	een made in accord ed herein is true an	ance with the require d correct to the best	ements	of Part 43 of the U.S. knowledge.	. Federal	Aviation Regulation	ne reverse ons and th	or attachmer at the inform	nts hereto ation	
ate				Signature of Author			-A-			
- 1	2-12-9	7		X 0.	-se man	ΛΛ r .				
<u>-</u> L_			7 An		ver					
Pursuant t	o the authority giv	en persons specified		proval for Return To: the unit identified is MAPPROVED.	Service	Was iggreeated to				
	AA Fit. Standards	viation Administratio		is MAPPROVED	□ RE	OLOTED	the manr	ner prescribe	d by the	
	spector	Manufacturer	X	Inspection Authorizati	ion	Other (Specify)				
	A Designee	Repair Station		Person Approved by T Canada Airworthiness	ransport Group]	_		,	
ate of Appro	oval or Rejection	Certificate or Designation No.		Signature of Authoriz		dual)			
14-16	7 /	356363059	14	$\langle \wedge \rangle$		rn &			- 1	
AA Form 33	7 (12-88)									

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

8.	Description of Work Accomplished (If more space is required, attach additional sheets. Ident	ify with aircraft nationality and registration mark and date work completed.)
	N 789S	SN 1116-66
	Installed baggage compartm Service Change No. 73 dat See current Wt. & Balance.	

END



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

Form Approved OMB No. 2120-0020 For FAA Use Only

Office Identification DTC-FSDO-11 12-22-99

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

						o. o. 1556).					
1. Aircı	rəft	Make	Ae	co Commande	er		Model	500-B			·
i. Allei	all	Serial No. 1116-66						ity and Registrat	ion Mark	N 789S	·
2. Own	er			n on registration ce		e)	gistration Bend a, Tn	certificate) Rd.			
		<u> </u>				3. For FAA Use Or	-1			37419	•
						G. TOI PAR USE OF	ny				
						4. Unit Identification	on			5. Type	
Uni	it		M	ake		Model		Serial N	o.	Repair	Alteration
AIRFRAM	1E -	~	~~~	·························(As des	cribed in Item 1 abov	e) 	***************************************			X
POWERP	LANT		-								
PROPELLER						DF		4007			
APPLIAN	CE	Type Manufacture	er				DEC	GIA FSDO	U		, v
. Agen	cv's Na	me and Add				6. Conformity Statem					<u></u>
		e McAfe				B Kind of Agency	14bi-		C. Certi	ificate No.	
	110 Cart	Woodlar ersvill	ıđ .e,	Ga. 3012		U.S. Certificated Foreign Certifica Certificated Repo	5636305				
furr	rtify the e been nished	at the repair a made in acc herein is true	orda and	or alteration made to nce with the require correct to the best	the ur ments of my		. i cuciai A	Aviation Regulati	he reverse ons and th	or attachment at the inform	nts hereto ation
ate	12	-12-	9-	1		Signature of Author	ized Indiv	idual C			
	10	16		/		L(/) a	nen	- 1 / \ - <	Lun	_	
Pursua	nt to t	ne authority	nive	n nersons specifies	l balan	proval for Return To	Service	/			
Admini	strator	of the Feder	al Av	iation Administration	n and	v, the unit identified is APPROVED	in item 4	was inspected in	the man	ner prescribe	d by the
_Y	FAA F Inspe	It. Standards ctor		Manufacturer	X	Inspection Authorizat	ion	Other (Specify)			<u>-</u>
		Designee	<u> </u>	Repair Station		Person Approved by T Canada Airworthiness	Group		^		
12-	12:	or Rejection		Certificate or Designation No. 3 \$63636\$	IΑ	Signature of Authori	zed Indivi	dual - ex)		
A Form	337 (1	2-881				\		<u> </u>		••	

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.)

N789S SN 1116-66
Installed cockpit overhead windows per STC# SA3516WE and I/A/W Mr. RPM dwg. list No. 1016, Rev.C, dated Oct. 26, 1977. See current wt. & balance.

END

US Department of Transportation Federal Aviation Administration

•

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

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification ATL-FSDO-11

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

tor	eacn suc	n violation (Section	901 Federal Aviat	ION ACT	ot 1958).					
- A:		Make AERO	COMMANDE	R		Model	500B			
1. Aiı	rcran	Serial No.	500B-1116-	-66		Nationali	ty and Registration N789S	Mark		
		Name (As shown	on registration cer	rtificate)		Address	(As shown on regis	tration ce	ertificate)	
2. Ov	vner	CCRS INC	-	-			35-E EAST ARLOTTE NC		SUITE	125
					3. For FAA Use O	nly				
.I	SAPPRO	AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA	HE ABOVE DESC DRMITY INSPECT AR 434.	IREME	NTS AND AIR- 7 A		,			
		FAA INSPEO	JOR .		4. Unit Identificati	on			5. Type	
l	Jnit	Mal	ke		Model		Serial No.		Repair	Alteration
AIRFR	AME	******		As desci	ribed in Item 1 abo	ve) •••••				X
POWE	RPLANT	,				B				
PROP	ELLER					K	DFC 3 1 199	37		
APPLI	ANCE	Type Manufacturer					GEORGIA FE ATLANTA, C	SDO SA	Ų	
				6.	Conformity State	ment_				
A. Ag	jency's N	ame and Address			B. Kind of Agenc	у .		C. Certi	ificate No.	
	Tim	Mathison	Avionics		U.S. Certificate	d Mechanic	:			
		Gasque Dr			Foreign Certific			тмя	R766J	
		Fayette,			Certificated Re	pair Station	1	2	117000	
					Manufacturer					
	have bee	nat the repair and/o n made in accordar I herein is true and	nce with the requir	rements	of Part 43 of the U.	m 4 above .S. Federa	and described on the Aviation Regulation	ne reverse ons and th	eorattachm nat the infor	ents hereto mation
Date		12-2	7-97		Signature of Auth	orized Ind	ividual	_		
				7. Ap	proval for Return T	o Service	\			
Pur Adı	suant to ninistrate	the authority giver or of the Federal Av	n persons specific iation Administrat	ed below ion and	v, the unit identifie is 🗡 APPROVE		4 was inspected in REJECTED	the mar	nner prescri	bed by the
DV.	1	Fit. Standards ector	Manufacturer		Inspection Authoriz	zation	Other (Specify)			
BY	FAA	Designee	Repair Station		Person Approved b Canada Airworthin	ess Group	<u></u>			
	• •	ral or Rejection	Certificate or Designation No.	_	Signat ure of Auth	orized Ind	ividual			

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.)

N7895

INSTALL: GARMIN MODEL GNC300 S/N 83002364 AT F.S. 68 ON PILOT SIDE OF UPPER EYEBROW INSTRUMENT PANEL.

THIS IS A FOLLOW ON OF STC NUMBER SA00372WI

THE ABOVE INSTALLED I/A/W GARMIN INSTALLATION MANUAL 190-00067-02 REVISION D DATED 06-28-96, AC43.13-1A CHAPTER 11 SECTION 2 PAR 424 SECTION 7 PAR 519, AC 43.13-2A CHAPTER 1 PAR 10,11,12 CHAPTER 2 PAR 22 CHAPTER 3 PAR 36. AC 20-138, APPENDIX 1 PAR 1 a,b,c d. INSTALLED PLACARD: "GPS LIMITED TO VFRTUSE ONLY", THE STRUCURAL INSTALLATION IS IN COMPLIANCE WITH F.A.R 23.1301.

A FUNCTIONAL FLIGHT EVALUATION WAS CONDUCTED AND THE SYSTEM MEETS THE REQUIRMENTS OF AC 20-138 PAR 7C(1)(IV).

FLIGHT TEST PERFORMED BY: 176638

WEIGHT AND BALANCE COMPLETED.

ELECTRICAL LOAD ANALYSIS SATISFACTORY. EOUIPMENT LIST HAS BEEN REVISED.

INSTALLATION IS COUPLED TO HSI AND STEC 65 AUTOPILOT WITH FLIGHT DIRECTOR.

US Department of Transportation Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
For FAA Use Only

Office Identification
ATL-FSDO-11

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

for	each suc	h violation (Section	901 Federal Aviat	ion Act	of 1958).					
		Make AERO	COMMÀNDE	R		Model	500B			
1. Air	craft	Serial No.	500B-1116	-66		Nationality	and Registration		lourd J	
	-	Name (As shown	on registration ce	rtificate)		Address (A	As shown on regis	tration ce	rtificate)	
2. Ov	vner	CCRS INC)		-		35-E EAST ARLOTTE NO		SUITE	125
]	S APPRO	PLICABLE AIRWO DVED ONLY FOR TO UBJECT TO CONF AUTHORIZED IN 1997 / JOSEP	THE ABOVE DESCONDENS OR MITTY INSPECT	UIREMI CRIBED	ENTS AND	niy				
			72016) /	4. Unit Identificati	on			5. Type	
ι	Jnit	Ма	ke		Model	.	Serial No.		Repair	Alteration
AIRFR	AME		······································	As desc	ribed in Item 1 abov	/e)				X
POWE	RPLANT						DEVI			
PROPI	ELLER			,			DEC 3	1 1997	AU (MINISTER STATE)	
APPLI	ANCE	Manufacturer					GEOR ATLA	GIA FSD NTA, GA	三四	
		!		6	. Conformity State	ment		_		
A. Ag	ency's N	ame and Address			B. Kind of Agenc			C. Certi	ficate No.	
	114	Mathison Gasque Dr Fayette ,	٠		U.S. Certificate Foreign Certific Certificated Re Manufacturer	cated Mechar	nic	TM8	R766J	
	have bee		nce with the requir	rements	it(s) identified in ite of Part 43 of the U. knowledge.					
Date		12-27	-97.		Signature of Auth	orized Indiv	ridual	>		
				7. Ap	proval for Return T	o Service \			<u>-</u>	
Pur Adr	suant to ninistrate	the authority given or of the Federal Av	n persons specific iation Administrat	ed below ion and	v, the unit identifie is ⊠_APPROVE		was inspected in EJECTED	the man	ner prescrib	ed by the
ву		Fit. Standards ector	Manufacturer		Inspection Authoriz	ation	Other (Specify)			
		Designee	Repair Station		Person Approved b Canada Airworthine	ess Group				
	• •	ral or Rejection	Certificate or Designation No. Tハダペプム	\mathcal{I}_{c}	Signature of Author	orized Indiv	idual			

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.)

S/N 500B-1116-66 N7895 ~

Garmin model GNC300 S/N 83002364 located upper eyebrow instrument panel on pilot side. Currant data card S/N 322096252

This installation is upgraded from VFR to IFR and the Garmin GNC300 Flight Manual Supplement dated 12-27-97 has been added to the Aircraft Flight Manual. The "GPS Limited to VFR use only" placard has been removed from the aircraft. This GPS system has been installed as a suplemental navigation system. 80 47

Note: this system was approved for VFR use on Faa Form 337 dated 12-27-97 and placarded "GPS Limited to VFR use only". The Flight supplement was submitted for FAA approvel at that

This TSO c129 Class a (1) Garmin GNC300 GPS system is a follow on installation of STC #SA00372WI for enroute, terminal and non precision instrument approach.

This installation has been evaluated in accordance with the criteria contained in AC20-138 8c(i),(iii), and (iv) and Appendix 1 paragraph 2. System accuracy is within specified limits with no interference with other systems noted and verified adequate isolation from harmonic interference of vhf communication tranceivers and the GPS.

This system was flight tested for IFR certification by making enroute checks at (CLT) Charlotte NC, (GSO) Greensboro NC and (EQY) Monroe NC, with three instrument approach checks at (29J) Rock Hill SC GPS RWY 20.

Threshold coordinates for 29J RWY 20 N.34.59.71

Indicated GPS approach #1 N.34.59.59 W.81.03.30 Error .12 nmi Indicated GPS approach #2 N.34.59.67 W.81.03.32 Error .04 nmi Indicated GPs approach #3 N.34.59.68 W.81.03.31 Error .03 nmi

The maximum recorded error of .12 nmi is within the .25 nmi FTE requirement for IFR approach.

I certify the above recorded flight data information is correct and that the GPS equipment, as installed meets the IFR requirments of AC20-138.

By:

Certificate No./766382

Weight & Balance also Log Book entries were made per FAR 43.9

Hnitch States Of America

Bepartment of Transportation - Nederal Abiation Administration

Supplemental Type Certificate

Number SA00372WI

This Earlifecate is and to

Garmin International 9875 Widmer Road Lenexa, KS 66215

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airporthisess requirements of Gwet 3 of the Civil Air Bogulations.

Original Product - Type Certificate Number:

Mooney

Description of Type Design Change Installation of GARMIN GNC300 VHF Communication Transcoiver/GPS Receiver, in accordance with (1) GARMIN Master Drawing List, 005-0012-00, Revision A, dated September 14, 1995, and (2) EAR Approved Airplane Flight Manual Supplement (AFMS) for Mooney M20J with GARMIN GNC360 VHF Communication Transceiver/GPS Receiver, dated October 16, 1995, or later FAA approved revisions to

Einitations and Conditions Compatibility of this design change with previously approved modifications must be determined by the installer.

This contificate und the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, muched or a termination date is otherwise established by the Administrator of Vic Federal Sociation Administration

Dals of application. May 30. 1995

Date reissued:

Dato amended :

Dels of issuance: October 16, 1995

By direction of the Administrator

James M. Peterson

Associate ACO Mgr., Systems & Propulsion Wichitz Aircrast Certification Office

(Tille)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,600, or imprisonment not exceeding 3 years, or both.

FAA. Fam #110-2-((10-61)

Tida certificate may be transfered in accordance with FAR 21.67.

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	h		•
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			•
		4	

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3 AIRCRAFT SERIAL NUMBER	4 CATEGORY
	AERO COMMANDER		
_N620DR	500-B	1116-66	STANDARD

5. AUTHORITY AND BASIS FOR ISSUANCE

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

NONE



6. TERMS AND CONDITIONS

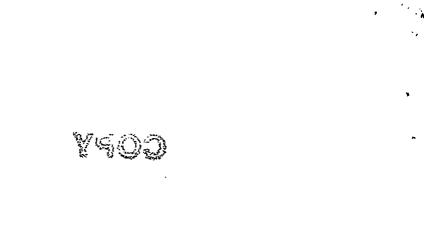
Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation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

DATE OF ISSUANCE	FAAREPRESENTATIVE	DESIGNATION NUMBER
08-31-62R	MITZI B. HOLLOMON	ASO-FSDO-33

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)

*U.S. G.P.O. 1995 669-242



US Department of Transportation Federal Aviation Administration

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

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification
ATL-FSDO-11

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent

for each su		ation Act of 1958).	21). Failure to report can result in a civil penalty not to exceed \$1,0	000
1. Aircraft	Make AERO COMMANDI	ER	Model 500B	
	Serial No. 500B-1116		Nationality and Registration Mark N789S	
	Name (As shown on registration c	ertificate)	Address (As shown on registration certificate)	
2. Owner	CCRS INC		1235-E EAST BLVD SUITE 125 CHARLOTTE NC	ı
WITH AP IS APPRO CRAFT S	PA ALTERATION INDENTIFIED HE PLICABLE AIRWORTHINESS REQUED ONLY FOR THE ABOVE DESUBJECT TO COMPORMITY INSPECTAUTHORISED IN FAR 43.7	UIREMENTS AND CRIBED AIR-	se Only	
DALE	FAA INSPECTOR	4. Unit Identi	fication 5. Type	
Unit	Make	Model	Serial No. Repair Altera	atior
AIRFRAME	(As described in Item 1	above)	
POWERPLANT				
PROPELLER	T.		APR 2 n 1998	
PPLIANCE	Type . Manufacturer		GEORGIA FSDO ATLANTA, GA	
Agonovia Na		6. Conformity St		
	ame and Address	B. Kind of Age		
114	Mathison Avionics Gasque Dr. Fayette , GA 30728	Foreign Ce	cated Mechanic rtificated Mechanic I Repair Station TM8R766J	
furnished I	at the repair and/or alteration made to made in accordance with the require herein is true and correct to the best	the unit(s) identified in	nitem 4 above and described on the reverse or attachments heret e U.S. Federal Aviation Regulations and that the information	 (O
ate	12-27-97	Signature of A	uthorized Individual	- .
· · · · · · · · · · · · · · · · · · ·		7. Approval for Return	n To Service	
		below, the unit ident on and is	ified in item 4 was inspected in the manner prescribed by the	е
FAA F	It. Standards Manufacturer	Inspection Author	Other (Specify)	
FAA D	Pesignee Repair Station	Person Approved Canada Airworth	1 by Transport liness Group	
te of Approval	or Rejection Certificate or Designation No. TM&R7(66		thorized Individual.	

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.

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.) 8. Description of Work Accomplished

S/N 500B-1116-66 Garmin model GNC300 S/N 83002357 located upper eyebrow instrument panel on copilot side. Currant data card S/N 322096253

This installation is upgraded from VFR to IFR and the Garmin GNC300 Flight Manual Supplement dated 12-27-97 has been added to the Aircraft Flight Manual. The "GPS Limited to VFR use only" placard has been removed from the aircraft. This GPS system has been installed as a suplemental navigation system.

Note: this system was approved for VFR use on Faa Form 337 dated 12-27-97 and placarded "GPS Limited to VFR use only". The Flight supplement was submitted for FAA approvel at that

This TSO c129 Class a (1) Garmin GNC300 GPS system is a follow on installation of STC #SA00372WI for enroute, terminal and non precision instrument approach.

This installation has been evaluated in accordance with the criteria contained in AC20-138 8c(i),(iii), and (iv) and Appendix 1 paragraph 2. System accuracy is within specified limits with no interference with other systems noted and verified adequate isolation from harmonic interference of vhf communication tranceivers and the GPS.

This system was flight tested for IFR certification by making enroute checks at (CLT) Charlotte NC, (GSO) Greensboro NC and (EQY) Monroe NC, with three instrument approach checks at (29J) Rock Hill SC GPS RWY 20.

Threshold coordinates for 29J RWY 20 N.34.59.71 W. 81.03.32

Indicated GPS approach #1 N.34.59.61 W.81.03.31 Error .10 nmi Indicated GPS approach #2 N.34.59.66 W.81.03.30 Error .05 nmi Indicated GPs approach #3 N.34.59.63 W.81.03.30 Error .08 nmi

The maximum recorded error of .10 nmi is within the .25 nmi FTE requirement for IFR approach.

I certify the above recorded flight data information is correct and that the GPS equipment, as installed meets the IFR requirment's of AC20-138.

Certificate No. 1766382

Weight & Balance also Log Book entries were made per FAR 43.9



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

Form Approved
OMB No. 2120-0020
For FAA Use Only

Office Identification

ATL-FSDO-11

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

1. Aircraft	Make AERO	COMMANDE	R		Model	500B			
i. Ancian	Serial No.	500B-1116	-66	-	Nationa	lity and Registration	n Mark		
	Name (As shown	on registration ce	rtificate)	Address	(As shown on regi	stration co	ertificate)	
2. Owner	CCRS INC		1	• .		235-E EAST HARLOTTE NO		SUITE	125
	, ,	'		3. For FAA Use () Only				
WITH APPI IS APPROV CRAFT SUI	AFFERMENT IN LICABLE AIRWOR ED ONLY FOR TH BJECT TO CONFO UTHORIZED IN F 1907 X 100 TA FAA INSPENT	ETHINESS REQUISE ABOVE DESCRIPTION OF THE PROPERTY INSPECT AR 43.7	IREMEI RIBED A YON BY	OMPLIED NTS AND AIR- YA				E 7	
	<i>V</i>	•	<u> </u>	4. Unit Identifica	uon	· -		5. Type	
Unit	Ma	ke		Model		Serial No	•	Repair	Alteration
AIRFRAME	,	(As desc	ribed in Item 1 ab	ove) •••••	******************			X
POWERPLANT									,
PROPELLER							,		
APPLIANCE -	Type		,					,	·
			6	6. Conformity State	ement	<u> </u>		<u> </u>	<u> </u>
A. Agency's Na	ime and Address			B. Kind of Agen	·		C. Certi	ficate No.	
Tim	Mathison	Avionics	•	U.S. Certificat	ed Mechani	С	•		
	Gasque Dr			Foreign Certif			тмв	R766J	
La l	Fayette ,	GA 30728		Certificated R Manufacturer	epair Statioi	n	{		
have been	at the repair and/or made in accordan herein is true and o	ice with the requir	rements	nit(s) identified in it of Part 43 of the L	em 4 above J.S. Federa	and described on the latest an	he reverse ons and th	or attachme at the infor	ents hereto nation
Date \	2-27	-97		Signature of Aut	norized Inc	dividual			
			<u>_</u>	proval for Return		\			
Pursuant to t	he authority given of the Federal Avi	persons specifie ation Administrat	d below ion and	w, the unit identifi		4 was inspected in REJECTED	the man	ner prescrit	ped by the
FAA inspe	Fit. Standards ector	Manufacturer		Inspection Author	zation	Other (Specify)			•
FAA	Designee	Repair Station		Person Approved I Canada Airworthir	éss Group				·
Date of Approva		Certificate or Designation No. TM81766	j	Signature of Auth	orized Ind	ividilal			

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.)

N789S

INSTALL: GARMIN MODEL GNC300 S/N83002357 AT F.S. 68 ON COPILOT SIDE OF UPPER EYEBROW INSTRUMENT PANEL. THIS IS A FOLLOW ON OF STC NUMBER SA00372WI THE ABOVE INSTALLED I/A/W GARMIN INSTALLATION MANUAL 190-00067-02 REVISION D DATED 06-28-96, AC43.13-1A CHAPTER 11 SECTION 2 PAR 424 SECTION 7 PAR 519, AC 43.13-2A CHAPTER 1 PAR 10,11,12 CHAPTER 2 PAR 22 CHAPTER 3 PAR 36. AC 20-138, APPENDIX 1 PAR 1 a,b,c d. INSTALLED PLACARD: "GPS LIMITED TO VFR USE ONLY" THE STRUCURAL INSTALLATION IS IN COMPLIANCE WITH F.A.R 23.1301.

> A FUNCTIONAL FLIGHT EVALUATION WAS CONDUCTED AND THE SYSTEM MEETS THE REQUIRMENTS OF AC 20-138 PAR .7C(1)(IV).

FLIGHT TEST PERFORMED BY:

CERTIFICATE NUMBER: / WEIGHT AND BALANCE COMPLETED.

ELECTRICAL LOAD ANALYSIS SATISFACTORY.

EQUIPMENT LIST HAS BEEN REVISED.

INSTALLATION IS COUPLED TO #2 NAV CDI AND STEC 65

AUTOPILOT WITH FLIGHT DIRECTOR.

Additional Sheets Are Attached



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

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification
ATL-FSDO-11

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

for e	ach suc	h violation (Sec	tion !	901 Federal Aviat	ion Act o	of 1958).					
		Make A	ERC	COMMANDE	ER		Model	500B			
1. Airc	craft	Serial No.		500B-1116	-66		Nationali	ty and Registration		N789S	
		Name (As sho	wn o	n registration cer	tificate)		Address	(As shown on regis	tration ce	rtificate)	
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POWE	RPLANT						`			,	
PROPE	LLER										
		Туре									
APPLIA	ANCE	Manufacturer									
					6.	Conformity State	ment				
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	T i	m Mathis	on	Avionics		U.S. Certificat					
		4 Gasque			1	Foreign Certif			TM	8R766J	
				GA 30728	ŀ	X Certificated R	epair Station		,		
1 1	have hed	n made in acco	ordan	ralteration made ice with the requi	rements	it(s) identified in ite of Part 43 of the U	em 4 above J.S. Federa	and described on to Il Aviation Regulation	ne reverse ons and th	or attachmenat the infor	ents hereto nation
Date		11-9-	9:	7		Signature of Autl	norized the	dividual			
					7. Ap	proval for Return	To Service				
Pur Adr	suant to	the authority or of the Federa	giver al Avi	n persons specifi iation Administra	ed below tion and	v, the unit identifi is 檱 APPROV	ed in item ED 🏻	4 was inspected in REJECTED	n the mai	nner prescri	bed by the
	FA	A Fit. Standards pector		Manufacturer		inspection Author	ization	Other (Specify)			
BY	FA	A Designee	X	Repair Station		Person Approved Canada Airworthi	ness Group				
		val or Rejection - 9 7		Certificate or Designation No.	6J	Signature of Aut	horized Indo	L			

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.) N789S

REMOVED: ALL ORIGINAL AVIONICS AND WIRING INCLUDING AUTO PILOT INSTALL: STEC SYSTEM 65 AUTOPILOT MODEL ST101 STC SA7164SW-D STEC MODEL ST360 ALT/VERT SPEED SELECTOR/ALT ALERTER. STEC ST361 SINGLE CUE FLIGHT DIRECTOR/STEERING HORIZON 2 KING KN53 NAV RECEIVER, 2 KING KN77 NAV CONVERTER, 2 KING KT76A TRANSPONDER, 1 KING KNI520 INDICATOR, 1 KING KMA24 AUDIO PANEL, 1 BENDIX RDR160 COLOR RADAR, 1 JPI MODEL EDM-760 TWIN ENGINE MONITOR. 1 RYAN 3M WX10A STORMSCOPE, 2 ACK A30 ENCODERS AND 1 DAVTRON M655-2 5 FUNCTION INDICATOR. CIRCUIT BREAKERS REPLACED WITH KLIXON 7277 SERIES BREAKERS. REPLACED EXTERNAL ANT'S ADDED 2 GARMIN GA56 ANTENNA'S. THE ABOVE INSTALLED WITH MANUFACTURERS INSTALLATION MANUALS AND MEETS THE FOLLOWING FAR'S 23.1357, 23.1365. 23.1367 AND 23.1357 a,c,d,e. AIRCRAFT RECORDS, EQUIPMENT LIST REVISED. AIR CRAFT TO BE WEIGHED PRIOR TO FLIGHT DUE TO OTHER MODS.

US Department of Transportation Federal Aviation Administration

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

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification

ATL-FSDO-11

an	d disp	oositi	on of this form.	This	II entries. See FAR report is required 901 Federal Aviat	by law	AR 43 Appendix B, (49 U.S.C. 1421). F of 1958).	and AC 43.9 ailure to rep	9-1 (or subsequent port can result in a	revision tl civil penal	nereof) for ins ty not to exce	structions ed \$1,000
4			Make A	ER	O COMMANDI	ER		Model	500B			
i. A	ircrafi		Serial No.		500B-1116	-66		Nationali	ty and Registration	Mark	N789S	
			Name (As sho	wn e	on registration cer	tificate)	Address	(As shown on regi	stration c	ertificate)	
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Date							Signature of Aut	horized Inc	lividual	•		
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							proval for Return					
Pu Ac	rsuar	nt to strato	the authority or of the Federa	giver Il Av	n persons specific iation Administrat	d below	w, the unit identifi	ed in item ED 🗆 I	REJECTED		nner prescrit	oed by the
D\'			Fit. Standards ector		Manufacturer		Inspection Author	ization	Other (Specify)	'		
BY		FAA	Designee	χ	Repair Station		Person Approved Canada Airworthin					

Signature of Authorized Individual

Date of Approval or Rejection

Certificate or Designation No.

TM812766 J

Department of Cransportation—**federal** Aviation Administration

Supplemental Type Certificate

Number SA7164SW-D

This coolificate, issued to S-TEC Corporation

Rt. 4, Bldg. 946

Wolters Industrial Complex Mineral Wells, Texas 76067

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

therefor as specified hereon meets the sinworthiness requirements of Fart 3 of the Civil Air

Regulations.

Original Product - Trype Cortificato Number: 6A1

Make: Gulfstream Aerospace

Model: 500, 500-A, 500-B, 500-S and 500-U

Diesoription of Trype Design Change:

Installation of S-TEC System 65 Two Axis Automatic Flight Guidance System, Model ST-101, according to Bulletin No. 204, Revision 1, dated 10-16-89 and Master Drawing List No. 92456, Revision A, dated 10-16-89 and/or later FAA Approved revisions of the above data (28 Volt System).

Limitations and Conditions:

- Also eligible on the above models when modified per STC SA585SW (Extended Nose).
- FAA Approved Supplement to Pilot's Operating Handbook and/or FAA Approved Airplane Flight Manual, P/N 89763, dated 11-09-87 is required and/or later FAA Approved revisions of the above supplement.

(See Continuation Sheet, page 2, a part of this STC.) This cortificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, rowhed, or a termination date is otherwise established by the Administrator of the

Federal Aviation Administration

Date of application: 10-27-87

Dalo of issuance: 11-09-87 Datarissud: 11-08-89, Revision 1

Dals amonded:

By direction of the Administrato

(Signature) Harold W. Holdeman

DAS Staff Coordinator, DAS 5 SW

(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 occordance with FAR 21.47.

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1. "NATIONALITY AND REGISTRATION MARKS

2 MANUFACTURER AND MODEL

ARRO CURLAMBER AC 500-B

AIRCRAFT SERIAL

CATEGORY

1116-66

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

6. TERMS AND CONDITIONS

Unless sooner surrendered, suspended, revoked, or a fermination date is otherwise established by the Administrator, this universal transfer of the second and alterations are performed in alternative established is effective as long as the mainterance preventative maintenance and alterations are performed in accordance with Parts 21, 43, and 91 of the Foueral Aviation Regulations as appropriate, and the aircraft is registered in the United States

DATE OF ISSUANCE

DESIGNATION NUMBERF

was mily

Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding \$1,900 or imprisonment not exceed in \$1,900 or imprisonmen

FAA Form 8100-2 (8-82)

11 1

09/19/91 09:45

★ 615 894 2798 SIGNAL AUTATION

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To: MR. DAVID Millen

TRM GARY L. GAdberry AIRCONTER INC.

Ref- Replacement Amwenthings dext. + Ferry Pennit For Acro Com. 500B, N 7895, 5/N 5008-1116-66.

Cha to SmyRNA TENN.

I Am Requesting the Replacement Centificate Due to orig Being hossed, Pls Fax the Ferry permit to: (615) 894-7105.

> Thank you Say Poholberry Rus

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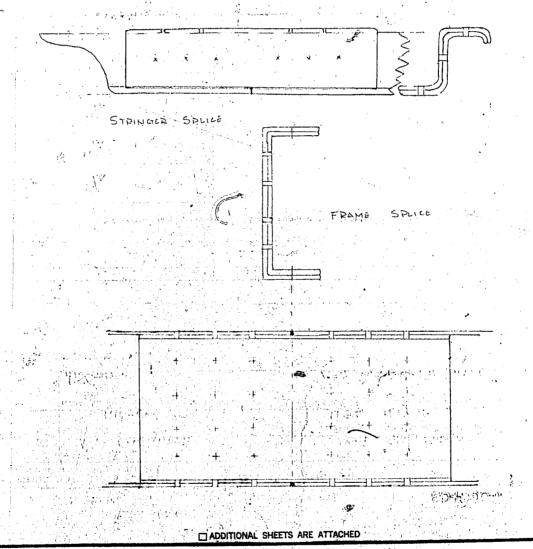
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	Avionics, Inc	•		×		IFICATED MECH		TA4R	537M	b
Chat	Box 22725 tanooga, TN. 3	7422		 	MANUFACTUR	ER		<u> </u>		
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D. 1 cert	ify that the repair at ments hereto have be	en made in accord	quuce ,	with	the requirem	ents of Part	43 of the U.S.	. Federal Avia	tion Reg	THEIOD
and th	ments hereto have be hat the information f	uraished herein is	tine				INDIVIDUAL		•	 -
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	to the authority give inistrator of the Peder	ral Aviation Admit	INCRACIO	ın an	G in : V]; R.F.		OTHER (Specify)			
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U.S. DEPARTMENT OF TRANSPORTATION Form Approved: Budget Bureau No. 04-R060.1 FEDERAL AVIATION ADMINISTRATION MAJOR REPAIR AND ALTERATION FOR FAA USE ONLY (Airframe, Powerplant, Propeller, or Appliance) INSTRUCTIONS Print or type all entries See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. MODEL AEPO COMMANDER 1. AIRCRAFT SOOB THERO SHELLS NATIONALITY AND REGISTRATION MARK 1116-66 N7895 NAME (As shown on registration certificate) ADDRESS (As shown on registration certificate) 2. OWNER AIRCENTER 1027 RIVERBOUD DE CHATT TH 3. FOR FAA USE ONLY JUN 2 9 1980 **SO-P**300 (3) NASHVILLE 4. UNIT IDENTIFICATION 5. TYPE MAKE SERIAL NO ALTER re=Àir ATION AIRFRAME essessessesses (As described in item 1 above) essessesses Х ۸/۳ **POWERPLANT** W/A PROPELLER W/A APPLIANCE MANUFACTURE િ CONFORMITY STATEMENT A. AGENCY'S NAME AND ADDRESS B. KIND OF AGENCY C. CERTIFICATE NO. P. O. BOX 1988 V. U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC 507785897 COLLEGEDALE TH 37315 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. SIGNATURE OF AUTHORIZED INDIVIDUAL P. Bandil 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 FLT, STANDARDS INSPECTOR OTHER (Specify) MANUFACTURER -INSPECTION AUTHORIZATION ANADIAN DEPARTMENT REPAIR STATION PAA DESIGNEE OF TRANSPORT INSPECTOR OF AIRCRAFT DATE OF APPROVAL OR CERTIFICATE OR DESIGNATION NO. 445902141 SIGNATURE OF AUTHORIZED INDIVIDUAL FAA Form 337 (7-67) (8320)

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.

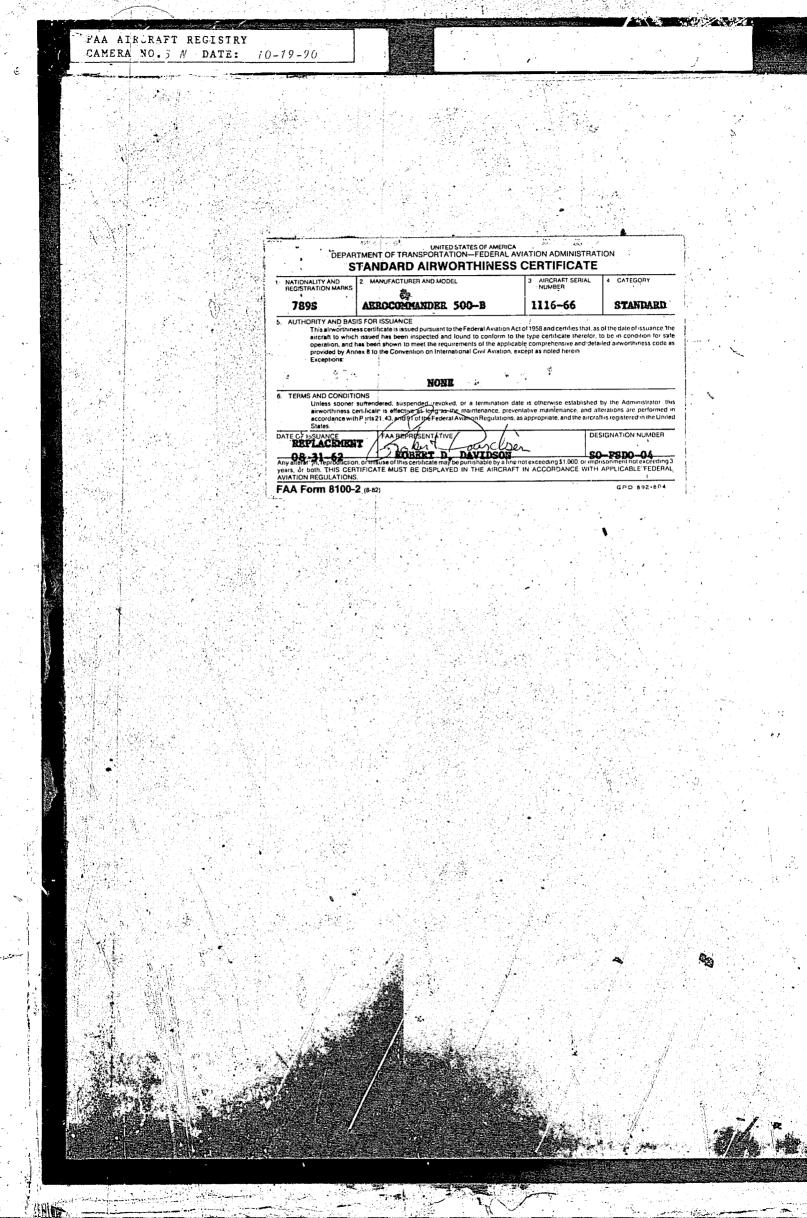
8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

DESKIN PTSIDE BOTTOM FUSELAGE FROM STA. 71.5 THRU 165.15 & BELLY SKIN STA. 94 THRU 57A. 165.15. PEMOJE DAMAGE FRAMES & SPUICE IN NEW FRAMES AT STAS 71, 86.4, 94, 100, 109, 116, 128, 134, 149, 160, 57UCE IN STRINGER FORMERS FROM STA 71 THRU 165.15 AS PER AC 43.13. REPLACE USIN WITH NEW SKIN. WEIGHT & BALANCE CHUG NEGLIGEBLE.



C FAA AC 72-4906

U S GPO 1981 - 775-332-47



u. s. department of commerce Civil Aeronautics administration PPLICATION FOR AIRWORTHINESS CER IND/OR ANNUAL INSPECTION OF AN AI	The second second second	Please pri Civil Aero	INSTR	dget Bureau No. 41-R041.4. UCTIONS Submit this form to the inistration Aviation Safety
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LIMITED (SEE CAR 9) c, ☐ RESTRICTED (SEE CAR 8) (Check the restricted special purpose operation(s) is so conducted) ☐ AGRICULTURAL AND PEST CONTROL.	PATRO		IFE CONSERVAT	ION
AERIAL SURVEYING GLIDER TOWING A. EXPERIMENTAL (Check the type of experimental operation (s) to be constacted)	☐ WEATT	MER CONTROL		
☐ RESEARCH AND DEVELOPMENT ☐ AMATEUR-BUILT ☐ DEMONSTRATION	☐ RACI) ☐ EXHII ☐ OTHE	BITTON.		
AIRCRAFT IDENTIFICATION (Complete all terms) L. AIRCRAFT MAKE Aero Commander 500 B)21		500B 1	SERIAL NO. 116-66
d Engine make Lycoming		NODEL O B1A5		
AIRCRAFT REGISTRATION INFORMATION (Complete Registered owners full MAME Harris Truck and Trailer Inc.	b. PERMANI	ent Mailing		and registration Mark
AIRCRAFT OWNER'S CERTIFICATION (Check and common I hereby certify that I am the registered owner (registered* with the Civil Aeronauties Administration or 502 and when operated displays the following edition of the Certificate of Registration, form ACA-500 (PART A). L APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B). W-300 ON Chart Common Commo	or his agent) of as required by nes of registrat DATE OF ISSUE _ FORM ACA-500,	the aircrafthe Regulation:	1961 ARDED TO CAA	Administrator, Part 301
1 (13) of the Civil Accondution Act of 1938, as amended. TACHMENTS (Check which)	(SIGNA B/31/	TURE OF REGISTI	Pilot	UTHORIZED AGENT)

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	CIVIL AERONAUTICS ADMINISTRATION -
(To be complete	AIRCRAFT INSPECTION REPORT ted by a CAA representative or approved repair station)
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S. PREVIOUS INSPECTION RECORD (INSPECTION RECORDED ON FORM ACA-319)
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BY MECHANIC, CERTIFICATE NO.	CERTIFICATE NO.
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4. AIRWORTHINESS DOCUMENTS ISS	
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OF AUTHORIZED INDIVIDUAL

Supt. of Maint.

DATE OF APPROVAL OR REJECTION
/2-2-7

FAA Form 337 (7-67)

CERTIFICATE OR DESIGNATION NO. RS 2034

(8320)

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 Aero Commender Service Bulletin 128, entitled 'Bob Weight installation'. This installation compiles with A.D. 75-12-09 in its entirety.

Weight & Belance data revised.

ADDITIONAL SHEETS ARE ATTACHED

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

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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 atworthiness 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.)
- A. Removed Narco-VDI-2A
- B. Installed Narco DME190
 - 1. Located in co-pilot instrument panel, mounted using factory furnished mount.
- C. Installed Davtron Digital Clock
 - Located in co-pilot instrument panel, mounted by the use of factory furnished mount.
 - 2. Protected by installation of one (1) amp fuse in series.
- D. System is connected using existing wiring.
- E. All equipment installed LAW manufacturer installation and AC 43.13-1A Chapter 2 and 5 and FAR 23.305.
- F. Functional tests were conducted and ware satisfactory. FAR 23.1301, FAR 23.1309, and FAR 23.1431.
- G. Weight and balance has been revised to resemblation of equipment.

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JUL 7 1976

FEDERAL AVIATION ADMINISTRATION
SW-GADD-6'
ITTLE ROCK, ARKANSAS 7229'

ADDITIONAL SHEETS ARE ATTACHED

DEPA ENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

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

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

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

Installed Scott Oxygen System consisting of a 48 cu. ft. high pressure oxygen cylinder, constant flow regulator, filler, and necessary lines and brackets.

Cylinder and regulator installation conforms to instructions outlined in A.C. 43.13-2, Chap. 6. Lines were routed away from other fluid carrying lines and speced as far as possible from electrical wiring per A.C. 43.13-2.

The weight and balance and Equipment List were revised to include this alteration.

System was functionally checked and found to be satisfactory.

Acre Comminder

Acre Comminder

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	MAJOR REPAIR AN		· spingens)1	FOR FAA	USE ONLY			
	(Airframe, Powerplant, Pro		nce)	OFFICE IDENTIF	CATION			
INSTRUCT	IONS: Print or type all entries. See ons and disposition of this form.	FAR 43.9, FAR 43 App	endix B, and AC 43.9-	-1 (or subsequen	revision thereof)			
	MAKE Aero Commander		MODEL 500B		<u> </u>			
AIRCRAFT	SERIAL NO. 1116-66		NATIONALITY AND REGISTRATION MARK					
	NAME (As shown on registration certific	curie)	ADDRESS (As shown on registration certificate)					
OWNER	General Investment, Inc.		Monett, Misso	uri 65708	•			
		3. FOR FAA USE O	NLY		-			
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Oklai	homa City, Oklahoma, 7310	9 MANUFACTUI						
	that the repair and/or alteration ments hereto have been made in accord to the information furnished herein is	true and correct to the	best of my knowled	ge.	on the reverse or intion Regulations			
ATE Octo	ober 28, 1970	SIGNATURE O	F AUTHORIZED INDIV		tor 3			
· .	7.	APPROVAL FOR RETURN	TO SERVICE					
Pursuant to the Admini	the authority given persons specified strator of the Federal Aviation Admin	l below, the unit identi istration and is AF	PROVED LEGICA		nner prescribed by			
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Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

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

Removed Collins 618F-1A Transceiver and Collins 427D-1 Power Supply.

Installed King KTR-900 Transceiver on radio rack where 4270-1 Power Supply was removed and Gables Control Head in instrument panel.

Installed Bonzer TPN-70R Radar Altimeter on bottom of fuselage aft of a gettapeneradio rack and Radar Altimeter Indicator in instrument panel.

All wiring and fusing per manufacturers installation manuals and part 43 of FAR.

Maximum probable continuous electrical load of this aircraft does not exceed total generator capacity.

This installation does not affect other sircraft systems.

The result of this alteration shown on aircraft equipment list and loading data.

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Functional check of equipment satisfactory.

Weight and balance data revised.

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ADDITIONAL SHEETS ARE ATTACHED

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NOTICE

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

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with air-DESCRIPTION OF WORK ALLUMILISMEN (III. more space is required, direction of registration mark and date work completed.)

Installed extended nose come per SEC SA 585 SN.

Installed RCA AVQ-46 Reder. Installed Reder Receiver - Transmitter Unit in nose compartment. Installed Radar Indicator in center instrument panel.

All wiring and fusing per manufacturers installation manuals and part 43 of

Maximum probable continuous electrical load of this aircraft does not exceed motal generator capacity.

This installation does not affect other aircraft systems.

The result of this alteration shown on eigeraft equipment list and loading

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Functional check of equipment satisfactory.

Weight and balance date revised.

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	MAJ	OR REPAIR AN	D AL	TERATION		FOR FAA		
	(Airframe,	Powerplant, Pro	pelle	r. or Appliance)		OFFICE IDENTIFI	CATION	
INSTRUCT	TIONS: Print or			.9, FAR 43 Appendix	B, and AC 43.9	-1 (or subsequent	revision	thereof)
	MAKE	o Commander		MOD	PEL 5003		·	
1. AIRCRAFT	SERIAL NO.	1116-66		. NATI	ONALITY AND	REGISTRATION M	ARK	
	NAME (As shown	n on registration certific	ate)	ADDI		on registration certi	ficate)	
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				manufacturer unit(s) identified in the requirements of			the reve	rse or
and that i	the information i	furnished herein is tru	e and	correct to the best of	my knowledge.		on Regui	lations
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AA Form 3	37 (7-67)			U.			(8	320)

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 Motorola 5607F Glideslope Receiver, Motorola ADF, ADF Indicator and Loop Antenna.

Installed Collins 51V-5 Glideslope Receiver, King KR-85 ADF, King KI-225 Indicator and ADF Loop where above was removed.

All wiring and fusing per manufacturers installation manuals and part 43 of PAR.

Maximum probable continuous electrical load of this aircraft does not exceed total generator capacity.

This installation does not affect other aircraft systems.

The result of this alteration shown on aircraft equipment list and loading data.

Functional check of equipment satisfactory.

Weight and balance data revised.

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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. 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 Collins 17L-8A Transmitter, (2) Collins 51X-3 Receivers, (2) Collins b27D-1 Power Sumplies, (2) Collins 3bbD-2 Indicatorand (1) King KA-11 Audito Amplifierf from instrument panel and radio racks.

Installed King KHP-750 Tjensponder, King KTR-900 Transceiver, King KA-25 Audio Amplifier, (2) Collins 51R-7 Receivers, Collins 331H-3G Indicator and Collins PN-101 System where above equipment was removed. Used Existing antennas, All wiring and fusing per manufacturers installation manuald and part 43 of FAR.

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Maximum probable continuous electrical load of this sircraft does not exceed total generator capacity.

Magnetic compass compensated.

The result of this alteration shown on aircraft equipment list and loading data.

Functional check of equipment satisfactory. Weight and balance data revised

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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.

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2. OWNER	NAME (Pirot, middle, lost) Frank Schlyo			Hote	(Street and wamber, et School (egat, Noved		State)	
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UNIT	BIAKE		MODEL.		SERIAL NO.	MAJ	NATURE OF OR REPAIR	WORK (Check)
a. AIRFRAME	***************************************	A (As despribed	in item I above)	******	***************************************			ХX
L POWERPLANT		1	u.		•		• •	,
c. PROPELLER	•		1.4.		•			
d Appliance	TYPE AND MANUFACTURER			-			<u> </u>	
*AFTE	WEIGHT AND BALANCE DA R the repairs and/or alterations secribed below were made.	onse of	a spare compo n an aircraft.	nent, it	by repair or alter will not be compl time, it will be co	eted unti	l such co	mponent is in-
CATEGORY	EMPTY WEIGHT (Po	unds)*	EMPTY C	NTER OF G	RAVITY (Inches from dat	um)*	USEF	JL LOAD (Pounds)*
CONFORM	4629.3 ITY STATEMENT (Complete and	at and \		1	71.69		2120.	
AGENCY'S NAME			b. KIND OF AG	ENCY			CERTIFICATI	E NO.
3011 Alm	Radio & Aircraft Servic port Avenue mica, Californie	io, inc.	☐ Foreign ☐ Certific ☐ Manuf	a Certific sated Rep acturer. (Check was mad	ed Mechanic. ated Mechanic. cair Station. if repair or alter the under delegation bedures.)	ation I	apoir Si 422) 1-3, P- 1 1 & 2) 1-1, L-1	1,
attachment	at the repair and/or alterations hereto have been made in action furnished herein is true a	cordance with	the requirem	ants of P	art 18 of the IT 8	and desc	ribed on ir Regula	the reverse of
	/65		- Fid	was	d H	elia	ul-	
B. APPROVAL	ir and/or alteration completed) FOR RETURN TO SERVICE the authority specified below o Federal Aviation Agency and	the unit idea	lete appropriate item tified in item	was in	(Signature of authorize			y the Adminis
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Forwarde	MPLETED ONLY BY FAA PER of for engineering comment 4-23-13 WESTERN Date GADO #6	•	tached memori	<u> </u>	Spot C	hecked _	ar h	Data)



. INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, powerplant, propellor 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. Compiled with Aero Commander Service Change 818 dated and F.A.A. approved March 17, 1965 estitled "Wing frost spar Lower cap reinforcement" accomplished this date 4/20/65.

2. Installed Lear L-2C autoption per STC SA4-1309

775,607.6 Aircraft empty weight from 337 deted 12/14/64 4544.3 170.68 2,305.0 10.0 Item I above 220.5 16,875.0 Hom 2 above 75.0 225.0 794,787.6

794,767.6 = 171.69 New E.W.C.G.

2120.7 lbs new useful load.

Electrical load analysis.

Africaft gen. capacity 280 volta 100 am Maximum load from 337 dated 12/14/64 This installation Maximum continuous load Therefore complies with CAM 18 Part 18.30 #32 4)

55.0 omps. 8.0 cmp

Radio and electronic equipment installed as par ma C.A.M. 18 Part 18,30-22 per flight operations and airworthin

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2. OWNER	Prunk Schivo			Hotel Sahara Les Vegas, Ner	ne and State)	
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UNIT	MAKE		MODEL	SERIAL NO.	NATURE OF MAJOR REPAIR	WORK (Check)
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c. PROPELLER	G. Sins	And the state of t			4	
∠ APPLIANCE	TYPE AND MANUFACTURER		i,			**
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CATEGORY	Y EMPTY WEIGHT (Pe	unde)*	EMPTY CENTE	R OF GRAVITY (Inches from datum)	• user	UL LOAD (Pounds)*
Standard				71.43		2245.7
	MITY STATEMENT (Complete and ME AND ADDRESS	check)	b. KIND OF AGENCY	·	c. CERTIFICA	TE NO.
3011 Alr	e Radio & Aircraft Servi port Avenue anico, California	co, Inc.	Foreign C Certificate Manufact (C) We	ificated Mechanic, ertificated Mechanic, od Repair Station, urer, theck if repair or alteratic is made under delegation on n procedures.)	A-3, R L-1, L	itation #4221 -1 , R 1 & 2 , -A
attachme the inform	that the repair and/or alterations hereto have been made in a nation furnished herein is true a-14-64	ccordance wit	h the requirement	s of Part 18 of the U.S. Cowledge.	liast	the reverse or ations and that
6. APPROVA	pair and/or alteration completed) AL FOR RETURN TO SERVICE to the authority specified below the Federal Aviation Agency and	r the unit ide	plete appropriate items) ntified in item 3 v	(Signature of authorized in the mann		by the Adminis-
6 RE	PROVED BY GRAA Design FAA Flight Standards Inspector	•	air Station 🗆	Canadian Department of Other (Specify) hief Inspector Repair	• • • •	•
12-	of approval or rejection)	•	ade	va la H	or identification in	umber)
	OMPLETED ONLY BY FAA PE	RSONNEL	,			
Forward Accept	ded for engineering comment od /2 - 27 - 64 [Onto] WESTERN DO-6 CARDO, #6	□ See a □ Reinspected WESTER GADO, #	(Date	Spot Che	Tana	(Date)

WESTERN GADO, #6

Form FAA-887 (4-87) JAN 7 18

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This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, powerplant, propeller of 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.

j. Installed Woodward Electronic Propeller Synchronizer Kit in accordance with STC SA250CE.

WEIGHT ARM MOMENT Aircraft empty weight 4.497.9 171.44 771,158. Item I 6.4 126.0 806.4 4,504.3 frage in him. 771,964.4

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INSTRUCTIONS

This form must be completed in duplicate major repair and/or alteration is made of an aircraft, airframe, power-Into torm must be completed in unpressed and item and item of completed, the original copy of this plant, propeller or appliance. After the repair and/or alteration has been inspected and item of completed, the original copy of this 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 E.R.A.S. control wheels per STC SA256WE (no change in weight)
 - Installed cabin table per E.R.A.S. drawing #E62M7 as previously approved for duplicate Installation under 337 dated March 22, 1962, aircraft serial number 1146-80.

The following list of equipment installed this date:	WEIGHT	ARM	MOMENT
I ea. Norco UDI-ZA DME I ea. Norco Range Power Unit I ea. Norco AS-133 Ant.	8.5 5.1	73.5 44.	624.7 224.4
l ea. Hobbs hour meter l ea. Gyro Horizon l ea. Directional Gyro	1.5	45. 73.5 73.5	63.0 110.2 257.2
ea. Turn and Bank lea. Airspeed ind. lea. Airimeter	3.5 1.5 .5	73.5 73.5 73.5	257.2 110.2 36.7
l ea. Rate of Climb ind.	1.5 .5	73.5 73.5 73.5	110.2 36.7
Weight of Item II	12.0	148.0	36.7 1,776.0
the state of the s	504.3 544.3	e distribution	3,643.2 771,964.4 775,607.6

775,607.4 170.48

Electrical Load Analysis

Aircraft generator capacity 100 amps 28 volts Normal load such as nev. & Instrum Radio Load

Maximum continuous lead

Therefore complies with C.A.M.:18 Part 18.30-12 (1)

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turified b	y Operator #38	FEDERA	L AVIATION	AGENCY		Form approv Budget Bure	ed. su No. 04-R060.
	REPAIR AND ALTERAT			OWERPLANT, P	ROPELLER	OR APPL	IANCE)
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2. OWNER	Airborne Klectro	nics, In	C.	ADDRESS (Store and num 2456 Winch Memphis, T	ester Ro	State) Oad	
3. COMPLET CORDANG	E ONLY FOR UNIT REPAIL	RED AND/OR	ALTERED. DE	SCRIBE WORK AC	COMPLISHE	D ON REV	ERSE IN AC-
UNIT	MAKE ,		MODEL.	SERIAL NO	MA	NATURE OF W	YORK (Check) MAJOR ALTERATION
a. AIRFRAME	(*************************************	NA (As described	in item I above) A	••••••	•••		X
b. POWERPLANT		This for	rm is subj	nitted to co	rrect A	CC4 33	7 dated
c, PROPELLER		9-28-64	c-due-	odniorrect	inform	ation	ci
& APPLIANCE	TYPE AND MANUFACTURER	Item #	L	curel	om 5	0-64	00-11
*AFTE	T WEIGHT AND BALANCE E IR the repairs end/or elterations lescribed below were made.	case of a	a spare componin an aircraft.	pleted by repair or ent, it will not be At this time, it will	alteration appompleted un	gency. Ho	wever, in the
CATEGORY	EMPTY WEIGHT (TER OF GRAVITY (Inches f	rom datum)*	USEFUL	. LOAD (Pounds)*
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5. CONFORM	AITY STATEMENT (Compile a	nd check)	b. KIND OF AGEN	CY		o. CERTIFICATE	#D :
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attachmen the inform	hat the repair and/or alterates hereto have been made in ation furnished herein is true.	accordance witl	h the requirement	nts of Part 18 of the knowledge.	bove and dese U. S. Civil	Air Regulat	he reverse or ions and that
Pursuant t	L FOR RETURN TO SERVIC to the authority specified belo he Federal Aviation Agency s	w the unit iden			he manner pr	escribed by	the Adminis-
Ø API □ RE (Date	PROVED BY FAA Des JECTED BY FAA Flig Standardi Inspector Of peroval or rejection)	ht 🔣 Repa	air Station [Canadian Depart Other (Specify) Constant of authorized indiv	Ben	ion	
7. TO BE CO	MPLETED ONLY BY FAA P	ERSONNEL	47		*.		• · · · · · · · · · · · · · · · · · · ·
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Jan Barrell Barrell This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by

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

6. DESCRIPTION OF WORK ACCOMPLISHED.

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Removed Federal ITT-F-400 three axis autopilot. Above item installed and approved on FAA 337 dated April 3, 1962.

Weight and balance Aircraft E. W. Autopilot

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Weight 4535.9 Arm 171.89 - 38.0 223.00 4497.9

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1. AIRCRAFT	MAKE	Apro Comande	N N	500B	SERIAL NO. 1116-66	MAT		REGISTRATION MARK
2. OWNER		rris Truck and	Traile		Cape Girer	•	•	
3. COMPLET CORDANG	E ONL	Y FOR UNIT REPAIRED	AND/OR MANUAL	ALTERED. DESC	RIBE WORK ACCOM	PLISHED	ON REY	ERSE IN AC-
UNIT		MAKE	7. 7. 1.	MODEL.	SERIAL NO.		NATURE OF W	ORK (Check) MAJOR ALTERATION
a AIRFRAME			(As described	in item i above) ###	***************************************			X
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e. PROPELLER	回	SO GADO 6						
& APPLIANCE	W.	TYPE AND MANUFACTURES					æ.	-
•AFTE	Rthere	GHT AND BALANCE DATA epairs and/or alterations d below were made.	case of	a spare component in an aircraft. At	leted by repair or alter t, it will not be compl this time, it will be co	eted until	l such com	wever, in the ponent is in- alling agency,
CATEGORY		EMPTY WEIGHT (Poun	da)*	EMPTY CENTER	OF GRAVITY (Inches from dat	um)*	USEFUL	LOAD (Pounds)*
Normal		4497.9	·	171.44	<u> </u>	-	2252	.I
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(Date repe	dr englor	r alteration completed)		por	(Signature of authoriz	ed individu	٣)	
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See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

8. DESCRIPTION OF WORK ACCOMPLISHED.

Removed Rederal ITT-F-400 three axis autopilot. Above item installed and approved on FAA 337 dated April 3, 1962.

Voight and belance

Aircraft E.W. Autopilot

 Weight
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FORM FAA-897 (1-52)

			FEDER	AL AVIATION A	GENCY	Porm as Budget	Bureau No. 41-Bosza
MAJO	REPAIR	AND ACTERAT	TION FORM	(AIRFRAME, P	OWERPLANT. PROPEL	LER OR A	PPLIANCE
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1. AIRCRAFT	CMAKE (* 1921)		MODEL	POWERPLANT, PROPE		PPLIANCE) VAND REGISTRATION WA
2. OWNER	Harris Truck	end oppgrafissioners.	SOOR	ADDRESS (Street and number, city,	tone and State)),8x
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UNIT	MARE		MODEL.	SERIAL NO.		OF WORK (Check)
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4 PROPELLER			APR 12 6	968		
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Aero Com	r Service Center mander, Inc. Oklahoma		Foreign (tificated Mechanic, Certificated Mechanic, ed Repair Station, turer, Check if repair or alterati as made under delegation o on procedures,)	Airfr 2082	
April 10 (Date repair	tion furnished herein is 1963 r and/or alteration completed)	true and correct to	the unit(s) identification the requirement the best of my ki	ed under item 3 above an	Jivil Air Regul J Supervis	lations ant' that
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OA4	designation number)	r versence	<u> Zicee</u>	(Signature Flight Standards	Insector)	

Form FAA-887 (4-62

INSTRUCTIONS

This form must be completed in This form must be completed in dunlinete 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

8. DESCRIPTION OF WORK ACCOMPLISHED.

Right wing repaired from wing station lis outboard using factory new parts replacing complete parts or splicing in sections of new parts beyond damaged area.

Parts Replaced In Its Entirety 1 00. 5240005-52 Plap Alleron to been the following beginning a transcending of tradeun. 5250000-221 l ea. 5250000-95 Brkt. 1 .a. Rib Assy.
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Rear Spar Web Spliced at Sta. 220.0 5210000-66 5220000-58

Right Macelle Repaired By Replacing | Send to lemand res | Send to at the elemant of the send to the send of the s I ea.

1 .00. 5260019-8 Frame Skin 1 00. 5260019-62

Weight and Balance Resulting from this Repair is Negligible

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U.S. DEPARTMENT, OF COMMERCE	Form Approved.	Budget Bureau No. 41-Bo
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■ STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CAT	TEGORIES)	
▶ ☐ LIMITED (SEE CAR 9)		
e. RESTRICTED (SEE CAR 6) (Check the restricted special purpose operation(s) to be conducted)		
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AERIAL ADVERTISING	FOREST AND WILDLIFE CONSERV	ATION
☐ AERIAL SURVEYING. ☐ GLIDER TOWING.	WEATHER CONTROL	
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(Check the type of experimental operation(e) to be conducted) RESEARCH AND DEVELOPMENT	☐ RACING	
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3. PREVIOUS INSPECTION RECORD (INSPECTIO	N RECORDED ON FO	RM ACA-319)	
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GPO 907265

Form ACA 2006a (11-51)

Airworthiness Classification: EXPERIMENTAL (Research & Development)

7

Aircraft Identification Sumber: 15248X

Atrorast

Hake: Aero Commander Model: 500B

Serial No. 1 5003-1416-66

Engines

Make: Lycoming Model: IO-540-Bla5

This aircraft is certificated in the experimental classification for the purpose of development and testing a Federal autopilot in connection with obtaining type approval.

The aircraft is to be operated in compliance with the following operating limitations:

- 1. All flights must be conducted in a flight test area approved by the administrator and accordance with the Flight Test Area Approval.
- 2. Persons or property shall met be carried for compensation or hire,
- Occupancy of the aircraft is limited to persons essential to the purpose of the flight.
- 4. Only VIR-DAY flights are Authorised.
- 5. The aircraft is to be identified "EXPERIMENTAL" in accordance with C.A.R. 1.101 (b).
- 6. The above operating limitations expire September 27, 1962.

R. H. Golembeski

Federal Aviation Agency

CR-2000-44

Alivorthiness Classification: ETPERIMENTAL (Research & Development)

Altoreft Identification Number: M6248K

Steronta

Aero Commader Haics t Model: 500B Serial Mo.: 500B-1116-66

Engines

Lycoming Hake : Model: IO-540-BlA5

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 - Only VFR-UAT filents are Authorized.
 - The aircraft is to be identified "EXPERIMENAL" in accordance 5. with G.A.R. 1.101 (b).
 - The above operating limitations expire September 27, 1962.

H. Oolenbegitt Federal Avietion Agency

41-00M-00



TELEPHONE 960

AIRGRAFT COMPANY TECUMSEH, MICHIGAN Manufacturers of the world famous Meyers 200, 4-passenger executive aircraft.

August 27, 1962

Federal Aviation Agency

CE ENDO 44

Yipsilanti, Mich

Gentlemen:

This letter was written to request application for certification 500B-1116-66 of aero-commander model 500 B serial MM6-66 registration No. H-6248 X in the Experimental Category for research and development of the ITT Federal model F 400 Autopilot.

Sincerely yours,

Benjamin L. Ross

Denjamin I Koss

Project Ingineer

AIRCRAFT COMPANY TECUMSER MICHICAN Manufacturers of the world fathers Meyers 200, 4-parsenger executive aircraft—

Angua i 27, 1962

Tanonal Authority Agency

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Yigsilanti, Mich Contlemen:

This letter was written to request application for certification 5003-1116-66

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of nere-commender model 500 is serial kidesis registration No. 11-

6248 X in the Experimental Ostegory for research and development &

of the IIT Federal model I 400 Autopilat.

Sincerely yours,

Becarbon - The Benjamin L. Rous

Project Engineer

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U. S. DEPARTMENT OF		Form Approved. Bu	dget Bureau No. 41-R041.6.
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1. TYPE OF APPLICATION (Check which)			
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(Check the restricted special purpose operation	(a) to be conducted)		
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Form ACA-805 (11-51)

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	(To be completed by a	NEL INSPECTION'S CAA representative or o	EPORT	
The sircraft describ	ed in Item 3 on the reverse o	of this form is been insu	ected and found to cont	arm to the following
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A AIRCRAFT SPE	CIFICATION NO. 6A1	THROUGH SHEET DEVISION	INDY. BELA.	
B. L. MINCKAPI FISI	ING PAGE NO.		- 医抗毒素 (4.13) (4.44) 机环烷酸镍合金铁	
c. 🖾 AIRWORTHINES	SS DIRECTIVE SUMMARY 190	52 THROUGH CARD N	o. <u>62=6</u>	
L LI CIVIL AIR REGI	ULATION PART 8 (MODIFIED TYPE	CERTIFICATE)	3.47年表现的主义	
2. AIRCRAFT AND	ENGINE OPERATING RECO	ORDS		Affred in the Carlotte
■ AIRCRAFT NEW		UNTENANCE HISTORY		
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	ECTION RECORD (INSPECT	TION RECORDED ON FO	RM ACA-319)	
	IESS INSPECTION CONDUCTED RAFT MANUFACTURER	(DATE)		
T	ROVED REPAIR STATION, CERTIFICA	TE NO		
Fift Office Management	HANIC, CERTIFICATE NO.			
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LX THIS INSPECTIO	ON HAS BEEN RECORDED IN THE AL	RCRAFT RECORDS Remai	n in effect as	long as aircra
L X CERTIFICATE OF	F AIRWORTHINESS, FORM ACA-1362, M ACA-1362 WAS ISSUED TO EXPIRE	May 2 1 062	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	ntained in acc
By Richa	rd. H. Golembeski	(DATE) CE-EN	With CAR-	43•
	(NAME OF ISSUING REPRESENTATIVE	E) (DESI	SNATION NO.)	
5. CAA APPROVED	REPAIR STATION CERTIFIC	CATION		
The aircraft descr	ribed on the reverse has be	en inspected under the s	uthority accorded certi	ficated repair station
No	by CAR 52 and was fou	nd to be:		
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6. CAA REPRESENT I HAVE INSPECTED TH	IE AIRCRAFT DESCRIBED ON THE R	DESIGNATION NO.	(Check appropriate tiem) DATE	

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OWNER	Harris Vruck & Trai	ler Sale			Cape Girard	esa, Hi	BEORI	4
COMPLETE	ONLY FOR UNIT REPAIR WITH CIVIL AERONAUTIC	ED AND/OR S MANUAL	ALTERED. DE	SCRIB	E WORK ACCOMPL	ISHED O	REVI	ERSE IN AC
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CATEGORY No Page 1	EMPTY WEIGHT (Po	if appl		:	BRAVITY (Inches from datus	m)*		LOAD (Pounds)
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attachments the informa	at the repair and/or alteration have been made in a tion furnished herein is true at 3, 1962 rand/or alteration completed)	ccordance wi	th the requirem the best of my	nts of :	Part 18 of the U.S.	Civil Air I	ed on the Regulation	he reverse ions and the
	FOR RETURN TO SERVICE the authority specified below	v the unit ide			uspected in the man	ner prescri	bed by	the Admin
Pursuant to	Federal Aviation Agency an			⊸ i`	adian Department of	Transport	Inspec	tor of Aircra
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14 - 64010-1

Form FAA-887 (4-52)

INSTRUCTIONS

This form must be completed to condicate 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 size of two war 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 ACCOS	PLISHED.			
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CIVIL AERONAUTICS A	OF COMMERCE	Form Approved. Budget Bureau No. 41-R041.
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Airworthinese Classification: EXPERIMENTAL (Research & Development)

Aircraft Identification Number: M5248X

Alreraft Aero-Com Hedel! 900B Serial No: 1116-66 Maker Lycoming Model: 10-540-B1A5

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This aircraft is certificated in the experimental classification for the purpose of development and testing a Federal Auto-Pilot in connection with obtaining type approval.

The aircraft is to be operated in compliance with the following operating limitations:

- All flights must be conducted in a flight test area approved by the administrator and accordance with the Flight Test Area. Approval.
- Persons or property shall not be sarried for compensation or hire.
- Occupancy of the aircraft is limited to persons essential to the purpose of the flight.
- Only YTR-DAY flights are Authorised.
- The aircraft is to be identified "EXPERIMENTAL" in accordance with C.A.R. 1.101 (b). 5.
- The above operating limitations expire May 2, 1962.

R. H. Golembeski Federal Aviation Agency CE_EDO_44

Airworthiness Classification: KIPERIMENTAL (Research & Development)

Afroraft Identification Number: Mc248K

Atroraft, Hake: Aero-Commander Model: 500B Serial No: 1116-66

Engines Helces Lyconing Models IO-540-BLAS

This strengt is certificated in the experimental classification for the purpose of development and testing a Federal Auto-Filot in connection with obtaining type approval.

The aircraft is to be operated in compliance with the following operating limitations:

- 1. All flights must be conducted in a flight test area approved by the administrator and accordance with the Flight Test Area Approval.
- Persons or property shall not be carried for compensation or hire.
 - 2. Occupancy of the sircraft is limited to persons essential to the purpose of the flight.
 - . Only VFR_DAY flights are Authorized.
 - 5. The aircraft is to be identified "EXPERIMENTA", in accordance with C.A.R. 1.101 (b).
 - 6. The above operating limitations expire May 2, 1962.

R. H. Colembeski
Federal Aviation Agency
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Lycoming	. ENGINE M	10-540-B1A5	
AIRCRAFT REGISTRATION INFORMATION (Complete all	iteme)		
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Aero Commander, Inc Subsidiary of Rockwell-Standard Corp.	Bethar	y, Òklahoma	n- 621.8x
AIRCRAFT OWNER'S CERTIFICATION (Check and compiles a I hereby certify that I am the registered owner (or here is the compiles of the compiles	is agent) of equired by t of registration E OF ISSUE RM ACA-500, PA	ne Regulations of the n:	Administrator, Part 501
"In order to be ellgible for registration an aircraft must be owned by a citizen of the United States, as defined by Section 1 (18) of the Civil Accommutes Act of 1988, as amended.			

	U. S. DEPARTMENT OF COMMERC	E REMARY
	AIRCRAFT INSPECTION REPO	UNIX Y ALL
(To be comp	pleted by a CAA representative or appro	ved resair/station)
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COMPLETE	ONLY FOR UNIT REPAIR	ED AND/OR S MANUAL	ALTERED. DI	ESCRIBE 1	Orleans 26 WORK ACCOM	PLISHED OF	N REVERSE	E IN AC-
LINIT	JAKE		MODEL		SERIAL NO.	NATI	URE OF WORK (Check)
AIRFRAME /	*****************	A (As describe	d in item I sbove)	••••••	~~~~	MAJOR RE	PAIR MAJOR	ALTERATION
POWERPLANT	Trends and second	AL TER		nelisia with a	policable airworthin above described airc	05 5	XX	. 1
PROPELLER		se joct to 15.11 (b).	conformity inspec	non b	and described and	Car		
APPLIANCE	TYPE AND MANUFACTURER	//: Z9.		and Ji,	Willy		•	
AIRCRAFT	WEIGHT AND BALANCE DA		em must be con	mpleted by	repair or alters	ation agency	. However	r, in the
	the repairs and/or alterations cribed below were made.	· cosc ut	in an aircraft.	ient it wi	l not be comple ue, it will be con	tad until mi	.h	
CATEGORY	EMPTY WEIGHT (Pot	nds)*	EMPTY CE	NTER OF GRAV	ITY (Inches from statu	m)*	USEFUL LOAD (Pounds)*
Normal .	4597.9			167.	7 .		2/52.	7
CONFORMI	TY STATEMENT (Complete and a	1 10			<u> </u>		788871	
AGENCY'S NAME A		Rect,	B. KIND OF AGE				IFICATE NO	
P.O. Bo New Orl	eens 25, Le.		Certifica	Certificate ted Repair turer. (Check if was made used to proced	of Mechanic. r Station. repair or alterating der delegation ures.)	Rad 204	3	
(Date repair a	the repair and of alteration hereto have been marked a confurnished hermin is true and the second of	ELBLOS PARTON	Solution Solution	knowledge	item 3 above a 18 of the U.S.	CIVII AIR Re	on the revegulations an	verse or
Pursuant to t	OR RETURN TO SERVICE he authority specified being h Federal Aviation Agency and	hal tole down	ete appropriate étens tified in item 3	was inspe	cted in the man	ner prescribe	d by the A	dminie-
NAPPRO □ REJEC	TED BY FAA Designe FAA Flight Standards Inspector		ufacturer [Canadian Other (S	Department of pecify)	Transport Ir	aspector of A	Lireraft
	pproval or rejection)	todaniya	Eder (Sign	A / de	rised individual; title	or identification	pumber)	1
			-					
TO BE COMP	LETED ONLY BY FAA PERS	ONNEL			-		_ '	·B 7 9

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 Collins 51X3 Receiver, 2 ca., one cs. 17LBA Collins Transmitter, 2 ca. 344D2 Gollins Instrumentation, Motorola 4086 Gonio Indicator with 5534 Servo Amplifier in standard openings in instrument panel. Attachment with 632 screws and self-locking muts. Installed Collins \$187-1A in opening in instrument penel with dzus fasteners.

Installed Motorola 5614C ADF Tuner & Case in opening in lower pottion of throttle quadrant pedestal. Attachement with 1/2" angle and rivets.

installed two cabin speakers overhead above pilot and co-pilot's seats. Attachment with 832 machine screws.

Installed Motorola 2321E fixed loop under aircraft. Attachment with 832 screws and self-locking nats.

ARTICLES descriptions of the second of the s floorheard-obsineraft-orishchillomanhi NATIONAL PROPERTY.

Installed the following on existing radio rach. Rach capacity 112 lbs.

l ea. 42781 Golline Power Supply

1.ea. 427Bl Gollins Power Supply

1 ea. 4272 | Collins Power Supply

l ea. 5608C Motorole Marker Recr. & 5607F Motorole Glideslope and dual shockmount.

All units mounted to rack with 1032 mechine screws and self-locking nuts.

Installed Narco VBAC-1 entenne stop cabin. Attackment with 1032 machine screws & self-locking nuts.

Installed ARC A-15 entenns with A-17 coupler to Omni rods inside and atop vertical tail cone. Attachment with 1032 mechine screws and micerta block.

Installed Dare marker antenna under sircreft. Attachment with 1032 mechine screws and self locking muts.

Interconnecting wiring from in trument penal units routed behind the right side upholstery through enlightening holes in the bulkheeds. Micerta strips are used for support at intervals between the bulkheads.

Punctional tests have been conducted and were satisfactory.

The necessary corrections have been made to the compass and deviation card.

The maximum continuous electrical load 33.5 amps does not exceed 80% of the generator capacity 100 amps.

Circuits are protected by 35 amp circuit breaker type switch.

Installed Audio Amplifier on radio eyebrow panel. Attachment of unit with 832 machine 29. Hd no 1 92 NAP sarews .

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Aero Commander		odel toon co		
TRANS AIR CORPO		P.(riel No. 1116 O. Box 26188	N6248X
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ADF Tuner and Cas ADF Indicator and		5.5 3.4	79.0 73.0	434
ADP Pixed Loop 2 ea. 51X3 Receive 17L8 Transmitter		1.3 5.8	166 .4 73.0	248 216 423
2 ea. 244D2 Omni Eyebrow Panel VSAC-1 Antenna		5.2 4.0 3.5	73.0 73.0 75.0	146 240 300
2 ea. 6" Speakers A-15 Antenna A-17 Antenna		2.0 1.0	118.3 99.3 335.5	414 199 335
427Bl Power Supply 427Bl Power-Supply		1.0008590 2 6.50 ******** 6.5	335.5 - 231.0 225.0	335 1501
427D1 Power Supply 5608C Marker & 56 on dual mount	077 Glideslope	7.3 0.1	225.0 240.0	1462 1642
KA-11 Audio Amplific Dare Marker Antenna Wire	er L	1.0 1.5 5.0	53.3 277.3	2424 53 - 416
		7.9	172.0 167.7	2580 77158

New E. W. C. G.: 167.7 New Useful Load: \$232-1

PAA Yorn, 337 - Page 2

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New Orleans 26, 1.a.

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ANU E		Will Di Power Sulply
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	240.0	on dast mount
53	53.3	KA-1: Audio Amphilist
212	277.3	Dare Markur Antenne
1365	172.0	Wire
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