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

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

U.S. Department of Transportation
Federal Aviation Administration

APPLICATION FOR U.S. AIRWORTHINESS CERTIFICATE

INSTRUCTIONS - Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use attachment. For special flight permits complete Sections II, VI, and VII as applicable.

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME *(Make)*	3. AIRCRAFT MODEL DESIGNATION	4. YR. MFR.	FAA CODING
5. AIRCRAFT SERIAL NO.	6. ENGINE BUILDER'S NAME *(Make)*	7. ENGINE MODEL DESIGNATION		
8. NUMBER OF ENGINES	9. PROPELLER BUILDER'S NAME *(Make)*	10. PROPELLER MODEL DESIGNATION	11. AIRCRAFT IS *(Check if applicable)* IMPORT	

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: *(Check applicable items)*

A	1		STANDARD AIRWORTHINESS CERTIFICATE *(Indicate category)*		NORMAL		UTILITY		ACROBATIC		TRANSPORT		COMMUTER		BALLOON		OTHER	
B		✓	SPECIAL AIRWORTHINESS CERTIFICATE *(Check appropriate items)*															
	7		PRIMARY															
	9		LIGHT-SPORT (Indicate Class)		Airplane		Power-Parachute		Weight-Shift-Control		Glider		Lighter than Air					
	2		LIMITED															
	5		PROVISIONAL *(Indicate class)*	1		CLASS I												
				2		CLASS II												
	3		RESTRICTED *(Indicate operation(s) to be conducted)*	1		AGRICULTURE AND PEST CONTROL		2		AERIAL SURVEY		3		AERIAL ADVERTISING				
				4		FOREST *(Wildlife conservation)*		5		PATROLLING		6		WEATHER CONTROL				
				0		OTHER *(Specify)*												
	4		EXPERIMENTAL *(Indicate operation(s) to be conducted)*	1		RESEARCH AND DEVELOPMENT		2		AMATEUR BUILT		3		EXHIBITION				
				4		AIR RACING		5		CREW TRAINING		6		MARKET SURVEY				
				0		TO SHOW COMPLIANCE WITH THE CFR		7		OPERATING *(Primary Category)* KIT BUILT AIRCRAFT								
				8		OPERATING LIGHT-SPORT	8A		Existing aircraft without an airworthiness certificate & do not meet § 103.1									
							8B		Operating Light-Sport Kit-built									
							8C		Operating light-sport previously issued special light-sport category airworthiness certificate under § 21.190									
				9		UNMANNED AIRCRAFT	9A		RESEARCH AND DEVELOPMENT			9C		CREW TRAINING				
							9B		MARKET SURVEY									
	8	✓	SPECIAL FLIGHT PERMIT *(Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side)*	1		FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE, OR STORAGE												
				2		EVACUATE FROM AREA OF IMPENDING DANGER												
				3	✓	OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT												
				4		DELIVERING OR EXPORTING		5		PRODUCTION FLIGHT TESTING								
				6		CUSTOMER DEMONSTRATION FLIGHTS												
C	6		MULTIPLE AIRWORTHINESS CERTIFICATE *(Check ABOVE "Restricted Operation" and "Standard" or "Limited" as applicable)*															

III. OWNER'S CERTIFICATION

A. REGISTERED OWNER *(As shown on certificate of aircraft registration)* **IF DEALER, CHECK HERE** →

NAME	ADDRESS

B. AIRCRAFT CERTIFICATION BASIS *(Check applicable blocks and complete items as indicated)*

	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET *(Give No. and Revision No.)*		AIRWORTHINESS DIRECTIVES *(Check if all applicable ADs are complied with and give the number of the last AD SUPPLEMENT available in the biweekly series as of the date of application)*
	AIRCRAFT LISTING *(Give page number(s))*		SUPPLEMENTAL TYPE CERTIFICATE *(List number of each STC incorporated)*

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

	CHECK IF RECORDS IN COMPLIANCE WITH 14 CFR section 91.417	TOTAL AIRFRAME HOURS	3 EXPERIMENTAL ONLY *(Enter hours flown since last certificate issued or renewed)*

D. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 et seq. and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.

DATE OF APPLICATION	NAME AND TITLE *(Print or type)*	SIGNATURE

IV. INSPECTION AGENCY VERIFICATION

A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: *(Complete the section only if 14 CFR part 21.183(d) applies)*

2		14 CFR part 121 CERTIFICATE HOLDER *(Give Certificate No.)*	3		CERTIFICATED MECHANIC *(Give Certificate No.)*	6		CERTIFICATED REPAIR STATION *(Give Certificate No.)*
5		AIRCRAFT MANUFACTURER *(Give name or firm)*					

DATE	TITLE	SIGNATURE

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable block items A and B)

A. I find that the aircraft described in Section I or VII meets requirements for

		THE CERTIFICATE REQUESTED
4		AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE

B. Inspection for a special flight permit under Section VII was conducted by: Darrell Dycus (AGENT)

	FAA INSPECTOR		FAA DESIGNEE			
X	CERTIFICATE HOLDER UNDER	X	14 CFR part 65		14 CFR part 121 OR 135	14 CFR part 145

DATE	MIDO/FSDO OFFICE		FAA INSPECTOR'S SIGNATURE or DESIGNEE'S SIGNATURE AND NO.		FAA INSPECTOR'S CERTIFICATION FILE REVIEW SIGNATURE
7/25/14	WP13-HNL	4	IKE GRAY, ASI, WP-13	1	

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER

NAME | ADDRESS

B. PRODUCTION BASIS *(Check applicable item)*

- [ ] PRODUCTION CERTIFICATE *(Give production certificate number)* →
- [ ] TYPE CERTIFICATE
- [ ] OTHER:

C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS

DATE OF APPLICATION | NAME AND TITLE *(Print or type)* | SIGNATURE

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

A. DESCRIPTION OF AIRCRAFT

REGISTERED OWNER Simon Lawrence	ADDRESS 25 Wild Goose Ct. Newport Beach CA 92663-2342
BUILDER *(Make)* Aero Commander	MODEL 500 B
SERIAL NUMBER 1116-66	REGISTRATION MARK N520DR

B. DESCRIPTION OF FLIGHT — CUSTOMER DEMONSTRATION FLIGHTS ☐ *(Check if applicable)*

FROM Honolulu Hawaii (HNL)	TO Tracy California (TCY)	
VIA Hilo Hawaii (HTO)	DEPARTURE DATE 7/25/2014	DURATION 30

C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT

- [x] PILOT
- [ ] CO-PILOT
- [ ] FLIGHT ENGINEER
- [ ] OTHER *(Specify)*

D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:

Temporary Fuel system consisting of 1 turtle pac tank located in passenger compartment and 1 aluminum tank located in baggage compartment as per FAA form 337 dated 2/28/14

E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION: *(Use attachment if necessary)*

F. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 et seq. and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is safe for the flight described.

DATE	NAME AND TITLE *(Print or type)*	SIGNATURE
7/23/2014	Darrell Dycus (agent)	

VIII. AIRWORTHINESS DOCUMENTATION (FAA/DESIGNEE use only)

- [ ] A. Operating Limitations and Markings in Compliance With 14 CFR Section 91.9, As Applicable
- [ ] B. Current Operating Limitations Attached
- [ ] C. Data, Drawings, Photographs, etc. *(Attach when required)*
- [ ] D. Current Weight and Balance Information Available in Aircraft
- [ ] E. Major Repair and Alteration, FAA Form 337 *(Attach when required)*
- [ ] F. This inspection Recorded in Aircraft Records
- [ ] G. Statement of Conformity, FAA Form 8130-9 *(Attach when required)*
- [ ] H. Foreign Airworthiness Certification for Import Aircraft *(Attach when required)*
- [ ] I. Previous Airworthiness Certificate Issued in Accordance With 14 CFR Section _____ CAR _____ *(Original attached)*
- [ ] J. Current Airworthiness Certificate Issued in Accordance With 14 CFR Section _____ *(Copy attached)*
- [ ] K. Light-Sport Aircraft Statement of Compliance, FAA Form 8130-15 *(Attach when required)*

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

SPECIAL AIRWORTHINESS CERTIFICATE

A	CATEGORY/DESIGNATION	SPECIAL FLIGHT PERMIT	
	PURPOSE	OPERATION IN EXCESS OF MAX CERT TAKE OFF WEIGHT	
B	MANU-FACTURER	NAME N/A	
		ADDRESS N/A	
C	FLIGHT	FROM HNL via ITO	
		TO TCY	
D	N- 520DR		SERIAL NO. 1116-66
	BUILDER Aero Commander		MODEL 500 B
E	DATE OF ISSUANCE 07/25/2014		EXPIRY 08/24/2014
	OPERATING LIMITATIONS DATED 07/25/2014		ARE PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE Ike Gray		DESIGNATION OR OFFICE NO. WP-13 HNLFSDO

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).

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).
B	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.
C	*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.
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.

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

SPECIAL AIRWORTHINESS CERTIFICATE

A	CATEGORY/DESIGNATION	**SPECIAL FLIGHT PERMIT**	
	PURPOSE	**OPERATION OVER MAXIMUM GROSS WEIGHT**	
B	MANU-FACTURER	NAME **N/A**	
		ADDRESS **N/A**	
C	FLIGHT	FROM **PPG Pago Pago**	**Subject to Para (2)**
		TO **KTCY Tracy CA**	**Reverse Side**
D	N- **520DR**		SERIAL NO. **1116-66**
	BUILDER **Aero Commander**		MODEL **500-B**
E	DATE OF ISSUANCE **3/7/2014**		EXPIRY **4/7/2014**
	OPERATING LIMITATIONS DATED **3/7/2014**		ARE PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE Dan R McGehee **Dan R McGehee**		DESIGNATION OR OFFICE NO. **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).

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

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.: N520DR

MODEL: 500B
SERIAL NO.: 1116-66

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.
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.

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 Honolulu, HI, 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_____

Principal Maintenance Inspector
Honolulu Flight Standards District Office

I have read and understand these limitations:

25 July 2014_____
Date

_____

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

U.S. Department
of Transportation

**Federal Aviation
Administration**

**Transport Airplane Directorate
Los Angeles Aircraft
Certification Office**

3960 Paramount Boulevard
Lakewood, California 90712-4137

July 17, 2014

In reply refer to: 120L-14-314

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

Dear Mr. Dyeus,

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 N~~7~~201DR which will be ferried from Honolulu, Hawaii to Tracy, California. We understand that you are working with the Honolulu FSDO who will issue the special flight authorization.

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. Vc = 205 mph
    c. Vne = 230 mph

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 takeoff 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

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

State of California, County of San Joaquin
Subscribed and sworn to (or affirmed) before me
on this 2 day of June, 20 14,
by Lawrence Simon,
proved to me on the basis of satisfactory evidence
to be the person(s) who appeared before me.
Signature: Vanita Notary Public

Lawrence Simon

VANITA P. MISTRY
COMM. #1938044
Notary Public - California
San Joaquin County
My Comm. Expires May 23, 2015
NRO1

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

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

U.S. Department of Transportation
Federal Aviation Administration

APPLICATION FOR U.S. AIRWORTHINESS CERTIFICATE

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I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME (Make)	3. AIRCRAFT MODEL DESIGNATION	4. YR. MFR	FAA CODING
N520DR	Aero Commander	500-B	1961	
5. AIRCRAFT SERIAL NO.	**6. ENGINE BUILDER'S NAME (Make)**	**7. ENGINE MODEL DESIGNATION**		
1116-66	Textron Lycoming	I0-540-E1A5/IO-540-E1B5		
8. NUMBER OF ENGINES	**9. PROPELLER BUILDER'S NAME (Make)**	**10. PROPELLER MODEL DESIGNATION**	**11. AIRCRAFT IS (Check if applicable)**	
2	Hartzell	HC-C3YR-24F/FC8468-6R	IMPORT	

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: (Check applicable items)

A	1		STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)		NORMAL		UTILITY		ACROBATIC		TRANSPORT		COMMUTER		BALLOON		OTHER
B		X	SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)														
	7		PRIMARY														
	9		LIGHT-SPORT (Indicate Class)		Airplane		Power-Parachute		Weight-Shift-Control		Glider		Lighter than Air				
	2		LIMITED														
	5		PROVISIONAL (Indicate class)	1	CLASS I												
				2	CLASS II												
	3		RESTRICTED (Indicate operation(s) to be conducted)	1	AGRICULTURE AND PEST CONTROL	2	AERIAL SURVEY	3	AERIAL ADVERTISING								
				4	FOREST (Wildlife conservation)	5	PATROLLING	6	WEATHER CONTROL								
				0	OTHER (Specify)												
	4		EXPERIMENTAL (Indicate operation(s) to be conducted)	1	RESEARCH AND DEVELOPMENT	2	AMATEUR BUILT	3	EXHIBITION								
				4	AIR RACING	5	CREW TRAINING	6	MARKET SURVEY								
				0	TO SHOW COMPLIANCE WITH THE CFR	7	OPERATING (Primary Category) KIT BUILT AIRCRAFT										
				8	OPERATING LIGHT-SPORT	8A	Existing aircraft without an airworthiness certificate & do not meet § 103.1										
						8B	Operating Light-Sport Kit-built										
						8C	Operating light-sport previously issued special light-sport category airworthiness certificate under § 21.190										
				9	UNMANNED AIRCRAFT	9A	RESEARCH AND DEVELOPMENT	9C	CREW TRAINING								
						9B	MARKET SURVEY										
	8	X	SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side)	1	FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE, OR STORAGE												
				2	EVACUATE FROM AREA OF IMPENDING DANGER												
				3	X OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT												
				4	DELIVERING OR EXPORTING	5	PRODUCTION FLIGHT TESTING										
				6	CUSTOMER DEMONSTRATION FLIGHTS												
C	6		MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited" as applicable)														

III. OWNER'S CERTIFICATION

A. REGISTERED OWNER (As shown on certificate of aircraft registration) — IF DEALER, CHECK HERE →

NAME	ADDRESS

B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)

	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.)		AIRWORTHINESS DIRECTIVES (Check if all applicable ADs are complied with and give the number of the last AD SUPPLEMENT available in the biweekly series as of the date of application)
	AIRCRAFT LISTING (Give page number(s))		SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated)

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

	CHECK IF RECORDS IN COMPLIANCE WITH 14 CFR section 91.417	TOTAL AIRFRAME HOURS	3 EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed)

D. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 et seq. and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.

DATE OF APPLICATION	NAME AND TITLE (Print or type)	SIGNATURE

IV. INSPECTION AGENCY VERIFICATION

A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete the section only if 14 CFR part 21.183(d) applies)

2	14 CFR part 121 CERTIFICATE HOLDER (Give Certificate No.)	3	CERTIFICATED MECHANIC (Give Certificate No.)	6		CERTIFICATED REPAIR STATION (Give Certificate No.)
5	AIRCRAFT MANUFACTURER (Give name or firm)					

DATE	TITLE	SIGNATURE

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable block items A and B)

A. I find that the aircraft described in Section I or VII meets requirements for

	✓	THE CERTIFICATE REQUESTED
4		AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE

B. Inspection for a special flight permit under Section VII was conducted by:

	FAA INSPECTOR	✓	FAA DESIGNEE		
	CERTIFICATE HOLDER UNDER		14 CFR part 65	14 CFR part 121 OR 135	14 CFR part 145

DATE	MIDO/FSDO OFFICE	FAA INSPECTOR'S SIGNATURE or DESIGNEE'S SIGNATURE AND NO.	FAA INSPECTOR'S CERTIFICATION FILE REVIEW SIGNATURE
3-7-2014	Sacramento	Dan R McGeher DAN R McGEHER DART 710617WP	WP-FSDO-25 1 Brian Allen

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER

NAME	ADDRESS

B. PRODUCTION BASIS *(Check applicable item)*

- [ ] PRODUCTION CERTIFICATE *(Give production certificate number)*
- [ ] TYPE CERTIFICATE
- [ ] OTHER:

C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS

DATE OF APPLICATION	NAME AND TITLE *(Print or type)*	SIGNATURE

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

A. DESCRIPTION OF AIRCRAFT

REGISTERED OWNER	ADDRESS
Simon Lawrence	25 Wild Goose Ct, Newport Beach, CA. 92663-2342
BUILDER *(Make)* Hawker Beechcraft	MODEL 500-B
SERIAL NUMBER 1116-66	REGISTRATION MARK N520DR

B. DESCRIPTION OF FLIGHT — CUSTOMER DEMONSTRATION FLIGHTS ☐ *(Check if applicable)*

FROM	TO	
Pago Pago, (PPG) American Samoa	Tracy Municipal Airport California (KTCY)	
VIA	DEPARTURE DATE	DURATION

C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT

	X	PILOT		CO-PILOT		FLIGHT ENGINEER		OTHER *(Specify)*

D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:

Aircraft Flown Over Gross Weight and Over Water.

E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION: *(Use attachment if necessary)*

See Attachment: 1 (Aero Commander 500-B Ferry Fuel System Operation)
See Attachment: 2 (Operating Limitation For Special Flight Permit)

F. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 et seq. and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is safe for the flight described.

DATE	NAME AND TITLE *(Print or type)*	SIGNATURE
03/07/2014	Rick S. Eckert / Agent	

VIII. AIRWORTHINESS DOCUMENTATION (FAA/DESIGNEE use only)

✓	A. Operating Limitations and Markings in Compliance With 14 CFR Section 91.9, As Applicable		G. Statement of Conformity, FAA Form 8130-9 *(Attach when required)*
✓	B. Current Operating Limitations Attached		H. Foreign Airworthiness Certification for Import Aircraft *(Attach when required)*
✓	C. Data, Drawings, Photographs, etc. *(Attach when required)*		I. Previous Airworthiness Certificate Issued in Accordance With 14 CFR Section _____ CAR _____ *(Original attached)*
✓	D. Current Weight and Balance Information Available in Aircraft		
✓	E. Major Repair and Alteration, FAA Form 337 *(Attach when required)*	✓	J. Current Airworthiness Certificate Issued in Accordance With 14 CFR Section 21.197 (b) *(Copy attached)*
	F. This inspection Recorded in Aircraft Records		K. Light-Sport Aircraft Statement of Compliance, FAA Form 8130-15 *(Attach when required)*

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

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

U.S. Department of Transportation
Federal Aviation Administration

APPLICATION FOR U.S. AIRWORTHINESS CERTIFICATE

INSTRUCTIONS - Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use attachment. For special flight permits complete Sections II, VI, and VII as applicable.

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME (Make)	3. AIRCRAFT MODEL DESIGNATION	4. YR. MFR	FAA CODING
N520DR	Aero Commander	500-B	1961	
5. AIRCRAFT SERIAL NO.	**6. ENGINE BUILDER'S NAME (Make)**	**7. ENGINE MODEL DESIGNATION**		
1116-66	Textron Lycoming	IO-540-E1A5/IO-540-E1B5		
8. NUMBER OF ENGINES	**9. PROPELLER BUILDER'S NAME (Make)**	**10. PROPELLER MODEL DESIGNATION**	**11. AIRCRAFT IS (Check if applicable)**	
2	Hartzell	HC-C3YR-24F/FC8468-6R	IMPORT	

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: (Check applicable items)

A 1 X STANDARD AIRWORTHINESS CERTIFICATE (Indicate category) X NORMAL | UTILITY | ACROBATIC | TRANSPORT | COMMUTER | BALLOON | OTHER

B SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)

- 7 PRIMARY
- 9 LIGHT-SPORT (Indicate Class) X Airplane | Power-Parachute | Weight-Shift-Control | Glider | Lighter than Air
- 2 LIMITED
- 5 PROVISIONAL (Indicate class)
  - 1 CLASS I
  - 2 CLASS II
- 3 RESTRICTED (Indicate operation(s) to be conducted)
  - 1 AGRICULTURE AND PEST CONTROL; 2 AERIAL SURVEY; 3 AERIAL ADVERTISING
  - 4 FOREST (Wildlife conservation); 5 PATROLLING; 6 WEATHER CONTROL
  - 0 OTHER (Specify)
- 4 EXPERIMENTAL (Indicate operation(s) to be conducted)
  - 1 RESEARCH AND DEVELOPMENT; 2 AMATEUR BUILT; 3 EXHIBITION
  - 4 AIR RACING; 5 CREW TRAINING; 6 MARKET SURVEY
  - 0 TO SHOW COMPLIANCE WITH THE CFR; 7 OPERATING (Primary Category) KIT BUILT AIRCRAFT
  - 8 OPERATING LIGHT-SPORT
    - 8A Existing aircraft without an airworthiness certificate & do not meet § 103.1
    - 8B Operating Light-Sport Kit-built
    - 8C Operating light-sport previously issued special light-sport category airworthiness certificate under § 21.190
  - 9 UNMANNED AIRCRAFT
    - 9A RESEARCH AND DEVELOPMENT; 9C CREW TRAINING
    - 9B MARKET SURVEY
- 8 SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side)
  - 1 FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE, OR STORAGE
  - 2 EVACUATE FROM AREA OF IMPENDING DANGER
  - 3 OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT
  - 4 DELIVERING OR EXPORTING; 5 PRODUCTION FLIGHT TESTING
  - 6 CUSTOMER DEMONSTRATION FLIGHTS

C 6 MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited" as applicable)

III. OWNER'S CERTIFICATION

A. REGISTERED OWNER (As shown on certificate of aircraft registration) IF DEALER, CHECK HERE →

NAME	ADDRESS
Simon Lawrence	25 Wild Goose Ct, Newport Beach, CA. 92663-2342

B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)

AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.) 6A1 Rev 46 11/12/2009	X AIRWORTHINESS DIRECTIVES (Check if all applicable ADs are complied with and give the number of the last AD SUPPLEMENT available in the biweekly series as of the date of application) ATP 03/06/2014
AIRCRAFT LISTING (Give page number(s))	X SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) See Attached list

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

X CHECK IF RECORDS IN COMPLIANCE WITH 14 CFR section 91.417	TOTAL AIRFRAME HOURS 5395.71	3 EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed)

D. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 et seq. and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.

DATE OF APPLICATION	NAME AND TITLE (Print or type)	SIGNATURE
03/07/2014	Rick S. Eckert	

IV. INSPECTION AGENCY VERIFICATION

A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete the section only if 14 CFR part 21.183(d) applies)

- 2 14 CFR part 121 CERTIFICATE HOLDER (Give Certificate No.)
- 3 CERTIFICATED MECHANIC (Give Certificate No.)
- 6 CERTIFICATED REPAIR STATION (Give Certificate No.)
- 5 AIRCRAFT MANUFACTURER (Give name or firm)

DATE	TITLE	SIGNATURE

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable block items A and B)

A. I find that the aircraft described in Section I or VII meets requirements for
- ✓ THE CERTIFICATE REQUESTED
- 4 AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE

B. Inspection for a special flight permit under Section VII was conducted by:
- FAA INSPECTOR
- FAA DESIGNEE
- CERTIFICATE HOLDER UNDER
- 14 CFR part 65
- 14 CFR part 121 OR 135
- 14 CFR part 145

DATE	MIDO/FSDO OFFICE	FAA INSPECTOR'S SIGNATURE or DESIGNEE'S SIGNATURE AND NO.	FAA INSPECTOR'S CERTIFICATION FILE REVIEW SIGNATURE
3-7-2014	Sacramento	4 Dan R McGehee DAN R McGEHEE DART 910617 WP	1 WR-FSDO-25 Brian Allen

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER

NAME	ADDRESS

B. PRODUCTION BASIS *(Check applicable item)*

- [ ] PRODUCTION CERTIFICATE *(Give production certificate number)* ——→
- [ ] TYPE CERTIFICATE
- [ ] OTHER:

C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS

DATE OF APPLICATION	NAME AND TITLE *(Print or type)*	SIGNATURE

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

A. DESCRIPTION OF AIRCRAFT

REGISTERED OWNER	ADDRESS
BUILDER *(Make)*	MODEL
SERIAL NUMBER	REGISTRATION MARK

B. DESCRIPTION OF FLIGHT — CUSTOMER DEMONSTRATION FLIGHTS ☐ *(Check if applicable)*

FROM	TO	
VIA	DEPARTURE DATE	DURATION

C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT

- [ ] PILOT
- [ ] CO-PILOT
- [ ] FLIGHT ENGINEER
- [ ] OTHER *(Specify)*

D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:

E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION: *(Use attachment if necessary)*

F. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 et seq. and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is safe for the flight described.

DATE	NAME AND TITLE *(Print or type)*	SIGNATURE

VIII. AIRWORTHINESS DOCUMENTATION (FAA/DESIGNEE use only)

- [x] A. Operating Limitations and Markings in Compliance With 14 CFR Section 91.9, As Applicable
- [ ] B. Current Operating Limitations Attached
- [x] C. Data, Drawings, Photographs, etc. *(Attach when required)*
- [x] D. Current Weight and Balance Information Available in Aircraft
- [ ] E. Major Repair and Alteration, FAA Form 337 *(Attach when required)*
- [x] F. This inspection Recorded in Aircraft Records
- [ ] G. Statement of Conformity, FAA Form 8130-9 *(Attach when required)*
- [ ] H. Foreign Airworthiness Certification for Import Aircraft *(Attach when required)*
- [ ] I. Previous Airworthiness Certificate Issued in Accordance With 14 CFR Section _____ CAR _____ *(Original attached)*
- [x] J. Current Airworthiness Certificate Issued in Accordance With 14 CFR Section 21.183 (d) *(Copy attached)*
- [ ] K. Light-Sport Aircraft Statement of Compliance, FAA Form 8130-15 *(Attach when required)*

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

SPECIAL AIRWORTHINESS CERTIFICATE

A	CATEGORY/DESIGNATION **SPECIAL FLIGHT PERMIT**		
	PURPOSE **OPERATION OVER MAXIMUM GROSS WEIGHT**		
B	MANU-FACTURER	NAME **N/A**	
		ADDRESS **N/A**	
C	FLIGHT	FROM **PPG Pago Pago**	**Subject to Para (2)**
		TO **KTCY Tracy CA**	**Reverse Side**
D	N- **520DR**		SERIAL NO. **1116-66**
	BUILDER **Aero Commander**		MODEL **500-B**
E	DATE OF ISSUANCE **3/7/2014**		EXPIRY **4/7/2014**
	OPERATING LIMITATIONS DATED **3/7/2014**		ARE PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE Dan R McGehee **Dan R McGehee**		DESIGNATION OR OFFICE NO. **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*

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
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 airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
03/7/2014	Dan 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 FEDERAL AVIATION REGULATIONS.

FAA Form 8100-2 (04-11) Supersedes Previous Edition

U.S. Department of Transportation
Federal Aviation Administration

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 **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.

Dan R McGehee

Dan R McGehee
DART 710617-WP

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:**

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

**Transport Airplane Directorate
Aircraft Certification Service**

1601 Lind Avenue Southwest
Renton, Washington 98057-3356

JAN 21 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.

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,

for Robert D. Breneman
Acting Manager, Seattle Aircraft
Certification Office

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: AERO COMMANDER

Model: 500 B

Serial Number: 1116 - 66

Registration: N520 DR

Registered Owner LAWRENCE SIMON
25 Wild Goose CT
NEWPORT BEACH CA USA 92663-2342

Name of Owner

ACKNOWLEDGMENT

State of California
County of Imperial)

On 3/4/14 before me, Ruth Gastelum, Notary Public
(insert name and title of the officer)

personally appeared Lawrence H. Simon,
who proved to me on the basis of satisfactory evidence to be the person(~~s~~) whose name(~~s~~) is/~~are~~ subscribed to the within instrument and acknowledged to me that he/~~she/they~~ executed the same in his/~~her/their~~ authorized capacity(~~ies~~), and that by his/~~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.

Signature Ruth Gastelum (Seal)

RUTH GASTELUM
COMM #1900375
Notary Public-California
IMPERIAL COUNTY
My Comm. Exp. SEPT 16, 2014

ISO 9001: 2008 CERTIFIED	Civil Aviation Authority of Fiji **Notification – Transfer Document**	Form **AW 107G**

T O W H O M I T M A Y C O N C E R N

REGISTRATION: DQ-DLR ***TYPE: AERO COMMANDER*** ***CONSTRUCTOR'S NO: 1116-66***

The Civil Aviation Authority of Fiji, having inspected the above aircraft and its records, hereby certifies that the aircraft 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

CIVIL AVIATION AUTHORITY OF FIJI
CAAF

Sailasa Malani
Airworthiness Officer
for THE CIVIL AVIATION AUTHORITY OF FIJI

DATE: 15th January 2014

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

1	12/15/2009	STC	SA00529SE	Leading edge bracketts
2	12/12/1997	STC	SA01444AT	Freon A/C system
3	12/12/1997	STC	SA2903SW	Wing flap gap seals
4	12/12/1997	STC	SA3516WE	Cockpit overhead windows
5	12/27/1997	STC	SA00372WI	Garmin GNC 300 GPS system
6	11/9/1997	STC	SA7164SW-D	STEC 65 Autopilot ST101
7	6/25/1965	STC	SE6WE	Rajay turbo charger engines. Model Lycoming 10-540-B1A5
8	10/2/1972	STC	SA585SW	Extended nose cone
9	12/29/1964	STC	SA250CE	Woodward Electronic Propeller Sync.
10	12/29/1964	STC	SA256WE	E.R.A.S control wheels
11	8/27/2010	STC	SA71GL	Bracket Aero Filters

Civil Aviation Authority of Fiji

ISO 9001 :2008 Certified

Private Mail Bag, NAP 0354, 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.

Yours faithfully,

CIVIL AVIATION AUTHORITY OF FIJI
CAAF

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

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
Main Tank	213 U.S. Gals	1278	187.0	238986.0
Auxillary Tank	0 U.S. Gals	0	0.0	0.0
Aircraft Ferry Fuel System				
Turtle Pac 1	220 U.S. Gals	1350	160.0	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		526680
				0
Current Empty Weight		4940.75	169.37	836818.36
Aircraft Total Weight		8051.75	169.34	1363498.36

CG Status: Good CG

	Forward	Aft
CG Limits	166	174.5
Certified Gross Weight		6750
Temporary Approved Gross Weight		8437.5
Temporary Aircraft Useful Load		3496.75
Actual Ferry Gross Weight		8051.75
Approved % Gross Weight		125%
Actual Ferry % Gross Weight		120%

Performance and Endurance (Estimate)	
Fuel Consumption Rate	180 lbs/hr
Average Ground Speed	160 kts IAS
Altitude	10000 ft
Temperature	ISA
Endurance	15.8 hrs
Range	2523 Nm

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: _____ Date: 03/07/2011

Rick S. Eckert (A&P 3686200 IA)

Skyview Aviation, LLC

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: 500-B
Serial Number: 1116-66
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: 02/07/2014

Temporary Long Range Fuel System tested: System Operation Normal

Signature: _____ Date: _____
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
info@skyviewaviation.com

Aero Commander 500B FERRY FUEL SYSTEM OPERATION

TAKE-OFFS AND LANDINGS ON NORMAL AIRCRAFT FUEL SYSTEM

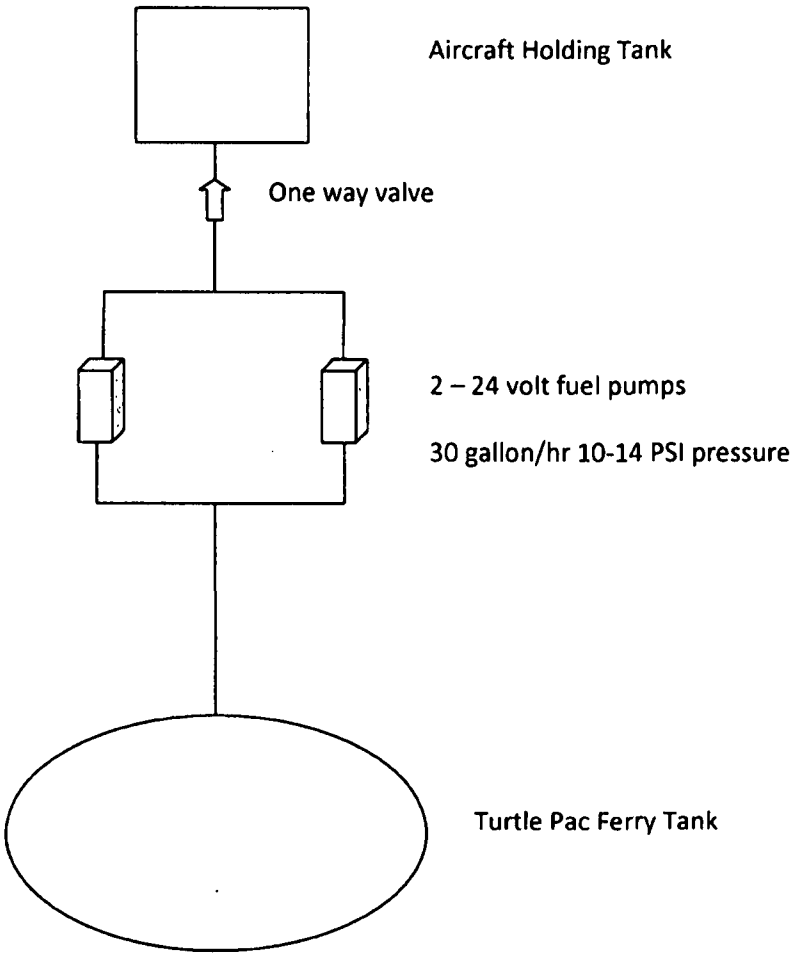
AIRCRAFT TO FERRY FUEL SYSTEM:

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 2 until ferry fuel system is empty.

NO Smoking!!!!

Fuel Schematic Aero Commander

N620DR Serial # 1116-66



U.S Department of Transportation
Federal Aviation Administration

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

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

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark USA N520DR	Serial No. 1116-66	
	Make Aero Commander	Model 500B	Series
2. Owner	Name *(As shown on registration certificate)* Simon Lawrence	Address *(As shown on registration certificate)* Address 25 Wild Goose Ct City New Port Beach State California Zip 92663-2342 Country USA	

3. For FAA Use Only

The data identified herein complies with the appliable airworthiness requirements for Export or Delivery and is subject to a conformity check by a person authorized in FAR 43.7. No person may operate this aircraft as altered, unless it has with it an appropriate Special Fight Permit Issued under FAR21.197(b)

FAA Inspector: [signature] Date: 02/28/2014

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial Number
☐	☒	AIRFRAME	—	*(As described in Item 1 above)*	—
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type Manufacturer		

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency			
Skyview Aviation LLC	☒	U.S. Certificated Mechanic	☐	Manufacturer
Address 5749 South Tracy Blvd	☐	Foreign Certificated Mechanic	C. Certificate No.	
City Tracy State CA	☐	Certificated Repair Station	A&P 3686200 IA	
Zip 95377 Country USA	☐	Certificated Maintenance Organization		

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

Extended range fuel per 14 CFR Part 43 App. B ☒

Signature/Date of Authorized Individual: Rick S. Eckert DATE: 03/07/2014

7. Approval for Return to Service

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

BY							
		FAA Flt Standards Inspector		Manufacturer		Maintenance Organization	Person Approved by Canadian Department of Transport
		FAA Designee		Repair Station	x	Inspection Authorization	Other *(Specify)*

Certificate or Designation No. A&P 3686200 IA

Signature/Date of Authorized Individual: Rick S. Eckert DATE: 03/07/2014

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.

8. Description of Work Accomplished

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

USA N520DR	02/28/2014
Nationality and Registration Mark	Date

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 tank installation FAA Form 337 dated 02/28/2014.

Aircraft ferry fuel system operation and management details is outlined in Attachment 2.

Continuous airworthiness compliance not applicable due to temporary installation.
----------End----------

☐ Additional Sheets Are Attached

U.S Department of Transportation
Federal Aviation Administration

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

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

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark USA N520DR	Serial No. 1116-66	
	Make Aero Commander	Model 500B	Series
2. Owner	Name *(As shown on registration certificate)* Simon Lawrence	Address *(As shown on registration certificate)* Address 25 Wild Goose Ct City New Port Beach State Califomia Zip 92663-2342 Country USA	

3. For FAA Use Only

The data identified herein complies with the appliable airworthiness requirements for Export or Delivery and is subject to a conformity check by a person authorized in FAR 43.7. No person may operate this aircraft as altered, unless it has with it an appropriate Special Fight Permit Issued under FAR21.197(b)

FAA Inspector: Eric [illegible] Date: 02/18/2014

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial Number
☐	☒	AIRFRAME	—	*(As described in Item 1 above)*	—
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type Manufacturer		

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency		
Skyview Aviation LLC	☒ U.S. Certificated Mechanic	☐ Manufacturer	
Address 5749 South Tracy Blvd	☐ *Foreign Certificated Mechanic*	C. Certificate No.	
City Tracy State CA	☐ Certificated Repair Station	A&P 3686200 IA	
Zip 95377 Country USA	☐ Certificated Maintenance Organization		

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

Extended range fuel per 14 CFR Part 43 App. B ☒	Signature/Date of Authorized Individual Rick S. Eckert	DATE: 03/07/2014

7. Approval for Return to Service

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

BY								
		FAA Flt Standards *Inspector*		Manufacturer		Maintenance Organization		Person Approved by Canadian *Department of Transport*
		FAA Designee		Repair Station	x	Inspection Authorization		Other *(Specify)*

Certificate or Designation No. A&P 3686200 IA	Signature/Date of Authorized Individual Rick S. Eckert	DATE: 03/07/2014

FAA Form 337 (10-06)

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.)

USA N520DR	02/28/2014
Nationality and Registration Mark	Date

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 tank installation FAA Form 337 dated 02/28/2014.

Aircraft ferry fuel system operation and management details is outlined in Attachment 2.

Continuous airworthiness compliance not applicable due to temporary installation.
----------End----------

☐ Additional Sheets Are Attached

FAA FORM 8130-6, APPLICATION FOR U.S. AIRWORITHNESS CERTICATE

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

U.S. Department of Transportation
Federal Aviation Administration

APPLICATION FOR U.S. AIRWORTHINESS CERTIFICATE

INSTRUCTIONS - Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required use an attachment. For special flight permits complete Sections II, VI and VII as applicable.

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME (Make)	3. AIRCRAFT MODEL DESIGNATION	4. YR MFR	FAA CODING
N620DR	Aero Commander	500-B	1961	
5. AIRCRAFT SERIAL NO.	**6. ENGINE BUILDERS NAME (Make)**	**7. ENGINE MODEL DESIGNATION**		
1116-66	Textron Lycoming	IO-540-E1A5/IO-540-E1B5		
8. NUMBER OF ENGINES	**9. PROPELLER BUILDER'S NAME (Make)**	**10. PROPELLER MODEL DESIGNATION**	**11. AIRCRAFT IS (Check if applicable)**	
2	Hartzell	HC-C3YR-24F/FC8468-6R	☐ IMPORT	

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: *(Check applicable items)*

- A 1 ☐ *STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)* ☐ NORMAL ☐ UTILITY ☐ ACROBATIC ☐ TRANSPORT ☐ COMMUTER ☐ BALLOON ☐ OTHER
- B ☒ *SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)*
  - 7 ☐ PRIMARY
  - 9 ☐ LIGHT-SPORT *(Indicate Class)* ☐ AIRPLANE ☐ POWER-PARACHUTE ☐ WEIGHT-SHIFT-CONTROL ☐ GLIDER ☐ LIGHTER THAN AIR
  - 2 ☐ LIMITED
  - 5 ☐ PROVISIONAL *(Indicate class)*
    - 1 ☐ Class I
    - 2 ☐ Class II
  - 3 ☐ RESTRICTED *(Indicate operation(s) to be conducted)*
    - 1 ☐ AGRICULTURE AND PEST CONTROL
    - 2 ☐ AERIAL SURVEY
    - 3 ☐ AERIAL ADVERTISING
    - 4 ☐ FOREST *(Wildlife Conservation)*
    - 5 ☐ PATROLLING
    - 6 ☐ WEATHER CONTROL
    - 0 ☐ OTHER *(Specify)*
  - 4 ☐ EXPERIMENTAL *(Indicate operation(s) to be conducted)*
    - 1 ☐ RESEARCH AND DEVELOPMENT
    - 2 ☐ AMATEUR BUILT
    - 3 ☐ EXHIBITION
    - 4 ☐ AIR RACING
    - 5 ☐ CREW TRAINING
    - 6 ☐ MARKET SURVEY
    - 0 ☐ TO SHOW COMPLIANCE WITH THE CFR
    - 7 ☐ OPERATING *(Primary Category)* KIT BUILT AIRCRAFT
    - 8 ☐ OPERATING LIGHT-SPORT
      - 8A ☐ Existing Aircraft without an airworthiness certificate & do not meet § 103.1
      - 8B ☐ Operating Light-Sport Kit-Built
      - 8C ☐ Operating light-sport previously issued special light-sport category airworthiness certificate under § 21.190
  - 8 ☒ SPECIAL FLIGHT PERMIT *(Indicate operation(s) to be conducted, then complete Section VI or VII as applicable on reverse side)*
    - 1 ☐ FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE, OR STORAGE
    - 2 ☐ EVACUATE FROM AREA OF IMPENDING DANGER
    - 3 ☒ OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT
    - 4 ☐ DELIVERING OR EXPORTING
    - 5 ☐ PRODUCTION FLIGHT TESTING
    - 6 ☐ CUSTOMER DEMONSTRATION FLIGHTS
- C 6 ☐ MULTIPLE AIRWORTHINESS CERTIFICATE *(check ABOVE: "Restricted Operation" and "Standard" or "Limited" as applicable)*

III. OWNER'S CERTIFICATION

A. REGISTERED OWNER *(As shown on certificate of aircraft registration)* — IF DEALER, CHECK HERE → ☐

NAME	ADDRESS

B. AIRCRAFT CERTIFICATION BASIS *(Check applicable blocks and complete items as indicated)*

- ☐ AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET *(Give No. and Revision No.)*
- ☐ AIRWORTHINESS DIRECTIVES *(Check if all applicable AD's complied with and give the number of the last AD SUPPLEMENT available in the biweekly series as of the date of application)*
- ☐ AIRCRAFT LISTING *(Give page number(s))*
- ☐ SUPPLEMENTAL TYPE CERTIFICATE *(List number of each STC incorporated)*

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

- ☐ CHECK IF RECORDS IN COMPLIANCE WITH 14 CFR Section 91.417
- TOTAL AIRFRAME HOURS
- 3 EXPERIMENTAL ONLY *(Enter hours flown since last certificate issued or renewed)*

D. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 et seq. and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.

DATE OF APPLICATION	NAME AND TITLE *(Print or type)*	SIGNATURE

IV. INSPECTION AGENCY VERIFICATION

A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: *(Complete the section only if 14 CFR part 21.183(d) applies.*

- 2 ☐ 14 CFR PART 121 CERTIFICATE HOLDER *(Give Certificate No.)*
- 3 ☐ CERTIFICATED MECHANIC *(Give Certificate No.)*
- 6 ☐ CERTIFICATED REPAIR STATION *(Give Certificate No.)*
- 5 ☐ AIRCRAFT MANUFACTURER *(Give name or firm)*

DATE	TITLE	SIGNATURE

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable blocks items A and B)

A. I find that the aircraft described in Section I or VII meets requirements for
- ☒ THE CERTIFICATE REQUESTED
- 4 ☐ AMMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE

B. Inspection for a special flight permit under Section VII was conducted by:
- ☒ FAA INSPECTOR
- ☐ FAA DESIGNEE
- ☐ CERTIFICATE HOLDER UNDER
- ☐ 14 CFR part 65
- ☐ 14 CFR part 121 OR 135
- ☐ 14 CFR part 145

DATE	DISTRICT OFFICE	4 DESIGNEE'S SIGNATURE AND NO.	1 FAA INSPECTOR'S SIGNATURE
01/11/2011	WP-27		[signature]

Accepted RJ Mar/14/2011

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER

NAME	ADDRESS

B. PRODUCTION BASIS *(Check applicable items)*

- ☐ PRODUCT CERTIFICATE *(Give production certificate number)* →
- ☐ TYPE CERTIFICATE ONLY
- ☐ APPROVED PRODUCTION INSPECTION SYSTEM

C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS

DATE OF APPLICATION	NAME AND TITLE *(Print or type)*	SIGNATURE

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

A. DESCRIPTION OF AIRCRAFT

REGISTERED OWNER	ADDRESS
ASHLEY MYRON	1233 SW CREEKSIDE DR, LEES SUMMIT, MISSOURI, 64081-3254
BUILDER *(Make)* Aero Commander	MODEL 500-B
SERIAL NUMBER 1116-66	REGISTRATION MARK N620DR

B. DESCRIPTION OF FLIGHT — CUSTOMER DEMONSTRATION FLIGHTS ☐ *(Check if applicable)*

FROM	TO
Tracy Municipal Airport (KTCY), California USA	Nadi airport, Nadi, Fiji Islands

VIA	DEPARTURE DATE	DURATION
Honolulu (PHNL), Hawaii		

C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT

☒ PILOT ☐ CO-PILOT ☐ FLIGHT ENGINEER ☐ OTHER *(Specify)*

D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINES REQUIREMENTS AS FOLLOWS:

Aircraft flown over gross weight and over water.

E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION: *(Use attachment if necessary)*

See Attachment 1 (Aero Commander FERRY FUEL SYSTEM OPERATION)

See Attachment 2 (OPERATING LIMITATION FOR SPECIAL FLIGHT PERMIT)

F. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 et seq. and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is safe for the flight described.

DATE	NAME AND TITLE *(Print or type)*	SIGNATURE
11th of February 2011	Richard Ortenheim, Agent	

VIII. AIRWORTHINESS DOCUMENTATION (FAA/DESIGNEE use only)

☒	A. Operating Limitation and Markings in Compliance with 14 CFR Section 91.9, as applicable.	☐	G. Statement of conformity, FAA Form 8130-9 *(Attach when required)*
☒	B. Current Operating Limitations Attached.	☐	H. Foreign Airworthiness Certification for Import Aircraft *(Attach when required)*
☒	C. Data, Drawings, Photographs, etc. *(Attach when required)*	☐	I. Previous Airworthiness Certificate issued in Accordance with 14 CFR Section ____ CAR ____ (Original attached)
☒	D. Current Weight and Balance information Available in Aircraft.		
☒	E. Major Repair and Alteration, FAA Form 337 *(Attached when required)*	☐	J. Current Airworthiness Certificate Issued in Accordance with 14 CFR Section 91.9 *(Copy attached)* 19760
☐	F. This inspection Recorded in Aircraft Records	☐	K. Light-Sport Aircraft Statement of Compliance, FAA Form 8130-18 *(Attach when required)*

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

SPECIAL AIRWORTHINESS CERTIFICATE

A	CATEGORY/DESIGNATION	Special Flight Permit	
	PURPOSE	Operation in excess of Max. T.O. Wt.	
B	MANU-FACTURER	NAME N/A	
		ADDRESS N/A	
C	FLIGHT	FROM Tracy, CA Subject to Para. D(2) Rev.	
		TO Nadi Airport, Fiji Islands	
D	N- 620DR		SERIAL NO. 1116-66
	BUILDER Aero Commander		MODEL 500-B
E	DATE OF ISSUANCE 02/11/2011		EXPIRY 30 days/destin.
	OPERATING LIMITATIONS DATED 02/11/2011 ARE PART OF THIS CERTIFICATE		
	SIGNATURE OF FAA REPRESENTATIVE Tim Jarrard		DESIGNATION OR OFFICE NO. WP-27

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: 0052-00-693-4000

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).
B	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 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.
C	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 Administrator as part of this certificate; (2) over any foreign 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.

U.S Department of Transportation
Federal Aviation Administration

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

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

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark USA N620DR	Serial No. 1116-66	
	Make Aero Commander	Model 500B	Series
2. Owner	Name *(As shown on registration certificate)* ASHLEY MYRON	Address *(As shown on registration certificate)* Address 1233 SW CREEKSIDE DR City Lees Summit State Missouri Zip 64081 Country USA	

3. For FAA Use Only

The data identified herein complies witht the appliable airworthiness requirements for Export or Delivery and is subject to a conformity check by a person authrized in FAR 43.7. No person may operate this aircraft as altered, unless it has with it an appropriate Special Fight Permit Issued under FAR21.197(b)

FAA Inspector: [signature] Date: 02/11/2011

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial Number
☐	☒	AIRFRAME	—	*(As described in Item 1 above)*	—
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type Manufacturer		

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency			
Name Richard Ortenheim	☒	U.S. Certificated Mechanic	☐	Manufacturer
Address 5749 South Tracy Blvd	☐	Foreign Certificated Mechanic	C. Certificate No.	
City Tracy State CA	☐	Certificated Repair Station	A&P 2517877 IA	
Zip 95377 Country USA	☐	Certificated Maintenance Organization		

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

Extended range fuel per 14 CFR Part 43 App. B ☒	Signature/Date of Authorized Individual RICHARD ORTENHEIM 11th of February 2011 [signature]

7. Approval for Return to Service

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

BY								
		FAA Flt Standards Inspector		Manufacturer		Maintenance Organization		Person Approved by Canadian Department of Transport
		FAA Designee		Repair Station	X	Inspection Authorization		Other *(Specify)*

Certificate or Designation No. A&P 2517877 IA	Signature/Date of Authorized Individual RICHARD ORTENHEIM 11th of February 2011 [signature]

NOTICE

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

8. Description of Work Accomplished

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

USA N620DR	11th of February 2011
Nationality and Registration Mark	Date

Aircraft: Aero Commander 500-B
Serial Number: 1116-66
Registration Number: N620DR

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 The tanking systems total capacity is 225 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.

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.

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 compliance not applicable due to temporary installation.

----------End----------

☐ Additional Sheets Are Attached

U.S. Department of Transportation
Federal Aviation 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 ~~6750 lbs~~ 8437.5 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) + 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.

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

Description		Weight	ARM	Moment
Pilots		200	94.0	18800.0
Co-Pilot		0	94.0	0.0
Baggage - Forward		60	120.0	7200.0
Baggage - Aft		180	200.0	36000.0
HF Radio Equipment		0	0.0	0.0
Ferry Fuel System Installation		30	161.0	4830.0
Aircraft Fixed Fuel 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 Fuel 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 Removed				
Seats 2		0	0	0
Seats 3&4		-27	128	-3456
Seats 5&6		-60	168	-10080
Subtotal		3011		508280
				0
Current Empty Weight		4940.75	169.37	836818.36
Aircraft Total Weight		7951.75	169.16	1345098.36

CG Status: Good CG

	Forward	Aft
CG Limits	169.09	173.24
Certified Gross Weight		6750
Temporary Approved Gross Weight		8437.5
Temporary Aircraft Useful Load		1687.5
Actual Ferry Gross Weight		7951.75
Approved % Gross Weight		125%
Actual Ferry % Gross Weight		118%

Performance and Endurance (Estimate)	
Fuel Consumption Rate	180 lbs/hr
Average Ground Speed	160 kts IAS
Altitude	10000 ft
Temperature	ISA
Endurance	14.6 hrs
Range	2336 Nm

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: _____ Date: 11th of February 2011
Richard Ortenheim (A&P 2517877 IA)

Skyview Aviation, LLC

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: 500-B
Serial Number: 1116-66
Registration Number: N620DR

Temporary Long Range Fuel System installed in aircraft by Richard Ortenheim
Under the supervision of Richard Ortenheim
Approved by Richard Ortenheim
(See FAA Form 337 Dated 11th of February 2011).

Signature: _____ Date: 11th of February 2011

Temporary Long Range Fuel System tested: System Operation Normal

Signature: _____ Date: _____
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: _____

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

**Transport Airplane Directorate
Aircraft Certification Service**

1601 Lind Avenue Southwest
Renton, Washington 98057-3356

JAN 21 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.

11
1.1978

18.3617

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.

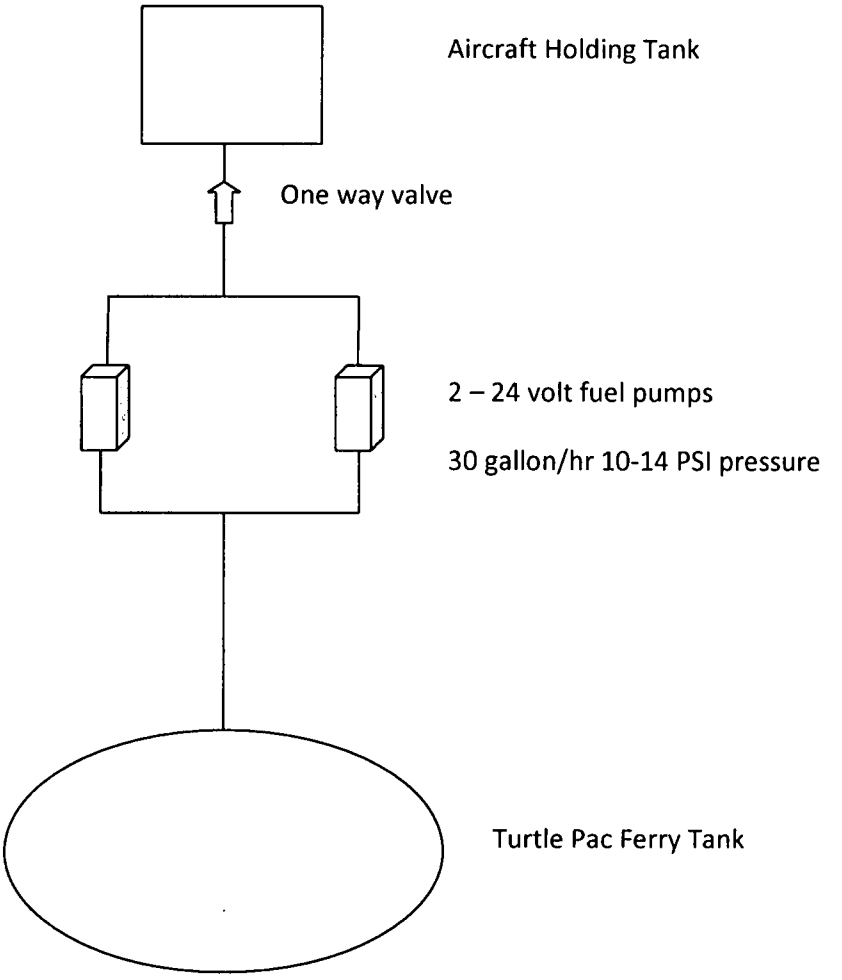
Sincerely,

for Robert D. Breneman
Acting Manager, Seattle Aircraft
Certification Office

Ferry Tank # 1: 225 US gallons

Fuel Schematic Aero Commander

N620DR Serial # 1116-66



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 Administration

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

Form Approved OMB No. 2120-0020 2/28/2011

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N620DR	Serial No. 1116-66	
	Make Aero Commander	Model 500-B	Series
2. Owner	Name *(As shown on registration certificate)* Ashley Myron	Address *(As shown on registration certificate)* Address 1233 SW Creekside Dr City Lees Summit State Missouri Zip 64081-3254 Country USA	

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	
Name Skye Avionics Ltd.	☐ U. S. Certificated Mechanic	☐ Manufacturer
Address 376, 1434 Ironwood St.	☐ Foreign Certificated Mechanic	C. Certificate No.
City Campbell River State BC	☐ Certificated Repair Station	
Zip V9W 5T5 Country Canada	✓ Certificated Maintenance Organization	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.

Extended range fuel per 14 CFR Part 43 App. B ☐	Signature/Date of Authorized Individual 17 Dec 2010, Ryan Evans

7. Approval for Return to Service

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

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

Certificate or Designation No. AMO# 92-09	Signature/Date of Authorized Individual 17 Dec 2010, Ryan Evans

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.)

N620DR	17 Dec 2010
Nationality and Registration Mark	Date

HF Comm

Installed Icom HF Comm p/n IC-7000 s/n 0514357 at Sta. 222.5 per Icom Installation Manual. Installed Automatic Antenna Tuner p/n AH-4 s/n 1201952 per Icom installation manual. ICT voltage converter installed p/n ICT2412-20A s/n 009014977 at sta. 222.5. Circuit protection provided from 1 P&B circuit breaker p/n W23-25 placarded HF and connected to the main power buss. The IC-7000 is interconnected to the Bendix/King KMA24 Audio Panel. Antenna p/n AV-545 is installed in accordance with AC43.13-2B Chapter 3. Instructions for continued airworthiness contained in flight standards hand bulletin (HBAW-98-18) are not applicable as these components are not field repairable and are a "Remove and Replace" item only.

Avionics Installations

All installations were done in accordance with AC43.13-1B chapter 11 sections 11-1, 11-2, 11-30, 11-31, 11-32, 11-36, 11-37, 11-47, 11-48, 11-49, 11-50, 11-51, 11-53, 11-54, 11-55, 11-66, 11-67, 11-68, 11-69, 11-76, 11-77, 11-85, 11-96, 11-98, 11-100, 11-102, 11-103, 11-105, 11-106, 11-107, 11-115 to 11-126, 11-135 to 11-139, 11-146, 11-155 to 11-159, 11-174 to 11-179, 11-186, 11-205 to 11-210, 11-214, 11-217, 11-222, AC43.13-2B chapter 2 and chapter 3. All wiring used was M22759/34 and gauge was made in accordance with the install manual and MIL-W-5088L.

Operational checks were made and no adverse effects were noted on other installed equipment. Weight and balance amended by Sealand Aviation.

----------NOTHING FOLLOWS----------

☐ Additional Sheets Are Attached

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

U.S. Department of Transportation
Federal Aviation Administration

APPLICATION FOR EXPORT CERTIFICATE OF AIRWORTHINESS

Export Certificate No.
E 447149

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):
☐ *NEW* ☑ *USED (Aircraft)* ☐ *NEWLY OVERHAULED*

2. Name and address of exporter	3. Name and address of foreign purchaser	4. Country of Destination
Western Skyways 21 Creative Place Montrose, CO 81401	Pacific Island Air Ltd. Private mail bag 0386 Nadi Airport Nadi, Fiji Islands	Fiji Islands

5. Description of product(s)

Type (a)	Make and Model (b)	Identification No.	Serial Nos. (c)	FAA T.C. or Spec No. (d)	Operating time (Hours) (e)	
					Since Overhaul	Total
A. Aircraft	Aero Commander 500-B	N620DR	1116-66	6A1	11.8	5,015.3
B. Engines	Lycoming IO-540-E1B5 Lycoming IO-540-E1A5		L-5130-48 L-505-48	1E4	3.3 3.3	5,016.2 7,271.4
C. Propellers	Hartzell HC-C3YR-2UF/FC8468-6R		CK5300B CK5301B	P25EA	3.3 3.3	3.3 3.3

6. Does the product comply with all applicable Federal Aviation Regulations, Airworthiness Directives, and other FAA requirements?
☑ *YES* ☐ *NO (explain in "Remarks")*

7. Have applicable special requirements of the importing country been complied with?
☐ *YES* ☑ *NO (explain in "Remarks")*

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):*
N/A

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	Date
Ryan Dickerson	Western Skyways Hangar Manager	4 Nov. 2010

PART II - Application for Approval of Aeronautical Parts *(Complete Items 12-20)*

12. Name and address of exporter	13. Name amd address 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 number, and quantity* ☐ *On the attached invoice or packing sheet, by name, part number and quantity* →

Name (a)	Part Number (b)	Quantity (c)

18. Have applicable special requirements of the importing country been complied with? ☐ *YES* ☐ *NO (Explain in item 10 "Remarks")*

19. Preservation and packing methods used to protect part(s) against corrosion and damage *(List Spec. No. or Title):*

Effective duration of above methods:

20. Exporter's Certification - I certify that the foregoing statements are true and that the part(s) described herein are airworthy, conform to FAA approved design data and are in condition for safe operation except as may be noted in item 10 "Remarks".

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 Part I or Part II is (are) airworthy and conform(s) to pertinent requirements except as noted in item 10. *(Check one)* → ☑ Part I ☐ Part II

Signature	Number:	Date:
Gary R. Loyd — Gary R. Loyd	DART505005NM	4 Nov. 2010

(Check one) → ☐ DMIR ☑ DAR ☐ DOA ☐ ODAR ☐ FAA Inspector

22. Give quantity of approval tags, FAA Form 8130-3, issued for the parts described in Part II → Quantity:

23. EXPORT FILE SPOT-CHECKED BY:

FAA Supervising Inspector	D.O. No.	Date
ROBERT D. LESITSKY — ROBERT D. LESITSKY	NM07-SLC-FSDO	11/26/2010

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

No. E 447149

Export Certificate of Airworthiness

This certifies that the product identified below and particularly described in Specification(s)[1] of the Federal Aviation Administration, Numbered 6A1 & 1E4 & P25EA has been examined as of the date of this certificate, is considered airworthy in accordance with a comprehensive and detailed airworthiness code of the United States Government, and is in compliance with those special requirements of the importing country filed with the United States Government, except as noted below. The certificate in no way attests to compliance with any agreements or contracts between the vendor and purchaser, nor does it constitute authority to operate an aircraft.

				Total Time	TSO
Product:	Airplane			5,015.3	11.8
Manufacturer:	Aero Commander	Lycoming	Hartzell		
Model:	500-B	IO-540-E1B5 IO-540-E1A5	HC-C3YR-2UF/FC8468-6R		
Serial No:	1116-66	Eng. 1, L-5130-48 Eng. 2, L-505-48 Prop 1, CK5300B Prop 2, CK5301B		5,016.2 7,271.4 3.3 3.3	3.3 3.3 3.3 3.3

New: Newly overhauled: Used aircraft: X

Country to which exported: Fiji Islands

Exceptions:
None.

Gary R. Loyd

Gary R. Loyd

Signature of Authorized Representative

4 November 2010

Date

DART505005NM

District Office or Designee Number

[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.*

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).

1. Aircraft	Make: Aero Commander	Model: 500B
	Serial No.: 1116-66	Nationality and registration mark: N620DR
2. Owner	Name *(As shown on registration certificate)*: Ashley Myron	Address *(As shown on registration mark)*: 1233 SW Creekside Dr, Lees Summit, MO 64081-3254

3. For FAA Use Only

4. Unit Identification

Unit	Make	Model	Serial No.	Repair	Alteration
Airframe	✈✈✈✈✈✈✈✈✈✈✈✈✈✈✈(As described in item 1 above)✈✈✈✈✈✈✈✈✈✈✈✈✈✈✈				X
Powerplant					
Propeller					
Appliance	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name	B. Kind of Agency		C. Certificate No.
Darryl Frink 411 Lou Holland Dr. KAnsas City, MO 64116	X	US Certificated Mechanic	3131929
		Foreign Certificated Mechanic	
		Certificated Repair Station	
		Manufacturer	

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

Date	Signature of Authorized Individual
December 15, 2009	Darryl Frink

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 Administration of the Federal Aviation Administration and is ☒ Approved ☐ Rejected

By							
		FAA Flt. Standards Inspector		Manufacturer	X	Inspection Authorization	Other *(Specify)*
		FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
Dec. 15, 2009	3131929	Darryl Frink

FAA Form 337 (12-88)

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.)

Completed modification and inspection of leading edge brackets in accordance with Central Airlines Service Bulletin CA223-TKS Part I, FAA approved per STC SA00529SE.

----------END----------

☐ **Additional Sheets are Attached**

U.S. Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No.2120-0020

For FAA Use Only

Office Identification
ASO FSDO-33 (PSR)

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 exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make Aero Commander	Model 500B
	Serial No. 1116-66	Nationality and Registration Mark N620DR
2. Owner	Name (As shown on registration certificate) Semanco International LTD.	Address (As shown on registration certificate) P.O. Box 19307 Charlotte, NC 28219-9307

3. For FAA Use Only

The data/alteration identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR PART 43.

08/23/2001 Date

Signature

4. Unit Identification / **5. Type**

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency		C. Certificate No.
Alliance Aviation Sevices 5400 Airport Drive Charlotte, NC 28208	X	U.S. Certificated Mechanic	AP2162437 IA
		Foreign Certificated Mechanic	
		Certificated Repair Station	
		Manufacturer	

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

Date 8-23-01 | Signature of Authorized Individual

7. Approval for Return To Service

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

BY		FAA Flt. Standards Inspector		Manufacturer	X	Inspection Authorization	Other *(Specify)*
		FAA Designee		Repair Station		Person Appoved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
8-23-01	2162437	

FAA Form 337 (12-88)

NOTICE

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

8. Description of Work Accomplished

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

1. 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 lenght of 2.60 was taperec

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.

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.

[X] Additional Sheets Are Attached

G T E C - 2 0 0 1 - 2 7 8 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: 11 June 2001

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATIONS

MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
Twin Commander	500B	Airplane	Alliance Aviation Services

LIST OF DATA

IDENTIFICATION	TITLE			
DRAWING NO.	DRAWING TITLE	REV DATE	MODEL NO.	SERIAL NO.
01-2781 (GTEC INC.)	RIGHT ENGINE LEFT MOUNT REPAIR	"I/R" 11JUNE2001	500B	1116-66 Only

NOTES:
1) Only the Structural aspects of the data is being approved herein.
2) The inspection of the installation is not being approved.

PURPOSE OF DATA

To submit data to the file in support of a 337 Repair.

APPLICABLE REQUIREMENTS (List specific sections)

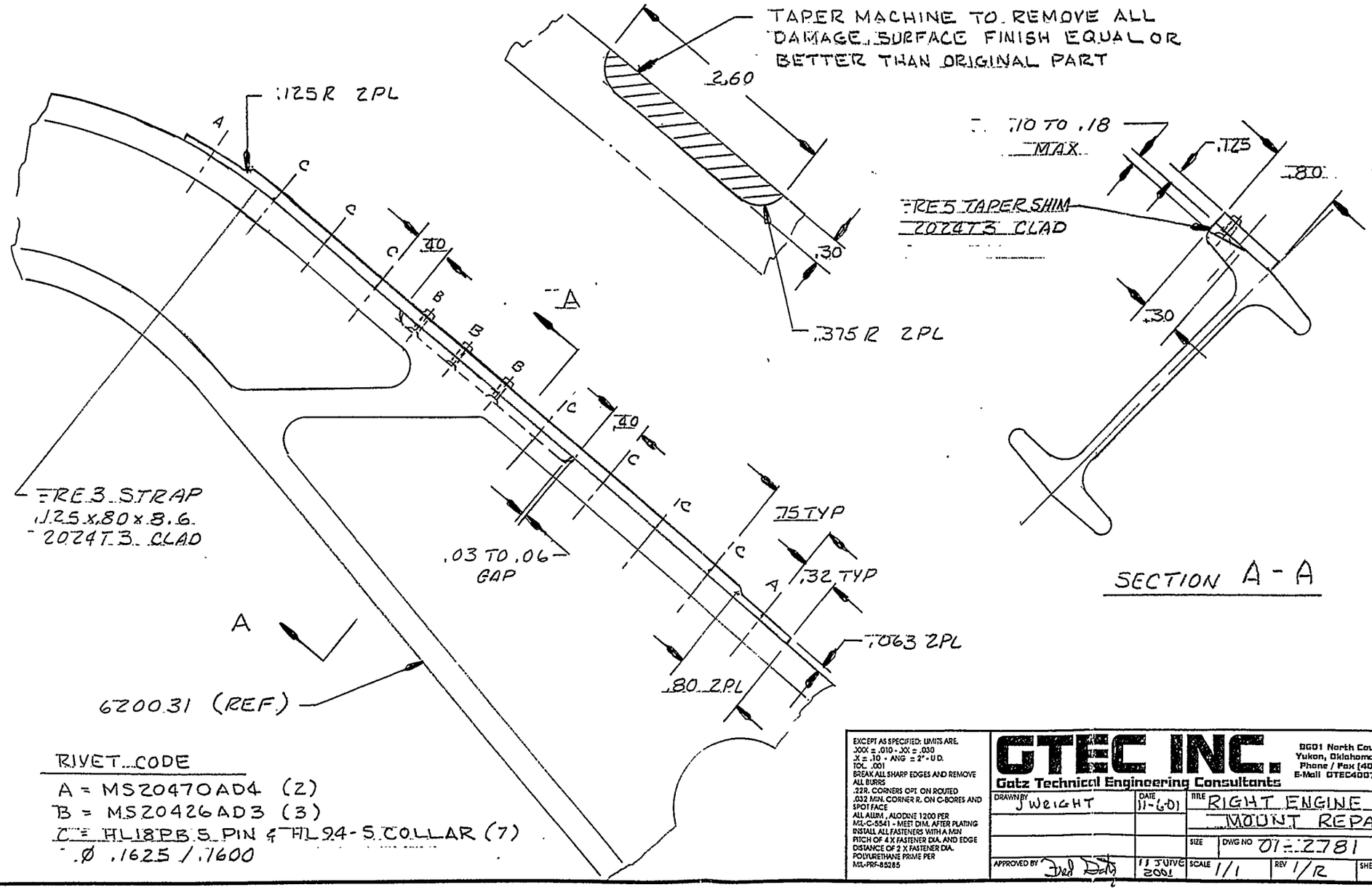
CAM 3.171	CAM 3.174	CAM 3.294	CAM 3.306
CAM 3.172	CAM 3.291	CAM 3.295	
CAM 3.173	CAM 3.292	CAM 3.301	

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
- [ ] Recommend approval of these data
- [x] Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
Fred Gatz	DERT-710098-SW	STRUCTURAL Ref. FAA Order 8110.37C
Fred P. Gatz		Chart A: A1, B1, C1, D1, E1, F1, A2, E2, A3, B3, C3, D3, E3, A4, B4, C4, D4, E4, F4, K4, L4, M4, N4, O4, A6, E6, F6, M6, N6, O6, A7, H8, A9, B9, C9, D9, E9, F9, K9, L9, M9, N9, O9, I10, J10, L11, M11; FARs 23, 25; A1, A4, A9; FARs 27, 29; Area P (Repairs & Alterations)

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION



RIVET CODE

A = MS20470AD4 (2)
B = MS20426AD3 (3)
C = HL18PB5 PIN & HL94-5 COLLAR (7)
Ø .1625 / .1600

EXCEPT AS SPECIFIED: LIMITS ARE
.XXX = .010 - .XX = .030
.X = .10 - ANG = 2° - U.D.
TOL .001
BREAK ALL SHARP EDGES AND REMOVE ALL BURRS
.22R. CORNERS OPT. ON ROUTED
.032 MIN. CORNER R. ON C-BORES AND SPOT FACE
ALL ALUM., ALODINE 1200 PER MIL-C-5541 - MEET DIM. AFTER PLATING
INSTALL ALL FASTENERS WITH A MIN PITCH OF 4 X FASTENER DIA. AND EDGE DISTANCE OF 2 X FASTENER DIA.
POLYURETHANE PRIME PER MIL-PRF-85285

GTEC INC.
Gatz Technical Engineering Consultants

8601 North Countyline Road
Yukon, Oklahoma 73099-8354
Phone / Fax (405)-721-0545
E-Mail GTEC4007@AOL.COM

DRAWN BY J WEIGHT	DATE 11-6-01	TITLE RIGHT ENGINE LEFT MOUNT REPAIR	
		SIZE	DWG NO 01-2781
APPROVED BY	13 JUNE 2001	SCALE 1/1	REV 1/R	SHEET 1 OF 1

U.S. Department of Transportation
Federal Aviation Administration

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

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

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 COMMANDER	Model: 500-B
	Serial No.: 1116-66	Nationality and Registration Mark: USA - N620DR
2. Owner	Name *(As shown on registration certificate)*: CCRS INC	Address *(As shown on registration certificate)*: 1235E EAST BLVD STE 125 CHARLOTTE, NC 28203-5707

3. For FAA Use Only

4. Unit Identification / **5. Type**

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency		C. Certificate No.
AVTECH EXECUTIVE FLIGHT CENTER 1800 AIRPORT RD KENNESAW, GA 30144		U.S. Certificated Mechanic	GMNR231S
		Foreign Certificated Mechanic	
	X	Certificated Repair Station	
		Manufacturer	

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

Date	Signature of Authorized Individual
December 10, 1999	DENNIS BROOKS Dennis Brooks

7. Approval For Return To Service

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

BY							Other *(Specify)*
		FAA Flt Standards Inspector		Manufacturer		Inspection Authorization	
		FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
December 10, 1999	GMNR231S	DENNIS BROOKS Dennis Brooks C1

FAA Form 337 (12-88)

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.)

12/10/99
AERO COMMANDER 500B S/N 1116-66

REPLACED RIVETS THAT WAS FAILED ON RIGHT ELEVATOR BELLCRANK AND REPLACED RIVETS ON LEFT BELLCRANK WITH 5/32 DIA HL18PB HI-LOCKS IN .1590 TO .1620 DIA HOLES.

REVIEWED PREVIOUS SKIN REPAIR ON RIGHT SIDE OF AFT FUSELAGE FOR ADEQUATE STRENGTH AND REPAIR. SECTION OF .032 SIDE SKIN WAS SPLICED FROM FS 316 TO FS 335.5 AND 24INCHES HIGH.

ALL WORK WAS DONE IN ACCORDANCE WITH REPORT LSK 500B-1116-66, AS APPROVED ON FAA FORM 3110-3 BY H.H. WADE DERT-510407-CE STRUCTURES DATED 12/7/99.

ICA
INSTRUCTIONS FOR CONTINUED AIRWORTHINESS: NONE.
END

Two
☒ Additional Sheets Are Attached

FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

12-7-99

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
Aero Commander	500B	Airplane	AVETCH Executive Flight Center

LIST OF DATA

IDENTIFICATION	TITLE
LSK 500B-1116-66	Equivalent Strength Repair

PURPOSE OF DATA

Approve Repair

APPLICABLE REQUIREMENTS *(List specific sections)*

PART 43 Appendix A

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 ☐ Recommend approval of these data

☒ Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
Henry .H. Wade Henry H Wade	DERT-510407-CE	Structures

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

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
ATL-FSDO-11 12-22-97

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 (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Aero Commander	Model: 500-B
	Serial No.: 1116-66	Nationality and Registration Mark: N 789S
2. Owner	Name *(As shown on registration certificate)*: AirCenter, Inc.	Address *(As shown on registration certificate)*: 1027 River Bend Rd. Chattanooga, Tn. 37419

3. For FAA Use Only

4. Unit Identification / **5. Type**

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

RECEIVED
DEC 17 1997
GEORGIA FSDO
ATLANTA, GA

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Lance McAfee 110 Woodland Dr. Cartersville, Ga. 30120	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	A&P356363059

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

Date	Signature of Authorized Individual
12-12-97	Lance McAfee

7. Approval for Return To Service

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

BY							
		FAA Flt. Standards Inspector		Manufacturer	X	Inspection Authorization	Other *(Specify)*
		FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
12-12-97	356363059 IA	Lance McAfee

FAA Form 337 (12-88)

NOTICE

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

8. Description of Work Accomplished

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

N 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

☐ Additional Sheets Are Attached

★U.S.GPO:1990-0-588-012/40004

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, 12-22-97

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 (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Aero Commander	Model: 500-B
	Serial No.: 1116-66	Nationality and Registration Mark: N 789S
2. Owner	Name *(As shown on registration certificate)*: AirCenter, Inc.	Address *(As shown on registration certificate)*: 1027 River Bend Rd. Chattanooga, Tn. 37419

3. For FAA Use Only

4. Unit Identification / **5. Type**

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

RECEIVED
DEC 17 1997
GEORGIA FSDO
ATLANTA, GA

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Lance McAfee 110 Woodland Dr. Cartersville, Ga. 30120	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	A&P356363059

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

Date	Signature of Authorized Individual
12-12-97	Lance McAfee

7. Approval for Return To Service

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

BY							
		FAA Flt. Standards Inspector		Manufacturer	X	Inspection Authorization	Other *(Specify)*
		FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
12-12-97	356363059 IA	Lance McAfee

FAA Form 337 (12-88)

NOTICE

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

8. Description of Work Accomplished

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

N 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.

END

☐ Additional Sheets Are Attached

★U.S.GPO:1990-0-568-012/40004

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 12-22-97

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 (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Aero Commander	Model: 500-B
	Serial No.: 1116-66	Nationality and Registration Mark: N 789S
2. Owner	Name *(As shown on registration certificate)*: AirCenter, Inc.	Address *(As shown on registration certificate)*: 1027 River Bend Rd. Chattanooga, Tn. 37419

3. For FAA Use Only

4. Unit Identification / **5. Type**

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

RECEIVED
DEC 17 1997
GEORGIA FSDO
ATLANTA, GA

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Lance McAfee 110 Woodland Dr. Cartersville, Ga. 30120	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	A&P356363059

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

Date	Signature of Authorized Individual
12-12-97	Lance McAfee

7. Approval for Return To Service

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

BY						
	FAA Flt. Standards Inspector		Manufacturer	X	Inspection Authorization	Other *(Specify)*
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
12-12-97	356363059 IA	Lance McAfee

FAA Form 337 (12-88)

NOTICE

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

8. Description of Work Accomplished

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

N 789S SN 1116-66

Installed baggage compartment extension I/A/W Aero Commander Service Change No. 73 dated Nov. 27, 1963.
See current Wt. & Balance.

END

☐ Additional Sheets Are Attached

★U.S.GPO:1990-0-568-012/40004

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 12-22-97

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 (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Aero Commander	Model: 500-B
	Serial No.: 1116-66	Nationality and Registration Mark: N 789S
2. Owner	Name *(As shown on registration certificate)*: AirCenter, Inc.	Address *(As shown on registration certificate)*: 1027 River Bend Rd. Chattanooga, Tn. 37419

3. For FAA Use Only

4. Unit Identification / **5. Type**

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

RECEIVED
DEC 17 1997
GEORGIA FSDO
ATLANTA, GA

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Lance McAfee 110 Woodland Dr. Cartersville, Ga. 30120	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	A&P356363059

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

Date	Signature of Authorized Individual
12-12-97	Lance McAfee

7. Approval for Return To Service

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

BY						
	FAA Flt. Standards Inspector		Manufacturer	X	Inspection Authorization	Other *(Specify)*
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
12-12-97	356363059 IA	Lance McAfee

FAA Form 337 (12-88)

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.)

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

☐ Additional Sheets Are Attached

★U.S.GPO:1990-0-568-012/40004

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).

1. Aircraft	Make: AERO COMMANDER	Model: 500B
	Serial No.: 500B-1116-66	Nationality and Registration Mark: N789S
2. Owner	Name *(As shown on registration certificate)*: CCRS INC	Address *(As shown on registration certificate)*: 1235-E EAST BLVD SUITE 125 CHARLOTTE NC

3. For FAA Use Only

THE DATA ~~[illegible]~~ INDENTIFIED HEREIN COMPLIED WITH APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE DESCRIBED AIRCRAFT SUBJECT TO CONFORMITY INSPECTION BY A PERSON AUTHORIZED IN FAR 43.7.

DEC 27 1997 — George C. Young
DATE — FAA INSPECTOR

4. Unit Identification / **5. Type**

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

RECEIVED
DEC 31 1997
GEORGIA FSDO
ATLANTA, GA

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Tim Mathison Avionics 114 Gasque Dr. La Fayette , GA 30728	[ ] U.S. Certificated Mechanic [ ] Foreign Certificated Mechanic [X] Certificated Repair Station [ ] Manufacturer	TM8R766J

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

Date	Signature of Authorized Individual
12-27-97	Tim Mathison

7. Approval for Return To Service

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

BY							Other *(Specify)*
	[ ]	FAA Flt. Standards Inspector	[ ]	Manufacturer	[ ]	Inspection Authorization	
	[ ]	FAA Designee	[ ]	Repair Station	[ ]	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
12-29-97	TM8R766J	Tim Mathison

FAA Form 337 (12-88)

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.)

N789S
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 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: [signature]
CERTIFICATE NUMBER: 1766382
WEIGHT AND BALANCE COMPLETED.
ELECTRICAL LOAD ANALYSIS SATISFACTORY.
EQUIPMENT LIST HAS BEEN REVISED.
INSTALLATION IS COUPLED TO HSI AND STEC 65 AUTOPILOT WITH FLIGHT DIRECTOR.
**********END**********

☐ Additional Sheets Are Attached

★U.S.GPO:1990-0-568-012/40004

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).

1. Aircraft	Make: AERO COMMANDER	Model: 500B
	Serial No.: 500B-1116-66	Nationality and Registration Mark: N789S
2. Owner	Name *(As shown on registration certificate)*: CCRS INC	Address *(As shown on registration certificate)*: 1235-E EAST BLVD SUITE 125 CHARLOTTE NC

3. For FAA Use Only

~~THE DATA ALTERATION~~ INDENTIFIED HEREIN COMPLIED WITH APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE DESCRIBED AIRCRAFT SUBJECT TO CONFORMITY INSPECTION BY A PERSON AUTHORIZED IN FAR 43.7.

DEC 27 1997 — George C. Adams
DATE — ~~FAA INSPECTOR~~

4. Unit Identification / **5. Type**

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

RECEIVED
DEC 31 1997
GEORGIA FSDO
ATLANTA, GA

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Tim Mathison Avionics 114 Gasque Dr. La Fayette , GA 30728	U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer	TM8R766J

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

Date: 12-27-97
Signature of Authorized Individual: Tim Mathison

7. Approval for Return To Service

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

BY						
	☐	FAA Flt. Standards Inspector	☐ Manufacturer	☐	Inspection Authorization	Other *(Specify)*
	☐	FAA Designee	☐ Repair Station	☐	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
12-29-97	TM8R766J	Tim Mathison

FAA Form 337 (12-88)

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.)

N789S S/N 500B-1116-66
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.

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 time.

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.34.59.59 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. 1766382

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

☐ Additional Sheets Are Attached

★U.S.GPO:1990-0-568-012/40004

United States Of America

Department of Transportation - Federal Aviation Administration

Supplemental Type Certificate

Number SA00372WI

This Certificate issued 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 airworthiness requirements of Part 3 of the Civil Air *Regulations.*

Original Product - Type Certificate Number: 2A3

Make: Mooney

Model: M20J

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

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

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

Date of application: May 30, 1995

Date of issuance: October 16, 1995

Date reissued:

Date amended:

By direction of the Administrator

(Signature)

James M. Peterson
Associate ACO Mgr., Systems & Propulsion
Wichita Aircraft Certification Office

(Title)

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

FAA Form 8110-2 (10-68)

This certificate may be transferred in accordance with FAR 21.47.

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
N620DR	AERO COMMANDER 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

COPY

6. TERMS AND CONDITIONS

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

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
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.

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).

1. Aircraft	Make: AERO COMMANDER	Model: 500B
	Serial No.: 500B-1116-66	Nationality and Registration Mark: N789S
2. Owner	Name *(As shown on registration certificate)*: CCRS INC	Address *(As shown on registration certificate)*: 1235-E EAST BLVD SUITE 125 CHARLOTTE NC

3. For FAA Use Only

THE DATA ~~ALTERATION~~ INDENTIFIED HEREIN COMPLIED WITH APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE DESCRIBED AIRCRAFT SUBJECT TO CONFORMITY INSPECTION BY A PERSON AUTHORIZED IN FAR 43.7

DEC 27 1997 — George A. Strong
DATE — FAA INSPECTOR

4. Unit Identification / **5. Type**

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

RECEIVED
APR 20 1998
GEORGIA FSDO
ATLANTA, GA

6. Conformity Statement

A. Agency's Name and Address:
Tim Mathison Avionics
114 Gasque Dr.
La Fayette , GA 30728

B. Kind of Agency:
- [ ] U.S. Certificated Mechanic
- [ ] Foreign Certificated Mechanic
- [x] Certificated Repair Station
- [ ] Manufacturer

C. Certificate No.: TM8R766J

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

Date: 12-27-97
Signature of Authorized Individual: [signature]

7. Approval for Return To Service

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

BY

☐	FAA Flt. Standards Inspector	☐	Manufacturer	☐	Inspection Authorization
☐	FAA Designee	☐	Repair Station	☐	Person Approved by Transport Canada Airworthiness Group

Other *(Specify)*:

Date of Approval or Rejection: 12-27-97
Certificate or Designation No.: TM8R766J
Signature of Authorized Individual: [signature]

FAA Form 337 (12-88)

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.)

N789S 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 time.

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 requirements of AC20-138.

By: [signature] Certificate No. 1766382

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

☐ Additional Sheets Are Attached

★U.S.GPO:1990-0-568-012/40004

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).

1. Aircraft	Make: AERO COMMANDER	Model: 500B
	Serial No.: 500B-1116-66	Nationality and Registration Mark: N789S
2. Owner	Name *(As shown on registration certificate)*: CCRS INC	Address *(As shown on registration certificate)*: 1235-E EAST BLVD SUITE 125 CHARLOTTE NC

3. For FAA Use Only

THE DATA ~~ALTERATION~~ INDENTIFIED HEREIN COMPLIED WITH APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE DESCRIBED AIRCRAFT SUBJECT TO CONFORMITY INSPECTION BY A PERSON AUTHORIZED IN FAR 43.7.

DATE: DEC 27 1997 FAA INSPECTOR: George C. Strong

4. Unit Identification / **5. Type**

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Tim Mathison Avionics 114 Gasque Dr. La Fayette , GA 30728	U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer	TM8R766J

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

Date	Signature of Authorized Individual
12-27-97	[signature]

7. Approval for Return To Service

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

BY							Other *(Specify)*
		FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	
		FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
12-27-97	TM8R766J	[signature]

FAA Form 337 (12-88)

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.)

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: Samuel Reeves
CERTIFICATE NUMBER: 1766392
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.
**********END**********

☐ Additional Sheets Are Attached

★U.S.GPO:1990-0-568-012/40004

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).

1. Aircraft	Make: AERO COMMANDER	Model: 500B
	Serial No.: 500B-1116-66	Nationality and Registration Mark: N789S
2. Owner	Name *(As shown on registration certificate)*: AIRCENTER INC	Address *(As shown on registration certificate)*: 1027 RIVERBEND DR CHATTANOOGA TN 37419

FAA Use Only

THE DATA ~~ATTACHED~~ IDENTIFIED HEREIN COMPLIES WITH APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE DESCRIBED AIRCRAFT SUBJECT TO CONFORMITY INSPECTION BY A PERSON AUTHORIZED IN FAR 43.7.

NOV 24 1997 — George C. Strong
DATE — FAA INSPECTOR

4. Unit Identification / **5. Type**

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Tim Mathison Avionics 114 Gasque Dr. La Fayette , GA 30728	[ ] U.S. Certificated Mechanic [ ] Foreign Certificated Mechanic [X] Certificated Repair Station [ ] Manufacturer	TM8R766J

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

Date	Signature of Authorized Individual
11-9-97	R. Mathison

7. Approval for Return To Service

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

BY							Other *(Specify)*
	[ ]	FAA Flt. Standards Inspector	[ ]	Manufacturer	[ ]	Inspection Authorization	
	[ ]	FAA Designee	[X]	Repair Station	[ ]	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
11-9-97	TM8R766J	R. Mathison

FAA Form 337 (12-88)

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.)

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.

**********END**********

☐ Additional Sheets Are Attached

★U.S.GPO:1990-0-568-012/40004

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).

1. Aircraft	Make: AERO COMMANDER	Model: 500B
	Serial No.: 500B-1116-66	Nationality and Registration Mark: N789S
2. Owner	Name *(As shown on registration certificate)*: AIRCENTER INC	Address *(As shown on registration certificate)*: 1027 RIVERBEND DR CHATTANOOGA TN 37419

FAA Use Only

THE DATA ~~ALTERATION~~ IDENTIFIED HEREIN COMPLIES WITH APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE DESCRIBED AIRCRAFT SUBJECT TO CONFORMITY INSPECTION BY A PERSON AUTHORIZED IN FAR 43.7.

NOV 24 1997 — DATE

FAA INSPECTOR

4. Unit Identification / **5. Type**

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Tim Mathison Avionics 114 Gasque Dr. La Fayette , GA 30728	[ ] U.S. Certificated Mechanic [ ] Foreign Certificated Mechanic [X] Certificated Repair Station [ ] Manufacturer	TM8R766J

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

Date	Signature of Authorized Individual
11-9-97	[signature]

7. Approval for Return To Service

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

BY							Other *(Specify)*
	[ ]	FAA Flt. Standards Inspector	[ ]	Manufacturer	[ ]	Inspection Authorization	
	[ ]	FAA Designee	[X]	Repair Station	[ ]	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
11-9-97	TM8R766J	[signature]

FAA Form 337 (12-88)

United States of America

Department of Transportation — Federal Aviation Administration

Supplemental Type Certificate

Number SA7164SW-D

This certificate, issued to S-TEC Corporation
Rt. 4, Bldg. 946
Wolters Industrial Complex
Mineral Wells, Texas 76067

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

Original Product — Type Certificate Number: 6A1
Make: Gulfstream Aerospace
Model: 500, 500-A, 500-B, 500-S and 500-U

Description of Type 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:

1. Also eligible on the above models when modified per STC SA585SW (Extended Nose).
2. 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 certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: 10-27-87
Date of issuance: 11-09-87
Date reissued: 11-08-89, Revision 1
Date amended:

By direction of the Administrator

(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 accordance with FAR 21.47.

FAA Form 8110-2 (10-68)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1N DATE: 6-12-92

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
N7898	AERO COMMANDER AC 500-B	1116-66	NORMAL

5. AUTHORITY AND BASIS FOR ISSUANCE

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

Exceptions

NONE

6. TERMS AND CONDITIONS

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

DATE OF ISSUANCE	FAA DESIGNEE	DESIGNATION NUMBER
REPLACEMENT 8/31/62	David G. Miller DAVID G. MILLER, ASI	SO-FSDO-03

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

FAA Form 8100-2 (8-82) GPO 892-804

FAA AIRCRAFT REGISTRY
CAMERA NO. 1N DATE: 6-12-92

To: Mr. David Miller
F.A.A. - BNA

From: Gary L. Gadberry
AIRCENTER INC.

Ref: Replacement Airworthiness Cert. + Ferry Permit
For Aero Com. 500B, N7895, S/N 500B-1116-66.

Cha to Smyrna Tenn.

I am requesting the replacement certificate
Due to orig being lossed, Pls Fax the
Ferry permit to: (615) 894-7105.

Thank you

Gary L. Gadberry
Pres.

FAA AIRCRAFT REGISTRY
CAMERA NO. 1N DATE: 6-12-92

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 10-19-90

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

RECEIVED FAA AUG 03 1989 TN FSDO Nashville, Tennessee

Form Approved Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION SO-FSDO-04

MAJOR REPAIR AND ALTERATION
(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.

1. AIRCRAFT	MAKE: Aero Commander	MODEL: 500B
	SERIAL NO.: 1116-66	NATIONALITY AND REGISTRATION MARK: N 789S
2. OWNER	NAME (As shown on registration certificate): Aircenter, Inc.	ADDRESS (As shown on registration certificate): 1024 Riverbend Rd. Chattanooga, TN.37419

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Star Avionics, Inc. P.O.Box 22725 Chattanooga, TN. 37422	U.S. CERTIFICATED MECHANIC / FOREIGN CERTIFICATED MECHANIC / X CERTIFICATED REPAIR STATION / MANUFACTURER	TA4R537M

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

DATE: 7-19-89

SIGNATURE OF AUTHORIZED INDIVIDUAL: Jerry K. Mills

7. APPROVAL FOR RETURN TO SERVICE

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

BY							
		FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	OTHER (Specify)
		FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
7-19-89	TA4R537M	Jerry K. Mills

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 10-19-90

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 King DA-25 Audio Amp. and installed Bendix/King KMA-24 Marker Audio Panel S/N 28445, Sigtronics SPA-600 Intercom S/N 1100643, Northstar M-1 Loran C S/N N19946 and King KR-86 ADF S/N 9046. Equipment installed per manufacturers installation instructions and in accordance with FAA AC43.13-1A and AC 43.13-2A. The Loran C System is not interconnected to any aircraft system other than D.C.Power thru a 4amp circuit breaker. The Loran C System is not approved for IFR and a placard is on the pilots panel stating "Loran C NOT approved for IFR". The Northstar Loran C is not TSO'd but has been flight checked and meets requirements of AC20.121A for VFR flight. All equipment installed tests OK. Weight and Locations of equipment installed provided,Log Entry made.

----------end----------

☐ ADDITIONAL SHEETS ARE ATTACHED

☆ U.S. GPO: 1981 - 775-332/47

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 10-19-90

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
SO-FSDO-04

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

1. AIRCRAFT	MAKE: AERO COMMANDER	MODEL: 500B TURBO SHRIKE
	SERIAL NO.: 1116-66	NATIONALITY AND REGISTRATION MARK: USA N7895
2. OWNER	NAME (As shown on registration certificate): AIRCENTER	ADDRESS (As shown on registration certificate): 1022 RIVERBEND DR CHATT TN

3. FOR FAA USE ONLY

JUN 29 1989
SO-FSDO-50
NASHVILLE

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
R. BANDIOLA P.O. BOX 1988 COLLEGEDALE TN 37315	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	507786897

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
5-17-89	R. Bandiola

7. APPROVAL FOR RETURN TO SERVICE

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

BY						
	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
5/17/89	415902141	Thomas David Scroggins Thomas David Scroggins

FAA Form 337 (7-67) (8320)

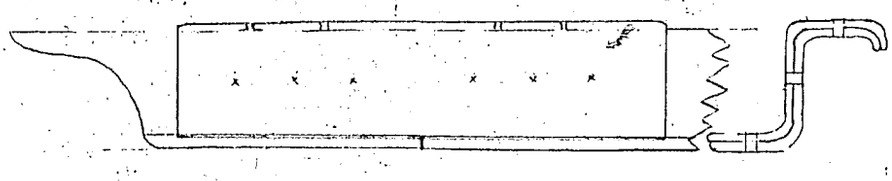
FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 10-19-90

NOTICE

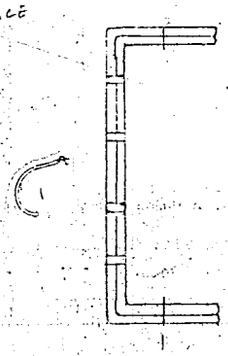
Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

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

DESKIN RTSIDE BOTTOM FUSELAGE FROM STA. 71.5 THRU 165.15 & BELLY SKIN STA. 94 THRU STA. 165.15. REMOVE DAMAGE FRAMES & SPLICE IN NEW FRAMES AT STAS 71, 86.4, 94, 100, 109, 116, 128, 134, 149, 160. SPLICE IN STRINGER FORMERS FROM STA 71 THRU 165.15 AS PER AC 43.13. REPLACE HEW WITH NEW SKIN. WEIGHT & BALANCE CHNG NEGLIGEBLE.



STRINGER - SPLICE



FRAME SPLICE

☐ ADDITIONAL SHEETS ARE ATTACHED

☆ U.S. GPO 1981 - 775-332/47

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 N DATE: 10-19-90

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
789S	AEROCOMMANDER 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, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
REPLACEMENT 08-31-62	Robert Davidson ROBERT D. DAVIDSON	SO-PSDO-04

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

FAA Form 8100-2 (8-82) GPO 892-804

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 N DATE: 12-19-90

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3 - 11 - 87

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT

Form Approved. Budget Bureau No. 41-R041.5.

INSTRUCTIONS
Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.

1. TYPE OF APPLICATION (*Check which*)

a. ☒ ORIGINAL ISSUANCE OF CERTIFICATE
b. ☐ ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE
c. ☐ AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE
d. ☐ RECERTIFICATION UNDER THE PROVISIONS OF CAR 8
e. ☐ MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8
f. ☐

2. AIRWORTHINESS CLASSIFICATION (*Check appropriate item(s)*)

It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following airworthiness classification(s):

a. ☒ STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES)
b. ☐ LIMITED (SEE CAR 9)
c. ☐ RESTRICTED (SEE CAR 8)
(*Check the restricted special purpose operation(s) to be conducted*)
☐ AGRICULTURAL AND PEST CONTROL
☐ AERIAL ADVERTISING
☐ AERIAL SURVEYING
☐ GLIDER TOWING
☐ PATROLLING
☐ FOREST AND WILDLIFE CONSERVATION
☐ WEATHER CONTROL
☐ OTHER
d. ☐ EXPERIMENTAL
(*Check the type of experimental operation(s) to be conducted*)
☐ RESEARCH AND DEVELOPMENT
☐ AMATEUR-BUILT
☐ DEMONSTRATION
☐ RACING
☐ EXHIBITION
☐ OTHER

3. AIRCRAFT IDENTIFICATION (*Complete all items*)

a. AIRCRAFT MAKE	b. AIRCRAFT MODEL	c. AIRCRAFT SERIAL NO.
Aero Commander	500 B	500B 1116-66

d. ENGINE MAKE	e. ENGINE MODEL
Lycoming	IO-540 B1A5

4. AIRCRAFT REGISTRATION INFORMATION (*Complete all items*)

a. REGISTERED OWNER'S FULL NAME	b. PERMANENT MAILING ADDRESS	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK
Harris Truck and Trailer Inc.	Cape Girardeau, Mo.	N 6248 X 789 S

5. AIRCRAFT OWNER'S CERTIFICATION (*Check and complete appropriate item*)

I hereby certify that I am the registered owner (or his agent) of the aircraft identified in Item 3 above which is registered* with the Civil Aeronautics Administration as required by the Regulations of the Administrator, Part 501 or 502 and when operated displays the following evidence of registration:

a. ☒ CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A). DATE OF ISSUE Dec. 21, 1961
b. ☐ APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B). FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON _____ (DATE)
c. ☐ DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED _____

*In order to be eligible for registration an aircraft must be owned by a citizen of the United States, as defined by Section 1 (13) of the Civil Aeronautics Act of 1938, as amended.

James E. Summers
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

8/31/62 (DATE) Pilot (TITLE)

A.C.U.
SEP 25 1962
A.L.

ATTACHMENTS (*Check which*)

☐ ACA-319
☐ ACA-337
☐ ACA-317
☐ WEIGHT AND BALANCE REPORT
☐ DATA, DRAWINGS, ETC.
☐ UNAPPROVED DEVIATION DATA

10—80837-2

Form ACA-305 (11-51)

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3 - 11 - 87

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

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

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

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

a. ☒ AIRCRAFT SPECIFICATION NO. 6A2 THROUGH SHEET REVISION NO. 21
b. ☐ AIRCRAFT LISTING PAGE NO. _____
c. ☒ AIRWORTHINESS DIRECTIVE SUMMARY 1960 (YEAR) THROUGH CARD NO. 62-17
d. ☐ CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

a. ☐ AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
b. ☐ COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
c. ☒ AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 170:45 HOURS
d. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

SERIAL NO. Right L 232 48 TOTAL HOURS 47:35
SERIAL NO. Left L 247 48 TOTAL HOURS 170:45
SERIAL NO. _____ TOTAL HOURS _____
SERIAL NO. _____ TOTAL HOURS _____

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

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

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

a. ☐ OPERATION LIMITATIONS, FORM ACA-308, WAS ISSUED (COPY ATTACHED)
b. ☐ CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
c. ☒ CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
d. ☒ CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
e. ☒ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
f. ☒ CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO [redacted] Remain in effect as long as aircraft is maintained IAW C.A.R. 43
g. ☒ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE 9/27/62 (DATE)
BY R.H. Golembeski (NAME OF ISSUING REPRESENTATIVE) (DATE) CE-EDO 44 (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

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

(REPAIR STATION AUTHORIZED SIGNATURE) (DATE)

6. CAA REPRESENTATIVE CERTIFICATION

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

DESIGNEE'S SIGNATURE	DESIGNATION NO.	DATE	
AVIATION SAFETY AGENT'S SIGNATURE R.H. Golembeski R.H. Golembeski	CAA DESIGNATION NO. CE-EDO 44	DATE 8/31/62	☐ ACCEPTED ☐ REINSPECTED ☐ SPOT CHECKED

☒ ATTACHMENT
Form FAA-337

GPO 907265

Form ACA-305a (11-61)

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3 - 11 - 87

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION
2-0-08

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

1. AIRCRAFT	MAKE Aero Commander	MODEL 500B
	SERIAL NO. 1116-66	NATIONALITY AND REGISTRATION MARK N7895
2. OWNER	NAME (As shown on registration certificate) Enyart Construction Company	ADDRESS (As shown on registration certificate) P O Box 622 Ponca City, Okla. 74601

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Downtown Airpark, Inc. P O Box 94846 Oklahoma City, Okla. 73109	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	Airframe & Powerplant 2034

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
December 1, 1977	Leonard L. Sumpter, Chief Inspector

7. APPROVAL FOR RETURN TO SERVICE

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

BY							OTHER (Specify)
		FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	
		FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
12-2-77	RS 2034	Wayne E. Cook, Supt. of Maint.

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3 - 11 - 87

NOTICE

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

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

Installed Aero Commander Service Bulletin 128, entitled "Bob Weight Installation". This installation complies with A.D. 75-12-09 in its entirety.

Weight & Balance data revised.

- - - - - - - - - - - - END - - - - - - - - - - - -

☐ ADDITIONAL SHEETS ARE ATTACHED

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

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3 - 11 - 87

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION
2-0-06

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

1. AIRCRAFT	MAKE: ROCKWELL COMMANDER	MODEL: 500B
	SERIAL NO.: 1116-66	NATIONALITY AND REGISTRATION MARK: N789S
2. OWNER	NAME (As shown on registration certificate): Mid-American Commander, Inc.	ADDRESS (As shown on registration certificate): P. O. Box 3356 - Adams Field Little Rock, Arkansas 72203

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Martin E. Ball Arkansas Modification Center, Inc. P. O. Box 3356 - Adams Field Little Rock, Arkansas 72203	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A & P 1628737

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

DATE: JUN 25 1976

SIGNATURE OF AUTHORIZED INDIVIDUAL: Martin E Ball

7. APPROVAL FOR RETURN TO SERVICE

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

BY						
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE		REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
JUN 25 1976	IA 1944177	

FAA Form 337 (7-67) ☆ U.S. GOVERNMENT PRINTING OFFICE: 1974 — 773-230/134/7 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3 - 11 - 87

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.)*

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

1. 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 I/A/W manufacturer installation and AC 43.13-1A Chapter 2 and 5 and FAR 23.305.

F. Functional tests were conducted and were satisfactory. FAR 23.1301, FAR 23.1309, and FAR 23.1431.

G. Weight and balance has been revised to reflect installation of equipment.

RECEIVED
JUL 7 1976
FEDERAL AVIATION ADMINISTRATION
SW-GADD-6
LITTLE ROCK, ARKANSAS 72209

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3 - 11 - 87

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION
STL FSDO 3-1-62

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

1. AIRCRAFT	MAKE: Aero Commander	MODEL: 500B
	SERIAL NO.: 1116-66	NATIONALITY AND REGISTRATION MARK: N7898
2. OWNER	NAME (As shown on registration certificate): General Investment, Inc.	ADDRESS (As shown on registration certificate): Box 498, Monett, Missouri 65705

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

RECEIVED APR 29 1974 STL FSDO 62

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Mark Aero, Inc. P.O. Box 10365, Lambert Field St. Louis, Missouri 63145	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	3169

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

DATE: April 25, 1974

SIGNATURE OF AUTHORIZED INDIVIDUAL: William L. Sundmann

7. APPROVAL FOR RETURN TO SERVICE

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

BY							OTHER (Specify)
		FAA FLT STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	
		FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
April 25, 1974	3169	Edward L Sutton

FAA Form 337 (7-67) GPO : 1978 O - 475-509 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3 - 11 - 87

NOTICE

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

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

Installed 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 spaced 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.

---- END ----

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3 - 11 - 87

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE Aero Commander	MODEL 500B
	SERIAL NO. 1116-66	NATIONALITY AND REGISTRATION MARK N789B
2. OWNER	NAME (As shown on registration certificate) General Investment, Inc.	ADDRESS (As shown on registration certificate) Box 498 Monett, Missouri 65708

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

OKLAHOMA CITY RECEIVED FAA OCT 30 1970 SW REGION OKLAHOMA CITY, OKLA.

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Downtown Airpark, Inc. P O Box 94846 Oklahoma City, Oklahoma 73109	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	Power Plant & Radio 2034

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

DATE October 28, 1970

SIGNATURE OF AUTHORIZED INDIVIDUAL
Milton L. Kirkpatrick
Milton L. Kirkpatrick, Radio Inspector

7. APPROVAL FOR RETURN TO SERVICE

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

BY							OTHER (Specify)
		FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	
		FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
10-28-70 10-28-70	RS 2034	Troy E. Detamore, Shop Supervisor

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3 - 11 - 87

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

Installed King KTR-900 Transceiver on radio rack where 427D-1 Power Supply was removed and Cables Control Head in instrument panel.

Installed Bendix TPN-70R Radar Altimeter on bottom of fuselage aft of radio 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 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.

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1967 OF—272-003

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3 - 11 - 87

AAC-25-0

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE: Aero Commander	MODEL: 500B
	SERIAL NO.: 1116-66	NATIONALITY AND REGISTRATION MARK: N7898
2. OWNER	NAME (As shown on registration certificate): General Investment, Inc.	ADDRESS (As shown on registration certificate): Box 498, Monett, Missouri

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

OKLAHOMA CITY, OKLAHOMA — RECEIVED FAA OCT 4 1972 SW-GADO-9 OKLAHOMA CITY, OKLA.

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Downtown Airpark, Inc. P.O. Box 94846 Oklahoma City, Okla. 73109	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	Airframe & Power plant 2034

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

DATE: October 2, 1972

SIGNATURE OF AUTHORIZED INDIVIDUAL: Richard L. Sumpter, Chief Inspector

7. APPROVAL FOR RETURN TO SERVICE

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

BY						OTHER (Specify)
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	
	FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
10-2-72	RS 2034	Troy E. Dutemore, Shop Supervisor

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3 - 11 - 87

NOTICE

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

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

Installed extended nose cone per STC SA 585 SW.

Installed RCA AVQ-46 Radar. Installed Radar 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 FAR.

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.

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1967 OF—872-065

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3-11-87

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE Aero Commander	MODEL 500B
	SERIAL NO. 1116-66	NATIONALITY AND REGISTRATION MARK N789S
2. OWNER	NAME (As shown on registration certificate) General Investment, Inc.	ADDRESS (As shown on registration certificate) Box 498 Monett, Missouri 65708

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE REPAIR	5. TYPE ALTERATION
AIRFRAME	(As described in item 2 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

OKLAHOMA CITY RECEIVED FAA OCT 27 1971 SW-GADO-9 OKLAHOMA CITY, OKLA. OKLAHOMA

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Downtown Airpark, Inc. P. O. Box 94846 Oklahoma City, Oklahoma 73109	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	Power Plant & Radio 2034

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

DATE October 25, 1971

SIGNATURE OF AUTHORIZED INDIVIDUAL
Milton L. Kirkpatrick
Milton L. Kirkpatrick, Radio Inspector

7. APPROVAL FOR RETURN TO SERVICE

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

BY							
		FAA FLT STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	OTHER (Specify)
		FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
10-25-71 10-25-71	RS 2034	Troy E. Bethmore, Shop Supervisor

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3 - 11 - 87

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 FAR.

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.

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1967 OF—272-065

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3 - 11 - 87

1310-0473 37 NOV 21 07

FEDERAL AVIATION AGENCY

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION: OKO GADO 2-T-09

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

1. AIRCRAFT	MAKE: Aero Commander	MODEL: 500B
	SERIAL NO.: 1116-66	NATIONALITY AND REGISTRATION MARK: N7898
2. OWNER	NAME (As shown on registration certificate): General Investment, Inc,	ADDRESS (As shown on registration certificate): Box 498, Monett, Missouri 65708

3. FOR FAA USE ONLY

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

OKLAHOMA CITY RECEIVED FAA NOV 17 1967 SW-GADO-9 OKLAHOMA CITY, OKLA. OKLAHOMA

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Downtown Airpark, Inc. P.O. Box 94846 Oklahoma City, Oklahoma	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	2034 Airframe & Radio Ltd.

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

DATE: 11-10-67

SIGNATURE OF AUTHORIZED INDIVIDUAL: Milton L. Kirkpatrick, Radio Inspector

7. APPROVAL FOR RETURN TO SERVICE

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

BY							OTHER (Specify)
		FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	Verified by Operator #38
		FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
11-10-67	2034	Emil M. Bryson, Chief Inspector

FAA Form 337 (1-65) OBSOLETE PREVIOUS EDITION 0052-025-8000 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-11-87

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 Collins 17L-8A Transmitter, (2) Collins 51X-3 Receivers, (2) Collins 427D-1 Power Supplies, (2) Collins 344D-2 Indicatorand (1) King KA-11 Audio Amplifierf from instrument panel and radio racks.

Installed King KXP-750 Transponder, 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.

Maximum probable continuous electrical load of this aircraft 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

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3-11-87

28 AUG 25 1965

Verified by Operator #45

958 2195

FEDERAL AVIATION AGENCY

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION: WE-GAD 075

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

1. AIRCRAFT	MAKE: Aero Commander	MODEL: 500B
	SERIAL NO.: 1116-66	NATIONALITY AND REGISTRATION MARK: N789S
2. OWNER	NAME (As shown on registration certificate): Frank Schivo	ADDRESS (As shown on registration certificate): Hotel Sahara, Las Vegas, Nevada

3. FOR FAA USE ONLY

2

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
LeRoy Cramer 4449 234th Place Torrance, California	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A&E1345118

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
June 25, 1965	LeRoy Cramer

7. APPROVAL FOR RETURN TO SERVICE

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

3

BY						
	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
June 25, 1965	1178226	Richard D. McKee

FAA Form 337 (1-65) OBSOLETE PREVIOUS EDITION 0052-025-8000 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3 - 11 - 87

NOTICE

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

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

Installed Rajay Turbocharged Lycoming IO-540-B1A5 engines (modified per STC SE6WE dated April 19, 1965) per STC SA529WE dated October 18, 1965 in accordance with Rajay sealed drawing list RJ 2000.

FAA approved AFM Supplement permanently attached to flight manual.

All Work accomplished per FAR 43.

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE: 1968 O—761-768

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3 - 11 - 87

912 1847 38 MAY 06 1965

Verified by Operator #77

FEDERAL AVIATION AGENCY

Form approved.
Budget Bureau No. 04-R060.

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

1. AIRCRAFT	MAKE: Aero Commander	MODEL: 500B	SERIAL NO.: 1116	NATIONALITY AND REGISTRATION MARK: N789S
2. OWNER	NAME (First, middle, last): Frank Schivo		ADDRESS (Street and number, city, zone and State): Hotel Sahara, Las Vegas, Nevada	

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

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

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Normal	4629.3	171.69	2120.7

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Executive Radio & Aircraft Service, Inc. 3011 Airport Avenue Santa Monica, California	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	Repair Station #4221 A-3, P-1, R 1 & 2, L-1, L-A

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

4/20/65
(Date repair and/or alteration completed)

Edward G. Schad
(Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)
Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is

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

Chief Inspector Repair Station #4221

4/20/65
(Date of approval or rejection)

Edward G. Schad
(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum
☒ Accepted 4-23-65 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

WESTERN
GADO, #6
(FAA designation number)

4 — 6

Harold J. Buck
(Signature Flight Standards Inspector)

Form FAA-337 (4-57)

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3 - 11 - 87

MICRO

INSTRUCTIONS

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

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

5. DESCRIPTION OF WORK ACCOMPLISHED.*

1. Complied with Aero Commander Service Change 818 dated and F.A.A. approved March 17, 1965 entitled "Wing front spar Lower cap reinforcement" accomplished this date 4/20/65.

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

	W	A	M
Aircraft empty weight from 337 dated 12/14/64	4544.3	170.68	775,607.6
Item 1 above	10.0	230.5	2,305.0
Item 2 above	75.0	225.0	16,875.0
	4629.3		794,787.6

$\frac{794,787.6}{4629.3} = 171.69$ New E.W.C.G.

2120.7 lbs new useful load.

Electrical load analysis.

Aircraft gen. capacity 28.0 volts 100 amps.	
Maximum load from 337 dated 12/14/64	55.0 amps.
This installation	8.0 amps.
Maximum continuous load	63.0

Therefore complies with CAM 18 Part 18.30 #12 (j)

Radio and electronic equipment installed as per manufacturer's installation instructions and C.A.M. 18 Part 18.30-22 per flight operations and airworthiness release no. 421.

APR 1965
FAA
GEN. AVN DIST. OFF.
LOS ANGELES
(SMO)

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

Check block if additional sheets are attached. ☐

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3 - 11 - 87

877 990

Verified by Operator #14

Form approved.
Budget Bureau No. 04-R060.

FEDERAL AVIATION AGENCY

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	Aero Commander	500 B	1116	N 789 S 0789-B

2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
	Frank Schivo	Hotel Sahara Las Vegas, Nevada

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

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

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Standard	4504.3	171.43	2245.7

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Executive Radio & Aircraft Service, Inc. 3011 Airport Avenue Santa Monica, California	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	Repair Station #4221, A-3, P-1, R 1 & 2, L-1, L-A

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

12-14-64
(Date repair and/or alteration completed)

Edward H. Schaef
(Signature of authorized individual)

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

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

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

Chief Inspector Repair Station #4221

12-14-64
(Date of approval or rejection)

Edward H. Schaef
(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 12-29-64 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

406 WE GADO-6 (FAA designation number) WESTERN GADO #6 ~~WESTERN GADO #6~~ (Signature Flight Standards Inspector)

Form FAA-337 (4-57)

18 JAN 7 1965

INSTRUCTIONS

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

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

6. DESCRIPTION OF WORK ACCOMPLISHED.*

1. 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 1	6.4	126.0	806.4
	4,504.3		771,964.4

$\frac{771,964.4}{4504.3}$ = 171.43 New empty weight C.G.

2245.7 lbs. New useful load

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

Check block if additional sheets are attached. ☐

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3 - 11 - 87

877 991

Filed by Operator #14

FEDERAL AVIATION AGENCY

Form approved.
Budget Bureau No. 04-R060.

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	Aero Commander	500 B	1116	~~N7895~~ 0789 S

2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
	Frank Schivo	Hotel Sahara Las Vegas, Nevada

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

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

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Standard	4544.3	170.68	2205.7

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Executive Radio & Aircraft Service, Inc. 3011 Airport Avenue Santa Monica, California	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	Repair Station #4221 A-3, P-1, R 1 & 2, L-1, L-A

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

12-14-64
(Date repair and/or alteration completed)

Edward G. Schaaf
(Signature of authorized individual)

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

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

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

Chief Inspector Repair Station #4221

12-14-64
(Date of approval or rejection)

Edward G. Schaaf
(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum
b. ☒ Accepted 12-29-64 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

WESTERN
406 GADO, #6
(FAA designation number)

WESTERN
GADO, #6
(Signature Flight Standards Inspector)

JB JAN 7 1965

Form FAA-337 (4-52)

INSTRUCTIONS

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

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

6. DESCRIPTION OF WORK ACCOMPLISHED.*

I. Installed E.R.A.S. control wheels per STC SA256WE (no change in weight)

II. 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
1 ea. Narco UDI-2A DME	8.5	73.5	624.7
1 ea. Narco Range Power Unit	5.1	44.	224.4
1 ea. Narco AS-133 Ant.	1.4	45.	63.0
1 ea. Hobbs hour meter	1.5	73.5	110.2
1 ea. Gyro Horizon	3.5	73.5	257.2
1 ea. Directional Gyro	3.5	73.5	257.2
1 ea. Turn and Bank	1.5	73.5	110.2
1 ea. Airspeed Ind.	.5	73.5	36.7
1 ea. Altimeter	1.5	73.5	110.2
1 ea. Rate of Climb Ind.	.5	73.5	36.7
1 ea. Clock	.5	73.5	36.7
Weight of item II	12.0	148.0	1,776.0
	40.0		3,643.2
Aircraft empty weight	4,504.3		771,964.4
	4,544.3		775,607.6

$\frac{775,607.6}{4,544.3}$ = 170.68 New empty weight C.G.

2205.7 lbs. New useful load

Electrical Load Analysis

Aircraft generator capacity 100 amps 28 volts

Normal load such as nav. & instrument lights	22.	amps
Radio Load	33.	
Maximum continuous load	55.0	amps

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

Radio and electronic equipment installed as per manufacturer's installation instructions and C.A.M. 18 Part 18.30-22 per flight operations and airworthiness release no. 421.

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

Check block if additional sheets are attached. ☐

U. S. GOVERNMENT PRINTING OFFICE: 1961-O-587369

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3 - 11 - 87

830 1128

Verified by Operator #38

Form approved.
Budget Bureau No. 04-R060.

FEDERAL AVIATION AGENCY

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

	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
1. AIRCRAFT	Aero Commander	500B	1116-66	N6248X

	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
2. OWNER	Airborne Electronics, Inc.	2456 Winchester Road Memphis, Tenn.

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	(As described in Item 1 above)				X
b. POWERPLANT		This form is submitted to correct ACCA 337 dated			
c. PROPELLER		8-28-64 - due to incorrect information in			
d. APPLIANCE	TYPE AND MANUFACTURER	Item # 2.			

6 Cuellar 50-64 00-11

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Normal	4497.9	171.44	2252.1

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
AIRBORNE INC. 2456 WINCHESTER ROAD Phone 398-2377 MEMPHIS, TENNESSEE F. A. A. REPAIR STATION #2007	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	2007

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

28 August 1964 — (Date repair and/or alteration completed)

Thornton C Benson — (Signature of authorized individual)

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

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

6 ☒ APPROVED ☐ REJECTED } BY { ☐ FAA Designee ☐ FAA Flight Standards Inspector ☐ Manufacturer ☒ Repair Station 2007 ☐ Canadian Department of Transport Inspector of Aircraft ☐ Other (Specify)

28 August 1964 — (Date of approval or rejection)

Thornton C Benson — (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

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

7-10 GADO 10 (FAA designation number)

6 Cuellar (Signature Flight Standards Inspector)

1 18 SEP 24 1964

Form FAA-337 (6-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3 - 11 - 87

INSTRUCTIONS

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

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

6. DESCRIPTION OF WORK ACCOMPLISHED.*

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

Weight and balance

	Weight	Arm	Moment
Aircraft E. W.	4535.9	171.89	779632
Autopilot	- 38.0	223.00	- 8474
	4497.9		771158

RECEIVED SEP 17 1964 SO-GADO-6 NASHVILLE

*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed. Check block if additional sheets are attached. ☐

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-11-87

830 1130

Verified by Operator 138

Form approved.
Budget Bureau No. 04-R080.

FEDERAL AVIATION AGENCY

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

1. AIRCRAFT	MAKE: Aero Commander	MODEL: 500B	SERIAL NO.: 1116-66	NATIONALITY AND REGISTRATION MARK: N6246X
2. OWNER	NAME (First, middle, last): Harris Truck and Trailer Sales		ADDRESS (Street and number, city, zone and State): Cape Girardeau, Mo.	

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

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

RECEIVED SEP 2 1964 SO-GADO-6 NASHVILLE

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Normal	4497.9	171.44	2252.1

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
AIRBORNE INC. 2456 WINCHESTER ROAD Phone 398-2377 MEMPHIS, TENNESSEE F. A. A. REPAIR STATION #2007	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	2007

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

28 Aug. 1964 (Date repair and/or alteration completed)

Norman F. Nelson (Signature of authorized individual)

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

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

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

28 Aug. 1964 (Date of approval or rejection)

Norman F. Nelson - Inspector (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 9-1-64 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

Reg. SO

7-10 GADO 10 (FAA designation number)

(Signature Flight Standards Inspector)

Form FAA-337 (4-57)

182 SEP 24 1964

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3 - 11 - 87

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

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

Weight and balance

	Weight	Arm	Moment
Aircraft E.W.	4535.9	171.89	779632
Autopilot	- 38.0	223.00	-8474
	4497.9		771158

*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.
Check block if additional sheets are attached. ☐

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3-11-87

FEDERAL AVIATION AGENCY

Form approved. Budget Bureau No. 41-R0528.

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	Aero Commander	500 B	500B 1116-66	N 6248 X

2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
	Harris Truck & Trailer Sales	Cape Girardeau, Missouri

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

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

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Normal	4635.9	168.3	2214.1

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Raymond P. Betzeldt Meyers Aircraft Company Tecumseh, Michigan	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	A 658391

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

August 31, 1962
(Date repair and/or alteration completed)

Raymond Betzeldt
(Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)
Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is

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

August 31, 1962
(Date of approval or rejection)

R H Golembeski CE-EMDO 44
(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum
b. ☐ Accepted _____ (Date) ☒ Reinspected August 31, 1962 (Date) ☐ Spot Checked _____ (Date)

A.C.U. SEP 25 1962

CE-EMDO 44
(FAA designation number)

R H Golembeski
(Signature Flight Standards Inspector)

16—64010-6

Form FAA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3 - 11 - 87

MICRO

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, powerplant, propeller or appliance. After the repair and/or alteration has been inspected and item 8 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.*

The federal ITT Model F-400 autopilot installed as described on Form FAA 337 Dated 4/3/62 and 8/31/62 has been activated. The installation meets the specifications of STC SA 70 GL.

Electrical load evaluation shows the continuous load to be 22.0 Amp. or 44% of the rated generator output.

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

Check block if additional sheets are attached. ☐

U.S. GOVERNMENT PRINTING OFFICE -- 16—54010-6

FAA AIRCRAFT REGISTRY
CAMERA NO. DATE: 3 - 11 - 87

FEDERAL AVIATION AGENCY

Form approved.
Budget Bureau No. 04-R060.

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	Aero Commander	500B	500B-1116-66	N6248X

2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
	Harris Truck & Trailer Sales	Cape Girardeau, Missouri

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

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

RECEIVED FAA APR 12 1963 SW-GADO-9

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Normal	4535.9	171.89	2214.1

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Commander Service Center Aero Commander, Inc. Bethany, Oklahoma	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	Airframe 2082

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

April 10, 1963 (Date repair and/or alteration completed)

Ernest E. Tatyrek Supervisor (Signature of authorized individual)

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

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

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

April 10, 1963 (Date of approval or rejection)

Reynard U. Harrison Chief Inspector (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 5-6-63 (Date) ☐ Reinspected (Date) ☐ Spot Checked (Date) 27 MAY 20 1963

SW-GADO-9 (FAA designation number)

Neal L. Worley (Signature Flight Standards Inspector)

Form FAA-337 (4-57)

INSTRUCTIONS

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

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

6. DESCRIPTION OF WORK ACCOMPLISHED.*

Right wing repaired from wing station 145 outboard using factory new parts replacing complete parts or splicing in sections of new parts beyond damaged area.

Parts Replaced In Its Entirety

1 ea.	5240005-52	Flap
1 ea.	5250000-221	Aileron
1 ea.	5250000-95	Brkt.
1 ea.	5200005-3	Rib
1 ea.	5200005-416	Rib Assy.
1 ea.	5200008-11	Former
1 ea.	5200006-3	Rib
1 ea.	5200006-418	Rib Assy.
1 ea.	5200008-13	Former
1 ea.	5200020-48	Skin (nose)
1 ea.	5200020-26	Skin
1 ea.	5200020-28	Skin
1 ea.	5200020-44	Skin
1 ea.	5210000-55	Cap
1 ea.	5220000-63	Cap
1 ea.	5210000-28	Stiffener
1 ea.	5210000-30	Stiffener
1 ea.	5210000-32	Stiffener
1 ea.	5210000-34	Stiffener
1 ea.	5200020-10	Stringer
1 ea.	5200020-20	Stringer
1 ea.	5200020-14	Stringer
1 ea.	4200014-9	Angle
1 ea.	4200014-7	Rib
1 ea.	4200021-4	Rib
1 ea.	5210000-57	Spar Cap
1 ea.	5200018-45	Stiffener
1 ea.	5200018-46	Stiffener

Parts Spliced As Follows

5210000-66	Front Spar Web	Spliced at Sta. 192.0
5220000-58	Rear Spar Web	Spliced at Sta. 220.0

Right Nacelle Repaired By Replacing

1 ea.	5260019-6	Frame
1 ea.	5260019-8	Frame
1 ea.	5260019-62	Skin

Weight and Balance Resulting from this Repair is Negligible.

XXX XXX XXX XXX XXX XXX

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

Check block if additional sheets are attached. ☐

U.S. GOVERNMENT PRINTING OFFICE: 1961-O-587260

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3 - 11 - 87

U.S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT

Form Approved: Budget Bureau No. 41-R061.8.

INSTRUCTIONS
Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.

1. TYPE OF APPLICATION (*Check which*)

a. ☒ ORIGINAL ISSUANCE OF CERTIFICATE
b. ☐ ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE
c. ☐ AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE
d. ☐ RECERTIFICATION UNDER THE PROVISIONS OF CAR 8
e. ☐ MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8
f. ☐

2. AIRWORTHINESS CLASSIFICATION (*Check appropriate item(s)*)
It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following airworthiness classification(s):

a. ☐ STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES)
b. ☐ LIMITED (SEE CAR 9)
c. ☐ RESTRICTED (SEE CAR 8)
(*Check the restricted special purpose operation(s) to be conducted*)
☐ AGRICULTURAL AND PEST CONTROL
☐ AERIAL ADVERTISING
☐ AERIAL SURVEYING
☐ GLIDER TOWING
☐ PATROLLING
☐ FOREST AND WILDLIFE CONSERVATION
☐ WEATHER CONTROL
☐ OTHER
d. ☒ EXPERIMENTAL
(*Check the type of experimental operation(s) to be conducted*)
☒ RESEARCH AND DEVELOPMENT
☐ AMATEUR-BUILT
☐ DEMONSTRATION
☐ RACING
☐ EXHIBITION
☐ OTHER

3. AIRCRAFT IDENTIFICATION (*Complete all items*)

a. AIRCRAFT MAKE	b. AIRCRAFT MODEL	c. AIRCRAFT SERIAL NO.
Aero-Commander	500 B	500B-1116-66

d. ENGINE MAKE	e. ENGINE MODEL
Lycoming	IO 540 B1A5 (2)

4. AIRCRAFT REGISTRATION INFORMATION (*Complete all items*)

a. REGISTERED OWNER'S FULL NAME	b. PERMANENT MAILING ADDRESS	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK
Harris Truck and Trailer Inc.	Cape Girardeau Missouri	N- 6248 X

5. AIRCRAFT OWNER'S CERTIFICATION (*Check and complete appropriate item*)

I hereby certify that I am the registered owner (or his agent) of the aircraft identified in Item 3 above which is registered* with the Civil Aeronautics Administration as required by the Regulations of the Administrator, Part 501 or 502 and when operated displays the following evidence of registration:

a. ☒ CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A). DATE OF ISSUE Oct. 11, 1961
b. ☐ APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B). FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON _____ (DATE)
c. ☐ DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED _____

*In order to be eligible for registration an aircraft must be owned by a citizen of the United States, as defined by Section 1 (13) of the Civil Aeronautics Act of 1938, as amended.

ATTACHMENTS (*Check which*)
☐ ACA-319
☐ ACA-337
☐ ACA-317
☐ WEIGHT AND BALANCE REPORT
☐ DATA, DRAWINGS, ETC.
☐ UNAPPROVED DEVIATION DATA

James E. Summers
James E. Summers
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)
8/27/62 (DATE)
Pilot (TITLE)

N/S A.C.U. SEP 25 1962 A.L.

18—50837-2

Form ACA-305 (11-51)

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3 - 11 - 87

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

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

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

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

a. ☐ AIRCRAFT SPECIFICATION NO. _____ THROUGH SHEET REVISION NO. _____
b. ☐ AIRCRAFT LISTING PAGE NO. _____
c. ☐ AIRWORTHINESS DIRECTIVE SUMMARY _____ (YEAR) THROUGH CARD NO. _____
d. ☐ CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE) Experimental

2. AIRCRAFT AND ENGINE OPERATING RECORDS

a. ☐ AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
b. ☐ COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
c. ☒ AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 165:25 HOURS
d. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:
SERIAL NO. Right L 232 48 TOTAL HOURS 42:15
SERIAL NO. Left L 247 48 TOTAL HOURS 165:25
SERIAL NO. _____ TOTAL HOURS _____
SERIAL NO. _____ TOTAL HOUR _____

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

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

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

a. ☒ OPERATION LIMITATIONS, [redacted] WAS ISSUED (COPY ATTACHED)
b. ☒ CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
c. ☒ CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
d. ☒ CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
e. ☒ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
f. ☒ CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE Sept. 27, 1962 (DATE)
g. ☒ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE _____ (DATE)
BY _____ (NAME OF ISSUING REPRESENTATIVE) _____ (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

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

☐ AIRWORTHY
☐ UNAIRWORTHY

_____ (REPAIR STATION AUTHORIZED SIGNATURE) _____ (DATE)

6. CAA REPRESENTATIVE CERTIFICATION

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

DESIGNEE'S SIGNATURE	DESIGNATION NO.	DATE	
AVIATION SAFETY AGENT'S SIGNATURE R.H. Golembeski R.H. Golembeski	CAA DESIGNATION NO. CE-EMDO 44	DATE 8/27/62	☐ ACCEPTED ☐ REINSPECTED ☐ SPOT CHECKED

☒ ATTACHMENT Operating Limitations Applicant to Letter

GPO 907265

Form ACA 306a (11-51)

Airworthiness Classification: EXPERIMENTAL (Research & Development)

Aircraft Identification Number: N6248K

Aircraft
Make: Aero Commander
Model: 500B
Serial No.: 500B-1416-66

Engines
Make: Lycoming
Model: IO-540-B1A5

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 not be carried for compensation or hire.
3. Occupancy of the aircraft is limited to persons essential to the purpose of the flight.
4. Only VFR-DAY flights are Authorized.
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
R. H. Golembeski
Federal Aviation Agency
CE-ENDO-44

Airworthiness Classification: EXPERIMENTAL (Research & Development)

Aircraft Identification Number: N524BX

Aircraft	Engine
Make: Aero Commander	Make: Lycoming
Model: 500B	Model: IO-540-BIA5
Serial No.: 500B-1116-66	

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 not be carried for compensation or hire.

3. Occupancy of the aircraft is limited to persons essential to the purpose of the flight.

4. Only VFR-DAY flights are authorized.

5. The aircraft is to be identified "EXPERIMENTAL" in accordance with 0.A.H. 1.101 (b).

6. The above operating limitations expire September 27, 1962.

H. H. Colemanski
Federal Aviation Agency
GE-ED00-44

TELEPHONE 960

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

August 27, 1962

Federal Aviation Agency

CE ENDO 44

Ypsilanti, Mich

Gentlemen:

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

Sincerely yours,

Benjamin L Ross

Benjamin L. Ross

Project Engineer

TELEPHONE 246

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

August 27, 1962

Federal Aviation Agency
OK EMDO 44
Ypsilanti, Mich

Gentlemen:

This letter was written to request application for certification of more-commuter model 200 B serial [illegible] registration No. N-6248 X in the Experimental Category for research and development of the ITT Federal model T 400 Autopilot.

Sincerely yours,

Benjamin L. Ross
Project Engineer

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3 - 11 - 87

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT

Form Approved. Budget Bureau No. 41-R041.6.

INSTRUCTIONS
Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.

1. TYPE OF APPLICATION (*Check which*)

a. [X] ORIGINAL ISSUANCE OF CERTIFICATE
b. [ ] ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE
c. [ ] AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE
d. [ ] RECERTIFICATION UNDER THE PROVISIONS OF CAR 8
e. [ ] MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8
f. [ ]

2. AIRWORTHINESS CLASSIFICATION (*Check appropriate item(s)*)
It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following airworthiness classification(s):

a. [X] STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES)
b. [ ] LIMITED (SEE CAR 9)
c. [ ] RESTRICTED (SEE CAR 8)
(*Check the restricted special purpose operation(s) to be conducted*)
- [ ] AGRICULTURAL AND PEST CONTROL
- [ ] AERIAL ADVERTISING
- [ ] AERIAL SURVEYING
- [ ] GLIDER TOWING
- [ ] PATROLLING
- [ ] FOREST AND WILDLIFE CONSERVATION
- [ ] WEATHER CONTROL
- [ ] OTHER

d. [ ] EXPERIMENTAL
(*Check the type of experimental operation(s) to be conducted*)
- [ ] RESEARCH AND DEVELOPMENT
- [ ] AMATEUR-BUILT
- [ ] DEMONSTRATION
- [ ] RACING
- [ ] EXHIBITION
- [ ] OTHER

3. AIRCRAFT IDENTIFICATION (*Complete all items*)

a. AIRCRAFT MAKE	b. AIRCRAFT MODEL	c. AIRCRAFT SERIAL NO.
Aero-Commander	500B	500B- 1116-66

d. ENGINE MAKE	e. ENGINE MODEL
Lycoming	IO-540-B1A5 (2)

4. AIRCRAFT REGISTRATION INFORMATION (*Complete all items*)

a. REGISTERED OWNER'S FULL NAME	b. PERMANENT MAILING ADDRESS	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK
Harris Truck and Trailer Inc.	Cape Girardeau Missouri	N- 6248X

5. AIRCRAFT OWNER'S CERTIFICATION (*Check and complete appropriate item*)
I hereby certify that I am the registered owner (or his agent) of the aircraft identified in Item 3 above which is registered* with the Civil Aeronautics Administration as required by the Regulations of the Administrator, Part 501 or 502 and when operated displays the following evidence of registration:

a. [X] CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A) DATE OF ISSUE Oct. 11, 1961
b. [ ] APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B). FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON _____ (DATE)
c. [ ] DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707 ISSUED _____

*In order to be eligible for registration an aircraft must be owned by a citizen of the United States, as defined by Section 1 (13) of the Civil Aeronautics Act of 1938, as amended.

ACA
JAN 30 1962

ATTACHMENTS (*Check which*)
- [ ] ACA-319
- [ ] ACA-337
- [ ] ACA-317
- [ ] WEIGHT AND BALANCE REPORT
- [ ] DATA, DRAWINGS, ETC.
- [ ] UNAPPROVED DEVIATION DATA

James E. Summers
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

4-3-62 (DATE) Pilot (TITLE)

61

16—60837-2 Form ACA-305 (11-51)

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3 - 11 - 87

U.S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT REGISTRY
FAA
MAR 21 12 44 PM 62
OKLAHOMA CITY, OKLA.

AIRCRAFT INSPECTION REPORT

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

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

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

a. ☒ AIRCRAFT SPECIFICATION NO. 6A1 THROUGH SHEET REVISION ____
b. ☐ AIRCRAFT LISTING PAGE NO. ____
c. ☒ AIRWORTHINESS DIRECTIVE SUMMARY 1962 (YEAR) THROUGH CARD NO. 62-6
d. ☐ CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

a. ☐ AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
b. ☐ COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
c. ☒ AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 87 HOURS
d. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

SERIAL NO. L-247-48 (Left) TOTAL HOURS 87
SERIAL NO. L-269-48 (Right) TOTAL HOURS 87
SERIAL NO. ____ TOTAL HOURS ____
SERIAL NO. ____ TOTAL HOURS ____

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

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

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

a. ☐ OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
b. ☐ CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
c. ☐ CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
d. ☒ CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
e. ☒ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
f. ☒ CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE ~~XXXXXXXXXXXXX~~ Remain in effect as long as aircraft is maintained in accordance with CAR-43. (DATE)
g. ☒ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE May 2, 1962 (DATE)
BY Richard H. Golembeski (NAME OF ISSUING REPRESENTATIVE) (DATE) CE-EMDO-44 (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

The aircraft described on the reverse has been inspected under the authority accorded certificated repair station No. ____ by CAR 52 and was found to be:
☐ AIRWORTHY
☐ UNAIRWORTHY
(REPAIR STATION AUTHORIZED SIGNATURE) (DATE)

6. CAA REPRESENTATIVE CERTIFICATION

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

DESIGNEE'S SIGNATURE	DESIGNATION NO.	DATE	
AVIATION SAFETY AGENT'S SIGNATURE Richard H. Golembeski	CAA DESIGNATION NO. CE-EMDO-44	DATE April 3, 1962	☐ ACCEPTED ☐ REINSPECTED ☐ SPOT CHECKED

☒ ATTACHMENT
Form FAA-337

U.S. GOVERNMENT PRINTING OFFICE 18—80

Form ACA-305a (11-61)

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3 - 11 - 87

Form approved.
Budget Bureau No. 41-R052.4.

FEDERAL AVIATION AGENCY

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	Aero Commander	500B	1116-66	N6248X

2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
	Harris Truck & Trailer Sales	Cape Girardeau, Missouri

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	(As described in item 7 above)				X
b. POWERPLANT					
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA *AFTER the repairs and/or alterations described below were made.* This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Normal	4635.9	168.3	2214.1

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Raymond P. Betzoldt Meyers Aircraft Company Tecumseh, Michigan	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	A 658391

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

April 3, 1962 (Date repair and/or alteration completed)

Raymond P. Betzoldt (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)
Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is

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

April 3, 1962 (Date of approval or rejection)

R H Zolumbeske (Signature of authorized individual; title or identification number) CE-EMD044

7. TO BE COMPLETED ONLY BY FAA PERSONNEL
a. ☐ Forwarded for engineering comment ☐ See attached memorandum
b. ☐ Accepted ____ (Date) ☒ Reinspected April 3, 1962 (Date) ☐ Spot Checked ____ (Date)

A.C.U. JUN 20 1962

CE-EMDO 44 (FAA designation number) R.H. Zolumbeski (Signature Flight Standards Inspector)

A.I.

16—84010-5 Form FAA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3 / 87

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

A Federal ITT F-400 three axis autopilot was installed in aircraft Serial No. 1116-66 in preparation for obtaining an STC approval.

This autopilot has now been deactivated by isolating it completely from the primary control system pending final approval.

Placard installed by control head:

- WARNING -

Inoperative: DO NOT OPERATE

*If additional space is needed attach additional sheets bearing owner's name, registration mark and date work completed.

Check block if additional sheets are attached. ☐

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3 - 11 - 87

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT

Form Approved. Budget Bureau No. 41-R041.5.

INSTRUCTIONS
Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.

1. TYPE OF APPLICATION (*Check which*)

a. ☒ ORIGINAL ISSUANCE OF CERTIFICATE
b. ☐ ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE
c. ☐ AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE
d. ☐ RECERTIFICATION UNDER THE PROVISIONS OF CAR 8
e. ☐ MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8
f. ☐

2. AIRWORTHINESS CLASSIFICATION (*Check appropriate item(s)*)
It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following airworthiness classification(s):

a. ☐ STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES)
b. ☐ LIMITED (SEE CAR 9)
c. ☐ RESTRICTED (SEE CAR 8)
(*Check the restricted special purpose operation(s) to be conducted*)
☐ AGRICULTURAL AND PEST CONTROL
☐ AERIAL ADVERTISING
☐ AERIAL SURVEYING
☐ GLIDER TOWING
☐ PATROLLING
☐ FOREST AND WILDLIFE CONSERVATION
☐ WEATHER CONTROL
☐ OTHER
d. ☒ EXPERIMENTAL
(*Check the type of experimental operation(s) to be conducted*)
☒ RESEARCH AND DEVELOPMENT
☐ AMATEUR-BUILT
☐ DEMONSTRATION
☐ RACING
☐ EXHIBITION
☐ OTHER

RECEIVED APR 4 1962 FAA-CENTRAL R.S. BRC

3. AIRCRAFT IDENTIFICATION (*Complete all items*)

a. AIRCRAFT MAKE	b. AIRCRAFT MODEL	c. AIRCRAFT SERIAL NO.
Aero-Commander	500B	1116-66

d. ENGINE MAKE	e. ENGINE MODEL
Lycoming	Io-540-B1A5 (2)

4. AIRCRAFT REGISTRATION INFORMATION (*Complete all items*)

a. REGISTERED OWNER'S FULL NAME	b. PERMANENT MAILING ADDRESS	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK
Harris Truck and TRailer Inc.	Cape Girardeau, Missouri	N- 6248X

A.C.U. JUN 6 - 1962

5. AIRCRAFT OWNER'S CERTIFICATION (*Check and complete appropriate item*)
I hereby certify that I am the registered owner (or his agent) of the aircraft identified in Item 3 above which is registered* with the Civil Aeronautics Administration as required by the Regulations of the Administrator, Part 501 or 502 and when operated displays the following evidence of registration:

a. ☒ CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A). DATE OF ISSUE Oct. 11, 1961
b. ☐ APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B). FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON _____ (DATE)
c. ☐ DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED _____

*In order to be eligible for registration an aircraft must be owned by a citizen of the United States, as defined by Section 1 (19) of the Civil Aeronautics Act of 1938, as amended.

ATTACHMENTS (*Check which*)
☐ ACA-319 ☐ WEIGHT AND BALANCE REPORT
☐ ACA-337 ☐ DATA, DRAWINGS, ETC.
☐ ACA-317 ☐ UNAPPROVED DEVIATION DATA

James E. Summers
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

4-2-62 (DATE) Pilot (TITLE)

16-60627-2

Form ACA-305 (11-51)

JUN 1962

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3 - 11 - 87

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

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

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

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

a. ☐ AIRCRAFT SPECIFICATION NO. _____ THROUGH SHEET REVISION NO. _____
b. ☐ AIRCRAFT LISTING PAGE NO. _____
c. ☐ AIRWORTHINESS DIRECTIVE SUMMARY _____ (YEAR) THROUGH CARD NO. _____
d. ☐ CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)
X Experimental

2. AIRCRAFT AND ENGINE OPERATING RECORDS

a. ☐ AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
b. ☐ COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
c. ☒ AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 86 HOURS
d. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:
SERIAL NO. I-247-48 (Left) TOTAL HOURS 86
SERIAL NO. I-269-48 (Right) TOTAL HOURS 86
SERIAL NO. _____ TOTAL HOURS _____
SERIAL NO. _____ TOTAL HOURS _____

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

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

MAY 10 11 07 AM '62
OKLAHOMA CITY, OKLA.
AIRCRAFT AND AIRMEN RECORDS BRANCH FAA

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

a. ☒ OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
b. ☐ CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
c. ☐ CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
d. ☐ CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
e. ☒ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
f. ☒ CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE May 2, 1962 (DATE)
g. ☐ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE _____ (DATE)
BY _____ (NAME OF ISSUING REPRESENTATIVE) _____ (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

The aircraft described on the reverse has been inspected under the authority accorded certificated repair station No. _____ by CAR 52 and was found to be:
☐ AIRWORTHY
☐ UNAIRWORTHY
_____ (REPAIR STATION AUTHORIZED SIGNATURE) _____ (DATE)

6. CAA REPRESENTATIVE CERTIFICATION

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

DESIGNEE'S SIGNATURE	DESIGNATION NO.	DATE	
AVIATION SAFETY AGENTS SIGNATURE R.H. Golembeski	CAA DESIGNATION NO. CE-MDO 44	DATE April 2, 1962	☐ ACCEPTED ☐ REINSPECTED ☐ SPOT CHECKED

☐ ATTACHMENT
1. Operating Limitations
2. Applicants letter

U. S. GOVERNMENT PRINTING OFFICE 16—[illegible]

Form ACA-305a (11-51)

Airworthiness Classification: EXPERIMENTAL (Research & Development)

Aircraft Identification Number: N5248X

Aircraft		Engines	
Make:	Aero-Commander	Make:	Lycoming
Model:	500B	Model:	IO-540-B1A5
Serial No:	1116-66		

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:

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 not be carried for compensation or hire.
3. Occupancy of the aircraft is limited to persons essential to the purpose of the flight.
4. Only VFR-DAY flights are Authorized.
5. The aircraft is to be identified "EXPERIMENTAL" in accordance with C.A.R. 1.101 (b).
6. The above operating limitations expire May 2, 1962.

R. H. Golembeski
R. H. Golembeski
Federal Aviation Agency
CE-ENDO-44

Airworthiness Classification: EXPERIMENTAL (Research & Development)

Aircraft Identification Number: N624BX

Aircraft	Engines
Make: Aero-Commander	Make: Lycoming
Model: 500B	Model: IO-540-B1A5
Serial No: 1116-66	

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:

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 aircraft is limited to persons essential to the purpose of the flight.

4. Only VFR-DAY flights are Authorized.

5. The aircraft is to be identified "EXPERIMENTAL" in accordance with C.A.R. 1.701 (b).

6. The above operating limitations expire May 2, 1962.

R. H. Colombaski
Federal Aviation Agency
CE-ERDO-44

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3 - 11 - 87

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT

Form Approved. Budget Bureau No. 41-R0415.

INSTRUCTIONS
Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.

1. TYPE OF APPLICATION (*Check which*)

a. ☒ ORIGINAL ISSUANCE OF CERTIFICATE
b. ☐ ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE
c. ☐ AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE
d. ☐ RECERTIFICATION UNDER THE PROVISIONS OF CAR 8
e. ☐ MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8
f. ☐

2. AIRWORTHINESS CLASSIFICATION (*Check appropriate item(s)*)
It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following airworthiness classification(s):

a. ☒ STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES)
b. ☐ LIMITED (SEE CAR 9)
c. ☐ RESTRICTED (SEE CAR 8)
(*Check the restricted special purpose operation(s) to be conducted*)
☐ AGRICULTURAL AND PEST CONTROL
☐ AERIAL ADVERTISING
☐ AERIAL SURVEYING
☐ GLIDER TOWING
☐ PATROLLING
☐ FOREST AND WILDLIFE CONSERVATION
☐ WEATHER CONTROL
☐ OTHER
d. ☐ EXPERIMENTAL
(*Check the type of experimental operation(s) to be conducted*)
☐ RESEARCH AND DEVELOPMENT
☐ AMATEUR-BUILT
☐ DEMONSTRATION
☐ RACING
☐ EXHIBITION
☐ OTHER

3. AIRCRAFT IDENTIFICATION (*Complete all items*)

a. AIRCRAFT MAKE	b. AIRCRAFT MODEL	c. AIRCRAFT SERIAL NO.
Aero Commander	500B	500B-1116-66

d. ENGINE MAKE	e. ENGINE MODEL
Lycoming	IO-540-B1A5

4. AIRCRAFT REGISTRATION INFORMATION (*Complete all items*)

a. REGISTERED OWNER'S FULL NAME	b. PERMANENT MAILING ADDRESS	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK
Aero Commander, Inc. - Subsidiary of Rockwell-Standard Corp.	Bethany, Oklahoma	N- 6248X

A.C.U. FEB - 7 1962

5. AIRCRAFT OWNER'S CERTIFICATION (*Check and complete appropriate item*)
I hereby certify that I am the registered owner (or his agent) of the aircraft identified in Item 3 above which is registered* with the Civil Aeronautics Administration as required by the Regulations of the Administrator, Part 501 or 502 and when operated displays the following evidence of registration:

a. ☐ CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A). DATE OF ISSUE _____
b. ☐ APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B). FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON _____ (DATE)
c. ☒ DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED April 18, 1961

*In order to be eligible for registration an aircraft must be owned by a citizen of the United States, as defined by Section 1 (13) of the Civil Aeronautics Act of 1938, as amended.

N. Blair Core
N. Blair Core
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)
October 9, 1961 (DATE)
Quality Control Manager (TITLE)

ATTACHMENTS (*Check which*)
☐ ACA-319
☐ ACA-337
☐ ACA-317
☐ WEIGHT AND BALANCE REPORT
☐ DATA, DRAWINGS, ETC.
☐ UNAPPROVED DEVIATION DATA

FEB - 7 1962

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3 - 11 - 87

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT AND AIRMEN RECORDS BRANCH FAA NOV 1 PM '61 OKLAHOMA CITY, OKLA.

AIRCRAFT INSPECTION REPORT

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

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

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

a. ☒ AIRCRAFT SPECIFICATION NO. 6A1 THROUGH SHEET REVISION NO. 20
b. ☐ AIRCRAFT LISTING PAGE NO. _____
c. ☒ AIRWORTHINESS DIRECTIVE SUMMARY 1960 (YEAR) THROUGH CARD NO. 61-19
d. ☐ CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

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

SERIAL NO. L-247-48 TOTAL HOURS 0
SERIAL NO. L-269-48 TOTAL HOURS 0
SERIAL NO. _____ TOTAL HOURS _____
SERIAL NO. _____ TOTAL HOURS _____

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

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

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

a. ☐ OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
b. ☐ CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
c. ☒ CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
d. ☒ CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
e. ☒ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
f. ☒ CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO [redacted] remain in effect as long as the aircraft is maintained in accordance with Part 43 of the Civil Air Regulations. (DATE)
g. ☐ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE _____ (DATE)
BY _____ (NAME OF ISSUING REPRESENTATIVE) _____ (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

The aircraft described on the reverse has been inspected under the authority accorded certificated repair station No. _____ by CAR 52 and was found to be:
☐ AIRWORTHY
☐ UNAIRWORTHY
_____ (REPAIR STATION AUTHORIZED SIGNATURE) _____ (DATE)

6. CAA REPRESENTATIVE CERTIFICATION

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

DELEGATED REPRESENTATIVE Charles W. Smith CHARLES W. SMITH	DESIGNATION NO. DMIR # 2035	DATE OCTOBER 11, 1961	
AVIATION SAFETY AGENT'S SIGNATURE Dale A. Miller DALE A. MILLER	CAA DESIGNATION NO. SW-ENDO-41	DATE OCTOBER 17, 1961	☒ ACCEPTED ☐ REINSPECTED ☐ SPOT CHECKED

☐ ATTACHMENT

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3 - 11 - 87

FEDERAL AVIATION AGENCY

Form approved.
Budget Bureau No. 04-R060.

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	Aero Commander	500B	1116	N 6248X

2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
	Trans Air Corporation	P.O. Box 26188 New Orleans 26, La.

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	(As described in item 1 above)				XX
b. POWERPLANT		ALTERATION The data identified herein comp[illegible] with applicable airworthiness requirements and is approved only [illegible] the above described aircraf[illegible] subject to conformity inspection b[illegible] 18.11 (b).			
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER	11-29-61 Date	Frank K. Hodges FAA Inspector		

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Normal	4597.9	167.7	3152.1 ~~2252.1~~

5. CONFORMITY STATEMENT (Complete and check.)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO
Trans Air Corporation P.O. Box 26188 New Orleans 26, La.	☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☒ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	C.R.S. Limited Radio 2043

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

11-29-61 (Date repair and/or alteration completed) — Edw. D. Sinclair (Signature of authorized individual)

RECEIVED JAN 8 1962 FAA Maintenance Branch FLIGHT STANDARDS DIVISION

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

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

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

11-29-61 (Date of approval or rejection) — Edw. D. Sinclair Chief Inspector (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted DEC 27 1961 (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)

Reg. 2 FW
GSDO 16 (FAA designation number)

Elwood F. Hartlett (Signature Flight Standards Inspector)

A.C.D. FEB - 7 1962 SW 234 W

Form FAA-337 (4-62)

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3 - 11 - 87

INSTRUCTIONS

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

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

6. DESCRIPTION OF WORK ACCOMPLISHED.*

Installed Collins 51X3 Receiver, 2 ea., one ea. 17L8A Collins Transmitter, 2 ea. 344D2 Collins Instrumentation, Motorola 4086 Genio Indicator with 5534 Servo Amplifier in standard openings in instrument panel. Attachment with 632 screws and self-locking nuts. Installed Collins 618F-1A in opening in instrument panel with dzus fasteners.

Installed Motorola 5614C ADF Tuner & Case in opening in lower portion 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 nuts.
~~Installed Audio Amplifier in nose compartment aft of aft bulkhead. Attachment mounting of floorboard of aircraft with 832 machine screws.~~
Installed the following on existing radio rack. Rack capacity 112 lbs.

1 ea. 427B1 Collins Power Supply
1 ea. 427B1 Collins Power Supply
1 ea. 427B1 Collins Power Supply
1 ea. 5608C Motorola Marker Recr. & 5607F Motorola Glideslope and dual shockmount.

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

Installed Narco VBAC-1 antenna atop cabin. Attachment with 1032 machine screws & self-locking nuts.
Installed ARC A-15 antenna with A-17 coupler to Omni rods inside and atop vertical tail cone. Attachment with 1032 machine screws and micarta block.
Installed Dare marker antenna under aircraft. Attachment with 1032 machine screws and self locking nuts.

Interconnecting wiring from in trument panel units routed behind the right side upholstery through enlightening holes in the bulkheads. Micarta strips are used for support at intervals between the bulkheads.
Functional 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 screws.

*If additional space is needed attach additional sheets bearing aircraft nationality and registration marks, and date work completed.
Check block if additional sheets are attached. ☐

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

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 3 - 11 - 87

FAA Form 337 - Page 2

Aero Commander Model 500B Serial No. 1116 N6248X

TRANS AIR CORPORATION P.O. Box 26188
New Orleans 26, La.

Aircraft Weight:	4515.3	171.62	757790
ADF Tuner and Case	5.5	79.0	434
ADF Indicator and Servo Amp.	3.4	73.0	248
ADF Fixed Loop	1.3	166.4	216
2 ea. 51X3 Receiver	5.8	73.0	423
17L8 Transmitter	[illegible]	73.0	146
2 ea. 244D2 Omni	5.2	73.0	240
Eyebrow Panel	4.0	75.0	300
VSAC-1 Antenna	3.5	118.3	414
2 ea. 6" Speakers	2.0	99.3	199
A-15 Antenna	1.0	335.5	335
A-17 Antenna	1.0	335.5	335
427B1 Power Supply	6.5	231.0	1501
427B1 Power Supply	6.5	225.0	1462
427D1 Power Supply	7.3	225.0	1642
5608C Marker & 5607F Glideslope on dual mount	10.1	240.0	2424
KA-11 Audio Amplifier	1.0	53.3	53
Dare Marker Antenna	1.5	277.3	416
Wire	15.0	172.0	2580
	4597.9	167.7	77158

New E. W.: 4597.9
New E. W. C. G.: 167.7
New Useful Load: ~~2232.1~~ 2132.1

FAA Form 837 - Page 2

Aero Commander — Model 500B Serial No. 1116 — N6216X

TRANS AIR CORPORATION
P.O. Box 26168
New Orleans 26, La.

Aircraft Weight:	4515.3	171.62	775750
ADF Tuner and Case	5.5	79.0	434
ADF Indicator and Servo Amp.	4.4	75.0	240
ADF Fixed Loop	1.3	166.4	216
2 ea. 51X2 Receiver	8.8	75.0	660
1X1B Transmitter	[illegible]	73.0	146
2 ea. 2464L2 Omni	5.2	73.0	240
Eyebrow Fuel	6.0	75.0	300
VSAC-1 Antenna	3.5	118.3	414
2 ea. 5" Speakers	2.0	99.3	198
A-15 Antenna	1.0	335.5	335
A-17 Antenna	1.0	335.5	335
4278I Power Supply	5.5	221.0	1201
4278I Power Supply	6.5	225.0	1462
4278I Power Supply	7.3	225.0	1642
5048C Marker & 5007F Glideslope on dual mount	10.1	240.0	2424
CA-1 Audio Amplifier	1.0	53.3	53
Dare Marker Antenna	1.5	277.3	415
Wire	15.0	172.0	2580
	4597.9	167.7	771158

New B. W. : 4597.9
New E. W. C. G.: 167.7
New Useful Load: ~~2202.1~~
2102.1