US Department
of Transportation
Federal Aviation
Administration

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

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

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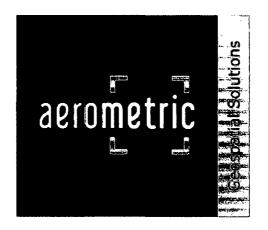
NOTICE

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

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iodification includes two viewports cut in ind the associated structural reinforcement oproved via STC SA1332SW and FAA Form ill substantiate the four equipment instal rcraft. Attached is FAA Form 8110-3 state ommander Camera Installations, drawing stress Report Shrike Commander Camera ated 11/25/12." System and installations ie installation drawings, condition and second in the structure of the structure of the second in the structure of the second in the structure of the structural reinforcement in the structure of the structural reinforcement in the structure of the structural reinforcement in the structure of the st	nt. The installation is possible. The installation is possible. 1986 Installations currently being ement of compliance, as AM-SC-1000, dated 1 installations Report All shall be inspected for	reviously 34. This report used in the "Shrike 11/25/12." And VI-SC-1000SR, conformity to
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	U.S. DEPARTMENT OF TRA		N		DATE			
STATEMENT OF COMPL	FEDERAL AVIATION ADM IANCE WITH THE FI		VIATION REGULATI	ONS	November 25, 2012			
	AIRCRAFT OR AIR	CRAFT CO	MPONENT IDENTIFICA	TION				
MAKE	MODEL NO.	TYPE (Airpla	nne, Radio, Helicopter, etc.)	NAME OF	APPLICANT			
Twin Commander	500-S		Airplane		Aerometric Inc			
		LIST OF						
IDENTIFICATION	<u> </u>		TITLE					
Drawings: AM-SC-1000, Rev - Dated 11/25/12	Strike Commande	Strike Commander Instls						
Reports: AM-SC-1000SR, Rev - Dated 11/25/12	Stress Report Strike Commander Camera Installations							
	NOTES: 1. This approval is for structural aspects only and is only for the engineering design data, not installation approval.							
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In support of a major APPLICABLE REQUIREMENTS (List of FAA CAR Part 3, Amendment Paragraphs 3.171, 3.172, 3.295, 3.296, 3.301, 3.	specific sections) ent 1 through 4 per To 3.173, 3.174, 3.18	CDS 6A1 R 1, 3.182, 3	ev. 46,	3.188, 3.	291, 3.292, 3.293, 3.294,			
CERTIFICATION - Under author of appointment under Part 183 have been examined in accorda Federal Aviation Regulations.	of the Federal Aviation	Regulations,	, data listed above and o	attached	sheets numbered <u>none</u>			
I (We) Therefore	mmend approval of the ove these data	se data						
SIGNATURE(S) OF DESIGNATED	ENGINEERING REPRESENT	TATIVE(S)	DESIGNATION NUMBER(S)	CLASSIFICATION(S)			
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John X.	Schober Jr.		_					

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AM-SC-1000SR

Stress Report Shrike Commander Camera Installations

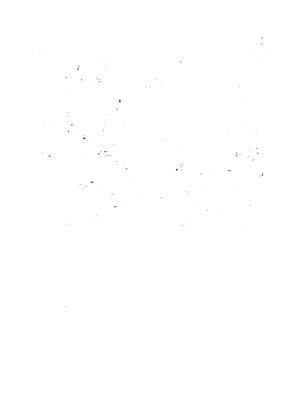
Rev - Date: 11/25/12

Prepared By:

John X. Schober Jr

Structural DER

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RMK TOP Camera Installation

-15 Forward Equipment Rack

-15 Forward Equipment Rack

TAS Camera Installation

DMC Camera Installation

AM-PN-1000-11, DMC Install With RMK TOP

AM-PN-1000-13, RMK TOP Install With Partial DMC

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2 Scope

This report will analyze various camera and equipment installations into a Shrike Commander aircraft. The aircraft is a Rockwell International model 500S, serial number 3255. The aircraft has an existing modification for camera installations. The modification includes two viewports cut into the lower portion of the fuselage and the associated structural reinforcement. The installation of the camera holes are previously approved via a STC.

This report will substantiate the seven equipment installation combinations currently being used on the aircraft. There are four different systems. Each system will be examined independently.

3 References

MMPDS, Metallic Materials Properties Development and Standardization Rourks Equations for Stress and Strain 7th edition TCDS 6A1 Twin Commander Model 500S CAR3, CFR23

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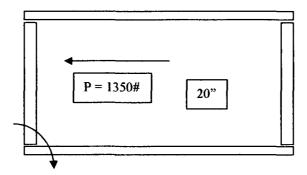
4 Structural Substantiation AM-SC-1000, Shrike Commander Camera Installations

4.1 -15 Forward Equipment Rack

The forward equipment rack is a 4130 steel weldment. It is made up of 1.0" x 0.125" tube. The weldment is attached to the existing seat tracks with angles that clamp onto the seat tracks at four locations. The angles are attached to the rack with two AN4 bolts each. The equipment rack is used for various installations. Therefore a conservative analysis will use a total weight of 150 lbs.

Check weldment

The total loading of 150 lbs will be critical for the 9G forward loading. The load will be reacted at the welds as a moment. Assume that the load is applied to the rack at ³/₄ of the height of the rack.



Free Body Diagram; Forward Equipment Rack

$$P = 100 \# (9G) = 1350 \text{ lbs}$$

$$H = 25$$
" $(3/4) = 20$ in

The moment is reacted by all four of the legs of the rack

$$M = PH = 1350 \# (20)^{\circ}/4 = 6750 \text{ in-lb}$$

Applied stress = Mc/I

$$C = 1.0^{\circ}/2 = 0.5 \text{ in}$$

 $I = (1/12)(1.^4 - (1.-2(0.125))^4) = 0.057$

Applied Stress =
$$6750(0.5)/0.057 = 11,842 \text{ psi}$$

Conservatively assume the allowable Ftu is for annealed 4130, since the welding is after heat treatment.

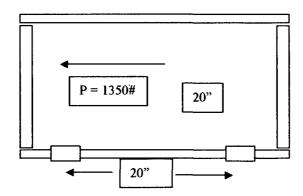
$$Ftu = 95 \text{ ksi}$$
 MMPDS

$$MS = 95,000 / 11,589 - 1 = +High$$

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Check Attachment Angles

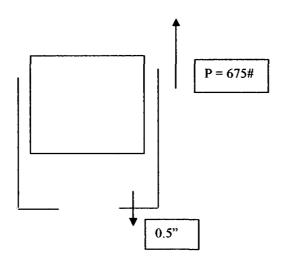
The rack is attached at four locations with angles that clamp onto the existing seat tracks. Each of the angles are attached with two AN4 fasteners. The angles are 0.10" 4130. The angles will react the load in bending. The load applied to the angle is derived from a moment/couple. The angles are 3.0" long.



Free Body Diagram; Equipment Rack With Angles

Each location has two angles

$$P = 1350 \# (20")/(20")(2) = 675 \text{ lbs}$$



Free Body Diagram; Seat Track Angles

$$M = 675\#(0.5") = 338 \text{ in-lb}$$

 $C = 0.10"/2 = 0.05"$
 $I = (1/12)(bh^3) = 3.0(0.10^3)/12 = 0.00025$
 $Mc/I = 338(0.05)/0.00025 = 67,500 \text{ psi}$
 $Ftu = 95 \text{ ksi}$ MMPDS

$$MS = 95/68 - 1 = +0.41$$

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Aerometric Navajo Outline

Check Fasteners

Each location has two AN4 fasteners. The fasteners will react the loading in shear.

$$P = 1350\# (20")/(20")(2) = 675 lbs$$

Pallow = 3,680 lbs

AN4 specification sheet

$$MS = 3680/675 - 1 = High$$

Therefore this engineering is acceptable.

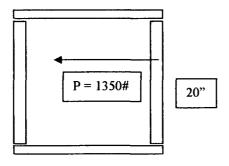
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4.2 -17 Aft Baggage Equipment Rack

The Aft Baggage equipment rack is a 6061T6 aluminum weldment. It is made up of 1.5" x 0.125" angles and plates. The rack is attached to the existing baggage floor with 25 0.3125 diameter screws. The equipment rack is used for various installations. Therefore a conservative analysis will use a total weight of 150 lbs:

Check attachment to the fuselage

The total loading of 150 lbs will be critical for the 9G forward loading. The load will be reacted evenly in shear by all fasteners. The kick load will be reacted by the forward and aft fasteners as a moment/couple. The aft 10 fasteners are critical for shear and tension. Assume the center of gravity is 20". The depth of the rack is 24"...



Free Body Diagram; aft baggage Equipment Rack

$$P = 100 \# (9G) = 1350 \text{ lbs}$$

H = 20" in

Applied load

Shear = 1350 # / 25 fast = 54 lbs

Tension = 1350 # (20"/24" * 10 fast) = 112.5 lbs

Allowable load

Shear = 2700 lbs

Tension = 3600 lbs

MS = High

4.3 AM-SC-1000-01, Optec Gemini LiDAR Installation

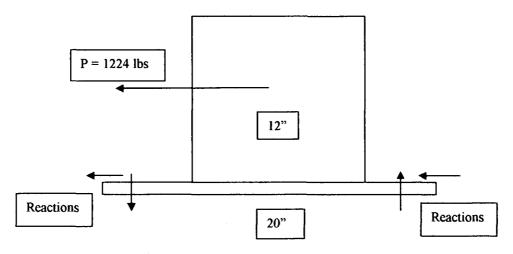
This engineering installs the camera and support equipment for an Optec Gemini LiDAR system. The installation consists of the -11 Forward Equipment Rack, LiDAR camera, and control box.

4.3.1 LiDAR Camera Installation

The LiDAR Camera and its assembly are installed with four AN5 fasteners. The total weight of the unit is 136 lbs. The bolts will react the forward loading in shear split between the four attachments. The kick load will be reacted as a moment/couple. The aft attachments will be critical for shear and tension.

$$P = 136\#(9G) = 1224 lbs$$

Height of the center of gravity is assumed to be 12 in



Free Body Diagram; LiDAR Camera Installation

Applied loading

Pshear = 136#(9G)/4 fast = 306 lbs

Ptension = 136#(9G)(12")/(20"*2fast) = 367 lbs

Allowable Loading

Pshear = 6,500 lbs

Ptension = 5,750 lbs

MS = High

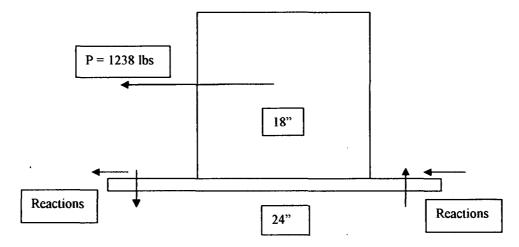
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4.3.2 LiDAR Control Box Installation

The LiDAR Control Box and its assembly is installed with four AN4 fasteners. The total weight of the unit is 137.5 lbs. The bolts will react the forward loading in shear split between the four attachments. The kick load will be reacted as a moment/couple. The aft attachments will be critical for shear and tension.

$$P = 137.5 \# (9G) = 1238 \text{ lbs}$$

Height of the center of gravity is assumed to be 18 in



Free Body Diagram; LiDAR Camera Installation

Applied loading

Pshear = 137.5#(9G)/4 fast = 309 lbs

Ptension = 137.5#(9G)(18")/(24"*2fast) = 929 lbs

Allowable Loading

Pshear = 3,680 lbs

Ptension = 4,800 lbs

$$MS = \frac{1}{\sqrt{R_{shear}^2 + R_{tension}^2}} - 1 = \frac{1}{\sqrt{\left(\frac{309lbs}{3680lbs}\right)^2 + \left(\frac{929lbs}{4800lbs}\right)^2}} - 1 = +3.739$$

Therefore this engineering is acceptable.

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4.4 AM-PN-1000-03, RMK Top 15 Film Camera Installation

This engineering installs the camera and support equipment for an RMK Top 15 Film Camera system. The installation consists of the -11 Forward Equipment Rack, camera, and -13 Aft Equipment Rack.

4.4.1 -15 Forward Equipment Rack

The forward equipment rack is acceptable per the analysis above. This installation carries a total weight of 69 lbs and the analysis above uses a total weight of 150 lbs.

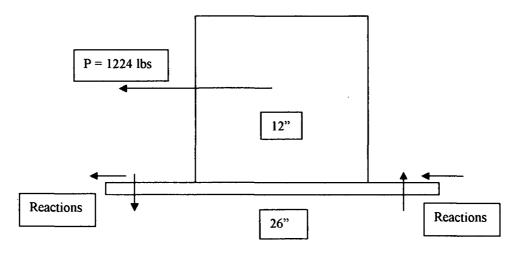
$$MS = 150/60 - 1 = +1.5$$

4.4.2 RMK Top 15 Film Camera Installation

The RMK Camera and its assembly are installed with four AN5 fasteners. The total weight of the unit is 48 lbs. The bolts will react the forward loading in shear split between the four attachments. The kick load will be reacted as a moment/couple. The aft attachments will be critical for shear and tension.

$$P = 136\#(9G) = 1224 lbs$$

Height of the center of gravity is assumed to be 12 in



Free Body Diagram; LiDAR Camera Installation

Applied loading

Pshear = 136#(9G)/4 fast = 306 lbs

Ptension = 136#(9G)(12")/(26"*2fast) = 282 lbs

Allowable Loading

Pshear = 6,500 lbs

Ptension = 5,750 lbs

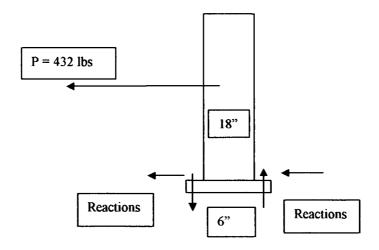
MS = High

 $((x,y)^{-1})^{-1} = (x,y)^{-1} \cdot (x,y)^{-1$

4.4.3 T-NT Scope Installation

The T-NT Scope is attached to the existing fastener locations with four AN4 bolts each. The equipment weighs a total of 48 lbs and is 36 inches tall. The inertial loading is critical 9G forward loading. The fasteners will equally react the shear loading. The kick load will be reacted as a moment / couple. The aft fasteners will be critical for shear and tension.

$$P = 48\#(9G) = 432 lbs$$



Freebody diagram T-NT Scope

Applied loading

Pshear = 48#(9G)/4 fast = 108 lbs

Ptension = 48#(9G)(18")/(6"*2fast) = 648 lbs

Allowable Loading

Pshear = 3,680 lbs

Ptension = 4,800 lbs

$$MS = \frac{1}{\sqrt{R_{shear}^2 + R_{tension}^2}} - 1 = \frac{1}{\sqrt{\left(\frac{108lbs}{3680lbs}\right)^2 + \left(\frac{648lbs}{4800lbs}\right)^2}} - 1 = +6.24$$

Therefore this engineering is acceptable.

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4.5 AM-PN-1000-05, DMC Digital Mapping Camera Z/I Installation

This engineering installs the camera and support equipment for an DMC Digital Mapping Camera system. The installation consists of the -11 Forward Equipment Rack, camera, and -13 Aft Equipment Rack.

4.5.1 -15 Forward Equipment Rack

The forward equipment rack is acceptable per the analysis above. This installation carries a total weight of 80 lbs and the analysis uses a total weight of 150 lbs.

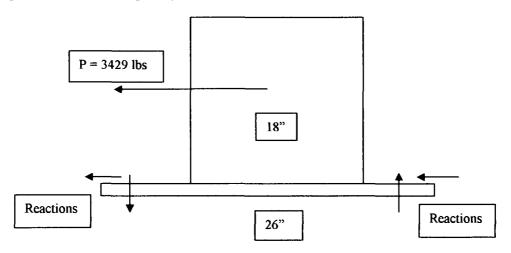
$$MS = 150/80 - 1 = +0.88$$

4.5.2 DMC Digital Mapping Camera Installation

The DMC Camera and its assembly are installed with four AN5 fasteners. The total weight of the unit is 381 lbs. The bolts will react the forward loading in shear split between the four attachments. The kick load will be reacted as a moment/couple. The aft attachments will be critical for shear and tension.

$$P = 381 \# (9G) = 3429 \text{ lbs}$$

Height of the center of gravity is assumed to be 18 in



Free Body Diagram; LiDAR Camera Installation

Applied loading

Pshear = 381#(9G)/4 fast = 857 lbs

Ptension = 381#(9G)(18")/(26"*2fast) = 1187 lbs

Allowable Loading

Pshear = 6,500 lbs

Ptension = 5,750 lbs

$$MS = \frac{1}{\sqrt{R_{Shear}^2 + R_{Tension}^2}} - 1 = \frac{1}{\sqrt{\left(\frac{857lbs}{6500lbs}\right)^2 + \left(\frac{1187lbs}{5750lbs}\right)^2}} - 1 = +3.082$$

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4.6 AM-PN-1000-07, Gemini LiDAR Install With Partial RMK Top Film Camera

This engineering installs the camera and support equipment for an Optec Gemini LiDAR system and a RMK Top Film Camera. The installation consists of the -11 Forward Equipment Rack, LiDAR camera, TAS Camera and baggage compartment equipment rack.

4.6.1 -15 Forward Equipment Rack

The forward equipment rack is acceptable per the analysis above. This installation carries a total weight of 50 lbs and the analysis uses a total weight of 150 lbs.

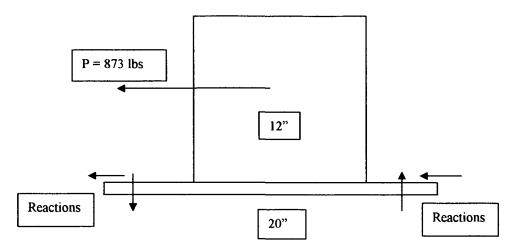
$$MS = 150/50 - 1 = +2.0$$

4.6.2 LiDAR Camera Installation

The LiDAR Camera and its assembly are installed with four AN5 fasteners. The total weight of the unit is 97 lbs. The bolts will react the forward loading in shear split between the four attachments. The kick load will be reacted as a moment/couple. The aft attachments will be critical for shear and tension.

$$P = 97\#(9G) = 873 \text{ lbs}$$

Height of the center of gravity is assumed to be 12 in



Free Body Diagram; LiDAR Camera Installation

Applied loading

Pshear = 97#(9G)/4 fast = 218 lbs

Ptension = 97#(9G)(12")/(20"*2fast) = 262 lbs

Allowable Loading

Pshear = 6,500 lbs

Ptension = 5.750 lbs

MS = High

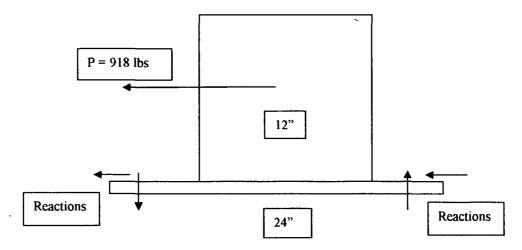
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4.6.3 RMK Camera Installation

The RMK Camera and its assembly is installed with four AN4 fasteners. The total weight of the unit is 102 lbs. The bolts will react the forward loading in shear split between the four attachments. The kick load will be reacted as a moment/couple. The aft attachments will be critical for shear and tension.

$$P = 102\#(9G) = 918 \text{ lbs}$$

Height of the center of gravity is assumed to be 18 in



Free Body Diagram; LiDAR Camera Installation

Applied loading

Pshear = 102#(9G)/4 fast = 230 lbs

Ptension = 102#(9G)(12")/(24"*2fast) = 230 lbs

Allowable Loading

Pshear = 3,680 lbs

Ptension = 4,800 lbs

MS = +High

Therefore this engineering is acceptable.

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4.7 AM-PN-1000-09, RMK TOP Install With Partial Gemini LiDAR

This engineering installs the camera and support equipment for an Optec Gemini LiDAR system. The installation consists of the -11 Forward Equipment Rack, LiDAR camera, and control box.

4.7.1 -15 Forward Equipment Rack

The forward equipment rack is acceptable per the analysis above. This installation carries a total weight of 51 lbs and the analysis uses a total weight of 100 lbs.

$$MS = 100/51 - 1 = +0.96$$

4.7.2 LiDAR Camera Installation

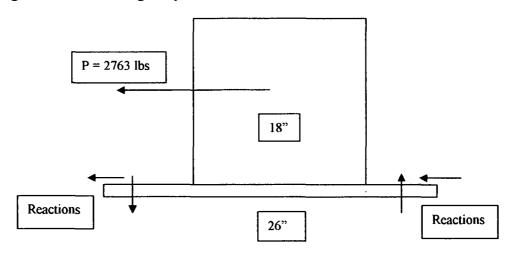
The LiDAR Camera and its assembly are installed with four AN5 fasteners. The total weight of the unit is 97 lbs. The installation is the same as within the -07 installation above.

4.7.3 RMK TOP Camera Installation

The RMK (TAS) Camera and its assembly are installed with four AN5 fasteners. The total weight of the unit is 307 lbs. The bolts will react the forward loading in shear split between the four attachments. The kick load will be reacted as a moment/couple. The aft attachments will be critical for shear and tension.

$$P = 307#(9G) = 2763 lbs$$

Height of the center of gravity is assumed to be 18 in



Free Body Diagram; LiDAR Camera Installation

Applied loading

Pshear = 307#(9G)/4 fast = 691 lbs

Ptension = 307#(9G)(18")/(26"*2fast) = 956 lbs

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Aerometric Navajo Outline

Allowable Loading Pshear = 6,500 lbs Ptension = 5,750 lbs

$$MS = \frac{1}{\sqrt{R_{Shear}^2 + R_{Tension}^2}} - 1 = \frac{1}{\sqrt{\left(\frac{691lbs}{6500lbs}\right)^2 + \left(\frac{956lbs}{5750lbs}\right)^2}} - 1 = +3.082$$

4.8 AM-PN-1000-11, DMC Install With RMK TOP

This engineering installs the camera and support equipment for an DMC system and a RMK Top Film Camera. The installation consists of the -11 Forward Equipment Rack, DMC camera, TAS Camera and baggage compartment equipment rack.

4.8.1 -15 Forward Equipment Rack

The forward equipment rack is acceptable per the analysis above. This installation carries a total weight of 80 lbs and the analysis uses a total weight of 150 lbs.

$$MS = 150/80 - 1 = +0.96$$

4.8.2 TAS Camera Installation

The TAS Camera and its assembly are installed with four AN5 fasteners. The total weight of the unit is 97 lbs. The installation is the same as within the -09 installation above.

4.8.3 DMC Camera Installation

The RMK (TAS) Camera and its assembly are installed with four AN5 fasteners. The total weight of the unit is 307 lbs. The installation is the same as the -05 installation above.

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4.9 AM-PN-1000-13, RMK TOP Install With Partial DMC

This engineering installs the camera and support equipment for an DMC system and a RMK Top Film Camera. The installation consists of the -11 Forward Equipment Rack, DMC camera, TAS Camera and baggage compartment equipment rack.

4.9.1 -15 Forward Equipment Rack

The forward equipment rack is acceptable per the analysis above. This installation carries a total weight of 80 lbs and the analysis uses a total weight of 150 lbs.

$$MS = 150/80 - 1 = +0.96$$

4.9.2 TAS Camera Installation

The TAS Camera and its assembly are installed with four AN5 fasteners. The total weight of the unit is 97 lbs. The installation is the same as within the -09 installation above.

4.9.3 DMC Camera Installation

The RMK (TAS) Camera and its assembly are installed with four AN5 fasteners. The total weight of the unit is 307 lbs. The installation is the same as the -05 installation above.

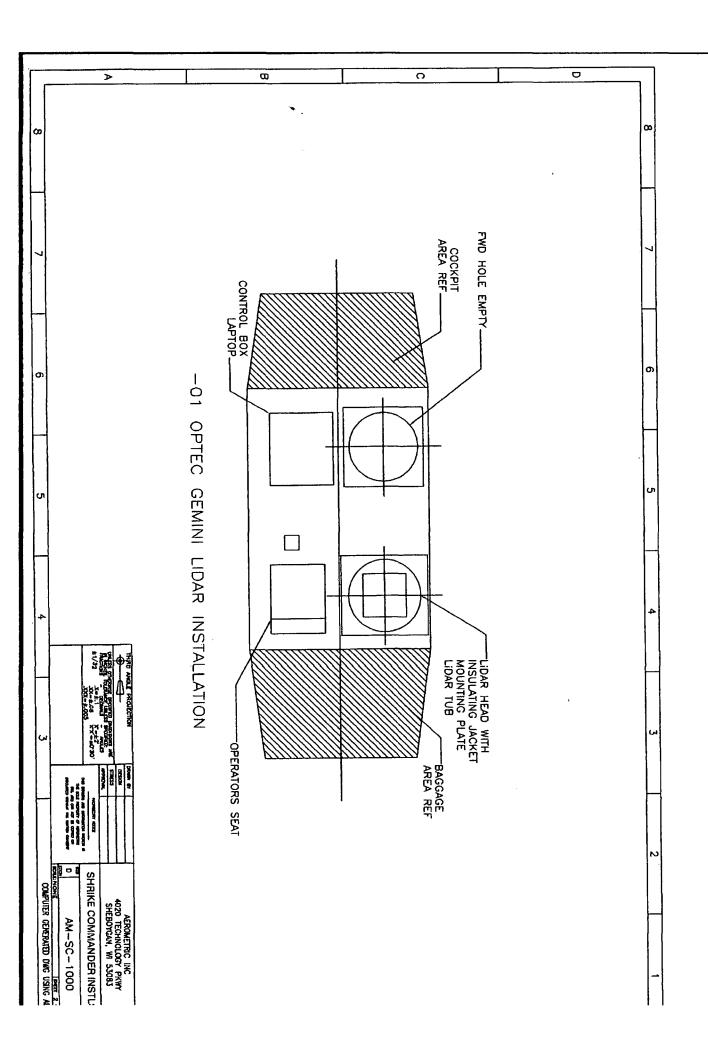
5 Conclusion

This engineering is acceptable for all loading applications. The designs comply with the appropriate design, construction and structural strength requirements imposed by the aircraft's certification basis.

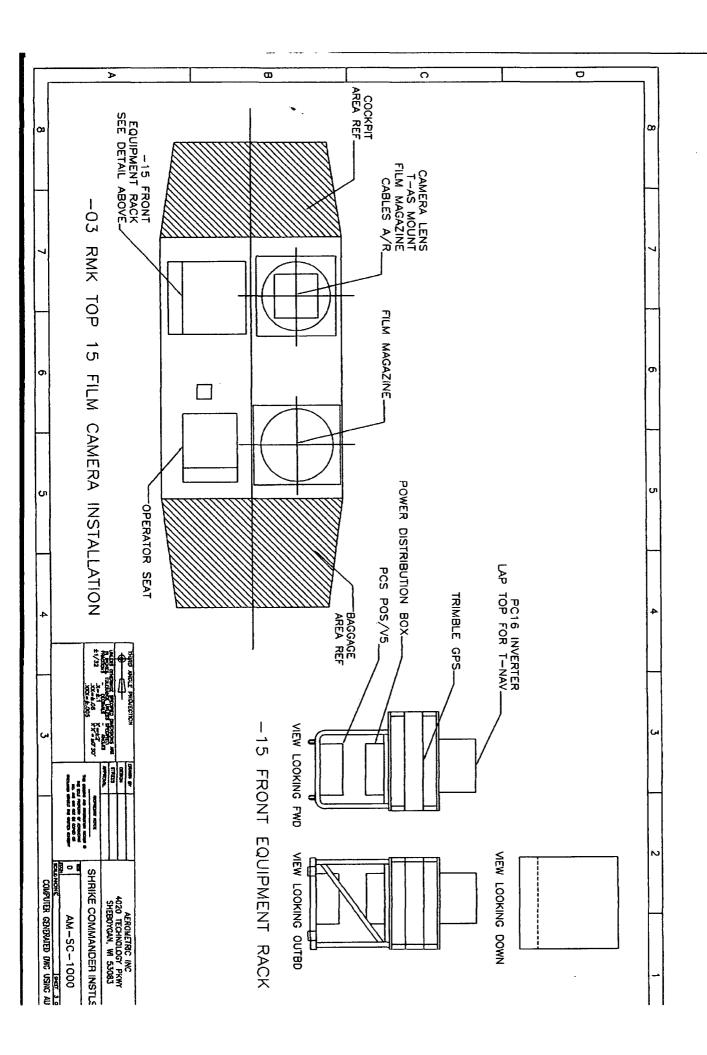
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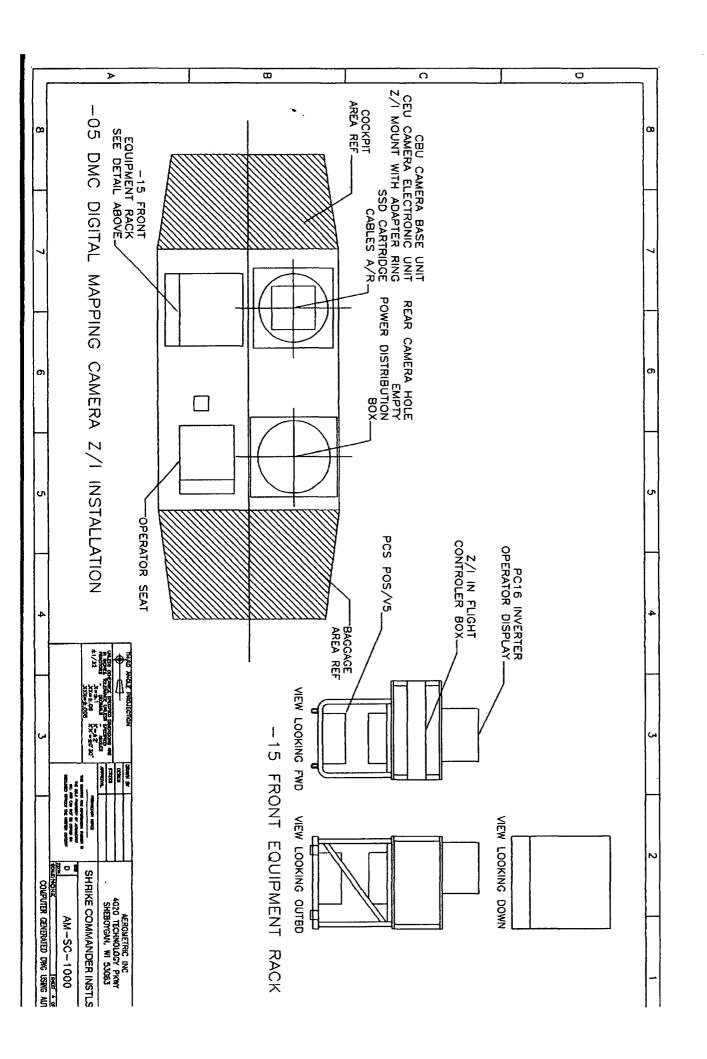
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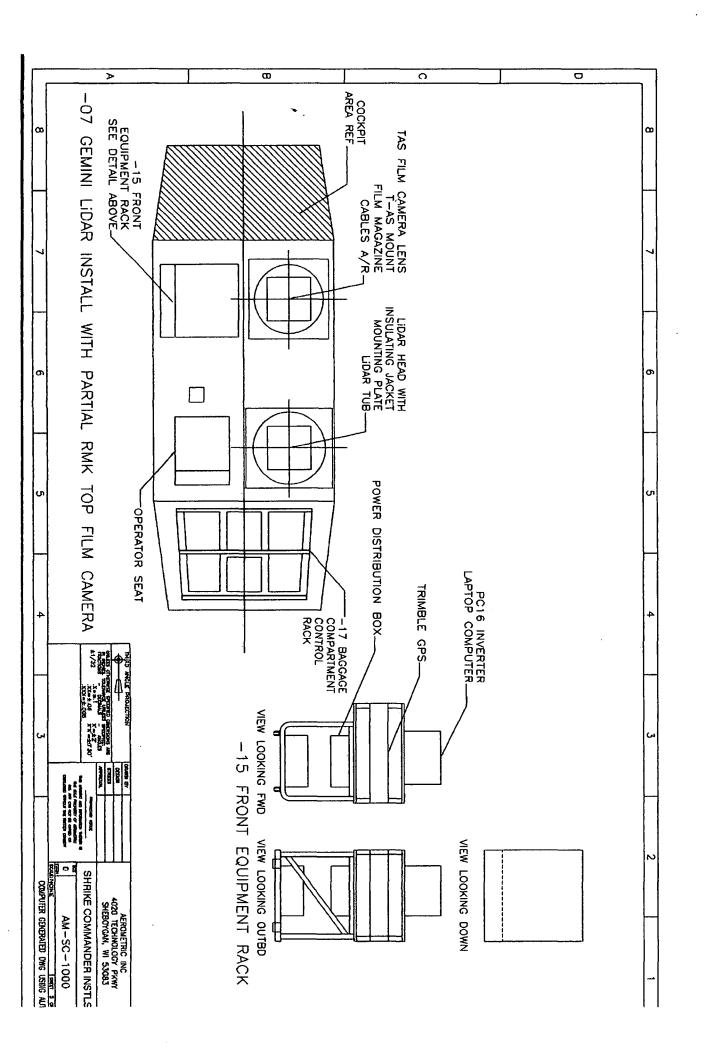


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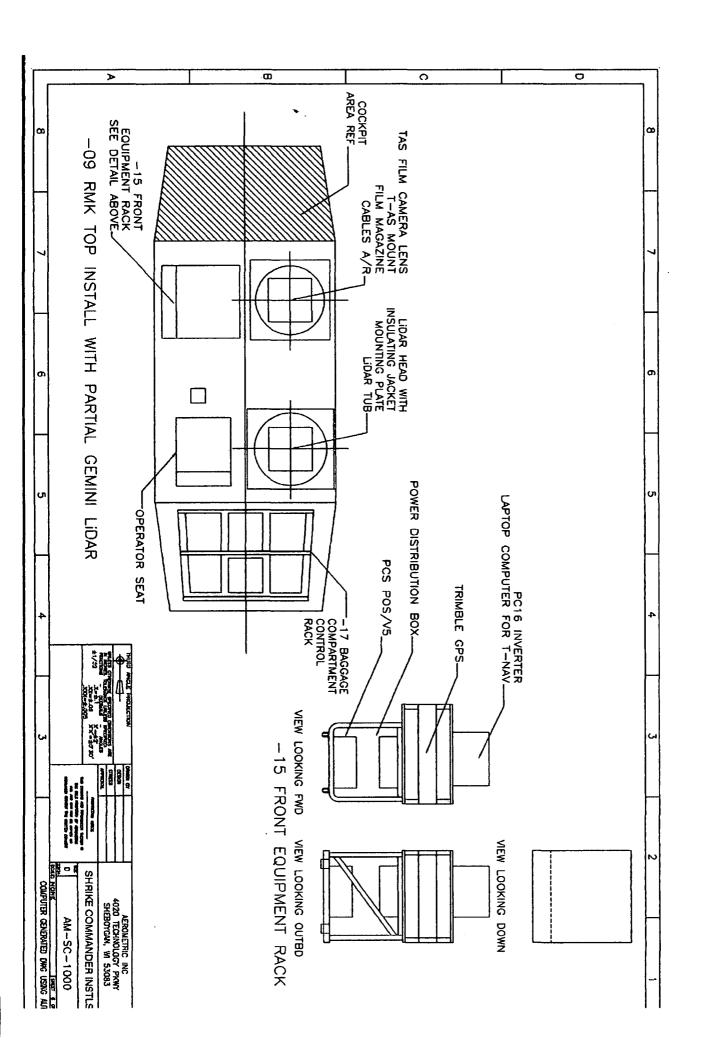


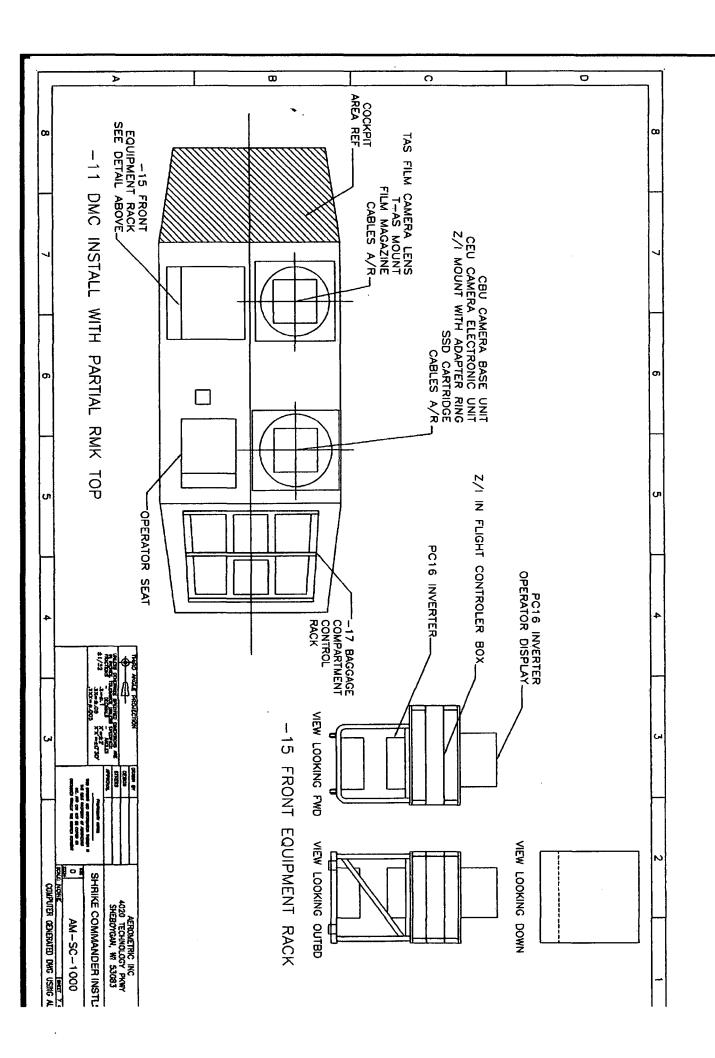


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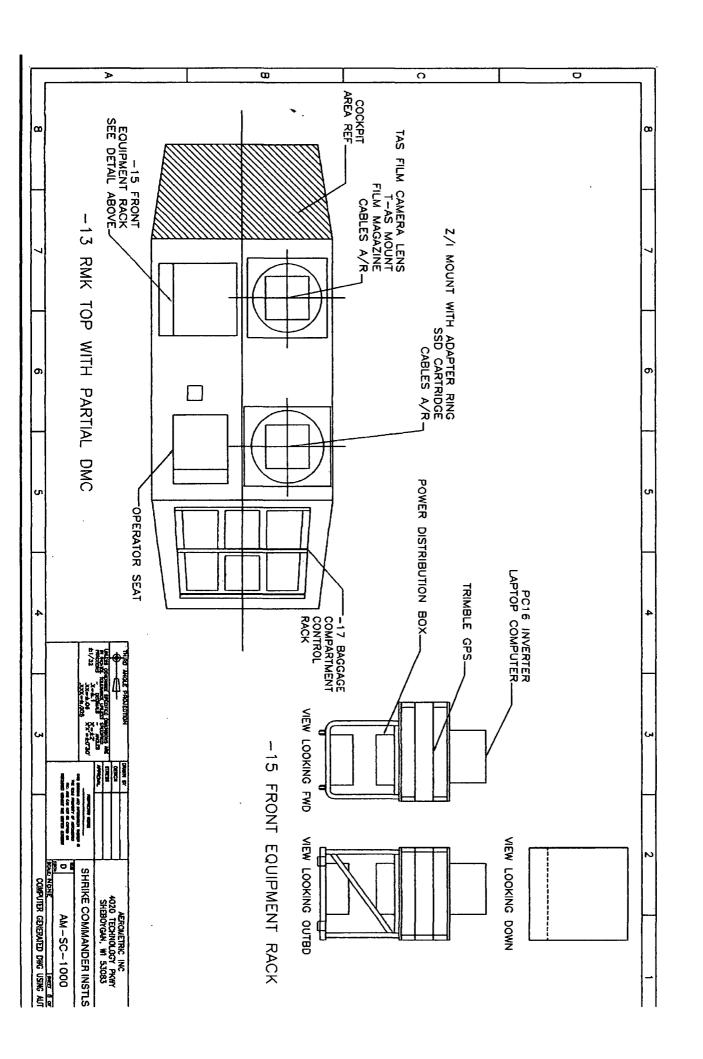


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(3)
U.S. Department

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

\			MA	AJOR REPAIR AN	D	Α	LTERA	TION		11/30/20				
U.S. Departmer of Transportatio		(/		ame, Powerplant, P							F	For FAA Use Only		
Federal Aviation	วก	,					,	, , , , , , , , , , , , , , , , , , , ,						
INSTRUCT instructions each such v	and dispos	ition of th	nis fo	ntries. See Title CFR 43 rm. This report is require 1(a)).	.9, I ed t	Pa oy	rt 43 Apper law (49 U.S	ndix B, and 5.C. 44701)	AC 43. Failu	9-1 (or sul re to repor	osequ t can i	ent revision thereof) for result in a civil penalty for		
1. Aircraf		ility and Re /IB	egistra	tion Mark				Serial No 3255						
	Make Rockw	vell Intern	ation	al		Model 500-S						Series		
2. Owne		As shown Metric Inc	_	gistration certificate)	Address (As show Address 4020 Te				4020 T	echnology P				
						City Sheboys Zip 53083-6								
				3. F	or F	- A	A Use Only							
*··				A Comment of the Comm			· · · · · · · · · · · · · · · · · · ·							
4. T	уре			5. U	nit I	lde	entification							
Repair	Alteration	Ur	nit	Make	e				Mode			Serial No.		
	X	AIRFRA	RFRAME					(As descrit	oed in i	tem 1 abo	ve)			
·		POWER	RPLAN	NT	1			,						
		PROPE	LLER			<i>***</i>								
		APPLIA	NCE	Type Manufacturer										
		I		6. Ce	onfo	ori	mity Stater	nent						
A. Agency	's Name an	d Addres	 SS				B. Kind of							
Name Ke	evin A Warren-	The New	Firewa	all Forward			U.S. Certifica	ted Mechanic				Manufacturer		
Address 52	12 Cessna Dr	ive				1	Foreign Certif	icated Mecha	nic		C.	Certificate No.		
City <u>Lo</u>	veland			State CO	X		Certificated R	epair Station			F4\	NR655Y		
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hereto	have been	made in	acco	eration made to the unity rdance with the requirem rue and correct to the be	ient	ts o	of Part 43 o	f the U.S. F	and de ederal	scribed or Aviation F	n the r Regula	everse or attachments tions and that the		
Extended rang 14 CFR Part 4		S	gnati	ureDate of Authorized If	ndiv				K	evin A War	ren 3	3-4-2008		
			XAU				r Return T	o Service						
Pursu	uant to the a	authority of the F	giver edera	n persons specified below al Aviation Administration	w, th	ne nd	unit identifi	ed in item 5	was ir	spected in		manner prescribed by		
ву	FAA Fit. Sta Inspector			Manufacturer			Maintenan	ce Organiza		De		ppoved by Canadian ent of Transport		
Certificate or	FAA Designation N	<u> </u>	Х	Repair Station Signature/Date of Arith	oriz	ec	/	Authorization	on	Other (орсону	,		
F4WR655Y	-			Mar ///	Z.) P	ulle	Kevin A	Warren	3-4-200	3			
						_								

8. Description of Work Accomplished (If more space is required, attach addition	onal sheets. Identify with aircraft nationality and i	registration mark and date work completed.)
	N280MB	3-4-2008
	Nationality and Registration Mark	Date
A/C Model: 500-S A/C S/N: 3255 Engine	e Model: TIO-540-J2B Engine S/N: RL-5989-61/	A, L-4825-61A
Firewall Forward Technologies, LLC Install revision per STC SA01435LA. This installa	ewall Forward Technologies, LLC modified camsh lation Instructions FFT-INI-001-AFR, revision -, d ation must be don concurrently with STC SE0143 is Instructions refer to document number FFT-CA	lated 02/06/03 or later FAA approved 36LA, which installs the modified camshaft
*********	**************************************	********
	Additional Sheets Are Attached	

. Uppe Certificate

. Vimber SA01435LA

. issued to Firewall Forward Technologies, LLC.
5212 Cessna Drive
Loveland. CO 80538

certifies that the change in the type design for the following produced by Analysis senditions therefore as specified beaven much the unrecordiness requirement of the Analysis of Transactions. See applicable Type Certificate Data Sheet (LCD)*

Criginal Treduct Type Sectificate Sumber: *

See

. Make: *

. Mee! Technologies, LLC Installation Instructions FFT-INI-001-AFR, revision -, dated 02/06/03 or later FAA approved revision. This installation must be done concurrently with STC SE01436LA, which installs the modified camshaft to the engine.

Limitations and Conditions. Compatibility of this design change with previously approved modifications must be determined by the installer. The installation should not be incorporated in any airplane unless it is determined that the interrelationship between this installation and any previously approved configuration will not introduce any adverse effect upon the airworthiness of the aircraft. The approval of this modification applies to the above noted airplane model series only. A copy of this STC must be included in the permanent records of the modified airplane. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

See continuation page 3.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrandered, suspended, recoked or a termination data is otherwise established by the Administrator of the Tederal Contien Administration

Late of application July 9, 1998

July resigned

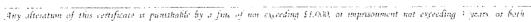
Sate of issuance: February 14, 2003

Late unworted .

(Signature)

Manager, Propulsion Branch

Los Angeles Aircraft Certification Office (Title)



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6
U.S. Departmen 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 f	AA Use Only

nstructions	and disposit violation (49 t	tion of this U.S.C. 463	form. 301(a))).	by	law (49 U.S	S.C. 44701). Failu	ure to report	can re	esult in a civil penalty for
1. Aircraft	Nationali	lity and Regist					Serial No. 3255			
	Make Rockwe	ell Internatio	nal				Model 500-S			Series
2. Owner		As shown on r Metric Inc.	registra	ntion certificate)	•		Address (As sho	Technology Pkv		
						_	· · ·	ooygan 3-6049 Cou	untry	State Wisconsin United States
				3. For	·FA	AA Use Only	У			
					_					
4. T	Гуре			5. Unit	t ld	lentification	1			
Repair	Alteration	Unit		Make			Mode	lel	\prod	Serial No.
		AIRFRAMI	E	· ·	_		(As described in	n item 1 abov	'e)	
	x	POWERPL	LANT	Lycoming	9		TĮO-54			L-4825-61A
		PROPELL	.ER		-					
		APPLIANC	CE	Type Manufacturer						
				6. Cor	nfo	ormity State	ment			
	y's Name an					B. Kind of				
	Glenn Trostel- T			ward	Τ	U.S. Certifica	ated Mechanic			Manufacturer
Address 52	212 Cessna Dr	rive				Foreign Cert	tificated Mechanic		C.	Certificate No.
City Lo	oveland.			State CO	X	Certificated	Repair Station		F4\	WR655Y
Zip 80	0538	Country	United	d States		Certificated	Maintenance Organiz	zation		
hereto	have been	made in ac hed herein	ccorda is true	ation made to the unit(s ance with the requireme and correct to the best	ents st of	s of Part 43 of f my knowled	of the U.S. Feder	described or ral Aviation R	the r	reverse or attachments ations and that the
Extended ran	nge fuel per			Date of Authorized Ind	divid	idual		Glenn Tros	stel 2	2-28-2008
		:				for Return				
Purs	suant to the a	authority gi	iven pe	ersons specified below, Aviation Administration	, the	ne unit identi	fied in item 5 was	REJECTE	ED	
BY	FAA FIt. Sta Inspector			Manufacturer			nce Organization	Pe De	erson A epartme	Appoved by Canadian nent of Transport
-	FAA Desig	gnee	X R	Repair Station	_	Inspection	n Authorization	Other (S	(Specify	
Certificate o	or Designation		1	Signature/Date of Autho	oriz		al			
F4WR655Y	,			Alm 3	2	roter	Glenn Tros	stel 2-28-200	28	

			N280MB					2-28-	2008
			Nationality Nationality			rk .		Date	
A/C Model: 500-S	A/C S/N: 3	255 Engine I	Model: TIO	-540-J2B	Engine S/	N: L-4825-	-61A		
evision G. dated	2/14/03 or la h modifies th	ter FAA appro le airplane ins	ved revisio	n per STC	SE01436L	A. This ir	nstallation	must be done co	VF-MDL-ST9721LA oncurrently with ST(t number FFT-CAI-
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United States Of America

Department of Transportation - Federal Abiation Administration

ST TO STATE OF THE Supplemental Type Certificate

Number SE01436LA

Firewall Forward Technologies, LLC. 5212 Cessna Drive Loveland, CO 80538

certifies that the change in the type design for the following product conditions therefor as specified become muchs the airworthiness requireme Federal Aviation Regulations.

Original Product Type Certificate Samber

Model . *

* See attached FAA Approved Model List (AML) for list of approved engine models and applicable T.C.D.S.

Description of Type Verign Change Installation of Firewall Forward Technologies, LLC modified camshaft in accordance with Master Drawing List FWF-MDL-ST9721LA-E, revision G, dated 2/14/03 or later FAA approved revision. This installation must be done concurrently with STC SA01435LA, which modifies the airplane installation.

Limitations and Conditions. Compatibility of this design change with previously approved modifications must be determined by the installer. The installation should not be incorporated in any engine unless it is determined that the interrelationship between this installation and any previously approved configuration will not introduce any adverse effect upon the airworthiness of the aircraft. The approval of this modification applies to the above noted engine model series only. A copy of this STC must be included in the permanent records of the modified engine. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

See continuation page 3.

This certificate and the supporting data which is the basis for approval shall remain in effect until succendered, suspended, reacked or a termination date is otherwise established by the . Administrator of the Tederal Aciation Administration.

Late of application July 9, 1998

Late reissued

Sute of issuance : February 14, 2003

Late amended

(Signature) Manager, Propulsion Branch

Los Angeles Aircraft Certification Office

(Title)

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

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orm Approved	Electronic Tracking	Numbe
MB No.2120-0020		
1/20/2007		

			M	IAJOR REPAIR AN	1D	ALTERA	TION	11/30/20			
U.S. Departm of Transporta	ation	(frame, Powerplant, P					For FAA Use	Only	
Federal Avia Administration	ion	- <u> </u>									
mstruction	h violation (49	9 U.S.C.	4630		.9, P ed b	Part 43 Apper by law (49 U.)	ndix B, and AC 43. S.C. 44701). Failu	.9-1 (or sultine to report	bsequent revision rt can result in a c	thereof) for ivil penalty for	
1. Aircra	Nationa	ality and R		tration Mark			Serial No. 3255				
	Make Rockw	vell Intern	natior	nal			Model 500-S		Series		
2. Own		(As shown Metric Inc		egistration certificate)			Address (As show Address 4020 Te City Sheboy Zip 53083-6	Fechnology Pl ygan	gan State Wisconsin		
			-	3. Fc	or F	AA Use Only	у				
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		<u></u>		Manufacturer							
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	cy's Name and Glenn Trostel- Th			II Enguard	\bot	B. Kind of A		· ·			
	5212 Cessna Driv		61.2	Forward	-	U.S. Certificat			Manufact		
-	oveland			State CO	 		ficated Mechanic		C. Certificate I	No.	
	0538	Country		United States	X	Certificated Re	lepair Station Iaintenance Organization	-	F4WR655Y		
inform	nave been nation furnishe	made in a ed hereir	accoi in is tr	Iteration made to the unit(s ordance with the requireme true and correct to the bes	ents st of i	lentified in ite s of Part 43 of my knowledg	em 5 above and des	scribed on	the reverse or at egulations and th	tachments at the	
Extended rand 14 CFR Part		Sir	gnati	ture/Date of Authorized Inc	Jivid	lual		Glenn Tros	stel 2-28-2008		
			<u></u>	7. Approv	val f	or Return To	***************************************	Jenii IIOs	(6) 2-20-2000		
Purs the /	Administrator	of the Fe	giver eder	n persons specified below, ral Aviation Administration	the	e unit identifie	ed in item 5 was ins	spected in		cribed by	
ву	FAA Fit. Stan Inspector			Manufacturer			ce Organization	Per	rson Appoved by Can partment of Transport		
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-4WR655Y				Shim	<u>/</u>	ustil	Glenn Trostel	2-28-200	8		

		N280MB		2-28-200	08
		Nationality and Registration Mar	k	Date	
		Model: TIO-540-J2B Engine S/N			
vision G, dated 2/1 \01435LA, which r	4/03 or later FAA appr	es, LLC modified camshaft in acco oved revision per STC SE01436L stallation. For Continued Airworth	 I his installation n 	nust be done conc	currently with 51C
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United States Of America

Department of Transportation - Rederal Abiation Administration

upplemental Type Certificate ==

Number SE01436LA

Firewall Forward Technologies, LLC. 5212 Cessna Drive Loveland, CO 80538

certifies that the change in the type design for the following product with conditions therefor as specified become muchs the airworthiness requirements Friteral Ariation Regulations.

Original Product Type Certificate Number

. Hordel: *

* See attached FAA Approved Model List (AMI) for list of approved engine models and applicable T.C.D.S.

Description of Type Design Change Installation of Firewall Forward Technologies, LLC modified camshaft in accordance with Master Drawing List FWF-MDL-ST9721LA-E, revision G, dated 2/14/03 or later FAA approved revision. This installation must be done concurrently with STC SA01435LA, which modifies the airplane installation.

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See continuation page 3.

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.

Late of application July 9, 1998

Qute of issuance: February 14, 2003

(Signature)

Manager, Propulsion Branch Los Angeles Aircraft Certification Office

Clitter

Any alteration of this certificate is punishable by a fine of not executing 51,000, or imprisonment not expecting 3 years, or both

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

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

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification

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and o	disposition	of this form. Th	nis rej	ntries, See FAR 43 port is required by Federal Aviation A	law (49	U.S	S.C. 1	endix B, and I421). Failu	FAC 43:9-1 re to report	(or subsequent re an result in a civil	evision the I penalty r	ereof) for instrunct to exceed (uctions \$1,000.00
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				3. Fo	FAA l	Jse (Only	· · · · · · · · · · · · · · · · · · ·	l					
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244	1 Aviatio	onics, Inc. on Drive WI 53188				U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer					NC	NC5D062N		
ha	ive been r	nade in accorda	nce w	ration made to the rith the requirement ct to the best of my	ts of P	art 4	ntified	l in item 4 a						reto
Date	6/3	0/2005	. •			Sigi	natu	re of Author	ized Individi	y2	P-//) 1	_	
					7. /	Appr	roval	For Return	To Servic	;e		-	<u></u>	
				sons specified belon Administration a	ow, the		iden		1 4 was insp	pec	cted in the mann	er prescri	bed by the	
3Y	1.	A FIt Standards ector		Manufacturer		Ins	pect	ion Authoriz	ation		Other (Specify	()		
		A Designee	x	Repair Station		Cai	nada	Approved back Airworthine	ess Group					
Date		al or Rejection		Certificate or Designation No. NC5D062N		Sig	gnatu	re of Author	rized Individ	lua (Love			

B. Description of Wo	ork Accomplished equired attach additional sheets. Identify with aircraft	nationality and registration mark and date work completed.)						
	NORTH AMERICAN							
A/C MODEL: A								
	49-3057							
REG. NO.:	N 5296V							
IFR Certification dated 06/30/200	05 (see attached copy).	eiver VFR installation previously approved on Form 337						
	30 Nav/Com/GPS is TSO'd under TSO# C12							
Garmin GA-56 C	GPS Antenna is TSO'd under TSO# C129 cl	e version 2.00 or later FAA approved revision. The GPS						
system has been	n ground tested and flight tested (06/30/200 Hartford (HEX) GPS/NDB RWY 11	5) at the following points with results as follows:						
1	Watertown (RYV) RWY. 29	Better than .10NM						
'	Waukesha (UES) GPS/VOR-A	Better than .10NM						
DOCUMENTAT	ION:							
AC43.13-1B	chapter 11, paragraphs 424, 429, 443, 45	50, 519						
A O 40 40 0A	chapter 15, paragraphs 750, 841, 842							
AC43.13-2A	chapter 2, paragraphs 21, 22, 23, 27 chapter 3, paragraphs 36, 38(b)							
AC20-138A								
The installation complies with the requirements of FAR's 23.1301, 23.1307(b), 23.1309(a)(1)&(2), 23.1321, 23.1322,								
23.1357, 23.136	35, 23.1367 and 23.1431.	installation manual P/N 190-00140-02 Rev. P, Dated May						
2005 (or later)	done in accordance with Carrier Sive 400	installation mandary in 100 00 in 02 inch. , 2 area in a						
, ,								
	INSTRUCTIONS FOR CONTINUED AIRWORTHINESS: 1) Introduction: GPS GNS-430 for the non-precision approach IFR approval							
Introduction: Description:	Same as above	ach irk approval						
3) Control, ope	erations information: See GNS-430 Pilot Gui	de P/N 190-00140-00 Rev. G, Dated May 2003 (or later)						
and FAA approv	ved Flight Manual Supplement dated June 3	0, 2005.						
4) Servicing inf	formation: N/A e information: N/A							
6) Troubleshooting information: N/A7) Removal and replacement information: Refer to above installation manual for specific instructions in removal and								
replacement.								
8) Diagrams: N/A								
9) Special inspection requirements: N/A 10) Application of Protective Treatments: N/A								
11) Data: N/A								
12) List of special tools: N/A								
13) For Commuter Category: N/A 14) Recommended overhaul periods: No additional overhaul limits								
15) Airworthiness limitation section: No additional airworthiness limits								
16) Revision: A letter will be submitted to the FSDO with a copy of the revised FAA Form 337 and a revised ICA. The								
FAA Inspector accepts the change by signing block 3 and including the following statement: "The attached revised/new instructions for Continued Airworthiness dated xx/xx/xxxx for the above aircraft superseding the								
instructions for Continued Airworthiness dated xx/xx/xxxx". Once the revision has been accepted, a maintenance								
record entry will	be made, identifying the revision, its locatio							
17) Assistance:	N/A	entered into the aircraft records in accordance with FAR						
43.9	non and record keeping. An entry has been	entered into the ancialt records in accordance with PAIX						
	END							
Additional Sheets are Attached								

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

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

Form Approved

OMB No. 2120-0020

For FAA Use Only

Office Identification

Administration	on	L		4	GLIS	<u> </u>	<i>/</i> / / / / / / / / / /		
and disposition	IS: Print or type all entries, See FAR 43 of this form. This report is required by riolation (Section 901 Federal Aviation A	law (49 U:S:C: 14 21).∽F	and AC 43.9- ailure to repor	1 (or subsequent re t can result in a civi	evision there I penalty no	eof) for instru t to exceed (uctions \$1,000.00		
	Make		Model			· · · · · · · · · · · · · · · · · · ·			
Aircraft	ROCKWELL INTL			00-S					
	Serial No.		National	ity and Registration	Mark				
	3255					N 280MB			
2. Owner	Name (As shown on registration cert Aero-Metric, Inc.	ificate)	4020 T	Address (As shown on registration certificate) 4020 Technology Parkway Sheboygan, WI 53083					
***************************************	3. Fo	r FAA Use Only							
IS APPROV PERSON A	A IDENTIFIED HEREIN COMPL VED FOR THE ABOVE DESCR AUTHORIZED IN FAR 43, SECT SIGNAT	IBED AIRCRAFT, S ION 43.7"		O CONFORMIT		CTION B			
•	4. Un	it Identification				5. Type			
Unit	Make	Model		Serial No	Serial No.		Alteration		
AIRFRAME	AME ~~~~~ (As described in Item 1 above) ~~~~~~ X								
POWERPLANT									
PROPELLER				<u>;</u>					
APPLIANCE	Туре								
AFFLIANCE	Manufacturer								
		6. Conformity S	Statement						
A. Agency's Na	ame and Address	B. Kind of Age	ncy	-	C. Certific	cate No.			
Skycom Avid 2441 Aviatio Waukesha,	n Drive	Foreign Ce X Certificated	U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer			- NC5D062N			
have been n	the repair and/or alteration made to the nade in accordance with the requirement trein is true and correct to the best of my	unit(s) identified in item its of Part 43 of the U.S.	4 above and o	described on the revion Requiations and	verse or atta	chments he formation	reto		
Date 6/2	9/2005	Signature of Aut	horiz ed/I ndivid	all					
		7. Approval For Re	urn To Servi	ce					
	he authority given persons specified bel of the Federal Aviation Administration a			spected in the mann	er prescribe	ed by the			

Inspection Authorization

Person Approved by Transport

Canada Airworthiness Group

Other (Specify)

BY

Manufacturer

Repair Station

Certificate or Designation No.

NC5D062N

FAA Flt Standards

FAA Designee

Inspector

Date of Approval or Rejection

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

,	(If more space is A/C MAKE:	Vork Accomplished required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.) ROCKWELL INTL 500-S 3255 N 280MB				
1	1-Shadin Comp 1-Shadin Comp 1-Shadin Comp The Shadin Co to Lycoming T1	HE FOLLOWING: pany 910532P Fuel Flow Indicator, (TSO'd C44A) installed at STA# 71.0 pany 680501B Left Fuel Flow Transducer installed at STA# 140.0 pany 680501B Right Fuel Flow Transducer installed at STA# 140.0 pany Fuel Flow Indicator was installed and tested in accordance with STC# SE445GL which applied 0-540-J2BD engines. This aircraft has a Lycoming T10-540-J2B engine which has an identical fuel fference in engines is magneto installation	es			
-	23.1357, 23.13	FION:	2,			
	1) Introduction 2) Description 3) Control, op 4) Servicing ir 5) Maintenanc 6) Troublesho 7) Removal ar replacement 8) Diagrams: 9) Special ins 10) Application	pection requirements: N/A of Protective Treatments: N/A				
12) List of special tools: N/A 13) For Commuter Category A/C: N/A 14) Recommended overhaul periods: No additional overhaul limits 15) Airworthiness limitation section: No additional airworthiness limits 16) Revision: A letter will be submitted to the FSDO with a copy of the revised FAA Form 337 and a revise FAA Inspector accepts the change by signing block 3 and including the following statement: "The attached revised/new instructions for Continued Airworthiness dated xx/xx/xxxx for the above aircraft superseding the instructions for Continued Airworthiness dated xx/xx/xxxx". Once the revision has been accepted, a maintage record entry will be made, identifying the revision, its location and date of the Form 337. 17) Assistance: N/A						
	18) Implementa 43.9	ation and record keeping: An entry has been entered into the aircraft records in accordance with FAF				

Additional Sheets are Attached

U.S. Department

MAJOR REPAIR AND ALTERATION

OMB No. 2120-0020

of Tra	nsporta	ition (A	irfra	ame, Power	plan	t,/P	rope	ller,	or Appl	iance)			FAA Use Or	nly	
	ral Aviat nistratio					U)	ال	JL	5 2005		0	ffice Identifi GL/3	ication	kλ	
and dis	position	of this form. Th	is rep	ntries, See FAR 43 port is required by Federal Aviation A	law (49	U.S.	Append C142	ix B, ar I)—Fail	id AC 43.9- ure.to_repor	1 (or subsec t can result in	quent ro n a civi	evision there I penalty no	eof) for instru t to exceed \$	actions 61,000.00	
1. Aircraft		Make ROCKWELL INTL							Model 500-S						
1. 7.10	, and	Serial No. 3255							Nationality and Registration Mark N 280MB						
2. Owi	ner	Name (As shown on registration certificate) Aero-Metric, Inc.					Address (As shown on registration certificate) 4020 Technology Parkway Sheboygan, WI 53083								
				3. Fo	r FAA I	Jse O	nly		l .						
IS AF	PPROV S ()N A	VED FOR TH AUTHORIZED	IE AI D IN	REIN COMPL BOVE DESCR FAR 43, SECT SIGNAT	IBED ION- URE	AIR(#3.7"	CRAF			O CONFO	RMIT		CTION BY		
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Unit			Mak	e			Мо	del		Se	erial No	o.	Repair	Alteration	
AIRFRA	ME		~ ~	.~~~~ (As de	scribe	d in Ite	m 1 abo	ove) ~~~	~~~~	~			Х	
POWER	RPLANT							_							
PROPE	LLER	·		4											
APPLIA	NCE	Туре													
		Manufacturer													
									tement						
A. Ager	ncy's Na	me and Addres	s -			B. 1	Kind of	Agenc	<u>/</u>	-		C. Certific	cate No.		
Skycom Avionics, Inc. 2441 Aviation Drive			U.S. Certificated Mechanic Foreign Certificated Mechanic				NC5D062N								
Waukesha, WI 53188			X Certificated Repair Station Manufacturer												
have	been n	nade in accorda	nce w	ation made to the ith the requirement to the best of m	ts of P	art 43	of the							reto	
Date	6/2	9/2005				Sign	ature o	f Autho	rized ridivi	lua//					
				. •	7. /	Appro	val Fo	r Retur	n To Servi	e :			,		
			-	sons specified bel	ow, the		dentifie		n 4 was ins		e mann	er prescribe	ed by the .		
	1	Fit Standards ector		Manufacturer		Insp	<u> </u>	Authori		Other (Specify	y)			
BY -	 	A Designee	х	Repair Station					oy Transpor ess Group	t					
Date of	Approva	at or Rejection		Certificate or Designation No.	-	Sign	nature o	f Autho	rized Individ	Jual		-			
	W/2	ピルピン		NC5D062N		l		/ _		•	-				

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

8. Description of Work Accomplished

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

A/C MAKE:

ROCKWELL INTL

A/C MODEL:

500-S

A/C S/N: REG. NO.: 3255 N 280MB

REMOVED THE FOLLOWING:

1-ARNAV 7000 Moving Map Display from STA# 71.0

1-ARNAV 452-0139 Loran Antenna from STA# 153.5

INSTALLED THE FOLLOWING:

1-Garmin GNS-430 Nav/Com/GPS, (TSO'd C129 class A1) installed at STA# 70.0

1-Garmin GA-56 GPS Antenna, (TSO'd C129 class A1) installed at STA# 153.5

The Garmin GNS-430 Nav/Com/GPS is coupled to the existing Century III Autopilot System and Bendix/King KI-525 HSI. Altitude information is provided via a Trans-Cal SSD-120 Encoder.

Installed placard "GPS FOR VFR USE ONLY" in full view of the pilot.

DOCUMENTATION:

AC43.13-1B chapter 11, paragraphs 424, 429, 443, 450, 519

chapter 15, paragraphs 750, 841, 842

AC43.13-2A chapter 2, paragraphs 21, 22, 23, 27

chapter 3, paragraphs 36, 38(b)

AC20-138A

The installation complies with the requirements of FAR's 23.1301, 23.1307(b), 23.1309(a)(1)&(2), 23.1321, 23.1322, 23.1357, 23.1365, 23.1367 and 23.1431.

Garmin GNS-430 installation manual P/N 190-00140-02 Rev. P, Dated May 2005 (or later)

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS:

- 1) Introduction: GPS GNS-430 installed as primary system
- 2) Description: Same as above
- 3) Control, operations information: See GNS-430 Pilot Guide P/N 190-00140-00 Rev. G, Dated April 2003 (or later)
- 4) Servicing information: N/A
- 5) Maintenance information: N/A
- 6) Troubleshooting information: N/A
- 7) Removal and replacement information: Refer to above installation manual for specific instructions in removal and replacement
- 8) Diagrams: N/A
- 9) Special inspection requirements: N/A
- 10) Application of Protective Treatments: N/A
- 11) Data: N/A
- 12) List of special tools: N/A
- 13) For Commuter Category A/C: N/A
- 14) Recommended overhaul periods: No additional overhaul limits
- 15) Airworthiness limitation section: No additional airworthiness limits
- 16) Revision: A letter will be submitted to the FSDO with a copy of the revised FAA Form 337 and a revised ICA. The FAA Inspector accepts the change by signing block 3 and including the following statement: "The attached revised/new instructions for Continued Airworthiness dated xx/xx/xxxx for the above aircraft superseding the instructions for Continued Airworthiness dated xx/xx/xxxx". Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, its location and date of the Form 337.
- 17) Assistance: N/A
- 18) Implementation and record keeping: An entry has been entered into the aircraft records IAW FAR 43.9

Additional	Sheets	are	Attached

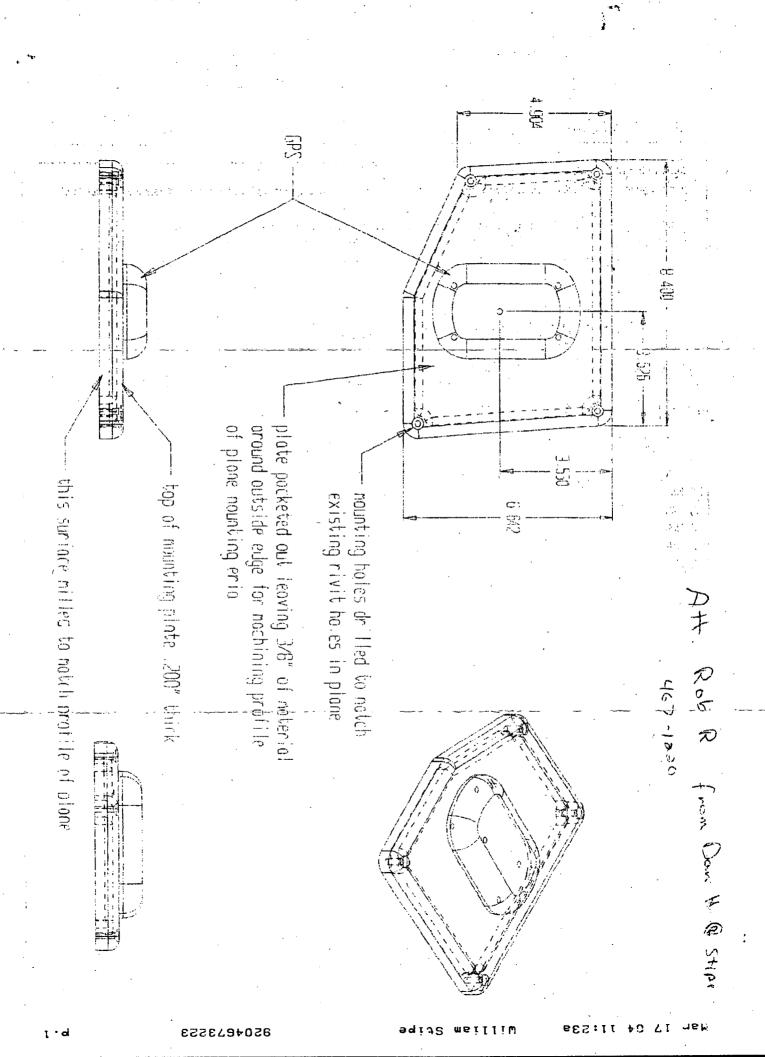
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O M	AR 2	3 2004		MAJOR F	REPAI	R A	ND ALTE	RATIO	N	Form Approved OMB No. 2120-002	0			
U.S Depá Transport Federal A	tation	- 111	fra	me, Pow	erplar	nt. P	ropeller,	or Ap	pliance)	Fo	or FAA Use Only			
Administ				•	•	•	• •	• •		Office Identification	G-2-1	 ব		
JNS Thi	STRUCTION is report is r	NS:-Print or type all en equired by law (49 U.S	tries. S.C. 14	See FAR 43.9, F 21). Failure to re	AR 43 App eport can re	endix E esult in	3, and AC 43.9-1 a civil penalty no	or subseque	ent revision thereof) \$1,000 or each such	for instructions and disviolation (Section 901	sposition of this for Federal Aviation	orm. Act 1958)		
1. Air	craft	Make Twin Comman	der				Model AC 500S							
		Serial No. 3255						Nationality N280ME	and Registration Ma	rk		•		
2. Ow	ner/	Name (As shown of AERO-METRI	C, ÎN	IC.				4020 Te Sheboys	is shown on registrat chnology Parkw gan, WI 53083		•			
	-		DA.	E DATA IDEN PLICABLE AI PROVED FOR CONFORMIT R 4B, SECTION TE: 1	TIFIED RWORTI R-THE AI TY INSPI ON 43.7	<u>14</u> 9	FICE: Milwa	kee FSD Darr	THE ND IS FT, SUBJECT THORIZED IN 0 GL-13 ell C. NeCullion					
			_				I. Unit Identificat	ion			5. Type	1		
	Unit	Ma	ke				Model		Seri	al No.	Repair	Alteration		
AIRFRA	AME	~~~~~	~~~	.~~~~~~	-(As de:	scrib	ed in item 1	above)~~						
POWER	RPLANT													
PROPE	LLER						-							
APPLIAI	NCE	Type Manufacturer								,				
						6	. Conformity Sta	tement	<u>. </u>			<u> </u>		
A. Ager	ncy's Name	and Address				B. Ki	nd of Agency			C. Certificate No.				
1620	rt S. Ring Cambridg bygan, W	ge Ave.	~***. =			XIIII	U.S. Certified M Foreign Certified Certified Repair Manufacturer	d Mechanic		AP2722551IA	and the second			
	have been i	the repair and/or altera made in accordance wi se and correct to the be	th the	requirements of) identified Part 43 of t	in item he U.S	4 above and deso Federal Aviation	cribed on the Regulations	e reverse or attachme s and that the inform	ents hereto ation furnished	-			
Date March	17, 200	4				S	Signature of Author	orized Individ	dual Light					
							proval for Retur							
1		authority given persons the Federal Aviation A				d in iter ROVE		d in the man	ner prescribed by the	•		<u>.</u>		
BY	Inspector Manufacturer					other (Specify)								
FAA Designee Person Approved by Transport Canada Airworthiness Group														
Date of	Approval or	Rejection	Desi	ificate or gnation No. 272ヌ55	SI IA		Signature of Au	thorized Indi	1) - ^					
		<u> </u>					·		- () '					

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

8. Description of Work Accomplished.

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

- 1) Installed Novatel GPS-512 GPS antenna along with external mounting plate in accordance with AC43.13-2A.
- 2) The above installation was accomplished by installing the mounting plate and antenna at FS. #121.0 and RWS. #11.5. See attached drawings. The plate is secured by (4) 10/32 countersunk screws that are anchored in a fuselage stringer on the inboard'side and by a wing stringer on the outboard side of the plate. A 3/4" hole in the fuselage under the mounting plate is necessary for the antenna coax connection at this same location.
- 3) This GPS antenna is not used for navigational purposes. This installation supports data acquisition of camera equipment installed in the aft camera hole IAW STC SA1182SW.
- 4) N/A
- 可以的可以的思想 5) This installation will be inspected at each annual or 100 hour inspection as listed in FAR 43 Appendix D.
- 6) N/A
- 7) N/A
- 8) N/A
- 9) N/A
- 10) N/A
- 11) N/A
- 12) N/A
- 13) N/A
- 14) N/A
- 15) N/A
- 16) N/A



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OCT 2 3 2000

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION Form Approved Budges Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION

-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.															
		MAKE	.1,	اامد	Ca			MODEL	500S						
1. Al	RCRAFT	SERIAL NO.	ک.	<u>well</u>	Con	nm	ander	NATIONALI	TY AND REGIS	TRATION M	APK				
		JERIAL ING.	٠ 2	255				AKK							
 		NAME (As sho			cortific	oto)		ADDRESS (As shown on registration certificate) 4020 Technology Parkway 5heboygan, w1 53083							
2. 0	WNED	l '		-	Cermic	uiej		4020 T	echnology	Parku	Ja4				
1 2. 0	ITILA	. Aero	N	Netric				Shebe	DUBAA	ונון	30K3				
		<u>-</u>				3	. FOR FAA USE (ONLY	-3 3 mm 1						
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					4. UNI	T IDE	NTIFICATION				5.	ТҮРЕ			
, 	TINI		M	AKE			WODEL		SERIAL	NO.	REPAIR	ALTER- ATION			
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POW	ERPLAN	et l													
PROP	ELLER														
APPLI	ANCE														
						6. 0	ONFORMITY STAT	EMENT			<u> </u>				
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		19an, WI						REPAIR STATION		MISTA		'~			
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	ittachn	y that the repair tents hereto have at the information	: be	en made in ac	ccordat	ice w	ith the requirem	ents of Part 4	3 of the U.S. I	described oi federal Aviai	n the reve tion Regu	erse or lations			
DATE							SIGNATURE OF	AUTHORIZED	INDIVIDUAL						
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					7. A	PPROV	AL FOR RETURN	TO SERVICE	-						
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, ,		A FLT. STANDARDS		MANUFACTURE	R	X	INSPECTION AUTHO	PRIZATION	OTHER (Specify)			,			
BY	F	AA DESIGNEE		REPAIR STATIO	И		CANADIAN DEPART OF TRANSPORT IN OF AIRCRAFT	SPECTOR							
		PPROVAL OR		CERTIFICATE			SIGNATURE OF	AUTHORIZE	D INDIVIDUAL						
	EJECTION DESIGNATION NO.														
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Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION C	OF WORK ACCOMPLIS	SHED (If more spo	ace is required	, attach additi	onal sheets.	Identify with air-
craft nation	nality and regist	ration mark and	d date work co	ompleted.)	•	
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DE	EVICES SERVI	CE LETTER # A	A-101 (TECHN	IICAL CONTE	ENT FAA APP	ROVED)
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		ADD	TIONAL SHEETS	ARE ATTACHED		•



Federal Aviation Administration

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

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

and dispositi	ONS: Print or type a on of this form. This h violation (Section	s report is required	by law (49 U.S.C. 1421). Fa	ind AC 43.9 illure to rep	9-1 (or subsequent r port can result in a c	evision tl ivil penal	hereof) for ins ity not to exce	structions ed \$1,000
1. Aircraft	Make ROCKWELI				Model 500-	-S			•
1. Airgian	Serial No. 3255			-	Mark		-		
2. Owner	Name (As shown of AERO MET	on registration cer FRIC	tificate)		4708	(As shown on regis 8 N. 40TH BOYGAN, WI	STEET		
				3. For FAA Use O	nly				-
	T			4. Unit Identificat	ion			5. Type	
Unit	Ma	ke		Model		Serial No.		Repair	Alteration
AIRFRAME	******	·······················(/	As desci	ribed in Item 1 abo	ive) •••••				х
POWERPLANT									
PROPELLER							-		1
APPLIANCE	Type Manufacturer								
			6	. Conformity State				- 	<u> </u>
	Name and Address	TNC		B. Kind of Agend			C. Cert	ificate No.	
501 B	M AVIONICS LUEMOUND RO	•		Foreign Certificate XCertificated R Manufacturer	1	NC5D062	N		
nave bee	hat the repair and/c en made in accorda d herein is true and	nce with the requir	ements	of Part 43 of the L	em 4 above I.S. Federa	and described on the Aviation Regulation	he revers	e or attachme hat the inforr	ents hereto nation
Date 1	0–15–97			Signature of Aut	norized Ind	lividual			
				proval for Return					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescri Administrator of the Federal Aviation Administration and is PPROVED © REJECTED						oed by the			
	A FIt. Standards pector	Manufacturer		Inspection Authori	zation	Other (Specify)			
	A Designee	Repair Station		Person Approved t Canada Airworthir	y Transpor less Group	rt			
Date of Appro-	val or Rejection	Certificate or Designation No.		Signature of Auth	orized Ind	ividual			
10/15	197	NC5-006	rn/	15		<u>can</u>			

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

8. Description of Work Accomplished

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

A/C MAKE : ROCKWELL

A/C MODEL: 500S A/C S/N : 3255 A/C REG.#: N 280MB

REMOVED AN IDC 571-25005-02 ENCODING ALTIMETER S/N 2003.

COMPLETED INSTALLATION OF A TRANS-CAL SSD120 BLIND ENCODER. CHANGED WIRING TO MATCH TRANS-CAL INSTALLATION MANUAL.

THE TRANS-CAL BLIND ENCODER WAS TESTED WITH AN UNITED INSTRUMENTS 5934P-3A-8G ALTIMETER AND MEETS THE REQUIREMENTS OF FAR 91.217B. THE ENCODER IS TSO'D UNDER TSO #C88A. THE ALTIMETER WAS TESTED TO 35,000 FT. ON 10/15/97.

THE ENCODER IS WIRED TO THE EXISTING KING **-76A TRANSPONDER WHICH IS TSO'D UNDER TSO# C74B. THIS INSTALLATION INSPECTED PER FAR 91.411 THIS DATE AND MEETS THE REQUIREMENTS OF 43, APPENDIX F AND FAR 43, APPENDIX E.

A COMPLETE INTEGRATED SYSTEM CHECK WAS PERFORMED AND FOUND TO BE IN PROPER WORKING ORDER.

ALL WORK WAS PERFORMED IN ACCORDANCE WITH MANUFACTURER'S INSTALLATION MANUAL AND APPLICABLE PARTS OF AC 43.13-2A.

COMPLETED LOG ENTRY.

 END	



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

Form Approved OMB No. 2120-0020

For FAA Use Only
Office Identification

GL09

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

for each s	uch violation (Sec	tion 901 Federal Avia	tion A	ct of 1	1958).		cport our result in t	z Civii peria	ity not to exc	.eeu \$ 1,000		
	Make				-	Model						
1. Aircraft	Rockwe	ll Int'l.				500S						
	Serial No.					Nationality and Registration Mark						
	3255						SA N280ME					
		wn on registration ce			Address (As shown on registration certification)							
2. Owner	Aerome	tric Engine	eri	ng,	Inc.	ł.	708 North 4					
						Sh	neboygan, l	Viscon	sin 5	3081		
					F FAA !! O					· · ·		
			3.	For FAA Use O	ıly			 				
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Unit	Unit Make				Model		Serial No	o.	Repair	Alteration		
						·	1		 			
AIRFRAME	****	······································	As des	cribe	d in Item 1 abov	e) ••••	•••••••			x		
POWERPLANT	「											
							<u> </u>		ļ			
PROPELLER								i	}			
FROFELLER						6	AN SIGNA	लिशिक्	5			
	Туре					1300	1 2 2 2 2	63 (534	<u> </u>			
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APPLIANCE	Manufacturer						APR 8 1988			1		
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				6. Co	nformity Staten	rent: Abi	D RATES, IN	1 + 1 501 51				
A. Agency's	Name and Addres	ss		B.	Kind of Agency			C. Certif	ficate No.			
	y Avionic								R947M			
	44th Stre			L	Foreign Certificated Mechanic Radio					, з		
Grand	Rapids,	Michigan 4	9512	2 <u> X</u>	X Certificated Repair Station Instrum					Ltd.		
					Manufacturer							
D. I certify	that the repair and	d/or alteration made t	o the u	nit(s)	identified in iten	14above	and described on t	he reverse	or attachme	nts hereto		
nave be	en made in accord	dance with the required correct to the best	ement	S Of Pa	art 43 of the U.S	6. Federa	I Aviation Regulati	ons and th	at the inform	nation		
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Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished (If more space is required, attach and registration mark and date work completed.)

Removed the Bendix King KWX40 Weather Radar System and installed the Bendix/King RDS81 Weather Radar System. The RDS81 System consists of the IN812A Indicator and the RS811A Receiver/Transmitter/Antenna. The RDS81 is TS0'd per C63b.

The Indicator is located in the area vacated by the KWX40 Indicator. The RS811A is located on the forward bulkhead. It mounting bracket has been pull tested and meets or exceeds the requirements for the additional weight.

This installation was done per the Bendix/King RDS81 Installation Manual using AC43-13-1A, Chapter 11, Section 2 & Σ and AC43-13-2A, Chapter 2 as a guideline.

The aircraft was weighed after this installation. The log book entry has been completed.

*U.S.GPO:1994-568-012/00019

	US Deportunent of Transportation (Airframe, Powerplant, Propeller, or Appliance) Form Approved OMB No. 2120-0020 For FAA Use Only Office Identification									Only		
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Commence of the Contraction

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

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

This AIRCRAFT has been previously Approved for A GIU 6381E BATTERY See 337 Dates July 14 1993
REMOVED This BATTERY & REPLACED it with
A CONCURD RG 380E/40 SEALED BATTERY.

Note 1. GILL 6381E is AN APPROVED BAHERY IN

the 690 Commander. by the F.A.

Note 2. The Concorde RG 380E/40 is Approved

in the 690 As A Replacement for the 6381E

PMA DATED 4/9/96

Note 3. The Concorde RG 380E/40 is equal to a

OR GREATER THAN THE G381E.

changes wright & BALANCE to REFLECT +516 Differences Stone Butzon 17 397868310

END

US Department of Transportation Federal Aviation Administration

MAJOR REPAIR AND ALTERATION JAN 2 (Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020
For FAA Use Only
Office Identification 12

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

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	y that the repair and/or a een made in accordance and herein is true and c			s) identified in item 4: Part 43 of the U.S. F	above and descr ederal Aviation	ibed on the reve Regulations an	erse or attachn d that the info	nents heret irmation
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FAA Form 337 (12-88)

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

8. Description of Work Accomplished
(If more space is required, attach additional sheets, Identity with aircraft nationality and registration mark and date work completed.) Approval to enable the previously installed Ryan International ATS9000 TCAD System. Reference 337 form dated 2-3-95 on this aircraft for further details on this installation. The approval basis for this installation is STC SA1763GL. Aircraft Flight Manual Supplement dated MAR 2.0 1995 is required for this The same and selections are selected as a selection of the selection of th CELVIED SIN-CERT TE RAIL FAA GRR F300 GRAND RAFIDS, MICHIGAD

> ☐ Additional Sheets Are Attached QU.S. GOVERNMENT PRINTING OFFICE: 1992-769-012/60157

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

Form Approved OMB No. 2120-0020

For FAA Use Only
Office Identification
CLOG

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

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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.

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

Removed-King-KT76 Transponder and installed King KT76A Transponder. The KT76A is located in the space vacated by the removed KT76. It uses the existing transponder antenna and is interfaced with the existing IDC Encoding Altimeter. This System has been tested and meets the requirements of 91.217 and 43, appendix E, parts a & c, and appendix F.

Removed Sigtronics SPA400 and installed Northern Airborne Technologies AA80 Intercom System. The unit is located an existing instrument hole below the transponder in the pilot's instruemnt panel. It was installed per the Northern Airborne Technologies Installation-Instructions using AC43-13-1A, Chapter 11, Section 3 & 7 and AC43-13-2A, Chapter 2 as a guideline.

Installed Ryan International ATS9000 TCAD System. System consists of the Display PN 70-1100, the Receiver/ Computer PN 70-1101, Transponder Couplers PN 70-1040 (2ea), the Comant CI305 Antenna (2ea), and the Dual Ryan Antenna Coupler PN 71-1050

The Display is located in an existing hole in the pilot's The Receiver/Computer is located on the an existing shelf in the nose of the aircraft at station The CI305 Antennas are located on top of the -10.0. aircraft at station 93 and on the bottom of the aircraft at station 43. Reference Mayday Avionics Drawing 23807 for further details on their mounting and doubler plates.

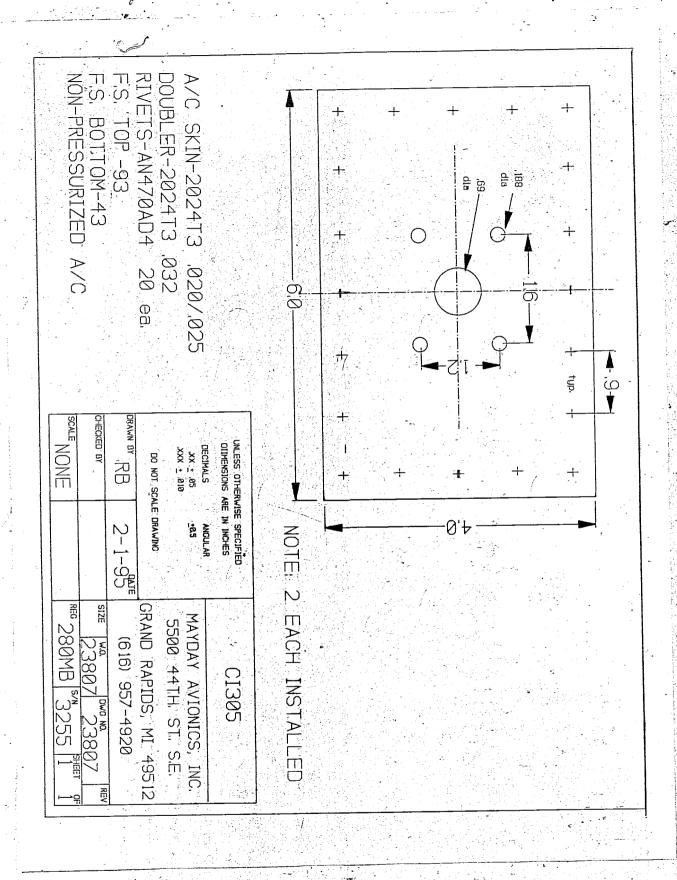
This System was installed per the Ryan International ATS9000 Installation Manual using AC43-13-14, Chapter 11, Section 11, Section 3 27, AC43-13-2A, Chapter 2 & 3, as a guideline.

At this time the ATS9000 System has been disabled by tie rapping the TCAD circuit breaker.

The weight and balance has been revised and the log book entry has been completed.

Additional Sheets Are Attached

QU.S. GOVERNMENT PRINTING OFFICE: 1992-769-012/60157



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

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U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

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

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

Installed new wing lower spar cap by Aviadesign STC# SA00035SF, Reinforcement Kit SN: 502 per drawing AD-AC-0191 and installation instructions AD-AC-0194 issue B, AD-AC-0193 issue C, Certificate No. 6A1. Installed new #7 stringer, PN: 170045-31. Replaced R/H aft inbd wing skin, center fuselage skin with new as removed 2024T3 .063 aluminum. All work accomplished by STC and Standard Practices 43.13-2A. Weight and balance revised.

ADDITIONAL SHEETS ARE ATTACHED

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FAA AC 72-4906

U.S.GPO 1981 775-332.47

Form Approved Budges Bureau No. 04-R060.1 U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION FOR FAA USE ONLY OFFICE IDENTIFICATION

CLE FS 06 GC-25 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. MODEL MAKE 5008 Commander Rockwell International NATIONALITY AND REGISTRATION MARK 1. AIRCRAFT SERIAL NO. N280MB USA 3255 ADDRESS (As shown on registration certificate) NAME (As shown on registration certificate) 4708 North 40th St. Sheboygan, WI 53081 2. OWNER Aero-Metric Engineering, Inc. 3. FOR FAA USE ONLY The data identified herein computed integration applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in APR-43.7.

APPROVING INSPECTOR DATE 3/17/94 4. UNIT IDENTIFICATION 5. TYPE REPAIR ATION .UHIT χх AIRFRAME POWERPLANT PROPELLER APPLIANCE MANUFACTURE 6. CONFORMITY STATEMENT C. CERTIFICATE NO. B. KIND OF AGENCY A. AGENCY'S NAME AND ADDRESS Radio 1,2,3 U.S. CERTIFICATED MECHANIC L-SS, L-INS L-ACC POREIGN CERTIFICATED MECHANIC Express Avionics, Inc. 10971 E. Airport Service Rd. XXER854K CERTIFICATED REPAIR STATION Swanton, Ohio 43558 MANUFACTURER D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge. SIGNATURE OF AUTHORIZED INDIVIDUAL DATE នារីស្តីក្តីខ្មុំរ 3/17/94 7. APPROVAL FOR RETURN TO SERVICE Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manger prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED 141516171879 INSPECTION AUTHORIZATION FAA RT. STANDARDS MANUFACTURER CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCLAFT ΒY

SIGNATUR

FAA Form 337 (7=67)

DATE OF APPROVAL OR

FAA DESIGNEE

3/17/94

REPAIR STATION

CERTIFICATE OR DESIGNATION NO.

OF AUTHORIZED INDIVIDUAL

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

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 from aircraft an existing Arnav R-40 Loran system consisting of the following components:

- 1 each R-40 Loran Receiver
- 2. 1 each Arnav Loran Antenna and Antenna Coupler

Installed in aircraft an Arnav FMS-7000 GPS/Loran navigation system consisting of the following components:

- l each Arnav FMS-7000 Loran/GPS Rec p/n 453-7605-03
 l each Arnav FMS-7000 CDU p/n 453-7000B
 l each Arnav GPS Antenna p/n 870-0028

- 1 each Arnav Loran Antenna p/n 452-0139
- l each Arnav Altitude Serializer p/n 453-0510
- 1 each RSU-21 Switching Unit

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The above installation was performed in accordance with the Arnav FMS-7000 Supplementary Installation Guide p/n 570-1062 Dated Feb 1993, recommendations contained in FAA AC 43.13.1A Chapter 11, FAA AC 43.13.2A Chapter 2 and 3, and FAA AC 20-121A, and accepted industry standard practices.

The Arnav FMS-7000 Loran/GPS Navigation system was installed coupled to the Century IV AP/FD system utilizing an RSU-21 $_{
m N}^{\rm nav}$ switching unit.

Aircraft maintenance records and weight and balance data have been updated to reflect the above installations.

A flight test was performed to verify previously installed equipment was not affected by this installation, and that the new equipment performs it's intended function.

The Arnav FMS-7000 Loran/GPS System is approved for VFR use only and the aircraft panel has been placarded "LORAN NOT APPROVED FOR IFR" AND "GPS NOT APPROVED FOR IFR".

Reference our WO# 2268, 2357 and Form 337 dated 3/3/94 for details of this installation

ADDITIONAL SHEETS ARE ATTACHED

FAA AC 72-4905

U.S. GPO 1981 775-332-4

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

Removed from aircraft an existing Arnav R-40 Loran consisting of the following components;

- l each Arnav R-40 Loran Receiver
- 1 each Arnav Loran Antenna and Antenna Coupler

Installed in aircraft an Arnav FMS-7000 GPS/Loran navigation system consisting of the following components:

- l each Arnav FMS-7000 Loran/GPS Rec p/n 453-7605-03
 l each Arnav FMS-7000 CDU p/n 453-7000-B
 l each Arnav GPS Antenna p/n 870-0028

- 4. 1 each Arnav Loran Antenna p/n 452-0139 5. 1 each Arnav Altitude Serializer p/n 453-0510
- 1 each RSU-21 Switching Unit

The above installation was performed in accordance with the Arnav FMS-7000 Supplementary Installation Guide p/n 570-1062 Dated Feb 1993, recommendations contained in FAA AC 43.13.1A Chapter II, FAA AC 43.13.2A Chapter 2 and 3, and FAA AC 20-121A, and accepted industry standard practices.

Also removed the existing Century III Autopilot System and installed a Century IV Flight Director/Autopilot System in accordance with STC #SA3142SW-D.

The Amay FMS-7000 Loran/GPS Navigation system was installed coupled to the Century IV AP/FD system utilizing an RSU-21 nav installed switching unit.

Aircraft maintenance records and weight and balance data have been updated to reflect the above installations.

A flight test was performed to verify previously installed equipment was not affected by this installation, and that the new equipment performs it's intended function.

The Arnav FMS-7000 Loran/GPS System is approved for VFR use only and the aircraft panel has been placarded "LORAN NOT APPROVED FOR IFR" AND "GPS NOT APPROVED FOR NAVIGATION" pending FAA Field approval of the Arnay FMS-7000 navigation system.

Reference our WOs # 2268 and 2357 for details of this installation

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ADDITIONAL SHEETS ARE ATTACHED

FAA AC 72-4904

- U.S. GPO 1981 .775-33247

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

Removed origional equipment batteries (2 each G35M) and installed 1 each Gill G6381 E battery. NOTE:

- 1. Battery tray structural support of the 500S is identical to the 680E. The 680E is FAA approved for the Gill GE50 which is identical in weight to the Gill G6381E.
- The 6381E battery performance is equal to, or greater than the originnal equipment.

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C	FLIGHT	FROM N/A	
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E	DATE OF ISS OPERATING	LIMITATIONS DATED NOV. 20. 1	EXPIRY May 31, 1993 999E A PART OF THIS CERTIFICATE
	CHARLIE	COTTON, ASI (MFG)	DESIGNATION OR OFFICE NO. SEA-MIDO, ANM-108S
Any impri ACC	alteration, representation	oduction or misuse of this certificate may be acceeding 3 years, or both, THIS CERTIFICATE H APPLICABLE FEDERAL AVIATION REGULA	punishable by a fine not exceeding \$1,000 or

A	This airworthiness certificate is issued under the authority of the Federal Aviation Act of 1958 and the Federal Aviation Regulations (FAR).
В	This 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.
С	This airworthiness certificate authorizes the flight specified on the reverse side for the purpose shown in Block A.
Ď	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 FAR. 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 FAR 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 FAR Part 21, Section 21.181 or 21.217.

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NOTICE

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

If more space is required, attach additional sheets. Identify with aircraft nationality and regis INSTALLED LYCOMING TIO-540-J2B(D) ENGINES AND HARTZELL HC- PROPELLERS ACCORDING TO STC SA5969NM AND MERLYN PRODUCTS, SEPTEMBER 1, 1991, REVISION C (6/21/93). New weight & Balan	41K=/IIF/FL-0400U70K
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INSTRUCTIONS

This form should be submitted to a representative of the Administrator under the following circumstances:

- 1. By the applicant for a type certificate or a supplemental type certificate at the time he presents an aircraft or parts thereof to the FAA for tests.
- 2. By the applicant for a type certificate or a supplemental type certificate for each engine or propeller submitted for type certification.
- 3. By the type certificate holder or licensee manufacturing products under a type certificate only, upon the initial transfer by him of the ownership of each product or upon application for the original issue of an aircraft airworthiness certificate, or an Airworthiness Approval Tag (FAA Form B130-3).

This form should be completed as follows:

Section I. Aircraft. Complete the pertinent part of only this section when certification covers an aircraft or nart thereof.

Section II. Engine. Complete this section when certification covers an engine.

Section III. Propeller. Complete this section when certification covers a propeller.

Section IV. Certification.

Item A. Check this block when an aircraft or part thereof is presented for flight or ground tests during type certification or supplemental type certification.

Item B. Check this block when the holder or licensee of a type certificate only, initially transfers the ownership of an aircraft manufactured under that type certificate, or applies for the original issuance of an airworthiness certificate.

item C. Check this block when an engine or propeller is presented for type certification.

Item D. Check this block when an engine or propeller is presented for airworthiness approval and insert the date the product completed a final operational check.

The certification must be signed by an authorized person who holds a responsible position in the manufacturing organization.

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DATE 11-20-92

Aircraft: Rockwell International Hode I: 500-S

Registration No.: N280MB Serial No: 3255

1. This operating limitation is a part of the Experimental Certificate of Airworthiness, FAA Form 8130-7, dated 11-20-92 and issued to expire and issued to expire 5-31-93 and must be displayed in the aircraft in accordance with FAR 91.27(b)

2. This aircraft is certificated in the experimental category for the purpose of: Show Compliance

3. All flights must be conducted within the following areas, boundaries, and corridors: Within the 11 western United States

- 4. No person may operate this aircraft for other than the purpose for which the special purpose airworthiness certificate was issued and the aircraft shall be operated in accordance with the applicable FAA Air Traffic and General Operating Rules, FAR Part 91.
- 5. All flights shall be conducted to avoid areas having heavy air traffic, and when operating in the vicinity of cities, towns and congested areas, conducted in such a manner that the aircraft will not create hazardous exposure to persons or property on the ground.
- The word "Experimental" shall be displayed at each entrance to the cockpit and the letters shall be no less than two inches in height.
- 7. Operator of this aircraft shall notify the control tower of the experimental nature of this aircraft when operating into or out of airports with operating control towers.
- 8. All flights shall be conducted under VFR day only; unless appropriately equipped for night and/or instrument flight in accordance with FAR 91.33.
- 9. No person may operate this aircraft for carrying persons or property for compensation of hire.
- 10. No person may be carried in the aircraft during flight unless that person is essential to the purpose of the flight.
- 11. Any major change to this aircraft will invalidate the special airworthiness certificate issued for this aircraft.
- 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: This aircraft may not be operated over any foreign country without the special permission of that country.
- An entry in the aircraft log book shall be made for each flight showing time and purpose of the flight.

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SEA-MIDO, ANM-108S

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FAA Form 8130-6 (11-88) SUPERSEDES PREVIOUS EDITION

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Α	This airworthiness certificate is issued under the authority of the Federal Aviation Act of 1958 and the Federal Aviation Regulations (FAR):
В.	This 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.
С	This airworthiness certificate authorizes the flight specified on the reverse side for the purpose shown in Block A:
D	This airworthiness certificate certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to meet the requirements of the applicable FAR. 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 FAR and in accordance with conditions and limitations which may be prescribed by the Administrator aspan of this certificate: (2) over any foreign country without the special permission of that country.
Ε	Unless sooner surrendered: suspended, or revoked, this airworthiness certificate is effective for the duration and under the conditions prescribed in FAR Part 21, Section 21.181 or 21.217.

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В	This 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.
С	This airworthiness certificate authorizes the flight specified on the reverse side for the purpose shown in Block A.
D	This airworthiness certificate certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to meet the requirements of the applicable FAR. 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 FAR 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

EXPERIMENTAL OPERATING LIMITATIONS

DATE 8-4-92

Aircraft: ROCKWELL INTERNATIONAL

Registration No.: N-280MB

Model: 500-S Serial No:

1. This operating limitation is a part of the Experimental Certificate of Airworthiness, FAA Form 8130-7, dated 8-4-92 and issued to expire 7-31-93 and must be displayed in the aircraft in accordance with

2. This aircraft is certificated in the experimental category for the purpose of: RESEARCH & DEVELOPMENT.

3. All flights must be conducted within the following areas, boundaries, and corridors: WITHIN THE 48 CONTIGUOUS UNITED STATES.

- 4. No person may operate this aircraft for other than the purpose for which the special purpose airworthiness certificate was issued and the aircraft shall be operated in accordance with the applicable FAA Air Traffic and General Operating Rules, FAR Part 91.
- 5. All flights shall be conducted to avoid areas having heavy air traffic, and when operating in the vicinity of cities, towns and congested areas, conducted in such a manner that the aircraft will not create hazardous exposure to persons or property on the ground.
- 6. The word "Experimental" shall be displayed at each entrance to the cockpit and the letters shall be no less than two inches in height.
- 7. Operator of this aircraft shall notify the control tower of the experimental nature of this aircraft when operating into or out of airports with operating control towers.
- 8. N/A
- 9. No person may operate this aircraft for carrying persons or property for compensation or hire.
- 10. No person may be carried in the aircraft during flight unless that person is essential to the purpose of the flight.
- 11. Any major change to this aircraft will invalidate the special airworthiness certificate issued for this aircraft.
- 12. 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. This aircraft may not be operated over any foreign country without the special permission of that country.

13. An entry in the aircraft log book shall be made for each flight showing time and purpose of the flight.

FLOYD W. GASTON

Aviation Safety Inspector A/W ANM-02; SPOKANE, NA

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

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FAA Form 8130-6 (11-88) SUPERSEDES PREVIOUS EDITION

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F.	CERTIFICATION - I hereby certify I	hat I am the registered owner (or his agent) of the	aircraft described above, that the aircraft is registered with the Federal Aviation Administration in at Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight
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1 x	91.31 as Applicable		H. Foreign Airworthiness Certification for Import Aircraft (Attach when required)
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X	D. Current Weight and Balance Inf	ormation Available in Aircraft	[V 100 - 23/3-23/397
XXX	D. Current Weight and Balance Inf E. Major Repair and Alteration, FA	ormation Available in Aircraft	J. Current Airworthiness Certificate Issued in Accordance with X FAR 21,191(a) (Copy attached)

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Any alteration, reproduction or misuse of this certificate may be imprisonment not exceeding 3 years; or both, THIS CERTIFICATE ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULA SEE REVERSE SIDE

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Α	This airworthiness certificate is issued under the authority of the Federal Aviation Act of 1958 and the Federal Aviation Regulations (FAR).
В	This 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 properly for compensation or hire: and/or (2) Carrying persons not essential to the purpose of the flight.
С	This airworthiness certificate authorizes the flight specified on the reverse side for the purpose shown in Block A.
Δ /	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 FAR. 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 FAR and in accordance with conditions and limitations which may be prescribed by the Administrator as part of this certificate: (2) over any to eign country without the special permission of that country.
Ε	Unless sooner surrendered, suspended, or revoked, this airworthiness certificate is effective for the duration and under the conditions prescribed in FAR Part 21, Section 21.181 or 21.217.

U.S. GPO 1987-762-134

EXPERIMENTAL OPERATING LIMITATIONS

Aircraft: ROCKWELL INTERNATIONAL

500-S

Registration No.: N-280MB 3255

Serial No:

1. This operating limitation is a part of the Experimental Certificate of Airworthiness, FAA Form 8130-7, dated 8-4-92 and issued to expire 7-31-93 and must be displayed in the aircraft in accordance with 7-<u>3</u>1-93

FAR 91.27(b).

Model:

2. This aircraft is certificated in the experimental category for the purpose of: RESEARCH & DEVELOPMENT.

All flights must be conducted within the following areas, boundaries, and corridors: WITHIN THE 48 CONTIGUOUS UNITED STATES

- 4. No person may operate this aircraft for other than the purpose for which the special purpose airworthiness certificate was issued and the aircraft shall be operated in accordance with the applicable FAA Air Traffic and General Operating Rules, FAR Part 91.
- 5. All flights shall be conducted to avoid areas having heavy air traffic, and when operating in the vicinity of cities, towns and congested areas, conducted in such a manner that the aircraft will not create hazardous exposure to persons or property on the ground.
- The word "Experimental" shall be displayed at each entrance to the cockpit and the letters shall be no less than two inches in height.
- 7. Operator of this aircraft shall notify the control tower of the experimental nature of this aircraft when operating into or out of airports with operating control towers.

8. N/A

- 9. No person may operate this aircraft for carrying persons or property for compensation or hire.
- 10. No person may be carried in the aircraft during flight unless that person is estatial to the purpose of the flight.
- 11. Any major change to this aircraft will invalidate the special airworthiness certificate issued for this aircraft.
- 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. This aircraft may not be operated over any foreign country without the special permission of that country.

13. An entry in the aircraft log book shall be made for each flight showing time and purpose of the flight.

> FLOYD W GASTON

Aviation Safety Inspector A/W ANM-02; SPOKANE, WA

ANM-02;

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	UNITED STATES OF TRANSPORTATION - FE SPECIAL AIRWORTHIN	NESS CERTIFICATE
Α	3(1) 4411	TAL. & DEVELOPMENT
В	MANU- NAME N/A FACTURER ADDRESS N/A	
С	FLIGHT TO N/A	SERIAL NO. 3255
D	N-280MB BUILDER ROCKWELL, INTERNATIONA	MODEL 500-S EXPIRY 7-31-92
E	DATE OF ISSUANCE OPERATING LIMITATIONS DATED SIGNATURE OF THE REPRESENTATIVE: OTHER PROPERTY OF THE PROPERT	22 ARE A PART OF THIS CERTIFICATE DESIGNATION OR OFFICE NO.
Any imp AC	ATTOYD W. GASTON / alteration, reproduction or misuse of this certificate prisonment not exceeding 3 years, or both. THIS CERT CORDANCE WITH APPLICABLE FEDERAL AVIATION	may be punishable by a fine not exceeding \$1,000 or IFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN REGULATIONS. SEE REVERSE SID
	ORM 8130-7 (10/82)	

Α	This airworthiness certificate is issued under the authority of the Federal Aviation Act of 1958 and the Federal Aviation Regulations (FAR):
В	This 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.
С	This airworthiness certificate authorizes the flight specified on the reverse side for the purpose shown in Block A.
D	This airworthiness certificate certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to meet the requirements of the applicable FAR. The aircraft does not meet the requirements of the applicable comprehensive and detailed airworthiness code as 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 provided by Annex 8 to the Convention On International Civil Aviation. No person may operate provided by Annex 8 to the Conventional Civil Aviation and the aircraft described on the reverse side: (1) except in accordance with the applicable FAR and the aircraft described on the reverse side: (1) except in accordance with the Administrator as 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 FAR Part 21. Section 21.181 or 21.217, the duration and under the conditions prescribed in FAR Part 21.

U.S. GPO 1987-762-134

EXPERIMENTAL OPERATING LIMITATIONS

DATE 4-20-92

Aircraft: ROCKWELL INTERNATIONAL

Model: 500-S

Registration No.: N-280MB

Serial No:

3255

1. This operating limitation is a part of the Experimental Certificate of Airworthiness, FAA Form 8130-7, dated μ -20-92 and issued to expire 7-31-92 and must be displayed in the aircraft in accordance with FAR 91.27(b).

 This aircraft is certificated in the experimental category for the purpose of: RESEARCH & DEVELOPMENT.

3. All flights must be conducted within the following areas, boundaries, and corridors: WITHIN600 NM FROM THE GEG VOR WITHIN WS AIRSPACE.

- 4. No person may operate this aircraft for other than the purpose for which the special purpose airworthiness certificate was issued and the aircraft shall be operated in accordance with the applicable FAA Air Traffic and General Operating Rules, FAR Part 91.
- 5. All flights shall be conducted to avoid areas having heavy air traffic, and when operating in the vicinity of cities, towns and congested areas, conducted in such a manner that the aircraft will not create hazardous exposure to persons or property on the ground.
- 6. The word "Experimental" shall be displayed at each entrance to the cockpit and the letters shall be no less than two inches in height.
- 7. Operator of this aircraft shall notify the control tower of the experimental nature of this aircraft when operating into or out of airports with operating control towers.
- 8. All flights shall be conducted under WERKEDEKKEREKKE DAY OR NICHT AND VFR OR IFR
- 9. No person may operate this aircraft for carrying persons or property for compensation or hire.
- 10. No person may be carried in the aircraft during flight unless that person is essential to the purpose of the flight.
- 11. Any major change to this aircraft will invalidate the special airworthiness certificate issued for this aircraft.
- 12. 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. This aircraft may not be operated over any foreign country without the special permission of that country.

13. An entry in the aircraft log book shall be made for each flight showing time and purpose of the flight.

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FLOYD W. GASTON

Aviation Safety Inspector A/N
NM-FSD0-02

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1 1 .	F. This Inspection Recorded in A		X FAR 21.19	<u>1(a)</u>	(Copy attached)

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	CATEGORY	DESIGNATION EXPERIMENTAL	
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J	N-280MB	S	SERIAL NO. 3255
	BUILDER	ROCKWELL INTERNATIONAL	MODEL 500-S
	DATE OF IS	SUANCE 4-20-92	EXPIRY 7-31-92
_	OPERATING	LIMITATIONS DATED 4-20-92	ARE A PART OF THIS CERTIFICAT
Е	SIGNATURE	TA REPRESENTATIVE	DESIGNATION OR OFFICE NO.
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	Α	This airworthiness certificate is issued under the authority of the Federal Aviation Act of 1958 and the Federal Aviation Regulations (FAR).
	В	This airworthiness contificate 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.
40.00	С	This airworthiness certificate authorizes the flight specified on the reverse side for the purpose shown in Block A
AND THE STREET OF THE STREET, WITHOUT STREET	AND CONTRACTOR	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 FAR. 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 FAR 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.
21. Jan 19. Lan	Έ	Unless sooner surrendered, suspended, or revoked, this airworthiness certificate is effective for the duration and under the conditions prescribed in FAR Part 21. Section 21.181 or 21.217.

U.S. GPO 1987-762-134

EXPERIMENTAL OPERATING LIMITATIONS

DATE 4-20-9

Air aft: ROCKWELL INTERNATIONAL

Model: 500-S

Registration No.: N-280MB

Serial No:

3255

I. This operating limitation is a part of the Experimental Certificate of Airworthiness, FAA Form 8130-7, dated 4-20-92 and issued to expire 7-31-92 and must be displayed in the aircraft in accordance with FAR 91.27(b).

2. This aircraft is certificated in the experimental category for the purpose of: RESEARCH & DEVELOPMENT.

3. All flights must be conducted within the following areas, boundaries; and corridors: WITHIN600 NM FROM THE GEG VOR WITHIN WS ATRSPACE.

- 4. No person may operate this aircraft for other than the purpose for which the special purpose airworthiness certificate was issued and the aircraft shall be operated in accordance with the applicable FAA Air Traffic and General Operating Rules, FAR Part 91.
- 5. All flights shall be conducted to avoid areas having heavy air traffic, and when operating in the vicinity of cities, towns and congested areas, conducted in such a manner that the aircraft will not create hazardous exposure to persons or property on the ground.
- 6. The word "Experimental" shall be displayed at each entrance to the cockpit and the letters shall be no less than two inches in height.
- 7. Operator of this aircraft shall notify the control tower of the experimental nature of this aircraft when operating into or out of airports with operating control towers.
- 8. All flights shall be conducted under WARKEDWAYNER DAY OR NIGHT AND VFR OR IFR
- 9. No person may operate this aircraft for carrying persons or property for compensation or hire.
- 10. No person may be carried in the aircraft during flight unless that person is essential to the purpose of the flight.
- 11. Any major change to this aircraft will invalidate the special airworthiness certificate issued for this aircraft.
- 12. 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. This aircraft may not be operated over any foreign country without the special permission of that country.

13. An entry in the aircraft log book shall be made for each flight showing time and purpose of the flight.

FLOVD W. GASTON

Aviation Safety Inspector A/W

NM-FSDO-02

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		DEI	UNITED STATES OF AMERIC PARTMENT OF TRANSPORTATION - FEDERAL SPECIAL AIRWORTHINESS C	AVIATION ADMINISTRATION
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	E	FLIDVE	WI CASTON	DESIGNATION OR OFFICE NO.
į	Any impr ACC	alteration, reprisonment not e ORDANCE WIT	oduction of misuse of this certificate may be pu xceeding 3 years, or both. THIS CERTIFICATE N TH APPLICABLE FEDERAL AVIATION REGULAT	unishable by a fine not exceeding \$1,000 or MUST BE DISPLAYED IN THE AIRCRAFT IN HONS.
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	Α	This airworthiness certificate is issued under the authority of the Federal Aviation Act of 1958 and the Federal Aviation Regulations (FAR).
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This 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.

This alloworthiness 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 FAR. The aircraft does not meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annax 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 FAR 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.

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

GPO: 1984-774-1

EXPERIMENTAL OPERATING LIMITATIONS

DATE 2-20-92

Aircraft:ROCKWELL INTERNATIONAL

Registration No.: N-280MB Serial No:

1. This operating limitation is a part of the Experimental Certificate of Airworthiness, FAA Form 8130-7, dated 2-20-92 and issued to expire and issued to expire and must be displayed in the aircraft in accordance with FAR 91.27(b).

This aircraft is certificated in the experimental category for the purpose of: RESEARCH & DEVELOPMENT.

3. All flights must be conducted within the following areas, boundaries, and corridors: 600 NM FROM THE GEG VOR WITHIN US AIR SPACE.

- 4. No person may operate this aircraft for other than the purpose for which the special purpose airworthiness certificate was issued and the aircraft shall be operated in accordance with the applicable FAA Air Traffic and General Operating Rules, FAR Part 91.
- 5. All flights shall be conducted to avoid areas having heavy air traffic, and when operating in the vicinity of cities, towns and congested areas, conducted in such a manner that the aircraft will not create hazardous exposure to persons or property on the ground.
- 6. The word "Experimental" shall be displayed at each entrance to the cockpit and the letters shall be no less than two inches in height.
- 7. Operator of this aircraft shall notify the control tower of the experimental nature of this aircraft when operating into or out of airports with operating control towers.
- 8. All flights shall be conducted under VFR day
- No person may operate this aircraft for carrying persons or property for compensation or hire.
- 10. No person may be carried in the aircraft during flight unless that person is essential to the purpose of the flight.
- Any major change to this aircraft will invalidate the special airworthiness certificate issued for this aircraft.
- 12. 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. This aircraft may not be operated over any foreign country without the special permission of that country.

13. An entry in the aircraft log book shall be made for each flight showing time and purpose of the flight.

Aviation Safety Inspector A/W

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Α	This airworthiness certificate is issued under the authority of the Federal Aviation Act of 1958 and the Federal Aviation Regulations (FAR).
В	This 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.
С	This airworthiness certificate authorizes the flight secified on the reverse side for the purpose shown in Block A.
Ď	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 FAR. 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 FAR 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 FAR Part 21, Section 21.181 or 21.217.

Page 1 of 2

EXPERIMENTAL OPERATING LIMITATIONS

RESEARCH AND DEVELOPMENT

These operating limitations form a part of the Special Airworthiness Certificate issued for the aircraft described below, and must be displayed in the aircraft in accordance with Federal Aviation Regulation (FAR) 91.203(b).

MAKE: ROCKWELL MODEL: 500-S SERIAL NO.: 3255 REG. NO.: N280MB

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- 1. No person may operate this aircraft for other than the purpose of Research and Development to accomplish the flight operations outlined in the applicant's letter, dated December 13, 1991, describing compliance with FAR 21.193(d), and made available to the pilot in the aircraft. Additionally, this aircraft shall be operated in accordance with applicable air traffic and general operating rules of FAR Part 91, and all additional limitations herein prescribed under the provisions of FAR 91.319(e).
- All flights shall be conducted within the geographic boundaries of: 600 NM from the GEG VOR.
- The pilot-in-command of this aircraft must, as applicable, hold an appropriate category/class rating and aircraft type rating or possess a "Letter of Authorization" issued by an FAA General Aviation or Air Carrier Operations Inspector.
- This aircraft shall not be flown unless it is maintained and operated in accordance with applicable Rockwell Flight Manual and Rockwell Maintenance Instructions.
- Day/Night VFR and IFR operation is authorized.
- No person may be carried in this aircraft during flight unless that person is required for the purpose of the flight.
- This aircraft shall contain the placards, markings, flight manual, etc. (or other operating instructions developed for the proposed STC modification) required by FAR 91.9.
- 8. 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.

Page 2 of 2

EXPERIMENTAL OPERATING LIMITATIONS

MAKE: Rockwell MODEL: 500-S SERIAL NO.: 3255 REG. NO.: N280MB

- 9. The cognizant FAA Flight Standards District Office must be notified and their response received in writing, prior to flying this aircraft after incorporating a major change as defined by FAR 21.93.
- 10. If aircraft, engine or propeller operating limitations are exceeded, an appropriate entry will be made in the historical records.
- 11. These limitations expire concurrently with the Special Airworthiness Certificate on February 18, 1992.

Charlie Cotton Aviation Safety Inspector

(Manufacturing)

December 17

Date

ANM-108S

Office .

DEC-13-1991 15:55 FROM Merlyn Products & INTCH.



Suzanne C. Evans President

December 13, 1991

Department of Tansportation Federal Aviation Administration Manufacturing Inspection District Office 1601 Lind Avenue SW Renton. Washington 98055-4056

Attn: Mr. Charles Cotton

Dear Sir:

In Compliance with FAR 21.193, the following information is submitted and we hereby request that a special airworthiness certificate (experimental $R \ \& \ D$) be issued for the aircraft described below:

BUILDER (MAKE): Rockwell MODEL: 500-S REG. NO: N280MB SERIAL : 3255

- The purpose of the experiment is to flight test the aircraft. These tests will include flights to Flight Level 300.
- 2. The estimated time required is 60 days.
 - It is desired that flight operations should be permitted over the following area: 600 NM from the GEG YOR.

Signature: Title:

Address: E. 7500 Fark Drive Road

Spokane, WA 99204 Telephone: 1-509-838-7500

1-800-828-7500

Enclosure:

7500 West Park Drive Spokane, WA 99204-5726 (509) 838-7500 FAX (509) 838-7501

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DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

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NOTICE

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

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FAA Form 337 (4-87)

Andrew Control

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

. Description of Work Accomplished
(If more space is required, attach additional sheets, identify with aircraft nationality and registration mark and date work completed.) Repaired right wing leading edge inboard damage. Fitted and installed a new Gulfstream Commander P/n 170045-44 inboard leading edge skin and a new .040" 2024T3 aluninum skin P/n 170045-304 on iaboard lower wing between leading edge skin and spar. Resealed repaired sections at fuselage and nacelle with PRC 1422 B2. All work was accomplished per Gulfstream Aerospace Commander Division instructions, AC43.13-1A chapter 2 (section 3) And chacter 6. Log Book entries were made. There was no weight change. LOG DOOK ERETIES WERE MENU. INCLE WAS NO WELDIE CHARGE.

☐ Additional Sheets Are Attached ---

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DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

MAJOR REPAIR AND ALTERATION

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NOTICE

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

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

AIRCRAFT REGISTRATION NO. N 280 MB

DATE 9-10-82

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FOSTER AIRDATA R/NAV IFR CERTIFICATION

Reference Foster Airdata 511G R/NAV System, s/n 2135 with 51DSA Steering Adapter, s/n 1778, as shown on aircraft paperwork dated 11-25-81, interconnected with King KN-65 DME, using a Foster Airdata 304A0112 and number one DME Adapter Nav Receiver KX-175B with KI-525A Indicator. R/NAV System bench checked in accordance with AC-90-45A, Appendix "A" Par 2, 3b and 3c. System checked in accordance with AC-90-45A, Appendix "D" Table 2, 3, and 4.

Wiring diagram interconnected as per Foster Airdata Maintenance Manual Part AD009A0211. This installation System has been checked in accordance with AC-43.13-1A and 43.13-2A. Equipment list and new weight and balance revised.

A flight check of R/NAV System installed in this aircraft as referenced in FAA Form 337, were conducted in the Cleveland area on 9-9-82.

Two (2) R/NAV approaches were made to the <u>Cuyahoga County Airport</u> using the published <u>Cuyahoga County Airport R/NAV approach procedure</u> to runway <u>23</u>.

All R/NAV Tract errors were well within the accuracies established in Table 2, 3, and 4, or Appendix "A", Advisory Circular 90-45A.

If any component of the R/NAV System is repaired or recalibrated, the R/NAV System's accuracy should be rechecked to show compliance with original certification.

All maintenance of R/NAV System will be performed as outlined in Appendix "E" of AC-9045A.

Removal of 51DSA Steering Adapter renders Nav One KI-525A inoperative.

The System as installed and functioning is approved for IFR R/NAV operation.

The following placard has been installed and MUST remain in the aircraft and remain legible.

"Area Navigation use approved for IFR Enroute and Approach categories. See Flight Manual Supplement or equivalent for operation information."

ADDITIONAL SHEETS ARE ATTACHED 1

FAA Form 337 (7-67)

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

- 8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)
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 - 2. Installed Narco ELT 10 at same station
 - 3. Negligible weight & balance change
 - 4. Radio interference check completed .
 - 5. All work done in accordance with AC 43 13 2.

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D. I certify to attachment and that t	hat the repair as ts hereto have be he information f	nd/or alteration ma een made in accorda urnished herein is t	de to	the unit(s) identif	ied in item 4 s of Part 43	above and of the U.S. I	described on ederal Aviari	the rever	se or
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NOTICE

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

- 8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)
- 1. Repaired lower fuselage section from station -25 to +37. Spliced web part #310039-101 L.H. and web part #310038-115 R.H. from +5 to +20. Spliced angle #310185-7 station -12 to 0. Spliced angle #310186-7 station -12 to 0. Spliced hinges part #330052-101 from station #-29 to 4 R.& L. side. Replaced landing gear door and hinge aft. L. & R. Replaced Doubler L.H. 310038-59 and Doubler R.H. 310038-60. Spliced web #310042-41 and web #310042-55 with new part. Spliced bulber angle center section 0 to +15 (stringer). Left & Right. Repaired stringers station +23 to +37 center section, repaired and/or fabricated clips and brackets where needed. Replaced bulkhead aft nosewheel part #320000-627. Replaced lower fuselage skin from station -12 to +37. Replaced D.M.E. antenna part #DMN-170-1.
- 2. All rivet patterns and method of repairs made in accordance with 43.13-1 Section 3.
- Rebuilt and resealed nose gear retract cylinder and retracted gear several times in accordance with Aero Commander service manual #500S.
- 4. Secured and adjusted mose steering sequence valve, replaced hold down bolts in nose wheel steering cylinder.
- 5. Log book entry made.

□ ADDITIONAL SHEETS ARE ATTACHED

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

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NOTICE

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

- 8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)
 - 1. The following equipment was installed under throttle console in accordance with A.C. 43.13-2 Chapter 2 and 11: King KI-240, Indicator
 - 2. The following equipment was installed in the nose compartment in accordance with A.C. 43.13-2 Chapter 2: KT-44, Rec. Transmitter
 - 3. The following equipment was installed on forward bulkhead in accordance with A.C. 43.13-2 Chapter 2: King KA-49, Antenna.
 - 4. All wires, fuses, circuit breakers, and method of installation was in accordance with A.C. 43.13-1 Chapter 11, Section 2 and 3.
 - Electrical load check completed per A.C. 43.1302 Chapter 2, Paragraph 27 and found to be within limits.
 - 6. Operational check completed per E.A. 8310.7.

Moment 906008.60 = New E.W.CG 171.86 = New Useful Load 1478.3
Weight 5271.7

ENE

- C. Brown
- · L. Minor

ADDITIONAL SHEETS ARE ATTACHED

DEPARTA

OF TRANSPORTATION Form Approved Budget Bareau No. 04-R060.1 FEDERAL AVIATION ADMINISTRATION FOR FAA USE ONLY MAJOR REPAIR AND ALTERATION OFFICE IDENTIFICATION GADO (Airframe, Powerplant, Propeller, or Appliance) INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. MODEL Rockwell Commander 500s T. AIRCRAFT SERIAL NO. NATIONALITY AND REGISTRATION MARK 3255 N2801B NAME (As shown on registration certificate) ADDRESS (As shown on registration certificate) Michael Baker, Jr., Inc. 4301 Dutch Ridge Road 2. OWNER Beaver, Pa. 3. FOR FAA USE ONLY 4. UNIT IDENTIFICATION 5. TYPE UNIT MAKE SERIAL NO. ATION AIRFRAME X POWERPLANT ₽ PROPELLER APPLIANCE MANUFACTURER CONFORMITY STATEMENT A. AGENCY'S NAME AND ADDRESS B. KIND OF AGENCY C. CERTIFICATE NO. U.S. CERTIFICATED MECHANIC Airframe & Power-Dowtown Airpark, Inc. FOREIGN CERTIFICATED CHANIC P.O. Box 94846 Plant 2034 CERTIFICATED REPAIR STATION Oklahoma City, Oklahoma 73109 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 of 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 Supt. of Maint. Nov. 26, 1976 Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED | REJECTED OTHER (Specify) FAA FLT, STANDARDS MANUFACTURER INSPECTION AUTHORIZATION CANADIAN DEPARTMENT
OF TRANSPORT INSPECTOR
OF AIRCRAFT FAA DESIGNEE REPAIR STATION ALTHORIZED INDIVIDUAL DATE OF APPROVAL OR REJECTION 11-26-76 CERTIFICATE OR SIGNATURE OF DESIGNATION NO. RS 2034 FAA Form 337 (7-67) ☆ U.S. GOVERNMENT PRINTING OFFICE: 1974 - 773-230/134/7 (8320)

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 appropriate 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 auxiliary outboard fuel system per STC SA 976 SW, modified fuselage for installation of dual aerial survey cameras per STC SA 1182 SW. Unstalled king KCS-55 compass system, king KN-73 glideslope reciever and flite-tronics PC-16

All installations made in accordance with manufacturers instructions and part 43 of

Weight & Balance data and equipment list revised

ADDITIONAL SHEETS ARE ATTACHED

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	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 Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation													
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Typed by #38

FAA AC 72-8655

FAA AIRCRAFT REGISTRY DATE: CAMERA NO.

> UNITED STATES OF AMERICA
> DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION
> STATE ARD AIRWORTHINESS CERTIF ATE ANUFACTURER AND HODEL I. NATIONALITY AND REGISTRATION MARKS Rockwell Commander Normal Utility NIZRS 5. AUTHORY AND BASIS FOR ISSUANCE.
> This dirworthiness certificate is issued date of issuance, the dirrord/hot had therefor, to be in condition for sofe comprehensive and detailed dirworthin Aviation, except as noted the Exceptions: None 6. TERMS AND CONDITIONS
> Unless sooner surrendered, subpend this airworthiness certificate is wife performed in accordence with Portain aircraft is registered in the Unit Dennie R. Halle DOA PC-203 7-15-75 Any alteration, reproduction, or misuse of this certificous may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS. FAA FORM 8100-2 (7-67) FORMERLY FAA FORM 1362 GPO: 1967-O-270-931

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