US Department of Transportation
Federal Aviation Administration

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

OMB No. 2120-0020
Exp: 5/31/2018

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark: N171Z	Serial No.: 1450-159	
	Make: Aero Commander	Model: 500B	Series:
2. Owner	Name *(As shown on registration certificate)*: Leslie S. Nagy	Address *(As shown on registration certificate)*: Address 155 Thorndike Way; City Folsom; State CA; Zip 95630; Country USA	

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☒	AIRFRAME	Aero Commander	*(As described in Item 1 above)*	1450-159
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type / Manufacturer		

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	
Name: Leslie S. Nagy	☒ U. S. Certificated Mechanic	☐ Manufacturer
Address: 155 Thorndike Way	☐ Foreign Certificated Mechanic	C. Certificate No.
City: Folsom State: CA	☐ Certificated Repair Station	A&P 3139135
Zip: 95630 Country: USA	☐ Certificated Maintenance Organization	

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

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

Signature/Date of Authorized Individual: LESLIE S. NAGY Leslie Nagy 03/06/2020

7. Approval for Return to Service

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

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

Certificate or Designation No. 2100211

Signature/Date of Authorized Individual: Brian Stout B Stout 3-6-20

FAA Form 337 (10/06)

NOTICE

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

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

N171Z	03/06/2020
Nationality and Registration Mark	Date

Installation:
- Removed Garmin GTX327 transponder.
- Installed Garmin GTX 345 with ADS-B Out and In Functionality. STC# SA01714WI IAW 190-01499-02 July, 2016, GPS WAAS source Garmin 430W on RS232 #2, traffic out on ARINC 429 TX of GTX345.

Instructions for Continued Airworthiness:
Reference 190-01449-02 for GTX 3X5.

Weight and balance change is negligible.

Airworthiness Limitations:
There are no airworthiness limitations.

Electrical Load:
Electrical load does not exceed 80% rated system capacity.

Manuals available to owner:
GTX345 AFM Supplement
GTX345 Pilot's Guide

☐ Additional Sheets Are Attached

FAA Approved Model List (AML)

STC Number SA01714WI

Installation of Garmin Transponder GTX 33X and GTX 3X5 with ADS-B

FAA APPROVED

_____

ODA ADMINISTRATOR

_____

DATE

ODA-240087-CE
Garmin International
1200 E. 151st Street, Olathe KS 66062

Issued Date: May 1, 2013
Revised Date: August 27, 2013,
March 8, 2016
July 21, 2016

FAA Approved Model List (AML) STC Number SA01714WI

AML Revision Log

Date	Description
5/1/2013	Initial Release
8/27/2013	Defined which aircraft were certified with 14CFR 23.1353(h) being part of the certification basis.
08-Mar-2016	Added GTX 3X5 along with additional aircraft models. Split the AML into two tables as noted below
21-July-2016	Corrected typographical error regarding LC42-550FG in Table II

NOTE:
This AML contains 2 Tables as part of the 08-Mar-2016 revision.

1. **Table I** identifies Aircraft approved for the GTX 33X and GTX 3X5 **WITHOUT** GX000 Equipped flight deck system
2. **Table II** identifies Aircraft approved for the GTX 3X5R only **WITH** G950/G1000 Equipped flight deck system

All notes are listed at the end of the document

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Table I – NON-GX000 Equipped Aircraft for the GTX 33X and GTX 3X5

Table I: Approved Aircraft WITHOUT GX000 Equipped Flight Deck System for installation of GTX 33/330 or GTX 335/345 Transponders						
Airplane Make (TCDS Holder) [common name or previous make]	**Airplane Model Designation**	**Type Certificate Number**	*** TC Certification Basis**	**Master Drawing List Revision (005-00734-04)**	**AML Revision/Date**	**Notes**
Aermacchi S.p.A (Aermacchi S.p.A) [Siai Marchetti]	S.205-18/F, S.205-18/R, S.205-20/F, S.205-20/R, S.205-22/R, S.208, S.208A	A9EU	FAR 21 FAR 23	1	Original 5/1/2013	
	F.260, F.260B, F.260C, F.260D, F.260E, F.260F	A10EU	CAR 3 FAR 23	1	Original 5/1/2013	
	S.211A	A86EU	FAR 23	1	Original 5/1/2013	
Aero Commander (Dynac Aerospace Corporation) [Volaire]	10 (Volaire), 10A (Volaire), 100 (Aero Commander), 100A (Aero Commander), 100-180 (Aero Commander)	1A21	CAR 3	1	Original 5/1/2013	
Aerostar (Aerostar Aircraft Corporation) [Piper/Smith]	PA-60-600 (Aerostar 600), PA-60-601 (Aerostar 601), PA-60-601P (Aerostar 601P), PA-60-602P (Aerostar 602P), PA-60-700P (Aerostar 700P)	A17WE	FAR 23	1	Original 5/1/2013	
Air Tractor (Air Tractor Inc.)	AT-401, AT-401B, AT-402, AT-402A, AT-402B, AT-502, AT-502A, AT-504, AT-502B	A17SW	FAR 21 FAR 23	6	Revision 2 08-Mar-2016	2
	AT-602, AT-802, AT-802A	A19SW	FAR 21 FAR 23	1	Original 5/1/2013	
Alexandria Aircraft (Alexandria Aircraft LLC) [Bellanca; Viking Aviation]	14-19, 14-19-2, 14-19-3, 14-19-3A, 17-30, 17-31, 17-31TC	1A3	CAR 3	6	Revision 2 08-Mar-2016	
	17-30A, 17-31A, 17-31ATC	A18CE	FAR 23	6	Revision 2 08-Mar-2016	
American Champion (American Champion Aircraft Corporation) [Bellanca; Champion; Aeronca; Tetelestai; FRA Enterprises]	7GCA, 7GCAA, 7GCB, 7GCBA, 7GCBC, 7KC, 7KCAB	A-759	CAR 4a FAR 23	6	Revision 2 08-Mar-2016	
	8GCBC, 8KCAB	A21CE	FAR 23	6	Revision 2 08-Mar-2016	

FAA Approved Model List (AML) STC SA01714WI

Table I: Approved Aircraft WITHOUT GX000 Equipped Flight Deck System for Installation of GTX 33/330 or GTX 335/345 Transponders						
Airplane Make (TCDS Holder) [common name or previous make]	**Airplane Model Designation**	**Type Certificate Number**	*** TC Certification Basis**	**Master Drawing List Revision (005-00734-04)**	**AML Revision/Date**	**Notes**
Atlantic Coast Seaplanes LLC (Atlantic Coast Seaplanes LLC) [A.G. McKinnon; Viking Air Limited; Aero Planes, Inc; Grumman]	G-21C, G-21D, G-21E, G-21G	4A24	CAR 3	1	Original 5/1/2013	
Aviat Aircraft, Inc. (Aviat Aircraft Inc.) [Sky International; White International; Aviat Inc.; Christen Industries]	A-1, A-1A, A-1B, A-1C-180, A-1C-200	A22NM	FAR 23	6	Revision 2 08-Mar-2016	
Beechcraft (Beechcraft Corporation) [Hawker Beechcraft Corporation; Raytheon]	35-33, 35-A33, 35-B33, 35-C33, 35-C33A, E33, E33A, E33C, F33, F33A, F33C, G33, H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, 36, A36, A36TC, B36TC	3A15	CAR 3	1	Original 5/1/2013	
	95, B95, B95A, D95A, E95, 95-55, 95-A55, 95-B55, 95-B55A, 95-B55B (T-42A), 95-C55, 95-C55A, D55, D55A, E55, E55A, 56TC, A56TC, 58, 58A	3A16	CAR 3 FAR 23	1	Original 5/1/2013	
	65 (L-23F), A65, 65-80, 65-A80, 65-B80, 65-88, 65-90, 65-A90, 65-A90-1 (JU-21A, U-21A, RU-21A, RU-21D, U-21G, RU-21H), 65-A90-2 (RU-21B), 65-A90-3 (RU-21C), 65-A90-4 (RU-21E), (RU-21H), 70, B90, C90, C90A, C90GT, E90	3A20	CAR 3 FAR 23 FAR 25	1	Original 5/1/2013	
	45 (YT-34), A45 (T-34A B-45), D45 (T-34B)	5A3	CAR 3	1	Original 5/1/2013	

Table I: Approved Aircraft WITHOUT GX000 Equipped Flight Deck System for installation of GTX 33/330 or GTX 335/345 Transponders

Airplane Make (TCDS Holder) [common name or previous make]	Airplane Model Designation	Type Certificate Number	* TC Certification Basis	Master Drawing List Revision (005-00734-04)	AML Revision/Date	Notes
(continued) Beechcraft (Beechcraft Corporation) [Hawker Beechcraft Corporation; Raytheon]	50 (L-23A), B50 (L-23B), C50, D50 (L-23E), D50A, D50B, D50C, D50E, D50E-5990, E50 (L-23D, RL-23D), F50, G50, H50, J50	5A4	CAR 3	1	Original 5/1/2013	
	D17S (Army UC-43, UC-43B, Navy GB-1, GB-2), SD17S	A-649	AB 7A	6	Revision 2 08-Mar-2016	
	18D, A18A, A18D, S18D, SA18A, SA18D	A-684	AB 7A	1	Original 5/1/2013	
	3N, 3NM, 3TM, JRB-6, D18C, D18S, E18S, E18S-9700, G18S, H18, C-45G, C-45H, RC-45J (SNB-5P), TC-45G, TC-45H, TC-45J, UC-45J (SNB-5)	A-765	CAR 3	1	Original 5/1/2013	
	35, A35, B35, C35, D35, E35, F35, G35, 35R	A-777	CAR 3	1	Original 5/1/2013	
	19A, B19, M19A, 23, A23, A23A, A23-19, A23-24, B23, C23, A24, A24R, B24R, C24R	A1CE	CAR 3	1	Original 5/1/2013	
	60, A60, B60	A12CE	FAR 23	1	Original 5/1/2013	
	99, 99A, 99A (FACH), A99, A99A, B99, C99, A100C, B100	A14CE	FAR 23	1	Original 5/1/2013	
	58P, 58PA, 58TC, 58TCA	A23CE	FAR 23	1	Original 5/1/2013	

FAA Approved Model List (AML) STC SA01714WI

Table I: Approved Aircraft WITHOUT GX000 Equipped Flight Deck System for installation of GTX 33/330 or GTX 335/345 Transponders						
Airplane Make (TCDS Holder) [common name or previous make]	**Airplane Model Designation**	**Type Certificate Number**	*** TC Certification Basis**	**Master Drawing List Revision (005-00734-04)**	**AML Revision/Date**	**Notes**
(continued) Beechcraft (Beechcraft Corporation) [Hawker Beechcraft Corporation; Raytheon]	200, 200C, 200T, 200CT, B200, B200T, B200C (C-12F, C-12R, UC-12F, UC-12M), A200CT (C-12D, C-12F, FWC-12D, RC-12D, RC-12G, RC-12H, RC-12K, RC-12P, RC-12Q), B200CT, 1900, 1900D, 1900C (C-12J) 300, 300LW,	A24CE	FAR 23, FAR 25	1	Original 5/1/2013	1
	B300, B300C (MC-12W)	A24CE	FAR 23, FAR 25	1	Original 5/1/2013	1, 3
	T-34C (T-34C-1) (34C)	A26CE	FAR 23	1	Original 5/1/2013	
	76	A29CE	FAR 23	1	Original 5/1/2013	
	F90	A31CE	FAR 23	1	Original 5/1/2013	
	18A , S18A	TC 630	AB 7A	1	Original 5/1/2013	
	G17S	TC 779	AB 7A CAR 4	6	Revision 2 08-Mar-2016	
Beechcraft Corporation (Beechcraft Corporation) [Hawker Beechcraft Corporation; Raytheon]	77	A30CE	FAR 23	1	Original 5/1/2013	
Bellanca (Bellanca Aircraft Corporation)	14-13, 14-13-2, 14-13-3, 14-13-3W	A-773	CAR 4a	6	Revision 2 08-Mar-2016	

FAA Approved Model List (AML) STC SA01714WI

Table I: Approved Aircraft WITHOUT GX000 Equipped Flight Deck System for installation of GTX 33/330 or GTX 335/345 Transponders

Airplane Make (TCDS Holder) [common name or previous make]	**Airplane Model Designation**	**Type Certificate Number**	*** TC Certification Basis**	**Master Drawing List Revision (005-00734-04)**	**AML Revision/Date**	**Notes**
B-N Group LTD. (B-N Group Ltd.) [Pilatus Britten-Norman Limited]	BN-2, BN-2A, BN-2A-2, BN-2A-3, BN-2A-6, BN-2A-8, BN-2A-9, BN-2A-20, BN-2A-21, BN-2A-26, BN-2A-27, BN-2B-20, BN-2B-21, BN-2B-26, BN-2B-27, BN-2T, BN-2T-4R	A17EU	FAR 21 FAR 23	1	Original 5/1/2013	
	BN2A MK. III, BN2A MK. III-2, BN2A MK. III-3	A29EU	FAR 21 FAR 23	1	Original 5/1/2013	
Boeing (The Boeing Company) [Rockwell International; North American Aviation]	BC-1A, AT-6 (SNJ-2), AT-6A (SNJ-3), AT-6B, AT-6C (SNJ-4), AT-6D (SNJ-5), AT-6F (SNJ-6), SNJ-7, T-6G	A-2-575	CAR 4a	1	Original 5/1/2013	
Cessna (Cessna Aircraft Company)	T-50 (Army AT-17, UC-78 series, and Navy JRC-1)	A-722	CAR 4a	6	Revision 2 08-Mar-2016	
Cessna (Cessna Aircraft Company) [Reims Aviation S.A.]	F150F, F150G, F150H, F150J, F150K, F150L, F150M, F152, FA150K, FA150L, FA150M, FA152, FRA150L, FRA150M	A13EU	CAR 3	6	Revision 2 08-Mar-2016	
	FR172E, FR172F, FR172J, FR172H, FR172G, FR172K	A18EU	CAR 3 FAR 21	1	Original 5/1/2013	
	F337E, FT337E, F337F, FT337F, F337G, FT337GP, F337H, FT337HP	A23EU	FAR 23	6	Revision 2 08-Mar-2016	
	F182P, F182Q, FR182	A42EU	CAR 3	6	Revision 2 08-Mar-2016	
Cirrus Design Corporation (Cirrus Design Corporation)	SR20, SR22	A00009CH	FAR 23	1	Original 5/1/2013	3
Costruzioni Aeronautiche Tecnam srl (Costruzioni Aeronautiche Tecnam srl) [Tecnam]	P2006T	A62CE	FAR 23	6	Revision 2 08-Mar-2016	3

FAA Approved Model List (AML) STC SA01714WI

Table I: Approved Aircraft WITHOUT GX000 Equipped Flight Deck System for installation of GTX 33/330 or GTX 335/345 Transponders						
Airplane Make (TCDS Holder) [common name or previous make]	**Airplane Model Designation**	**Type Certificate Number**	*** TC Certification Basis**	**Master Drawing List Revision (005-00734-04)**	**AML Revision/Date**	**Notes**
Commander (Commander Aircraft Corporation) [Gulfstream Aerospace; Gulfstream American; Rockwell Int'l; CPAC, Inc.]	112, 112TC, 112B, 112TCA, 114, 114A, 114B, 114TC	A12SO	CAR 3 FAR 23	1	Original 5/1/2013	
Cub Crafters (Cub Crafters, Inc.)	CC18-180, CC18-180A	A00006SE	FAR 23	6	Revision 2 08-Mar-2016	3
Diamond (Diamond Aircraft Industries GmbH)	DA 40	A47CE	FAR 21 FAR 23	1	Original 5/1/2013	3
Diamond (Diamond Aircraft Industries Inc.)	DA20-A1, DA20-C1	TA4CH	FAR 21 FAR 23	1	Original 5/1/2013	
Discovery (Discovery Aviation, Inc.) [Liberty Aerospace Incorporated]	XL-2	A00008DE	FAR 23	6	Revision 2 08-Mar-2016	3
DORNIER LUFTFAHRT GmbH (DORNIER LUFTFAHRT GmbH)	Dornier 228-100, Dornier 228-101, Dornier 228-200, Dornier 228-201, Dornier 228-202, Dornier 228-212, Do 28 D, Do 28 D-1	A16EU	FAR 21 FAR 23	1	Original 5/1/2013	
EADS-PZL "Warszawa-Okecie" (EADS-PZL "Warszawa-Okecie" S.A.) [PZL; Panstwowe Zaklady Lotnicze]	PZL-104 WILGA 80, PZL-104M WILGA 2000, PZL-104MA WILGA 2000	A55EU	FAR 21 FAR 23	1	Original 5/1/2013	
	PZL-KOLIBER 150A, PZL-KOLIBER 160A	A69EU	FAR 21 FAR 23	1	Original 5/1/2013	
Embraer S.A. (Embraer S.A.) [Empresa Brasileira de Aeronautica S. A.]	EMB-110P1, EMB-110P2	A21SO	FAR 23 FAR 25	1	Original 5/1/2013	

FAA Approved Model List (AML) STC SA01714WI

Table I: Approved Aircraft WITHOUT GX000 Equipped Flight Deck System for installation of GTX 33/330 or GTX 335/345 Transponders

Airplane Make (TCDS Holder) [common name or previous make]	**Airplane Model Designation**	**Type Certificate Number**	*** TC Certification Basis**	**Master Drawing List Revision (005-00734-04)**	**AML Revision/Date**	**Notes**
Extra (Extra Flugzeugproduktions- und Vertriebs- GmbH) [Extra Flugzeugbau GmbH]	EA-400	A43CE	FAR 23	6	Revision 2 08-Mar-2016	3
	EA 300/L	A67EU	FAR 23	6	Revision 2 08-Mar-2016	
Found Aircraft Canada, Inc. (Found Aircraft Canada, Inc.)	FBA-2C, FBA-2C1 FBA-2C2	A7EA	FAR 23 CAR 3	1	Original 5/1/2013	
	FBA-2C3	A7EA	FAR 23 CAR 3	1	Original 5/1/2013	3
	FBA-2C3T, FBA-2C4, FBA-2C4T	A7EA	FAR 23 CAR 3	6	Revision 2 08-Mar-2016	3
Found Brothers (Found Brothers Aviation Limited)	FBA Centennial "100"	A13EA	FAR 23	1	Original 5/1/2013	
FS2003 Corp. (FS 2003 Corporation) [Piper]	PA-12, PA-12S	A-780	CAR 3	1	Original 5/1/2013	
GA8 Airvan (Pty) Ltd (GA 8 Airvan (Pty) Ltd) [Gippsland Aeronautics Pty. Ltd.]	GA8, GA8-TC320	A00011LA	FAR 23	1	Original 5/1/2013	3
Gomolzig Flugzeug- und Maschinenbau GmbH (Gomolzig Flugzeug- und Maschinenbau GmbH) [FFA Aircraft Bravo AG; FFA Fahrzeugwerke Altenhein AG; FFA Flug- und Fahrzeugwerke AG]	AS 202/15 "BRAVO", AS 202/18A "BRAVO", AS 202/18A4 "BRAVO"	A34EU	FAR 23	6	Revision 2 08-Mar-2016	
Great Lakes (WACO Classic Aircraft Corporation) [Windward Aviation, Inc.; Great Lakes Aircraft Company; Chaparral Motors, Inc.; John Duncan]	2T-1A, 2T-1A-1, 2T-1A-2	A18EA	FAR 23 AB 7A	6	Revision 2 08-Mar-2016	

FAA Approved Model List (AML) STC SA01714WI

Table I: Approved Aircraft WITHOUT GX000 Equipped Flight Deck System for Installation of GTX 33/330 or GTX 335/345 Transponders

Airplane Make (TCDS Holder) [common name or previous make]	Airplane Model Designation	Type Certificate Number	* TC Certification Basis	Master Drawing List Revision (005-00734-04)	AML Revision/Date	Notes
Grob Aircraft AG (Grob Aircraft AG) [Grob Werke GmbH & Co. KG; BURKHART GROB Luft- und Raumfahrt GmbH & Co. KG; GROB-WERKE; GROB Aerospace GmbH; GROB Aerospace GmbH i.l.]	G120A	A49CE	FAR 21 FAR 23	1	Original 5/1/2013	3
	G115, G115A, G115B, G115C, G115C2, G115D, G115D2, G115EG	A57EU	FAR 21 FAR 23	1	Original 5/1/2013	
Grumman (Grumman American Aviation Corporation)	Grumman G-21, Grumman G-21A	TC 654	AB 7A	1	Original 5/1/2013	
Gulfstream American (Gulfstream American Corporation) [Grumman American Aviation Corporation]	G-44 (Army OA-14 Navy J4F-2), G-44A, SCAN Type 30	A-734	CAR 4a	1	Original 5/1/2013	
Helio (Helio Aircraft, LLC) [Alliance]	H-250, H-295 (USAF U-10D), HT-295, H-391 (USAF YL-24), H-391B, H-395 (USAF L-28A or U-10B), H-395A, H-700, H-800	1A8	CAR 3	1	Original 5/1/2013	
	500	A2EA	CAR 3	1	Original 5/1/2013	
	HST-550, HST-550A (USAF AU-24A)	A4EA	CAR 3	1	Original 5/1/2013	
Howard (Howard Aircraft Foundation) [Jobmaster Co.]	DGA-15P (Army UC-70; Navy GH-1, GH-2, GH-3, NH-1), DGA-15J (Army UC-70B), DGA-15W	A-717	CAR 4a	6	Revision 2 08-Mar-2016	
Interceptor (Interceptor Aviation, Inc.) [Interceptor Aircraft Corporation; Prop-Jets, Inc.; Aero Commander; Myers]	200, 200A, 200B, 200C, 200D, 400	3A18	CAR 3	1	Original 5/1/2013	

FAA Approved Model List (AML) STC SA01714WI

Table I: Approved Aircraft WITHOUT GX000 Equipped Flight Deck System for Installation of GTX 33/330 or GTX 335/345 Transponders

Airplane Make (TCDS Holder) [common name or previous make]	**Airplane Model Designation**	**Type Certificate Number**	*** TC Certification Basis**	**Master Drawing List Revision (005-00734-04)**	**AML Revision/Date**	**Notes**
JGS Properties, LLC (JGS Properties, LLC) [Quartz Mountain Aerospace; Luscombe Aircraft Corporation; Land-Air & Leasing, Inc.; Richard S. Kettles]	11A, 11E	A-804	CAR 3	1	Original 5/1/2013	3
Learjet (Learjet Inc.)	23	A5CE	CAR 3	1	Original 5/1/2013	
Lockheed (Lockheed Martin Aeronautics Company) [Lockheed Aircraft International; Lockheed Aircraft Corporation]	402-2	2A11	CAR 3	1	Original 5/1/2013	
	18	A-723	CAR 4a	1	Original 5/1/2013	
Lockheed (Lockheed Aircraft Corporation)	12-A (Army UC-40; UC-40A; Navy JO-1; JO-2)	TC 616	AB 7A	1	Original 5/1/2013	
M7 Aerospace LLC (M7 Aerospace LLC) [Fairchild Aircraft Incorporated]	SA26-T, SA26-AT, SA226-T, SA226-T(B), SA226-AT, SA227-AT, SA227-TT	A5SW	CAR 3	1	Original 5/1/2013	
	SA226-TC, SA227-AC (C-26A), SA227-BC (C-26A)	A8SW	FAR 23	1	Original 5/1/2013	
	SA227-CC, SA227-DC (C-26B)	A18SW	FAR 23	1	Original 5/1/2013	

FAA Approved Model List (AML) STC SA01714WI

Table I: Approved Aircraft WITHOUT GX000 Equipped Flight Deck System for installation of GTX 33/330 or GTX 335/345 Transponders						
Airplane Make (TCDS Holder) [common name or previous make]	**Airplane Model Designation**	**Type Certificate Number**	*** TC Certification Basis**	**Master Drawing List Revision (005-00734-04)**	**AML Revision/Date**	**Notes**
Maule (Maule Aerospace Technology, Inc.) [Maule Aircraft Corporation]	Bee Dee M-4, M-4, M-4C, M-4S, M-4T, M-4-180C, M-4-180S, M-4-180T, M-4-180V, M-4-210, M-4-210C, M-4-210S, M-4-210T, M-4-220, M-4-220C, M-4-220S, M-4-220T, M-5-180C, M-5-200, M-5-210C, M-5-210TC, M-5-220C, M-5-235C, M-6-180, M-6-235, M-7-235, M-7-235A, M-7-235B, M-7-235C, M-7-260, M-7-260C, M-7-420A, M-7-420AC, M-8-235, M-9-235, MT-7-235, MT-7-260, MT-7-420, MX-7-160, MX-7-160C, MX-7-180, MX-7-180A, MX-7-180B, MX-7-180C, MX-7-180AC, MX-7-235, MX-7-420, MXT-7-160, MXT-7-180, MXT-7-180A	3A23	CAR 3	6	Revision 2 08-Mar-2016	
MICCO Aircraft Co. Inc. (MICCO Aircraft Company Inc.) [Myers; LanShe Interceptor Prop-Jets Haven Estumkeda Aero Acq]	MAC-125C, MAC-145, MAC-145A, MAC-145B	3A1	CAR 4a FAR 23	1	Original 5/1/2013	
Mitsubishi (Mitsubishi Heavy Industries, Ltd.) [Mitsubishi Aircraft International Inc.]	MU-2B-25, MU-2B-26, MU-2B-26A, MU-2B-35, MU-2B-36, MU-2B-36A, MU-2B-40, MU-2B-60	A10SW	CAR 3 FAR 23	1	Original 5/1/2013	
	MU-2B, MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25, MU-2B-26, MU-2B-30, MU-2B-35, MU-2B-36	A2PC	CAR 3	1	Original 5/1/2013	

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Table I: Approved Aircraft WITHOUT GX000 Equipped Flight Deck System for installation of GTX 33/330 or GTX 335/345 Transponders

Airplane Make (TCDS Holder) [common name or previous make]	Airplane Model Designation	Type Certificate Number	* TC Certification Basis	Master Drawing List Revision (005-00734-04)	AML Revision/Date	Notes
Mooney (Mooney International Corporation) [Mooney Aviation Company, Inc.; Mooney Airplane Co; Mooney Aircraft Corporation; Aerostar Aircraft Corp]	M20, M20A, M20B, M20C, M20D, M20E, M20F ,M20G, M20J, M20K, M20L, M20S,	2A3	CAR 3 FAR 23	1	Original 5/1/2013	
	M20M, M20R	2A3	CAR 3 FAR 23	1	Original 5/1/2013	
Mooney (Mooney Aircraft Corporation)	M22	A6SW	CAR 3	1	Original 5/1/2013	
Morane-Saulnier (SOCATA - Groupe Aerospatiale) [Rallye]	M.S. 760, M.S. 760 A, M.S. 760 B	7A3	CAR 3	1	Original 5/1/2013	
NARDI (NARDI S.A.) [Siai Marchetti]	FN-333	7A5	CAR 3	1	Original 5/1/2013	
Navion (Sierra Hotel Aero, Inc.) [Navion; North American; Ryan Aeronautical; Base Ind; Kotowicz; Thompson; Klinger; Diamond Aero]	Navion (L-17A), Navion A (L-17B; L-17C), Navion B, Navion D, Navion E, Navion F, Navion G, Navion H	A-782	CAR 3	1	Original 5/1/2013	
PACIFIC AEROSPACE LIMITED (Pacific Aerospace Limited) [Pacific Aerospace Corporation, Ltd.]	750XL	A50CE	FAR 21 FAR 23	1	Original 5/1/2013	3
PIAGGIO (Industrie Aeronautiche e Meccaniche Rinaldo Piaggio S.p.A.) [Piaggio & Co.; Industrie Aeronautiche E Meccaniche]	P.166, P.166B, P.166C, P.166 DL3	7A4	CAR 3 FAR 21 FAR 23	1	Original 5/1/2013	
PIAGGIO (Piaggio & C.)	P.136-L, P.136-L1, P.136-L2	A-813	CAR 3	1	Original 5/1/2013	
PIAGGIO (Piaggio Aero Industries S.p.A)	PIAGGIO P-180	A59EU	FAR 21 FAR 23	1	Original 5/1/2013	1

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Table I: Approved Aircraft WITHOUT GX000 Equipped Flight Deck System for installation of GTX 33/330 or GTX 335/345 Transponders

Airplane Make (TCDS Holder) [common name or previous make]	**Airplane Model Designation**	**Type Certificate Number**	*** TC Certification Basis**	**Master Drawing List Revision (005-00734-04)**	**AML Revision/Date**	**Notes**
PILATUS (PILATUS Aircraft Ltd.)	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, PC-6/C1-H2	7A15	CAR 3	1	Original 5/1/2013	
	PC-7	A50EU	FAR 21 FAR 23	1	Original 5/1/2013	
	PILATUS PC-12, PILATUS PC-12/45, PILATUS PC-12/47,	A78EU	FAR 21 FAR 23	1	Original 5/1/2013	3
Piper Aircraft, Inc. (Piper Aircraft, Inc.) [The New Piper Aircraft, Inc]	PA-18, PA-18A, PA-18S, PA-18 "105" (Special), PA-18S "105" (Special), PA-18 "125", PA-18S "125", PA-18AS "125", PA-18 "135", PA-18A "135", PA-18S "135", PA-18AS "135", PA-18 "150", PA-18A "150", PA-18S "150", PA-18AS "150", PA-19, PA-19S	1A2	CAR 3	6	Revision 2 08-Mar-2016	
	PA-20, PA-20S, PA-20 "115", PA-20S "115", PA-20 "135", PA-20S "135"	1A4	CAR 3	6	Revision 2 08-Mar-2016	
	PA-22, PA-22-108, PA-22-135, PA-22S-135, PA-22-150, PA-22S-150, PA-22-160, PA-22S-160	1A6	CAR 3	6	Revision 2 08-Mar-2016	
	PA-23, PA-23-160, PA-23-235, PA-23-250, PA-E23-250	1A10	CAR 3	1	Original 5/1/2013	
	PA-24, PA-24-250, PA-24-260, PA-24-400	1A15	CAR 3	1	Original 5/1/2013	

Table I: Approved Aircraft WITHOUT GX000 Equipped Flight Deck System for installation of GTX 33/330 or GTX 335/345 Transponders

Airplane Make (TCDS Holder) [common name or previous make]	Airplane Model Designation	Type Certificate Number	* TC Certification Basis	Master Drawing List Revision (005-00734-04)	AML Revision/Date	Notes
(continued) Piper Aircraft, Inc. (Piper Aircraft, Inc.) [The New Piper Aircraft, Inc]	PA-28-140, PA-28-150, PA-28-151, PA-28-160, PA-28-180, PA-28-201T, PA-28-235, PA-28-236, PA-28S-160, PA-28S-180, PA-28R-180, PA-28R-200, PA-28R-201T, PA-28RT-201, PA-28RT-201T	2A13	CAR 3 FAR 23	1	Original 5/1/2013	
	PA-28-161, PA-28R-201, PA-28-181	2A13	CAR 3 FAR 23	1	Original 5/1/2013	3
	PA-32-260, PA-32-300, PA-32-301, PA-32-301T, PA-32S-300, PA-32R-300, PA-32RT-300, PA-32RT-300T,	A3SO	CAR 3	1	Original 5/1/2013	
	PA-32R-301(HP), PA-32R-301(SP), PA-32-301XTC, PA-32R-301T, PA-32-301FT	A3SO	CAR 3	1	Original 5/1/2013	3
	PA-34-200, PA-34-200T	A7SO	FAR 23	1	Original 5/1/2013	
	PA-38-112	A18SO	FAR 23	1	Original 5/1/2013	
	PA-44-180T	A19SO	FAR 23	1	Original 5/1/2013	
	PA-44-180	A19SO	FAR 23	1	Original 5/1/2013	3
	PA-31 (PA-31-310), PA-31-300, PA-31-325, PA-31-350	A20SO	CAR 3 FAR 23	1	Original 5/1/2013	
	PA-42, PA-42-720, PA-42-1000	A23SO	FAR 23	1	Original 5/1/2013	

Table I: Approved Aircraft WITHOUT GX000 Equipped Flight Deck System for installation of GTX 33/330 or GTX 335/345 Transponders

Airplane Make (TCDS Holder) [common name or previous make]	Airplane Model Designation	Type Certificate Number	* TC Certification Basis	Master Drawing List Revision (005-00734-04)	AML Revision/Date	Notes
(continued) Piper Aircraft, Inc. (Piper Aircraft, Inc.) [The New Piper Aircraft, Inc]	PA-46-310P	A25SO	FAR 23	1	Original 5/1/2013	
	PA-46-350P, PA-46R-350T, PA-46-500TP	A25SO	FAR 23	1	Original 5/1/2013	3
	PA-42-720R	A32SO	FAR 23, FAR 25	1	Original 5/1/2013	
	PA-30, PA-39, PA-40	A1EA	CAR 3	1	Original 5/1/2013	
	PA-31P, PA-31T, PA-31T1, PA-31T2, PA-31T3, PA-31P-350	A8EA	CAR 3 FAR 23	1	Original 5/1/2013	
Polskie Zaklady Lotnicze Spolka zo.o (Polskie Zaklady Lotnicze Spolka zo.o) [PZL Mielec]	PZL M26 01	A44CE	FAR 21 FAR 23	1	Original 5/1/2013	
Reims Aviation SA (Reims Aviation S.A.)	F406	A54EU	FAR 23	1	Original 5/1/2013	
Revo Inc. (Revo, Incorporated) [Colonial Aircraft Co; Lake Aircraft Corp; Consolidated Aeronautics; Global Amphibians]	Colonial C-1, Colonial C-2, Lake LA-4, Lake LA-4A, Lake LA-4P, Lake LA-4-200, Lake Model 250	1A13	CAR 3	1	Original 5/1/2013	
RUAG Aerospace Services GmbH (RUAG Aerospace Services GmbH) [Dornier-Werke G.M.b.H.; DORNIER LUFTFAHRT GmbH; Fairchild Dornier GmbH]	Do 28 A-1, Do 28 B-1	7A13	CAR 3	1	Original 5/1/2013	
	Do 27 Q-6	A8IN	CAR 3	1	Original 5/1/2013	
Short Brothers & Harland LTD (Short Brothers & Harland Ltd.)	SC-7 Series 2, SC-7 Series 3	A15EU	FAR 21 FAR 23	1	Original 5/1/2013	

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Table I: Approved Aircraft WITHOUT GX000 Equipped Flight Deck System for installation of GTX 33/330 or GTX 335/345 Transponders

Airplane Make (TCDS Holder) [common name or previous make]	**Airplane Model Designation**	**Type Certificate Number**	*** TC Certification Basis**	**Master Drawing List Revision (005-00734-04)**	**AML Revision/Date**	**Notes**
SOCATA (SOCATA) [SOCATA - Groupe Aerospatiale; EADS SOCATA]	TB 9, TB 10, TB 20, TB 21, TB 200	A51EU	FAR 21 FAR 23	1	Original 5/1/2013	
	TBM 700	A60EU	FAR 21 FAR 23	1	Original 5/1/2013	3
SOCATA MORANE SAULNIER (Rallye) Series (SOCATA) [SOCATA - Groupe Aerospatiale]	Rallye 100S, Rallye 150T, Rallye 150ST, Rallye 235C, Rallye 235E, MS 880B, MS 885, MS 892A-150, MS 892E-150 (Rallye 150GT), MS 893A, MS 893E (Rallye 180GT), MS 894A, MS 894E	7A14	CAR 3	1	Original 5/1/2013	
SOCATA, S.A. (SOCATA, S.A.) [Grumman]	GA-7	A17SO	FAR 23	1	Original 5/1/2013	
STOL (Sky Enterprises, Inc.) [Republic; Sea-bee]	RC-3	A-769	CAR 3	1	Original 5/1/2013	
STOL (STOL Aircraft Corporation) [United Consultants; Twin-Bee; Republic]	UC-1	A6EA	CAR 3	1	Original 5/1/2013	
Symphony Aircraft Industries Inc. (Symphony Aircraft Industries Inc.) [Ostmecklenburgische Flugzeugbau GmbH]	OMF-100-160, SA 160	A46CE	FAR 23	6	Revision 2 08-Mar-2016	3

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Table I: Approved Aircraft WITHOUT GX000 Equipped Flight Deck System for installation of GTX 33/330 or GTX 335/345 Transponders						
Airplane Make (TCDS Holder) [common name or previous make]	**Airplane Model Designation**	**Type Certificate Number**	*** TC Certification Basis**	**Master Drawing List Revision (005-00734-04)**	**AML Revision/Date**	**Notes**
Textron Aviation Inc. (Textron Aviation Inc.) [Cessna Aircraft Company]	310, 310A (USAF U-3A), 310B, 310C, 310D, 310E (USAF U-3B), 310F, 310G, 310H, E310H, 310I, 310J, 310J-1, E310J, 310K, 310L, 310N, 310P, T310P, 310Q, T310Q, 310R, T310R	3A10	CAR 3 FAR 23	1	Original 5/1/2013	
	172, 172A, 172B, 172C, 172D, 172E, 172F (USAF T-41A), 172G, 172H (USAF T-41A), 172I, 172K, 172L, 172M, 172N, 172P, 172Q (Skyhawk), 172R, 172S	3A12	CAR 3 FAR 23	1	Original 5/1/2013	
	182, 182A, 182B, 182C, 182D, 182E, 182F, 182G, 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, 182R, R182, T182, TR182, 182S, 182T, T182T	3A13	CAR 3 FAR 23	1	Original 5/1/2013	
	172RG, P172D, R172E (USAF T-41B), (USAF T-41C and D), R172F (USAF T-41D), R172G (USAF T-41 C or D), R172H (USAF T-41D), R172J, R172K, 175, 175A, 175B, 175C	3A17	CAR 3 FAR 23	1	Original 5/1/2013	
	150, 150A, 150B, 150C, 150D, 150E, 150F, 150G, 150H, 150J, 150K, 150L, 150M, A150K, A150L, A150M, 152, A152	3A19	CAR 3 FAR 23	1	Original 5/1/2013	

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Table I: Approved Aircraft WITHOUT GX000 Equipped Flight Deck System for installation of GTX 33/330 or GTX 335/345 Transponders						
Airplane Make (TCDS Holder) [common name or previous make]	**Airplane Model Designation**	**Type Certificate Number**	*** TC Certification Basis**	**Master Drawing List Revision (005-00734-04)**	**AML Revision/Date**	**Notes**
(continued) Textron Aviation Inc. (Textron Aviation Inc.) [Cessna Aircraft Company]	210, 210A, 210B, 210C, 210D, 210E, 210F, T210F, 210G, T210G, 210H, T210H, 210J, T210J, 210K, T210K, 210L, T210L, 210M, T210M, 210N, P210N, T210N, 210R, P210R, T210R, 210-5 (205), 210-5A (205A)	3A21	CAR 3 FAR 23	1	Original 5/1/2013	
	185, 185A, 185B, 185C, 185D, 185E, A185E, A185F	3A24	CAR 3 FAR 21 FAR 23	1	Original 5/1/2013	
	320, 320A, 320B, 320C, 320D, 320E, 320F, 320-1, 335, 340, 340A	3A25	CAR 3 FAR 23	1	Original 5/1/2013	
	140A	5A2	CAR 3 CAR 4a	1	Original 5/1/2013	
	180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 180J, 180K	5A6	CAR 3	1	Original 5/1/2013	
	120, 140	A-768	CAR 4a	1	Original 5/1/2013	
	190, 195 (LC-126A,B,C), 195A, 195B	A-790	CAR 3	1	Original 5/1/2013	
	170A, 170B	A-799	CAR 3	1	Original 5/1/2013	
	525	A1WI	FAR 23	1	Original 5/1/2013	1
	525A	A1WI	FAR 23	1	Original 5/1/2013	1, 3
	336	A2CE	CAR 3	1	Original 5/1/2013	

Table I: Approved Aircraft WITHOUT GX000 Equipped Flight Deck System for installation of GTX 33/330 or GTX 335/345 Transponders

Airplane Make (TCDS Holder) [common name or previous make]	Airplane Model Designation	Type Certificate Number	* TC Certification Basis	Master Drawing List Revision (005-00734-04)	AML Revision/Date	Notes
(continued) Textron Aviation Inc. (Textron Aviation Inc.) [Cessna Aircraft Company]	206, P206, P206A, P206B, P206C, P206D, P206E, TP206A, TP206B, TP206C, TP206D, TP206E, U206, U206A, U206B, U206C, U206D, U206E, U206F, U206G, TU206A, TU206B, TU206C, TU206D, TU206E, TU206F, TU206G, 206H, T206H	A4CE	CAR 3 FAR 23	1	Original 5/1/2013	
	337, 337A (USAF 02B), 337B, T337B, 337C, 337E, T337E, T337C, 337D, T337D, M337B (USAF 02A), 337F, T337F, 337G, T337G, 337H, P337H, T337H, T337H-SP	A6CE	CAR 3 FAR 23	1	Original 5/1/2013	
	401, 401A, 401B, 402, 402A, 402B, 402C, 411, 411A, 414, 414A, 421, 421A, 421B, 421C, 425	A7CE	CAR 3	1	Original 5/1/2013	
	177, 177A, 177B	A13CE	FAR 23	1	Original 5/1/2013	
	207, 207A, T207, T207A	A16CE	FAR 23	1	Original 5/1/2013	
	177RG	A20CE	FAR 23	1	Original 5/1/2013	
	404, 406	A25CE	FAR 23	1	Original 5/1/2013	
	501 551	A27CE	FAR 23	1	Original 5/1/2013	
	441	A28CE	FAR 23	1	Original 5/1/2013	
	T303	A34CE	FAR 23	1	Original 5/1/2013	

Table I: Approved Aircraft WITHOUT GX000 Equipped Flight Deck System for installation of GTX 33/330 or GTX 335/345 Transponders

Airplane Make (TCDS Holder) [common name or previous make]	Airplane Model Designation	Type Certificate Number	* TC Certification Basis	Master Drawing List Revision (005-00734-04)	AML Revision/Date	Notes
(continued) Textron Aviation Inc. (Textron Aviation Inc.) [Cessna Aircraft Company]	208 (208A), 208B	A37CE	FAR 23	1	Original 5/1/2013	
	LC40-550FG, LC41-550FG, LC42-550FG	A00003SE	FAR 23	6	Revision 2 08-Mar-2016	
TKEF (The King's Engineering Fellowship (TKEF))	Model 44	A2WI	FAR 23	1	Original 5/1/2013	
TRIDENT (Viking Air, Ltd)	TR-1	A19EA	FAR 23	1	Original 5/1/2013	
Triton Aerospace LLC (Triton Aerospace LLC) [Triton America LLC; AAI Acquisition, Inc.; Adam Aircraft]	A500	A00009DE	FAR 23	6	Revision 2 08-Mar-2016	3
True Flight Holdings LLC (True Flight Holdings LLC) [Tiger Aircraft LLC; American General Aircraft Holding; American General Aircraft Corp; American Aviation; Gulfstream American; Gulfstsream Aerospace; Grumman American]	AA-1 , AA-1A, AA-1B, AA-1C	A11EA	FAR 23	1	Original 5/1/2013	
	AA-5, AA-5A, AA-5B, AG-5B	A16EA	FAR 23	1	Original 5/1/2013	
Twin Commander (Twin Commander Aircraft LLC) [Aero Design and Engineering Company; Aero Commander Aircraft; Rockwell; Gulfstream]	560-F, 680, 680E, 680F, 680FL, 680FL(P), 680T, 680V, 680W, 681, 685, 690, 690A, 690B, 690C, 690D, 695, 695A, 695B, 720	2A4	CAR 3	1	Original 5/1/2013	
	500, 500-A, 500-B, 500-S, 500-U, 520, 560, 560-A, 560-E	6A1	CAR 3	1	Original 5/1/2013	
	700	A12SW	FAR 23	1	Original 5/1/2013	

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Table I: Approved Aircraft WITHOUT GX000 Equipped Flight Deck System for installation of GTX 33/330 or GTX 335/345 Transponders						
Airplane Make (TCDS Holder) [common name or previous make]	**Airplane Model Designation**	**Type Certificate Number**	*** TC Certification Basis**	**Master Drawing List Revision (005-00734-04)**	**AML Revision/Date**	**Notes**
Univair (Univair Aircraft Corporation) [Stinson]	108, 108-1, 108-2, 108-3, 108-5	A-767	CAR 3	6	Revision 2 08-Mar-2016	
Viking Air Limited (Viking Air Limited) [deHavilland Aircraft of Canada; Boeing of Canada; deHavilland Inc.; Bombardier Inc.; Otter; Twin Otter]	DHC-2 Mk. I, DHC-2 Mk. II, DHC-2 Mk. III	A-806	CAR 3 FAR 21	1	Original 5/1/2013	
	DHC-3	A-815	CAR 3	1	Original 5/1/2013	
	DHC-6-1, DHC-6-100, DHC-6-200, DHC-6-300	A9EA	CAR 3	1	Original 5/1/2013	3
Vulcanair S.p.A. (Vulcanair S.p.A.) [Partenavia Costruzioni Aeronautiche S.p.A.]	P.68, P.68B, P.68C, P.68C-TC, AP68TP-300 "Spartacus", AP68TP-600 "Viator"	A31EU	FAR 23	1	Original 5/1/2013	
	P.68 "OBSERVER", P.68 "OBSERVER 2", P.68TC "OBSERVER", P.68R	A31EU	FAR 23	6	Revision 2 08-Mar-2016	
Vulcan Air S.p.A. (Vulcan Air S.p.A.) [Siai Marchetti S.r.l.; Partenavia]	SF600, SF600A	A61EU	FAR 23	1	Original 5/1/2013	
WACO (The WACO Aircraft Company)	YMF	ATC 542	AB 7A	6	Revision 2 08-Mar-2016	
WSK "PZL-MIELEC" OBR (WSK PZL MIELEC and OBR SK MIELEC) [PZL]	PZL M20 03	A68EU	FAR 21 FAR 23	1	Original 5/1/2013	

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Table I: Approved Aircraft WITHOUT GX000 Equipped Flight Deck System for installation of GTX 33/330 or GTX 335/345 Transponders						
Airplane Make (TCDS Holder) [common name or previous make]	**Airplane Model Designation**	**Type Certificate Number**	*** TC Certification Basis**	**Master Drawing List Revision (005-00734-04)**	**AML Revision/Date**	**Notes**
Zenair (Zenair Ltd.)	CH2000	TA5CH	FAR 23	1	Original 5/1/2013	
ZLIN AIRCRAFT a.s. (ZLIN AIRCRAFT a.s.) [MORAVAN a.s.]	Z-242L, Z-143L	A76EU	FAR 21 FAR 23	1	Original 5/1/2013	

End of Table I - Approved Aircraft WITHOUT GX000 Equipped Flight Deck System for installation of GTX 33/330 or GTX 335/345 Transponders

Table II – G950/G1000 Equipped Aircraft for the GTX 3X5R ONLY

Table II: Approved Aircraft WITH G950/G1000 Equipped Flight Deck System for installation of GTX 335R/345R (remote-mount) Transponders ONLY						
Airplane Make (TCDS Holder) [common name or previous make]	**Airplane Model Designation**	**Type Certificate Number**	**TC Certification Basis ***	**Master Drawing List Revision (005-00734-04)**	**AML Revision/Date**	**Notes**
Beechcraft (Beechcraft Corporation) [Hawker Beechcraft Corporation; Raytheon]	A36	3A15	CAR 3	6	Revision 2 08-Mar-2016	4
	G36	3A15	CAR 3	6	Revision 2 08-Mar-2016	3, 4
	58, G58	3A16	CAR 3 FAR 23	6	Revision 2 08-Mar-2016	3, 4
Costruzioni Aeronautiche Tecnam srl (Costruzioni Aeronautiche Tecnam srl) [Tecnam]	P2006T	A62CE	FAR 23	6	Revision 2 08-Mar-2016	3, 4
Diamond (Diamond Aircraft Industries GmbH)	DA 40, DA 40F, DA 40NG	A47CE	FAR 21 FAR 23	6	Revision 2 08-Mar-2016	3, 4
	DA 42, DA 42NG	A57CE	FAR 21 FAR 23	6	Revision 2 08-Mar-2016	3, 4
Mooney (Mooney International Corporation) [Mooney Aviation Company, Inc.; Mooney Airplane Co; Mooney Aircraft Corporation; Aerostar Aircraft Corp]	M20M, M20R, M20TN	2A3	CAR 3 FAR 23	6	Revision 2 08-Mar-2016	3, 4
Piper Aircraft, Inc. (Piper Aircraft, Inc.) [The New Piper Aircraft, Inc]	PA-28-181	2A13	CAR 3 FAR 23	6	Revision 2 08-Mar-2016	3, 4
	PA-32R-301T, PA-32-301FT	A3SO	CAR 3	6	Revision 2 08-Mar-2016	3, 4
	PA-34-220T	A7SO	CAR 3 FAR 23	6	Revision 2 08-Mar-2016	3, 4
	PA-44-180	A19SO	FAR 23	6	Revision 2 08-Mar-2016	3, 4
	PA-46-350P, PA-46R-350T PA-46-500TP	A25SO	FAR 23	6	Revision 2 08-Mar-2016	3, 4

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Table II: Approved Aircraft WITH G950/G1000 Equipped Flight Deck System for installation of GTX 335R/345R (remote-mount) Transponders ONLY						
Airplane Make (TCDS Holder) [common name or previous make]	**Airplane Model Designation**	**Type Certificate Number**	**TC Certification Basis ***	**Master Drawing List Revision (005-00734-04)**	**AML Revision/Date**	**Notes**
SOCATA (SOCATA) [SOCATA - Groupe Aerospatiale; EADS SOCATA]	TBM 700	A60EU	FAR 21 FAR 23	6	Revision 2 08-Mar-2016	3, 4
Textron Aviation Inc. (Textron Aviation Inc.) [Cessna Aircraft Company]	172R, 172S	3A12	CAR 3 FAR 23	6	Revision 2 08-Mar-2016	4
	182S, 182T, T182T	3A13	CAR 3 FAR 23	6	Revision 2 08-Mar-2016	4
	206H, T206H	A4CE	CAR 3 FAR 23	6	Revision 2 08-Mar-2016	4
	208 (208A), 208B	A37CE	FAR 23	6	Revision 2 08-Mar-2016	4
Textron Aviation Inc. (Textron Aviation Inc.) [Cessna Aircraft Company; Columbia Aircraft Manufacturing; Lancair]	LC41-550FG, LC42-550FG	A00003SE	FAR 23	6	Revision 3 21-Jul-2016	3, 4
Vulcanair S.p.A. (Vulcanair S.p.A.) [Partenavia Costruzioni Aeronautiche S.p.A.]	P.68, P.68B, P.68C, P.68C-TC, P.68 "OBSERVER", P.68 "OBSERVER 2", P.68TC "OBSERVER", AP68TP-300 "Spartacus"	A31EU	FAR 23	6	Revision 2 08-Mar-2016	4
	AP68TP-600 "Viator", P.68R	A31EU	FAR 23	6	Revision 2 08-Mar-2016	3, 4

End of Table II - Approved Aircraft WITH G950/G1000 Equipped Flight Deck System for installation of GTX 335R/345R (remote-mount) Transponders

FAA Approved Model List (AML) STC SA01714WI

Table III – Notes Information

* TC Certification Basis - See Type Certificate Data Sheet applicable to aircraft for complete certification basis.

Note 1: Only applicable to those aircraft *without* Collins Pro Line 21 systems installed with a Collins RTU (Radio Tuning Unit).

Note 2: Aircraft must have optional radio box installed as a prerequisite for the installation of a panel mount GTX 33X.

Note 3: Aircraft model has 14 CFR 23.1353(h) as part of the certification basis.

Note 4: Only applicable to those aircraft *with* Garmin G950/1000 systems (see Equipment List, as called out on the Master Drawing List 005-00734-04 for supported G950/G1000 software versions)

U.S. Department of Transportation
Federal Aviation Administration

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

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

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark: N171Z	Serial No.: 1450-159	
	Make: AERO COMMANDER	Model: 500B	Series:
2. Owner	Name (As shown on registration certificate): BRYAN COUNTY SHERIFFS OFFICE	Address (As shown on registration certificate): Address 402 W EVERGREEN; City DURANT; State OKLAHOMA; Zip 74701; Country UNITED STATES	

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address
Name: Nolan Avionics
Address: 8 Waldron Rd. Hangar 24C
City: Durant State: Oklahoma
Zip: 74701 Country: UNITED STATES

B. Kind of Agency
- ☐ U.S. Certificated Mechanic
- ☐ Foreign Certificated Mechanic
- X Certificated Repair Station
- ☐ Certificated Maintenance Organization
- ☐ Manufacturer

C. Certificate No.
CX2R758K

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

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

Signature/Date of Authorized Individual: Larry R. Nolan 04/21/2009

7. Approval for Return To Service

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

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

Certificate or Designation No.: CX2R758K

Signature/Date of Authorized Individual: Larry R. Nolan 04/21/2009

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.)

N171Z	04/21/2009
Nationality and Registration Mark	Date

Validated that the previous installation of one Garmin GNS 430 was installed in accordance with Garmin instructions and approved via FAA-stamped field approval document on FAA- Form 337 form dated 02/06/2001. Verified this aircraft and all interfaced equipment are covered under the STC AML. The unit was removed and replaced with a new GNS 430W. The existing location of the unit was determined to meet the field-of-view requirements without the need for external annunciation. The existing wiring, shielding, and coax cable was inspected and determined to be in accordance with the STC AML installation data. The existing GA 56 antenna was removed and replaced with GA 35 antenna using the approved mounting previsions of the previous installation.

A summary of the modification done in the aircraft is as follows:

Removed a Garmin GS 56 Antenna, P/N 011-00134-00 and installed a new GA 35 GPS/WAAS antenna P/N 013-00235-00, S/N 25513. Using the provisions left behind from the standard antenna in accordance with Garmin upgrade manual P/N 190-00357-06 Rev. A and STC no. SA01933LA.

Removed a Garmin GNS 430 P/N 011-00280-00 unit and installed Garmin GNS 430W, P/N 011-01060-45, S/N 23403129 using the provisions left behind from the standard 430 unit. Installation was done in accordance with Garmin upgrade manual P/N 190-00357-06 Rev. A and STC no. SA01933LA.

The GNS 430W was configured identical to the original 430 unit. Each interfaced was checked out in accordance with the 430W installation manual P/N 190-00356-05 Section 5. A copy of the checkout log was completed and included with the aircraft maintenance records.

Removed the Aircraft Flight Manual Supplement for the GNS 430 and Installed a GNS 430W AFMS P/N 190-00356-63 Rev. B, FAA Approved date December 21, 2006 into the Aircraft Flight Manual.

Updated the aircraft equipment list and weight and balance to reflect the new WAAS unit. The current electrical load analysis remains valid since the new unit draws the same or less current than the original unit.

Instructions for Continued Airworthiness (ICA)
GNS 430W- Include Garmin document number P/N 190-00356-65, GNS 430W Instructions for Continued Airworthiness in the aircraft maintenance records.

Note: These supersede ICAW dada for the previously installed Garmin GNS 430.

********** NOTHING FOLLOWS **********

☐ Additional Sheets Are Attached

GARMIN

October 3, 2006

RE: STC Permission to use STC SA01695SE for Garmin Antennas

Consistent with Order 8110.4B and AC 21-40, Garmin AT, Inc. grants permission to Garmin dealers, installers, and owners of the Garmin antennas listed in the STC Installation Manual (190-00569-00) to use STC SA01695SE and the data associated with it, for the sole and express purpose of installation and approval of installation of the Garmin antennas listed in the STC Installation Manual (190-00569-00).

John Macnab, General Manager
Garmin AT, Inc.

Garmin AT, Inc.
2345 Turner Rd., S.E.
Salem, OR 97302
P: 503.581.8101 F: 503.364.2138
www.garminat.com

United States of America

Department of Transportation—Federal Aviation Administration

Supplemental Type Certificate

Number SA01695SE

This certificate, issued to **Garmin AT, Inc.**
2345 Turner Road SE
Salem, OR 97302

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

Original Product—Type Certificate Number: *See attached Approved Model List (AML)
Make: No. SA01695SE for list of approved aircraft
Model: models and applicable airworthiness regulations.

Description of the Type Design Change: Installation of antenna models identified in the Master Data List in accordance with Garmin Supplemental Type Certificate Master Data List, P/N 005-C0373-00, Revision D, dated August 21, 2006, or later Federal Aviation Administration approved revision.

Limitations and Conditions: Compatibility of this design change with previously approved modifications must be determined by the installer. A copy of this certificate must be maintained as part of the permanent records for the modified aircraft. This STC is for physical installation only. For operational Airworthiness approval refer to data for the interfaced receiving equipment.

If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

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

Date of application: March 3, 2006 *Date reissued:*

Date of issuance: August 31, 2006 *Date amended:* February 15, 2007

FEDERAL AVIATION ADMINISTRATION

By direction of the Administrator

(Signature)

Acting Manager, Seattle Aircraft Certification Office

(Title)

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

This certificate may be transferred in accordance with FAR 21.47.

FAA FORM 8110-2(10-68)

GA Antenna Series

Instructions for Continued Airworthiness

STC Number SA01695SE

Document Number 190-00673-01 Rev. F

Garmin Ltd. Or its subsidiaries
c/o Garmin International, Inc.
1200 E. 151st Street
Olathe, Kansas 66062 USA

Aircraft tail number N1712

Antenna location on aircraft 122 in

Confidential

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Record of Revision

Rev.	Date	Description of Change
D	08-21-06	Initial STC Issuance
E	11-29-06	Added GA 35 Antenna
F	08-27-07	Added GA 36 & GA 37 Antennas

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1. INTRODUCTION

1.1 Purpose

This document is designed for use by the installing agency of the antenna models listed in Table 1 below as Instructions for Continued Airworthiness in response to Federal Aviation regulation (FAR) Part 23.1529, and Part 23 Appendix G. They include information required by the operator to adequately maintain the antenna models listed in Table 1.

1.2 Scope

This document identifies the Instruction for Continued Airworthiness for the modification of the aircraft for installation of the antenna models listed in Table 1.

Table 1 - List of Antenna Models

Manufacturer	Antenna Model	Description
Garmin	GA 35	GPS/WAAS Antenna
Garmin	GA 36	GPS/WAAS Antenna
Garmin	GA 37	GPS/WAAS with XM Antenna
Garmin	GA 55	XM Antenna
Garmin	GA 55A	XM Antenna
Garmin	GA 56W	GPS/WAAS Antenna
Garmin	GA 56A	GPS/WAAS Antenna
Garmin	GA 57	GPS/WAAS with XM Antenna
Garmin AT	A-34	GPS/WAAS Antenna

1.3 Document Control

This document shall be released, archived, and controlled in accordance with Garmin document control system. When this document is revised, refer to Section 2.15 for information on how to gain FAA acceptance or approval and how to notify customers of changes.

1.4 Airworthiness Limitations Section

There are no additional Airworthiness Limitations as defined in 14 CFR § 23, Appendix G. G23.4 that result from this modification. The Airworthiness Limitations section is FAA approved and specifies maintenance required under §§43.16 and 91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved.

1.5 Permission to Use Certain Documents

Permission is granted to any corporation or person applying for approval of the antenna models listed in Table 1 to use and reference appropriate STC documents to accomplish the Instructions for Continued Airworthiness and show compliance with STC engineering data. This permission does not construe suitability of the documents. It is the responsibility of the applicant to determine the suitability of the documents for the ICA.

1.6 Definitions

The following terminology is used within this document:

1) **AC:** Advisory Circular
2) **ACO:** Aircraft Certification Office
3) **AEG:** Aircraft Evaluation Group
4) **CFR:** Code of Federal Regulations
5) **DER:** Designated Engineering Representative
6) **FAA:** Federal Aviation Administration
7) **IAW:** In Accordance With
8) **ICA:** Instructions for Continued Airworthiness
9) **MFD:** Multi-Function Display unit
10) **PMI:** Primary Manufacturing Inspector
11) **POI:** Primary Operations Inspector
12) **STC:** Supplemental Type Certificate
13) **TC:** Type Certification or Type Certificate
14) **TSO:** Technical Standard Order

2. INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

2.1 Introduction

Content, Scope, Purpose and Arrangement:	This document identifies the Instruction for Continued Airworthiness for the modification of the aircraft by installation of the antenna models listed in Table 1.
Applicability:	Applies to aircraft altered by installation of the antenna models listed in Table 1.
Definition of Abbreviations:	See Section 1.6
Precautions:	None
Units of measurement:	None
Referenced publications: *(or later FAA approved revisions)*	190-00569-00 Rev. F *STC Antenna Installation Manual* 005-C0373-00 Rev. F *Garmin GA Antenna Series Master Data List*
Distribution:	This document should be included in the permanent aircraft records.

2.2 Description of Alteration

Physical installation of the antenna models listed in Table 1.

2.3 Control, Operating Information

There are no pilot controls or operating information. All pilot controls and operating information is through the interfaced receiver unit.

2.4 Servicing Information

The antenna models listed in Table 1 are non-repairable. The antenna must be replaced in event of failure.

2.5 Periodic Maintenance Instructions

This STC is for physical installation and mounting of the antenna models listed in Table 1 and does not include functional operation. The antenna models listed in Table 1, when interfaced to other receiving equipment, are functionally tested by the interfaced receiver.

Within 12 calendar months, conduct a visual inspection on the antenna and its mounting.

2.6 Troubleshooting Information

Troubleshooting is performed with the interfaced receiving unit.

2.7 Removal and Replacement Information

If the antenna is removed and replaced, verify proper operation by successfully completion of the self test of the interfaced receiving equipment.

Penetration of the pressure vessel of a pressurized aircraft is not approved under this STC installation.

Note: There are no special handling requirements for the antennas.

2.8 Diagrams

Refer to the STC Antenna Installation Manual (listed under reference documentation in section 2.1 of this document) for drawings applicable to this installation. There are no wiring diagrams since this STC does not provide wiring interconnections. Location of the antenna varies with aircraft and installation, but must mounted with RF transparent view of the sky. Refer to the cover page of this document for the mounting location of the antenna specific to the aircraft tail number.

2.9 Special Inspection Requirements

Verify there are no cracks on the antenna. Verify there are no cracks or deformation in the mounting structure around the antenna. Verify all sealing fillets around the antenna are good condition.

2.10 Application of Protective Treatments

None, N/A.

2.11 Data Relative to Structural Fasteners

For fastener torque information, refer to the STC Antenna Installation Manual listed in the reference documentation in section 2.1 of this document.

2.12 Special Tools

No special tools are required. Refer to the STC Antenna Installation Manual listed in reference documentation in section 2.1 of this document.

2.13 Additional Instructions for Aircraft Operating under FAR 121/135

1. Aircraft Electrical Loads: There is no power connection to the antenna. The only interface to the antenna is from the receiving equipment. Power loads are addressed with the interfaced receiving equipment.
2. Methods of balancing flight controls: N/A.
3. Special Repair Methods applicable to the airplane: See certificate holder's General Maintenance Manual for instructions.

2.14 Overhaul Period

This STC is for physical installation and mounting of the antenna(s) and does not include functional operation. The antenna(s) do not require overhaul at a specific time period. Antenna health is monitored and self-test conducted by the interfaced GPS/WAAS and XM receivers.

2.15 ICA Revision and Distribution

To revise this ICA, a letter must be submitted to the ACO for approval along with the revised ICA. The ACO will obtain AEG acceptance, and approve any revision to the Airworthiness Limitations Section 1.4. After FAA acceptance/approval, Garmin will release the revised ICA for customer use, and provide any required notification of the revision.

The latest revision of this document will be available on the Garmin website (www.garmin.com). A Garmin Service Bulletin, describing ICA revision, will be sent to dealers if revision is determined to be significant.

2.16 Assistance

Flight Standards Inspectors or the certificate holder's PMI have the required resources to respond to questions regarding this ICA. In addition, the customer may refer questions regarding this equipment and its installation to the manufacturer, Garmin. Garmin customer assistance may be contacted during normal business hours via telephone 913-397-8200 or email from the Garmin web site at garmin.com.

2.17 Implementation and Record Keeping

Modification of an aircraft by this Supplemental Type Certificate obligates the aircraft operator to include the maintenance information provided by this document in the operator's aircraft maintenance manual and/or operator's aircraft scheduled maintenance program.

GARMIN Ltd. or its subsidiaries
c/o Garmin International
1200 E. 151st Street, Olathe, KS 66062 USA

FAA APPROVED

AIRPLANE FLIGHT MANUAL SUPPLEMENT
or
SUPPLEMENTAL AIRPLANE FLIGHT MANUAL
for
GARMIN 400W SERIES GPS-WAAS NAVIGATION SYSTEM
as installed in

Aero Commander, 500B
Make and Model Airplane

Reg. No. N1712 S/N 1450-159

This document serves as an Airplane Flight Manual Supplement or as a Supplemental Airplane Flight Manual when the aircraft is equipped with the Garmin 400W Series unit. This document must be carried in the airplane at all times when the Garmin 400W Series unit is installed in accordance with STC SA01933LA.

The information contained herein supplements or supersedes the information made available to the operator by the manufacturer in the form of clearly stated placards, markings, or manuals or in the form of an FAA approved Airplane Flight Manual, only in those areas listed herein. For limitations, procedures and performance information not contained in this document, consult the basic placards, markings, or manuals or the basic FAA approved Airplane Flight Manual.

FAA APPROVED

Manager, Flight Test Branch, ANM-160L
Federal Aviation Administration
Los Angeles Aircraft Certification Office
Transport Airplane Directorate

DATE: November 20, 2007

GARMIN Ltd. or its subsidiaries
c/o Garmin International
1200 E. 151st Street, Olathe, KS 66062 USA

AIRPLANE FLIGHT MANUAL SUPPLEMENT
or SUPPLEMENTAL AIRPLANE FLIGHT MANUAL
for a Garmin 400W Series Navigation System

LOG OF REVISIONS				
Rev. No.	Page No.	Date	Description	FAA Approved
A Original	All		Complete Supplement	Mgr. Flt. Test Br., ANM-160L FAA, Los Angeles ACO Transport Airplane Directorate Date NOV 20, 2007

GARMIN Ltd. or its subsidiaries
c/o Garmin International
1200 E. 151st Street, Olathe, KS 66062 USA

AIRPLANE FLIGHT MANUAL SUPPLEMENT
or SUPPLEMENTAL AIRPLANE FLIGHT MANUAL
for a Garmin 400W Series Navigation System

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FAA APPROVED

DATE: November 20, 2007

GARMIN Ltd. or its subsidiaries
c/o Garmin International
1200 E. 151st Street, Olathe, KS 66062 USA

AIRPLANE FLIGHT MANUAL SUPPLEMENT
or SUPPLEMENTAL AIRPLANE FLIGHT MANUAL
for a Garmin 400W Series Navigation System

Section 1. GENERAL

1.1 Garmin 400W Series GPS/WAAS Nav Com

The Garmin 400W Series GPS/WAAS Navigator is a panel-mounted product that contains a GPS/WAAS receiver for GPS approved primary navigation, under TSO C146a (plus optional VHF Com and VHF Nav radios) in an integrated unit with a moving map and color display. The 400W Series unit features a graphical display which may also be used to depict traffic, weather, or terrain data.

The navigation functions are operated by dedicated keys and graphical menus which are controlled by the buttons and the dual concentric rotary knob along the bottom and right side of the display.

Optional VHF Com and VHF Nav radio functions are controlled via dedicated buttons and knobs on the left side of the display and adjacent to frequencies they are controlling.

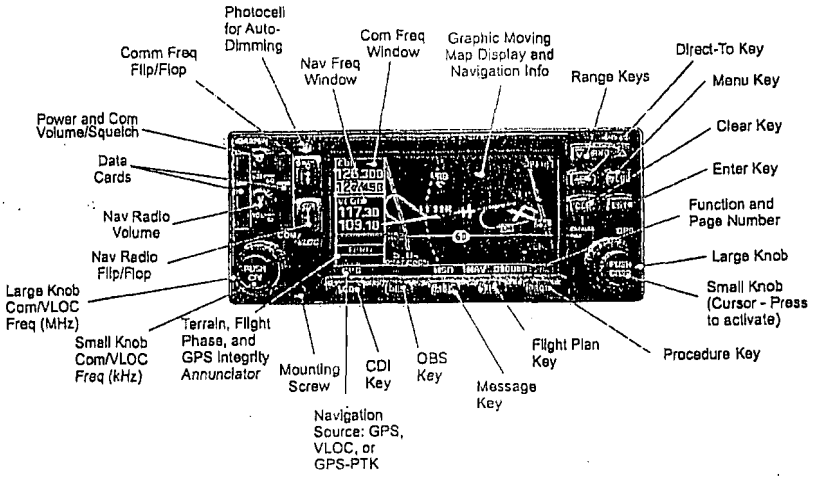

Figure 1 - 400W Series Control and Display Layout

FAA APPROVED

DATE: November 20, 2007

1.2 Operation

GPS/WAAS TSO-C146a Class 3 Operation: The Garmin 400W Series unit, when installed in accordance with STC SA01933LA, uses GPS and WAAS (within the coverage of a Space-Based Augmentation System complying with ICAO Annex 10) for enroute, terminal area, non-precision approach operations (including "GPS", "or GPS", and "RNAV" approaches), and approach procedures with vertical guidance (including "LNAV/VNAV" and "LPV").

Navigation is accomplished using the WGS-84 (NAD-83) coordinate reference datum. GPS navigation data is based upon use of only the Global Positioning System (GPS) operated by the United States of America.

1.3 Class II Oceanic, Remote, and other Operations:

The Garmin 400W Series, as installed, has been found to comply with the requirements for GPS primary means of Class II navigation in oceanic and remote airspace, when used in conjunction with WAAS Garmin Prediction Program part number 006-A0154-03. Oceanic operations are supported when the 400W Series unit annunciates OCN. This provides an alarm limit of four NMI and a mask angle of five degrees. The 400W series unit also has the ability to predict RAIM availability at any waypoint in the database or if WAAS corrections are expected to be absent or disabled. This AFMS does not constitute an operational approval for Oceanic or Remote area operations. Additional equipment installations or operational approvals may be required.

a) Oceanic navigation requires an additional approved long range oceanic and/or remote area navigation system with independent display, sensors, antenna, and power source. (It may be a second 400W/500W Series unit.)
b) Redundant VHF Com and VHF Nav systems may be required for other than U.S. 14 CFR Part 91 operations. Check foreign regulation requirements as applicable. (It may be a second 400W/500W Series unit.)
c) Operations approval *may* be granted for the use of the 400W Series unit RAIM prediction function in lieu of the Prediction Program for operators requiring this capability. Refer to your appropriate civil aviation authorities for these authorizations.

Section 2. LIMITATIONS

2.1 Pilot's Guide

The GARMIN 400W Series Pilot's Guide, part number and revision listed below (or later revisions), must be immediately available for the flight crew whenever navigation is predicated on the use of the 400W Series unit.

400W Series Pilot's Guide & Reference P/N 190-00356-00 Rev B
400W/500W Series Optional Displays P/N 190-00356-30 Rev B
400W/500W Series Display Interfaces P/N 190-00356-31 Rev B

This AFM supplement does not grant approval for IFR operations to aircraft limited to VFR operations. Additional aircraft systems may be required for IFR operational approval. Systems limited to VFR shall be placarded in close proximity to the 400W Series unit
"GPS LIMITED TO VFR USE ONLY".

2.2 System Software:

The system must utilize the Main and GPS software versions listed below (or later FAA approved versions). The software versions are displayed on the self-test page immediately after turn-on for approximately 5 seconds or they can be accessed in the AUX pages.

Subsequent software versions may support different functions. Check the 400W Series Pilot's Guide for further information.

Table 1 - Approved Software Versions

Software Item	Approved Software Version *(or later FAA approved versions)*	
	SW version	As displayed on unit
Main SW Version	3.00	3.00
GPS SW Version	3.0	3.0

2.3 Navigation Database

The 400W Series unit database cards listed in the following table must be installed. (IAW the TSO deviations granted to Garmin for the 400W unit, navigation database cards may not be marked with the part number. The software automatically precludes invalid databases for use by the 400W)

a) IFR enroute and terminal navigation is prohibited unless the pilot verifies the currency of the database or verifies each selected waypoint for accuracy by reference to current approved data.

b) GPS instrument approaches using the 400W Series units are prohibited, unless the 400W Series unit's approach data is verified by the pilot or crew to be current. Instrument approaches must be accomplished in accordance with an approved instrument approach procedure that is loaded from the 400W Series unit database.

c) Installations with dual 400W/500W Series units will only crossfill between units when they contain the same database cycle. Updating of each database must be accomplished on the ground prior to flight.

Table 2 – Approved Navigation Database Cards

Part Number	Description
010-10546-00	Data Card, IFRW, World Wide
010-10546-01	Data Card, IFRW, Americas
010-10546-02	Data Card, IFRW, International

2.4 Terrain Database

The 400W Series unit supports Terrain and requires a Terrain database card to be installed in order for the feature to operate. The table below lists compatible database cards for the 400W series. Each of the data base cards contains the following data:

a) The Terrain Database has an area of coverage from North 75° Latitude to South 60° Latitude in all longitudes.

b) The Airport Terrain Database has an area of coverage that includes the United States, Canada, Mexico, Latin America, and South America.

c) The Obstacle Database has an area of coverage that includes the United States, and is updated as frequently as every 56 days.

NOTE: The area of coverage may be modified as additional terrain data sources become available.

Table 3 – Approved Terrain Database Cards

Part Number	Description
010-10201-20	Data Card, TAWS / Terrain, 128MB
010-10201-21	Data Card, TAWS / Terrain, 256MB

2.5 Navigation

No navigation is authorized north of 89° (degrees) north latitude or south of 89° (degrees) south latitude.

2.6 Approaches

a) During GPS approaches, the pilot must verify the 400W Series unit is operating in the approach mode. (LNAV, LNAV+V, L/VNAV, or LPV)
b) When conducting approaches referenced to true North, the heading selection on the AUX pages must be adjusted to TRUE.
c) Accomplishment of an ILS, LOC, LOC-BC, LDA, SDF, MLS, VOR approach, or any other type of approach not approved for GPS overlay, is not authorized with GPS navigation guidance.
d) Use of the GNS 430W VOR/LOC/GS receiver to fly approaches not approved for GPS requires VOR/LOC/GS navigation data to be present on the external indicator (i.e. proper CDI source selection).
e) For aircraft with remote source selection annunciation or remote GPS navigation annunciations installed, conducting IFR approaches is prohibited if the remote annunciation is found to be inoperative during pre-flight. (This limitation does not prohibit the conduct of an IFR approach if the required remote annunciation fails during flight. The indications provided on the 400W Series unit display may be used as a backup).
f) Except in emergency conditions, IFR approaches are prohibited whenever any physical or visual obstruction (such as a throw-over yoke) restricts pilot view or access to the 400W Series unit or the affected CDI.

2.7 Autopilot Coupling

IFR installations of a Garmin 400W Series unit allow the operator to fly all phases of flight based on the navigation information presented to the pilot; however, not all modes may be coupled to the autopilot. All autopilots may be coupled in Oceanic (OCN), Enroute (ENR), and Terminal (TERM) modes; however, the FAA requires that vertical coupling of an autopilot for approaches be demonstrated to meet their intended function and provide safe and proper operation to published minimums. This installation is limited to:

- ☐ No limitations for autopilot coupling.
- ☐ Lateral GPS coupling (LNAV only). For 430W units: The GS of an ILS (VLOC) may be coupled to the autopilot without any limitations.

This limitation may be removed after an FAA Flight Test demonstration. Contact Garmin International, Tech Support for additional information.

2.8 Terrain Display

Terrain refers to the display of terrain information. Pilots are NOT authorized to deviate from their current ATC clearance to comply with terrain/obstacle alerts. Terrain unit alerts are advisory only and are not equivalent to warnings provided by TAWS. Navigation must not be predicated upon the use of the terrain display.

The terrain display is intended to serve as a situational awareness tool only. By itself, it may not provide either the accuracy or the fidelity on which to base decisions and plan maneuvers to avoid terrain or obstacles.

2.9 VNAV

VNAV information may be utilized for advisory information only. Use of VNAV information for Instrument Approach Procedures does not guarantee Step-Down Fix altitude protection, or arrival at approach minimums in a normal position to land.

2.10 Weather Display

If an optional weather receiver is interfaced to the 400W Series unit, the weather information displayed is limited to supplemental use only and may not be used in lieu of an official weather data source.

2.11 Traffic Display

Traffic may be displayed on the 400W Series unit when connected to an approved optional TCAS, TAS, or TIS traffic device. These systems are capable of providing traffic monitoring and alerting to the pilot. Traffic shown on the display may or may not have traffic alerting available. The display of traffic is an aid to visual acquisition and may not be utilized for aircraft maneuvering. Display of this traffic data and related operations are described in the 400W Series unit Pilot's Guide.

Section 3. EMERGENCY PROCEDURES

3.1 Emergency Procedures

No change.

3.2 Abnormal Procedures

a) If the Garmin 400W Series unit GPS navigation information is not available, or is invalid, utilize other remaining operational navigation equipment installed in the airplane as appropriate. If the 400W Series unit loses GPS position and reverts to Dead Reckoning mode (indicated by the annunciation of "DR" in the lower left of the display), the moving map will continue to be displayed. Aircraft position will be based upon the last valid GPS position and estimated by Dead Reckoning methods. Changes in airspeed or winds aloft can affect the estimated position substantially. Dead Reckoning is only available in Enroute mode; Terminal and Approach modes do not support DR.

b) If a "Loss of Integrity" (INTEG) message is displayed during:

Enroute/Terminal: continue to navigate using GPS equipment and periodically cross-check the GPS guidance to other approved means of navigation.

GPS Approach: GPS approaches are not authorized under INTEG - Execute missed approach or revert to alternate navigation.

c) During a GPS LPV precision approach or GPS LNAV/VNAV approach, the 400W Series unit will downgrade the approach if the Vertical alarm limits are exceeded. This will cause the vertical guidance to flag as unavailable. The procedure may be continued using the LNAV only minimums.

d) During any GPS approach in which precision and non-precision alarm limits are exceeded, the 400W Series unit will flag the lateral guidance and generate a system message "ABORT APPROACH loss of navigation". Immediately upon viewing the message the unit will revert to Terminal alarm limits. If the position integrity is within these limits lateral guidance will be restored and the GPS may be used to execute the missed approach, otherwise alternate means of navigation should be utilized.

Section 4. NORMAL PROCEDURES

Refer to the 400W Series unit Pilot's Guide defined in paragraph 2.1 on page 6 of this document for normal operating procedures. This includes all GPS operations, VHF COM and NAV, and Multi-Function Display information. For information on TIS traffic, or data linked weather see the Pilot's Guide addendum for optional displays. For information on active traffic sensor or Stormscope operation and displays see the Pilot's Guide addendum for display interfaces.

Although intuitive and user friendly the 400W Series unit requires a reasonable degree of familiarity to prevent operations without becoming too engrossed at the expense of basic instrument flying in IMC and basic see-and-avoid in VMC. Pilot workload will be higher for pilots with limited familiarity in using the unit in an IFR environment, particularly without the autopilot engaged. Garmin provides excellent training tools with the Pilot's Guide and PC based simulator. Pilots should take full advantage of these training tools to enhance system familiarization. Use of an autopilot is strongly encouraged when using the 400W Series unit in IMC conditions

4.1 Approaches with Vertical Guidance

The 400W Series unit supports three types of GPS approaches with vertical guidance: LPV approaches, LNAV/VNAV (annunciated as L/VNAV) approaches, and LNAV approaches with advisory vertical guidance (annunciated as LNAV+V). For LNAV approaches with advisory vertical guidance, the 400W Series will annunciate LNAV+V indicating vertical guidance is available. LNAV minimums will be controlling in this case.

NOTE:

If flying an LPV or LNAV/VNAV approach, be prepared to fly the LNAV only approach prior to reaching the final approach fix (FAF). If the GPS integrity is not within vertical approach limits, the system will flag the vertical guidance. This may be annunciated by a downgrade to LNAV message.

For additional information on approaches with vertical guidance refer to the 400W Series unit Pilot's Guide.

4.2 Autopilot Operation

The Garmin 400W Series may be coupled to an optional autopilot if installed in the aircraft when operating as prescribed in the LIMITATIONS section of this manual. For lateral guidance, some installations may utilize GPSS or GPS Roll Steering in lieu of the analog deviation information. If an HSI is used with GPSS engaged, the pilot should rotate the course pointer as prompted on the 400W Series unit to prevent loss of situational awareness and to prevent the aircraft from turning inappropriately if the autopilot is switched from digital (GPSS) to analog mode. For autopilot operational instructions, refer to the FAA approved Flight Manual or Flight Manual Supplement for the autopilot.

4.3 Coupling the Autopilot during approaches

The Garmin 400W Series supports analog and digital (GPSS) control interfaces to an optionally installed autopilot. Some autopilots revert to ROLL mode (wings level) and/or flag a NAV failure if the digital data becomes unavailable or is inhibited. The CDI selection of VLOC should inhibit the digital control interface. When switching between GPS and VLOC the pilot should be aware that the autopilot may need to be re-engaged into APR or NAV mode after changing the CDI source.

Autopilot coupling to GPS vertical guidance requires that the autopilot be engaged in an analog APR mode identical to coupling to an ILS. Some autopilots may revert to ROLL mode when the navigation outputs of the 400W Series unit sequence to the final approach fix. In these installations the unit will be configured to PROMPT the pilot to "Enable the autopilot approach outputs" in order to prevent the autopilot from entering ROLL mode without the pilot being aware of the transition.

- ☐ This installation prompts the pilot and requires the pilot to enable the A/P outputs just prior to engaging the autopilot in APR mode.
- ☐ This installation supports a seamless transition from digital (GPSS) to analog guidance for the autopilot. To capture the vertical guidance, the pilot may engage the autopilot in APR mode at any time when the GPS Glide Slope (VDI) becomes valid (displayed without a FLAG).
- ☐ This installation interfaces to the autopilot in analog mode only. To capture the vertical guidance, the pilot may engage the autopilot in APR mode at any time when the GPS Glide Slope (VDI) becomes valid.
- ☐ The autopilot does not support any vertical capture or tracking in this installation.

Analog only autopilots should use APR mode for coupling to LNAV approaches. Autopilots which support digital roll steering commands (GPSS) may utilize NAV mode and take advantage of the digital tracking during LNAV only approaches.

4.4 WFDE Prediction Program

The Garmin WAAS Fault Detection and Exclusion (WFDE) Prediction Program is required for Remote/Oceanic operations.

The Prediction Program should be used in conjunction with the Garmin 400W/500W Simulator. After entering the intended route of flight in the Simulator flight plan the pilot selects the FDE Prediction Program under the Options menu of the Simulator program.

For detailed information refer to the WFDE prediction program instructions (190-00643-01). The availability of FDE is only required for Oceanic or Remote operations.

Section 5. PERFORMANCE

No change.

Section 6. WEIGHT AND BALANCE

See current weight and balance data.

Section 7. SYSTEM DESCRIPTIONS

See Garmin 400W Series unit Pilot's Guide for a complete description of the 400W Series unit.

GARMIN

February 22, 2007

Subject: STC Permission to use STC SA01933LA for
Garmin Model 400W / 500W Series GPS-WAAS Navigation System

Consistent with Order 8110.4B and AC 21-40, Garmin AT, Inc. grants permission to Garmin dealers, installers, and owners of the Garmin Model 400W / 500W Series GPS-WAAS Navigation System to use STC SA01933LA and the data associated with it, for the sole and express purpose of installation and approval of the installation of the Garmin Model 400W / 500W Series GPS-WAAS Navigation System, and associated interfaces to other previously approved equipment.

John Macnab
General Manager
Garmin AT, Inc.

Garmin AT, Inc.
2345 Turner Road SE,
Salem Oregon 97302
P: 800-525-6726

United States Of America
Department of Transportation - Federal Aviation Administration

Supplemental Type Certificate

Number SA01933LA

This Certificate issued to

Garmin AT, Inc.
2345 Turner Road S.E.
Salem, Oregon 97302

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

Original Product Type Certificate Number: * See attached Approved Model List (AML)

Make: No. SA01933LA for list of approved aircraft

Model: Models and applicable airworthiness regulations.

Description of Type Design

Change: Installation of Garmin Model 400W / 500W Series GPS-WAAS Navigation System in accordance with FAA Approved Garmin 400W Series Master Data List, Drawing No.: 005-C0221-00, Revision "B", dated October 1, 2007, or later FAA approved revision; or FAA Approved Garmin 500W Series Master Data List, Drawing No.: 005-C0221-01, Revision "B", dated October 1, 2007, or later FAA approved revision. Use applicable FAA approved 400W Series Airplane Flight Manual Supplement, document No. 190-00356-03, Rev. "Original", dated November 20, 2007 or later FAA approved revision; FAA Approved 500W Series Airplane Flight Manual Supplement document No. 190-00357-03, Rev. "Original", dated November 20, 2007 or later FAA approved revision; or FAA Approved Airplane Flight Manual Supplement as defined in Master Data List 005-C0221-00 or 005-C0221-01 defined above.

Limitations and Conditions: This approval should not be incorporated in any aircraft unless it is determined that the interrelationship between this installation and any previous approved configuration will not introduce any adverse effect upon the airworthiness of the aircraft. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

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

Date of application: January 31, 2006

Date of issuance: November 6, 2006

Date reissued:

Date amended: November 20, 2007

By direction of the Administrator

(Signature)

Project Manager, Systems & Equipment Branch,
Los Angeles Aircraft Certification Office

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

This certificate may be transferred in accordance with FAR 21.47.

400W Series

Instructions for Continued Airworthiness

Document Number 190-00356-65 Rev. A

Garmin Ltd. Or its subsidiaries
c/o Garmin International, Inc.
1200 E. 151st Street
Olathe, Kansas 66062 USA

Record of Revision

Rev.	Date	Description of Change
1	10-19-06	Initial Release
A	11-03-06	Revision for STC Issuance

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1. INTRODUCTION

1.1 PURPOSE

This document is designed for use by the installing agency of the Garmin Model 400W Series GPS/WAAS Nav/Com as Instructions for Continued Airworthiness in response to Federal Aviation regulation (FAR) Part 23.1529, and Part 23 Appendix G. The ICA includes information required by the operator to adequately maintain the Garmin Models 400W series installed under Approved Model List (AML) STC SA01933LA.

1.2 Scope

This document identifies the Instruction for Continued Airworthiness for the modification of the aircraft for installation of the Garmin Models 400W series GPS/WAAS Nav/Com installed under Approved Model List (AML) STC SA01933LA.

1.3 Document Control

This document shall be released, archived, and controlled in accordance with the Garmin document control system. When this document is revised, refer to Section 2.15 for information on how to gain FAA acceptance or approval and how to notify customers of changes.

1.4 Airworthiness Limitations Section

There are no additional Airworthiness Limitations as defined in 14 CFR § 23, Appendix G. G23.4 that result from this modification. The Airworthiness Limitations section is FAA approved and specifies maintenance required under §§43.16 and 91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved.

1.5 Permission to Use Certain Documents

Permission is granted to any corporation or person applying for approval of a Garmin Model 400W Series to use and reference appropriate STC documents to accomplish the Instructions for Continued Airworthiness and show compliance with STC engineering data. This permission does not construe suitability of the documents. It is the responsibility of the applicant to determine the suitability of the documents for the ICA.

1.6 Definitions

The following terminology is used within this document:

1) **AC:** Advisory Circular
2) **ACO:** Aircraft Certification Office
3) **AEG:** Aircraft Evaluation Group
4) **CFR:** Code of Federal Regulations
5) **DER:** Designated Engineering Representative
6) **FAA:** Federal Aviation Administration

7) **IAW:** In Accordance With
8) **ICA:** Instructions for Continued Airworthiness
9) **MFD:** Multi-Function Display unit
10) **PMI:** Primary Manufacturing Inspector
11) **POI:** Primary Operations Inspector
12) **STC:** Supplemental Type Certificate
13) **TC:** Type Certification or Type Certificate
14) **TSO:** Technical Standard Order

2. INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

2.1 Introduction

Content, Scope, Purpose and Arrangement:	This document identifies the Instructions for Continued Airworthiness for the modification of the aircraft by installation of the Garmin Models 400W Series GPS/WAAS Nav/Com.
Applicability:	Applies to aircraft altered by installation of the Garmin Model 400W Series GPS/WAAS Nav/Com.
Definition of Abbreviations:	See Section 1.6
Precautions:	None
Units of measurement:	None
Referenced publications: *(or later FAA approved revisions)*	190-00356-02 Rev. A *400W Series Installation Manual* 005-C0221-00 Rev. A *400W Series STC Master Data List*
Retention:	This document, or the information contained within, will be included in the aircraft's permanent records.

2.2 Description of Alteration

The Garmin Model 400W Series GPS/WAAS Nav/Com unit is a 6 ¼ inch wide panel mounted unit with all the interface connections behind the instrument panel. Installation of the Garmin Model 400W Series GPS/WAAS Nav/Com system interfaces, specific for the aircraft installation, is documented in the GNS 400W Series Post-Installation Checkout Log that is retained as part of the aircraft's permanent records. The 400W Series units combine a large number of easily acceptable controls to use the color multi-function display, Nav and Com transceiver, GPS/WAAS navigator in a single unit.

2.3 Control, Operating Information

See the 400W Series Installation Manual, listed under the reference documentation in paragraph 2.1 of this document, for system operation and self-test information.

2.4 Servicing Information

None. In the event of system failure, return the unit to the manufacturer or an approved Garmin repair station.

2.5 Periodic Maintenance Instructions

The 400W Series units are designed to detect internal failure. A thorough self-test is executed automatically upon application of power to the units, and built-in test is continuously executed. Detected errors are indicated on the equipment via failure annunciations and maintenance is on-condition.

Operation of the 400W Series unit is not permitted unless an inspection as described in this section has been completed within the preceding 12 calendar months. Conduct a visual inspection on the 400W series unit and its wire harness to insure installation integrity:

1. Inspect the unit for security of attachment.
2. Inspect all knobs and buttons for legibility.
3. Inspect condition of wiring, routing and attachment/clamping.

2.5.1 Cleaning the Front Panel

The front bezel, keypad, and display can be cleaned with a soft cotton cloth dampened with clean water. DO NOT use any chemical-cleaning agents. Care should be taken to avoid scratching the surface of the display.

2.5.2 Display Backlight

The display backlight lamp is rated by the manufacturer as having a usable life of 20,000 hours. This life may be more or less than the rated time depending on the operating conditions of the 400W series unit. Over time, the backlight lamp may dim and the display may not perform as well in direct sunlight conditions. The user must determine by observation when the display brightness is not suitable for its intended use. Contact the Garmin factory repair station when the backlight lamp requires service.

2.5.3 Battery Replacement

The 400W series has an internal keep-alive battery that will last about 10 years. The battery is used for GPS system information. Regular planned replacement is not necessary. The 400W series will display a 'low battery' message when replacement is required. Once the low battery message is displayed, the battery should be replaced within 1 to 2 months.

If the battery is not replaced and becomes totally discharged, the 400W series unit will remain fully operational, but the GPS signal acquisition time may be increased. This acquisition time can be reduced by entering a new seed position each time the unit is powered on. There is no loss of function or accuracy of the 400W series unit with a dead battery.

The battery must be replaced by the Garmin factory repair station or factory authorized repair station.

2.6 Troubleshooting Information

If error indications are displayed on the 400W series unit, consult the Troubleshooting section contained in the 400W Series Installation Manual, listed under reference documentation in paragraph 2.1 of this

document. The '400W Series Post-Installation Checkout Log' in the aircraft permanent records includes the configuration information for the installation. (See Section 5 in the 400W Series Installation Manual for a sample Log).

2.7 Removal and Replacement Information

If the 400W series unit is removed and reinstalled, verify that the 400W series unit power-up self-test sequence is successfully completed and no failure messages are annunciated.

If the 400W series unit is removed for repair and reinstalled, or if the 400W unit is removed and replaced with a different 400W series unit, then follow 'Post Installation Configuration & Checkout Procedures' procedures contained in the 400W Series Installation Manual listed in paragraph 2.1 of this document, and verify the 400W unit power-up self-test sequence is successfully completed and no failure messages are annunciated.

If any work has been done on the aircraft that could affect the system wiring, antenna cable, or any interconnected equipment, verify the 400W series unit power-up self-test sequence is successfully completed and no failure messages are annunciated.

To remove the 400W series unit from the mounting rack, insert a 3/32-inch hex drive tool into the access hole at the bottom of the unit face. Rotate the hex tool counterclockwise until the unit is forced out about 3/8 inches and can be freely pulled from the rack.

The 400W unit is installed in the rack by sliding it straight in until it stops, about 1 inch short of the final position. Insert the hex drive tool into the access hole at the bottom of the unit face. Rotate the hex tool clockwise while pressing on the left side of the bezel until the unit is firmly seated in the rack.

Note: There are no special handling requirements for the 400W series units.

2.8 Diagrams

Refer to the 400W Series Installation Manual (listed under reference documentation in section 2.1 of this document) for drawings applicable to this installation. Point to point wiring diagrams are in Appendix H of the 400W Series Installation Manual. Refer to the GNS 400W Series Post-Installation Checkout Log retained in the aircraft permanent for a list of the interfaced equipment. The antenna cables are routed between the 400W series unit and the antenna with disconnects at each unit. The antenna cable typically is routed behind interior panels in the fuselage.

2.9 Special Inspection Requirements

None, N/A.

2.10 Application of Protective Treatments

None, N/A.

2.11 Data Relative to Structural Fasteners

None, N/A.

2.12 Special Tools

No special tools are required for system checkout. See 400W Series Installation Manual listed in reference documentation in section 2.1 of this document.

2.13 Additional Instructions

None

2.14 Overhaul Period

The system does not require overhaul at a specific time period. Power on self-test and continuous BIT will monitor the health of the 400W series unit. If the unit indicates an internal failure, the unit may be removed and replaced. See troubleshooting section contained in the 400W Series Installation Manual, listed under reference documentation in paragraph 2.1 of this document.

2.15 ICA Revision and Distribution

To revise this ICA, a letter must be submitted to the ACO along with the revised ICA. The ACO will obtain AEG acceptance, and approve any revision to the Airworthiness Limitations Section 1.4. After FAA acceptance/approval, Garmin will release the revised ICA for customer use, and provide any required notification of the revision.

The latest revision of this document will be available on the Garmin website (www.garmin.com). A Garmin Service Bulletin, describing ICA revision, will be sent to dealers if revision is determined to be significant.

2.16 Assistance

Flight Standards Inspectors or the certificate holder's PMI have the required resources to respond to questions regarding this ICA. In addition, the customer may refer questions regarding this equipment and its installation to the manufacturer, Garmin. Garmin customer assistance may be contacted during normal business hours via telephone 913-397-8200 or email from the Garmin web site at www.garmin.com.

2.17 Implementation and Record Keeping

Modification of an aircraft by this Supplemental Type Certificate obligates the aircraft operator to include the maintenance information provided by this document in the operator's aircraft maintenance manual and/or the operator's aircraft scheduled maintenance program.

US Department of Transportation
Federal Aviation Administration

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

Form Approval
OMB No. 2120-0020

For FAA Use Only

Office Identification
NM-FSDO-09

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

1. Aircraft	Make: Aero Commander	Model: 500B
	Serial No.: 1450-159	Nationality and Registration Mark: N171Z
2. Owner	Name *(As shown on registration certificate)*: United States Dept. of Agriculture	Address *(As shown on registration certificate)*: 3833 S. Development Ave. Boise, ID 83705

3. For FAA Use Only

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

Date: 02/03/2005 Inspector: John S. Fisher NM FSDO 09

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

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency		C. Certificate No.
Leading Edge Avionics, Inc. 63342 Powell Butte Hwy. Bend, Oregon 97701		U.S. Certificated Mechanic	QLDR577K Radio 1 & 2, Limited Radio Instrument, Airframe Powerplant
		Foreign Certificated Mechanic	
	XX	Certificated Repair Station	
		Manufacturer	

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

Date: 01/14/2005

Signature of Authorized Individual: William Dolf Repairman #2464679

7. Approval for Return To Service

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

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

Date of Approval or Rejection: 2/3/05

Certificate or Designation No.: QLDR577K

Signature of Authorized Individual: William Dolf Repairman #2464679

FAA Form 337

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 aircraft nationality and registration mark and date work completed.)

01/14/2005 N171Z Model 500B s/n# 1450-159

Installed Windstream Flight Systems WFS-2010B Receiver Transmitter on existing aft equipment shelf at FS 230.0 and Sensor Systems S65-8282-101 (FAA-PMA) antenna utilizing existing external doubler at FS 231. Interfaced WFS-2010b with existing avionics buss via Potter Brumfield W31-X2M1G-5 circuit breaker labeled "Tracker". Amended weight and balance/equipment list. The electrical load was computed and does not exceed 80% of full capacity. Installed Flight Manual Supplement for WFS-2010B dated February 3, 2005. Equipment installed in accordance with Windstream Flight Systems installation manual p/n# WFS-2002, Rev. 4. Dated 05/13/2002 and AC43.13-1B Section 3, 11-30 thru 11-32; Section 5, 11-66 thru 11-69; Section 6, 11-11-76 thru 1168; Section 7 , 11-11-85 thru 11-89; Section 8, 11-96 thru 11-100, 11-105 thru 11-107; Section 9, 11-115 thru 11-126; Section 10, 11-135 thru 11-139; Section 11, 11-146 thru 11-147; Section 11, 11-155 thru 11-159; AC43.13-2A Chapter 2, paragraph 21 thru 22, 24 thru 27 and Chapter 3, paragraph 38.

Instructions for Continued Airworthiness:

Maintenance of the WFS-2010B is 'On Condition' only. Upon reinstallation of any of the above described components perform post installation functional tests in accordance with above referenced installation manual as revised.....

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

☐ Additional Sheets Are Attached

MAR 2 4 2003

U.S Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
NM-09 ~~AC~~

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

1. Aircraft	Make: Aero Commander	Model: 500B
	Serial No.: 1450-159	Nationality and Registration Mark: N1712
2. Owner	Name (As shown on registration certificate): U.S. Department of Agriculture Forest Service	Address (As shown on registration certificate): 3833 S. Development Ave Boise, ID 83705

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
CHARLES W. GUYTON 69335 HAWKSFLIGHT DR. SISTERS, OR 97759	☒ U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic ☐ Certificated Repair Station ☐ Manufacturer	AP2212019

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

Date	Signature of Authorized Individual
3-18-03	Charles W. Guyton

7. Approval for Return to Service

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

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

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
3-18-03	AP2212019IA	Charles W. Guyton

FAA Form 337 (12-88)

NOTICE

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

8. Description of Work Accomplished

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

INSTALLED AIR CENTER INC. ALTERNATOR SYSTEM IAW STC SA 01677AT.
Wgt & Bal AMMENDED, POH AMMENDED, PLACARDS INSTALLED

END

☐ Additional Sheets Are Attached

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

MAR 2 4 2003

US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
NM-09 AQ

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

1. Aircraft	Make: AERO COMMANDER	Model: 500B
	Serial No.: 1450-159	Nationality and Registration Mark: 171Z
2. Owner	Name (*As shown on registration certificate*): US DEPARTMENT OF AGRICULTURE FOREST SERVICE	Address (*As shown on registration certificate*): 3833 S. DEVELOPMENT AVE BOISE, ID 83705

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
CHARLES W. GUYTON 69335 HAWKSFLIGHT DR. SISTERS, OR 97759	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	AP 2212019

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

Date	Signature of Authorized Individual
3-18-03	Charles W. Guyton

7. Approval for Return To Service

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

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

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
3-18-03	AP2212019IA	Charles W. Guyton

FAA Form 337 (12-88)

NOTICE

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

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

INSTALLED Split Nose Bowl on left and right Engines. IAW Air Center Inc. STC SA01790 AT.

NO weight Change

END

☐ Additional Sheets Are Attached

★U.S.GPO:1991-0-568-012/40035

APR 1 7 2002

US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
NM-FSDO-09

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

1. Aircraft	Make: Aero Commander	Model: 500B
	Serial No.: 1450-159	Nationality and Registration Mark: N171Z
2. Owner	Name *(As shown on registration certificate)*: US Department of Agriculture, Forest Service	Address *(As shown on registration certificate)*: 3833 S Development Ave., Boise, ID 83705

3. For FAA Use Only

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

Date: 03/29/2002 Inspector: Jack M. Swensen NM FSDO 09

4. Unit identification				**5. Type**	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~~~~~~~~~~~ *(As described in Item 1 above)* ~~~~~~~~~~~~~~~				XX
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency		C. Certificate No.
Leading Edge Avionics, Inc. 63342 Powell Butte Hwy. Bend, Oregon 97701		U.S. Certificated Mechanic	QLDR577K
		Foreign Certificated Mechanic	Radio 1 & 2, Limited Radio,
	X	Certificated Repair Station	Instrument, Airframe
		Manufacturer	Powerplant, Other

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

Date	Signature of Authorized Individual
03/28/02	William Dolf Repairman #2464679

7. Approval for Return to Service

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

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

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
4/1/02	QLDR577K	William Dolf Repairman #2464679

FAA Form 337 (12-88)

NOTICE

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

8. Description of Work Accomplished

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

03/28/02 N171Z 03/28/02

Removed Sigma-Tek 4000B Directional Gyro from co-pilots panel. Relocated ALT-55 Radar Altimeter Indicator from pilots panel to location vacated by 4000B. Relocated S-TEC ST-360 Altitude Preselect and installed Ryan 9900BX TCAD Display/Controller in location vacated by ALT-55 indicator. Installed 9900BX Processor on existing aft avionics equipment shelf. Installed top TCAD antenna at station 66.2 and lower TCAD antenna at station 52 in accordance with **DER 8110-3 dated 03/29/2002**. Interfaced 9900BX Processor with 9900BX Display, Top/Bottom TCAD antennas via EMTEQ matched antennas cables, existing KDM-706A DME, KT-70 Transponder, KEA-130A Encoding Altimeter, GNS-430 Nav/Com/GPS (2 ea), Hobbs Meter Airspeed Switch, ACS-1278 Audio System (2 ea) and Nose Gear Down Lock Switch.

Equipment installed in accordance with Ryan installation manual p/n# 32-2351, Rev. 2, dated 7/26/2001; Garmin p/n# 190-0140-02 Rev. J, dated 2/2001; Aircom p/n# ACS1278-300-USFS, Rev 2.6; Bendix/King p/n# 006-00177-0004, Rev 4, dated 10/93; p/n# 006-00673-0002, Rev 2, dated 7/97; p/n# 006-00193-0002, Rev 2, dated 5/88; p/n# 006-00667-0000, Rev. 0, dated 1/89; Commander 500B Maint. Manual page 10-27, Fig. 10-9. The electrical load was computed and does not exceed 80% of full capacity. TCAD installation is a follow on approval based on Ryan STC# SA1763GL in a Cessna 414A. Installed Flight Manual Supplement for 9900BX dated **03/29/2002**. Amended weight and balance/equipment list. Logbook entry made. Instructions for Continued Airworthiness: Upon reinstallation of any of the above described components perform post installation functional tests in accordance with above referenced installation manuals as revised.....

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

☐ Additional Sheets Are Attached

US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
NM-FSDO-09

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

1. Aircraft	Make Aero Commander	Model 500B
	Serial No. 1450-159	Nationality and Registration Mark N171Z
2. Owner	Name *(As shown on registration certificate)* US Department of Agriculture Forest Service	Address *(As shown on registration certificate)* 3833 S Development Ave. Boise, ID 83705

3. For FAA Use Only

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

Date: 03/29/2002 Inspector: Jack M. Swensen NM FSDO 09

4. Unit identification				**5. Type**	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~~~~~~~~~~~ *(As described in Item 1 above)* ~~~~~~~~~~~~~~~				XX
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency		C. Certificate No.
Leading Edge Avionics, Inc. 63342 Powell Butte Hwy. Bend, Oregon 97701		U.S. Certificated Mechanic	QLDR577K Radio 1 & 2, Limited Radio, Instrument, Airframe Powerplant, Other
		Foreign Certificated Mechanic	
	X	Certificated Repair Station	
		Manufacturer	

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

Date	Signature of Authorized Individual
03/28/02	William Dolf Repairman #2464679

7. Approval for Return to Service

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

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

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
4/1/02	QLDR577K	William Dolf Repairman #2464679

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.)

03/28/02 N171Z 03/28/02

Removed Sigma-Tek 4000B Directional Gyro from co-pilots panel. Relocated ALT-55 Radar Altimeter Indicator from pilots panel to location vacated by 4000B. Relocated S-TEC ST-360 Altitude Preselect and installed Ryan 9900BX TCAD Display/Controller in location vacated by ALT-55 indicator. Installed 9900BX Processor on existing aft avionics equipment shelf. Installed top TCAD antenna at station 66.2 and lower TCAD antenna at station 52 in accordance with **DER 8110-3 dated 03/29/2002**. Interfaced 9900BX Processor with 9900BX Display, Top/Bottom TCAD antennas via EMTEQ matched antennas cables, existing KDM-706A DME, KT-70 Transponder, KEA-130A Encoding Altimeter, GNS-430 Nav/Com/GPS (2 ea), Hobbs Meter Airspeed Switch, ACS-1278 Audio System (2 ea) and Nose Gear Down Lock Switch.

Equipment installed in accordance with Ryan installation manual p/n# 32-2351, Rev. 2, dated 7/26/2001; Garmin p/n# 190-0140-02 Rev. J, dated 2/2001; Aircom p/n# ACS1278-300-USFS, Rev 2.6; Bendix/King p/n# 006-00177-0004, Rev 4, dated 10/93; p/n# 006-00673-0002, Rev 2, dated 7/97; p/n# 006-00193-0002, Rev 2, dated 5/88; p/n# 006-00667-0000, Rev. 0, dated 1/89; Commander 500B Maint. Manual page 10-27, Fig. 10-9. The electrical load was computed and does not exceed 80% of full capacity. TCAD installation is a follow on approval based on Ryan STC# SA1763GL in a Cessna 414A. Installed Flight Manual Supplement for 9900BX dated **03/29/2002**. Amended weight and balance/equipment list. Logbook entry made. Instructions for Continued Airworthiness: Upon reinstallation of any of the above described components perform post installation functional tests in accordance with above referenced installation manuals as revised.....

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

☐ Additional Sheets Are Attached

U.S. Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No.2120-0020

For FAA Use Only

Office Identification

NM-FSDO-09

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

1. Aircraft	Make: Aero Commander	Model: 500-B
	Serial No.: 1450-159	Nationality and Registration Mark: USA, N171Z
2. Owner	Name (As shown on registration certificate): U S Dept. of Agriculture	Address (As shown on registration certificate): 3833 S. Development Ave. Boise, ID 83705

3. For FAA Use Only

The data identified herein complies with the applicable airworthiness requirements and is approved only for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43, Section 43.7.

Date 6/07/2001 Inspector John R. Clark NM-FSDO-09 (Coordinated with Jeff Morfitt ANM-190 6/7/01)

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

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Aero Air LLC 2050 NE 25th Ave. Hillsboro, OR 97124	U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer	CRS# 09IR003Y

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

Date 5-25-01 Signature of Authorized Individual D. Gutmann

7. Approval for Return To Service

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

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

Date of Approval or Rejection 6-7-01 | Certificate or Designation No. CRS# 09IR003Y | Signature of Authorized Individual D. Gutmann

FAA Form 337 (12-88)

NOTICE

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

8. Description of Work Accomplished

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

Engine Mount Hole Enlargement

Machined engine mount (P/N 620128) to cowl support plate (P/N 620032) holes to .030 oversize to accomodate misaligned holes interfacing the new engine mount with the existing cowl support plates. The upper 2 holes are now .280", the lower 2 holes are now .218". The .030 oversize bolts used in the upper 2 holes are P/N NAS6204-Y-25 with AN960-416 washers and AN365-428 nuts. The .030 oversize bolts used in the lower 2 holes are P/N NAS6203-Y-25 with AN960-10 washers and AN365-1032 nuts.

This repair is fully described in Volant Technica Document No. VT-TCD107-21 "Structural Substantiation- Engine Mount Repair-TC 500B, S/N 1450-159" with a form 8110-3 prepared by Peter Pupator, DERT-635895-NM, dated 5-18-01.

Instructions for Continued Airworthiness:

The oversize holes and bolts require no additional inspections or maintenance beyond the scope of the Commander Inspection Program.

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

☐ Additional Sheets Are Attached

Reproduced by Avantext, Inc.

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

U.S. Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No.2120-0020

For FAA Use Only

Office Identification
NM-FSDO-09

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

1. Aircraft	Make Aero Commander	Model 500-B
	Serial No. 1450-159	Nationality and Registration Mark USA, N171Z
2. Owner	Name (As shown on registration certificate) U S Dept. of Agriculture	Address (As shown on registration certificate) 3833 S. Development Ave. Boise, ID 83705

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency		C. Certificate No.
Aerc Air LLC 2050 NE 25th Ave. Hillsboro, OR 97124		U.S. Certificated Mechanic	CRS# 09IR003Y
		Foreign Certificated Mechanic	
	X	Certificated Repair Station	
		Manufacturer	

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

Date	Signature of Authorized Individual
6-1-01	D. Gutmann

7. Approval for Return To Service

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

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

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
6-1-01	CRS# 09IR003Y	D. Gutmann

FAA Form 337 (12-88)

NOTICE

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

8. Description of Work Accomplished

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

Brackett Air Filter Installation (STC No. SA71GL)

Modified aircraft by removing original engine air filters and installing Brackett Air Filters P/N BA-151 in accordance with Brackett Aircraft Company Inc STC No. SA71GL "Installation of Air Filters...", amended date 4-17-95.

Instructions for Continued Airworthiness:

The Brackett air filters are to be replaced each 200 hours or each year and if the filter is more than 50% clogged. Complete maintenance instructions are provided in Brackett Air Filter Document I-194 (placed with aircraft records).

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

☐ Additional Sheets Are Attached

Reproduced by Avantext, Inc.

U.S. Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No.2120-0020

For FAA Use Only

Office Identification
[redacted]
NM-FSDO-09

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

1. Aircraft	Make: Aero Commander	Model: 500-B
	Serial No.: 1450-159	Nationality and Registration Mark: USA, N171Z
2. Owner	Name (As shown on registration certificate): U S Dept. of Agriculture	Address (As shown on registration certificate): 3833 S. Development Ave. Boise, ID 83705

3. For FAA Use Only

The data identified herein complies with the applicable airworthiness requirements and is approved only for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43, Section 43.7.

Date 5/30/01 ~~5/30/2001~~ Inspector John R. Clark NM-FSDO-09

4. Unit Identification / 5. Type

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Aero Air LLC 2050 NE 25th Ave. Hillsboro, OR 97124	[ ] U.S. Certificated Mechanic [ ] Foreign Certificated Mechanic [X] Certificated Repair Station [ ] Manufacturer	CRS# 09IR003Y

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

Date 5-31-01 | Signature of Authorized Individual D. Gutmann

7. Approval for Return To Service

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

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

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
5-31-01	CRS# 09IR003Y	D. Gutmann

FAA Form 337 (12-88)

NOTICE

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

8. Description of Work Accomplished

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

Copilot Shoulder Harness Installation

Modified aircraft by installing cabin sidewall mounted copilot's "single shoulder belt" per Aero Air LLC Drawing No. AEA106-90, "Shoulder Strap Int.", Rev. IR, dated 5-11-01. The structural aspects of this installation are *approved* on form 8110-3 prepared by Peter Pupator, DERT-635895-NM, dated 5-22-01. This installation meets the guidelines of AC21-34 "Shoulder Harness-Safety Belt Installations".

The loads carried by the shoulder belt are throughly addressed in Volant Technica Document No. VT-AEA106-25 "Structural Substantiation- Inertial Reel Shoulder Harness Installation, TC500B, S/N 1450-159", Rev. A, dated 5-30-01. This Document is referenced in the above mentioned form 8110-3.

The inertial reel is located at F.S. 71.0 and W.L. Z15.0. The shoulder belt/inertial reel assembly, P/N FN000058-OD-010 meets TSO C114, and is manufactured by Aircraft Belts Inc. The shoulder belt is used with lap belt assembly P/N FNF282858-AM-010, manufactured by Aircraft Belts Inc.

Instructions for Continued Airworthiness:

Inspect copilot's shoulder harness for security, condition and operation at each 100 hour/annual inspection.

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

☐ Additional Sheets Are Attached

Reproduced by Avantext, Inc.

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

US Department of Transportation
Federal Aviation Administration

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

Form Approval
OMB No. 2120-0020

For FAA Use Only

Office Identification NMPSDO-09

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

1. Aircraft	Make: Aero Commander	Model: 500B
	Serial No.: 1450-159	Nationality and Registration Mark: N171Z
2. Owner	Name *(As shown on registration certificate)*: US Department of Agriculture Forest Service	Address *(As shown on registration certificate)*: 3833 S Development Ave. Boise, ID 83705

3. For FAA Use Only

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

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency		C. Certificate No.
Leading Edge Avionics, Inc. 63342 Powell Butte Hwy. Bend, Oregon 97701		U.S. Certificated Mechanic	QLDR577K Radio 1 & 2, Limited Radio Instrument, Airframe Powerplant, Other
		Foreign Certificated Mechanic	
	XX	Certificated Repair Station	
		Manufacturer	

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

Date	Signature of Authorized Individual
3/28/01	William Dolf Repairman #2464679

7. Approval for Return To Service

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

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

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
3/29/01	QLDR577K	William Dolf Repairman #2464679

FAA Form 337

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 aircraft nationality and registration mark and date work completed.)

N171Z 3/28/2001 N171Z

Removed Bendix FCS-810 Flight Director/HSI System. Installed S-TEC System 65 Programmer p/n# 0142-2, GPSS p/n# 01278-2, Turn Co-Ordinator p/n# 6405-28L and Altitude Selector p/n# 0140, Roll Computer p/n# 0109, Pitch Computer p/n# 0110-8T, Remote Annunciator p/n# 01188, Roll Servo p/n# 0106-R9, Pitch Servo p/n# 0108-P4, Trim Servo p/n# 0106-T10, Transducer p/n# 0111 in accordance with STC # SA7164SW-D. Interfaced System 65 and Altitude Selector with (all installed under separate 337) Bendix/King KEA-130 Encoding Altimeter, Sandel SN3308 EHSI and #1 Garmin GNS-430 Nav/Com/GPS. The electrical load was computed and does not exceed 80% of full capacity. Sunair, Inc. to reweigh aircraft. Logbook entry made. Installed FAA Approved Flight Manual p/n# 89832, dated 11/08/89.
Instructions for Continued Airworthiness: See S-TEC p/n# 81377 and p/n# 81487.....
********** END**********

☐ Additional Sheets Are Attached

US Department of Transportation Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only
Office Identification
NM-FSDO-09

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

1. Aircraft	Make: Aero Commander	Model: 500B
	Serial No.: 1450-159	Nationality and Registration Mark: N171Z
2. Owner	Name *(As shown on registration certificate)*: US Department of Agriculture, Forest Service	Address *(As shown on registration certificate)*: 3833 S Development Ave., Boise, ID 83705

3. For FAA Use Only

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

Date: 02/13/2001 Inspector: Jarvis Cochran NM FSDO 09

4. Unit identification / **5. Type**

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency		C. Certificate No.
Leading Edge Avionics, Inc. 63342 Powell Butte Hwy Bend, Oregon 97701		U.S. Certificated Mechanic	QLDR577K Radio 1 & 2, Limited Radio, Instrument, Airframe Powerplant, Other
		Foreign Certificated Mechanic	
	X	Certificated Repair Station	
		Manufacturer	

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

Date	Signature of Authorized Individual
02/06/01	William Dolf Repairman #2464679

7. Approval for Return to Service

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

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

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
3/29/01	QLDR577K	William Dolf Repairman #2464679

FAA Form 337 (12-88)

NOTICE

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

8. Description of Work Accomplished

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

Removed Wulfsberg RT-9600F/C-962A FM Transceiver system, King KN-65/KI-265 DME system, KDF-800/KFS-580 ADF system, 2 ea. KNR-600A/KFS-560 Nav system, 2 ea. KTR-900A/KFS-590A Com system, KAA-445/KA-37 Audio system, KI-226 RMI, KGM-690 Glideslope Receiver, KNI-520 Vor/Loc/GS Indicator, Narco ELT-10, Northstar M3 GPS system, 2 ea. Aerosonic Encoding Altimeter, Sigtronics SPA-400 Intercom, AN5820-TI Turn and Bank, AIM P-10A Inverter, NAT RS-08/PB-08 Remote Switch and JEM 500 Tone Encoder.

Installed dual Garmin GA-56 GPS antennas, ELT-910 antenna and CI-121 Aux AM antenna antennas utilizing existing or fabricated doubler plates in accordance with AC43.13-2A, chapter 38. Recut pilots, co-pilots, eyebrow and circuit breaker panels utilizing .105 5051 aluminumand reinstalled utilizing existing mounting. Attached radio panel blank Beechcraft p/n# 35-344234 over radio panel cutout in co-pilots panel. Installed 2 ea. Garmin GNS-430 GPS/Com/Nav p/n# 011-00280-00, NAT TH-250 FM Control, DP-12 Keypad and NAT CC-450 Repeater in radio panel blank. Installed RCA 26BK-9 Electric Horizon, United 5934P-3.A198 and Bendix/King KNI-582 RMI in co-pilots panel. Installed #1 and #2 Aircom ACS-1278 Audio Controllers, Narco ELT-910 Remote Switch, Bendix/King KDI-572/574 DME Indicator with control switches and KA-25A pilot/co-pilot speaker switches in eyebrow panel. Installed Sigma Tek 5000B-40 Artificial Horizon, Bendix/King KI-206 Vor/Loc/GS/GPS Indicator, KEA-130 Encoding Altimeter, KR-87 ADF Receiver, KT-70 Transponder and Sandel SN3308 EHSI in pilots panel. Installed audio junction terminal strips p/n# MS27212-1-20 with covers p/n# MS18029-1S20, 2 ea. Bendix/King KA-25A Speaker Amplifiers and NAT AA34-300 Radio Adapter on existing shelf in nose avionics bay. Installed Comant CI-502 Vor Coupler and Comant CI-503 Glideslope Coupler behind co-pilots panel. Installed #3 ACS-1278 Audio Controller behind co-pilot on side wall and ACS-700-3 Intercom Expansion Unit below #3 ACS-1278 behind interior. Installed Bendix/King KDM-706 DME, KMR-675 Marker Beacon, KG-102A Directional Gyro, 2 ea. NAT NTX-138N FM Transceivers, Narco ELT-910, Flitetronics PC-125 Static Inverter, ACK AK-950 Noise Filter, AC Fuse Holder p/n# 3453LF2A and AC Fail Relay p/n# 2TR-4971 on existing shelf in aft avionics bay. Installed 3 ea. MS24187-D1 avionics, alternate avionics and emergency buss relays, 2 ea. Fuse blocks p/n# 4164, 35A Fuse p/n# ANL-35 and ACK AK-950 Noise Filter in aft junction box. Installed Bendix/King KMT-112 in tail cone utilizing existing mount bracket. Interfaced SN3308 with KG-102A and KMT-112. Interfaced KR-87 with SN-3308 and KNI-582. Interfaced 2 ea. GNS-430, KDM-706A, KR-87, KMR-675, 2 ea. NTX-138N and ACS-700-3 with 3 ea. ACS-1278. Interfaced #1 GNS-430 with SN3308, KNI-582, KDM-706A and S-TEC System 65 Autopilot (installed under separate 337). Interfaced #2 GNS-430 with SN3308, KNI-582, KI-206 and KDM-706A. Interfaced KEA-130 with 2 ea. GNS-430 and KT-70. Interfaced PC-125 with SN3308 and KNI-582. Interfaced KMR-675 with SN-3308 and existing KA-35 Marker Lights. Interfaced TH-250 with DP-12 and 2 ea. NTX-138N. Interfaced CC-450 with 2 ea. GNS-430 (Com) and 2 ea. NTX-138N. Replaced coax cables with RG-400 and RG-393. Utilized existing Com/Nav/Glideslope, Transponder and Marker Beacon antennas.

Equipment installed in accordance with Garmin installation manual p/n# 190-00140-02, Rev. H, dated 9/00; Garmin GA-56 Antenna Installation Instructions p/n# 190-00094-00 Rev. B; AC20-138 Chapter 8; Sandel p/n# 90106-IM, Rev. G, dated 10/27/00; Narco p/n# 03754-0621, Dated 1/92; Aircom p/n# ACS1278-300-USFS, Rev 2.6; p/n# ACS700-3, Rev 2.2; ACK p/n# IM-950, Rev D1; Bendix/King p/n# 006-00137-0004, Rev 4, dated 3/88; p/n# 006-00184-0005, Rev 5, dated 12/96; p/n# 006-00177-0004, Rev 4, dated 10/93; p/n# 006-00093-0003, Rev 3, dated 6/97; p/n# 006-00673-0002, Rev 2, dated 7/97; p/n# 006-00193-0002, Rev 2, dated 5/88. The electrical load was computed and does not exceed 80% of full capacity. GPS installation is a follow on approval based on Garmin STC# SA00705WI in a Piper PA-32. SN3308 installation is a follow on approval based on Sandel STC# SA00696LA in a Beechcraft F-33. Installed Flight Manual Supplement for GNS-430 and SN3308 dated 02/13/2001. Aircraft placarded "GPS Not Approved for IFR" pending flight accuracy evaluation at which time the placard can be removed. Sunair, Inc. to reweigh aircraft. Logbook entry made. Instructions for Continued Airworthiness: Upon reinstallation of any of the above described components perform post installation functional tests in accordance with above referenced installation manuals as revised. Instructions for Continued Airworthiness include the requirement to replace the SN3308 projection lamp within the first 200 hours and every 200 hours thereafter, or every calendar year, whichever comes first.....

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

☐ Additional Sheets Are Attached

APR 7 RECD

US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only
Control Number
NM-FSDO-09

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

1. Aircraft	Make: AERO COMMANDER	Model: 500B
	Serial No.: 1450-159	Nationality and Registration Mark: N171Z
2. Owner	Name *(As shown on registration certificate)*: USDA FOREST SERVICE	Address *(As shown on registration certificate)*: 3833 S Development Ave Boise, ID 83705-5354

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Richard R Watkins 270 NW 19th Redmond, OR 97756	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	1904335

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

Date	Signature of Authorized Individual
4-3-97	Richard R Watkins

7. Approval for Return To Service

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

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

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
4-3-97	1904335	Richard R Watkins

FAA Form 337 (12-88)

NOTICE

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

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

Installed RAJAY Turbocharger SYS on both engines, as per S.T.C. SE6WE and S.T.C. SA529WE. Supplement installed in Flight Manual. Aircraft reweighed New WT & BAL in Aircraft. This was a conformity inspection. No prior paperwork.

----------Nothing Follows----------

☐ Additional Sheets Are Attached

☆U.S. GOVERNMENT PRINTING OFFICE: 1992-668-012/60046

FAA AIRCRAFT REGISTRY
CAMERA NO. 1N DATE: 11-9-95

COPY

US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only
Office Identification NM-FSDO-09

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

1. Aircraft	Make: Rockwell	Model: 500B
	Serial No.: 145-0159	Nationality and Registration Mark: N171Z
2. Owner	Name (As shown on registration certificate): U.S. Department of Agriculture	Address (As shown on registration certificate): P.O. Box 3623, Portland, OR 97208

3. For FAA Use Only

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

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Leading Edge Avionics, Inc. 63020 Powell Butte Hwy. Bend, Oregon 97701	U.S. Certificated Mechanic Foreign Certificated Mechanic XX Certificated Repair Station Manufacturer	QLDR577K

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

Date	Signature of Authorized Individual
17 April 1995	William Dolf #2464679

7. Approval for Return To Service

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

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

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
17 April 1995	QLDR577K	William Dolf #2464679

FAA Form 337 (12-88)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1N DATE: 11-9-95

NOTICE

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

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

Removed II Morrow 612B Loran Receiver and A-16 Loran Antenna. Installed AN135 GPS antenna utilizing area vacated by A-16 utilizing doubler plate and coaxial cable. Installed M3 GPS Receiver utilizing area vacated by 612B utilizing existing wiring, #2 Nav CDI (KNI-520) and remote CDI switching via NAT RS-08. Installed FN-100B cooling fan to rear of M3 mounting tray. Fabricated and installed IFR required NAT LL-08 annunciators and bright/dim light control in pilots panel. Interfaced M3 with existing Aerosonic encoding altimeter. Performed altimeter/encoder correlation iaw FAR Part 43, Appendix E, Paragraph C. All work accomplished iaw AC43.13, 2A, paragraph 38.b., Northstar installation manual p/n# GM610, Rev. B, dated 8/8/94 and AC20-138, Chapter 8. Aircraft placarded "GPS NOT APPROVED FOR IFR" pending Flight Manual Supplement approval and required flight testing. Negligible change to weight and balance. Logbook entry made.....
********** END **********

☒ Additional Sheets Are Attached

AUG 25 1995

U.S.GPO:1989-0-653-171

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 7-27-92

US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only
Office Identification NM-FSDO-09 JUN 26 1992

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

1. Aircraft	Make: Aero Commander	Model: 500B
	Serial No.: 1450-159	Nationality and Registration Mark: USA 171Z
2. Owner	Name (As shown on registration certificate): United States Forest Service	Address (As shown on registration certificate): 1738 SE Ochoco Way, Redmond, OR 97756

3. For FAA Use Only

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

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Charles W. Guyton 69679 Old Wagon Rd. Sisters, OR 97759	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	A&P 2212019

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

Date	Signature of Authorized Individual
4/1/92	Charles W. Guyton

7. Approval for Return To Service

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

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

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
4/1/92	AP2212019IA	Charles W. Guyton

FAA Form 337 (12-88)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 7-27-92

NOTICE

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

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

Installed Hoskins Fuel flow and Totalizer (CFS2000A) IAW STC SA 3867WE

.....END.....

JUN 08 1992

☐ Additional Sheets Are Attached

★U.S.GPO:1989-0-863-171

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 6-24-92

GdR

US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only
Office Identification NM-FSDO-09 MAY 08 1992

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

1. Aircraft	Make: Commander	Model: 500B
	Serial No.: 1450-159	Nationality and Registration Mark: USA 171Z
2. Owner	Name (As shown on registration certificate): United States Forest Service	Address (As shown on registration certificate): 1738 SE Ochoco Way, Redmond, OR 97756

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Richard R. Watkins 270 NW 19th Redmond, OR 97756	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	1904335

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

Date	Signature of Authorized Individual
4-29-92	Richard R Watkins

7. Approval for Return To Service

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

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

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
4-29-92	1904335	Richard R Watkins

FAA Form 337 (12-88)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 6-24-92

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.)

Fuel low level warning custom kit No. 110 installed. All work done as per kit instruction and Aero Commander Maintenance Manual.

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

MAY 4 1992

☐ Additional Sheets Are Attached

★U.S.GPO:1989-0-663-171

FAA AIRCRAFT REGISTRY
CAMERA NO. 1N DATE: 6-12-91

US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only
Office Identification
NM-FSDO-09

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

1. Aircraft	Make: Aero Commander	Model: 500-B
	Serial No.: 1450-159	Nationality and Registration Mark: N171Z
2. Owner	Name (As shown on registration certificate): US Dept of Agriculture	Address (As shown on registration certificate): P.O. Box 3623, Portland, OR 97208

3. For FAA Use Only

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

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Charlers W. Guyton 69679 Old Wagon Rd. Sisters, OR. 97759	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	AP2212019

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

Date	Signature of Authorized Individual
11/2/90	Charles W. Guyton

7. Approval for Return To Service

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

BY:

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

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
11/2/90	AP2212019IA	Charles W. Guyton

FAA Form 337 (12-88)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1N DATE: 6-12-91

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.)

Install Cleveland Brake Kit #199-122 IAW STC SA706GL
Wgt.& Bal. ammended.

APR - 8 1991

☐ Additional Sheets Are Attached

★U.S.GPO:1989-0-863-171

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 10-20-89

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
NW-FD50-64

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43 9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE: Aero Commander	MODEL: 500-B
	SERIAL NO.: 1450-159	NATIONALITY AND REGISTRATION MARK: N171Z
2. OWNER	NAME (As shown on registration certificate): U.S. Dept of Agriculture	ADDRESS (As shown on registration certificate): P.O. Box 3623 Portland, OR 97208

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Flightcraft, Inc./Portland 7505 N.E. Airport Way Portland, OR 97218	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	ARS 4126 A1.3&4 P1 PR1&2 R1.2&3 C1.2&3 I1.2.3&4

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
7-2-87	Roland Milligan Roland Milligan - Chief Inspector

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
7-2-87	ARS4126	Roland Milligan

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 10-20-89

NOTICE

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

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

Removed Wilcox number 1 and 2 transponders along with control heads and antennas.

Installed a Collins TDR950 transponder in lower R/H side of instrument panel. Transponder is wired to pilots encoding altimeter. R/H altimeter encoder has been disabled.

System is installed per Collins installation manual P/N 523-0766465-004118.

New antenna is mounted in same location as old antenna.

Transponder was certified in accordance with FAR 91.172 S/N 19868.

System is installed in accordance with AC43.13-2A Chapter 1, paragraph 1,4 thur 11.

Weight and Balance updated.

Equipment list revised.

- End -

FSDO
PORTLAND, OREGON
RECEIVED
JUL 07 1987
AM PM

☐ ADDITIONAL SHEETS ARE ATTACHED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1986-659-121/40146

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 7 - 27 - 87

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
NM-FSDO-64

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

1. AIRCRAFT	MAKE: AERO COMMANDER	MODEL: 500B
	SERIAL NO.: 1450-159	NATIONALITY AND REGISTRATION MARK: N171Z
2. OWNER	NAME (As shown on registration certificate): U. S. DEPT. OF AGRICULTURE	ADDRESS (As shown on registration certificate): P.O. Box 3623, Portland, OR 97208

3. FOR FAA USE ONLY

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
FLIGHTCRAFT, INC./PORTLAND 7505 N. E. Airport Way Portland, OR 97218	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	ARS 4126 A1.3&4 P1 PR1&2 R1.2&3 AC1.2&3 11.2.3&4

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
7/11/86	Roland Milligan — Roland Milligan — Chief Inspector

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
7-11-86	ARS 4126	Roland Milligan

(8320)

FAA Form 337 (7-67)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 7 - 27 - 87

NOTICE

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

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

Install a Hobbs hour meter on copilot's RH lower instrument panel.

Hour meter has zero time. Aircraft total time is 7136.7 hours.

Hour meter is powered from avionics buss with a 2-amp inline fuse.

Installed a air pressure switch behind copilot's instrument panel and plumbed into RH pitot system. Checked pitot system for leaks. Air pressure switch will activate hour meter.

AC43.13-2A chapter 1 paragraph 1, 4 thru 11 utilized.

Weight & balance negligible.

Equipment list updated.

—END—

FSDO
PORTLAND, OREGON
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JUL 17 1986
AM 7 8 9 10 11 12 1 2 3 4 5 6 PM

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GPO 1981 775-332 47

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 7-27-87

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
NM-FSDO-64

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

1. AIRCRAFT	MAKE: AERO COMMANDER	MODEL: 500B
	SERIAL NO.: 1450-159	NATIONALITY AND REGISTRATION MARK: N171Z
2. OWNER	NAME (As shown on registration certificate): U.S. Dept. of Agriculture	ADDRESS (As shown on registration certificate): P.O. Box 3623, Portland, Or 97208

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Flightcraft, Inc. 7505 N.E. Airport Way Portland, Or 97218	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	ARS 4126 A1.3&4 P1 PR1&2 R1.2&3 AC1.2&3 I1.2&3&4

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

DATE: 5/6/86

SIGNATURE OF AUTHORIZED INDIVIDUAL: Roland Milligan, Chief Inspector

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
5-6-86	ARS 4126	Roland Milligan

(8320)

FAA Form 337 (7-57)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 7 - 27 - 87

NOTICE

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

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

Removed a Aim 289-1D directional gyro indicator and a KNR-660A VOR/LOC RMI Nav receiver. Installed a KIng KI 226 RMI in pilots instrument panel. The instrument is installed as per manufacturers installation manual P/N 006-0068-02.
Instrument is powered by a 1/2 amp inline fuse.
KNR 600 Nav receiver is mounted in same place as KNR 660A, the same existing wiring was used, installation was referenced to manual P/N 006-5005-06.

Removed AMI 200E D.G. electric driven and installed a D.G., EDO-Aire P/N 4000B30 vacuum driven. Ran aircraft and checked gyro operation.

Utilized AC 43.12-2A, chapter 1, paragraph 1, 4 thru 11.
Equipment list changed
Weight and balance updated.

- END -

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AM PM

☐ ADDITIONAL SHEETS ARE ATTACHED

☆U.S. GOVERNMENT PRINTING OFFICE: 1977—771-021/344

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 7 - 27 - 87

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION
NM-FSDO-64

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

1. AIRCRAFT	MAKE: Aero Commander	MODEL: 500B
	SERIAL NO.: 1450-159	NATIONALITY AND REGISTRATION MARK: N171Z
2. OWNER	NAME (*As shown on registration certificate*): U. S. Dept. of Agriculture	ADDRESS (*As shown on registration certificate*): P.O. Box 3623, Portland, Oregon 97208

3. FOR FAA USE ONLY

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Flightcraft, Inc. 7505 N.E. Airport Way Portland, Oregon 97218	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	ARS 4126 A1,3&4 P1 PR1&2 R1,2&3 AC1,2&3 I1,2,3&4

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
03/19/86	Roland Milligan Roland Milligan, Chief Inspector

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
3-19-86	ARS 4126	Roland Milligan

FAA Form 337 (7-67) (3320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 7 - 27 - 87

NOTICE

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

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

Removed Dorne Margolan Nav Antenna and installed a Beech Nav Antenna P/N 58-380114, Antenna removed from vertical fin and new antenna installed on vertical fin, a doubler was installed under antenna.

AC 43.13-2A, Chapter 3, Paragraph 36 Utilized.
Weight & Balance negligable.

- END -

☐ ADDITIONAL SHEETS ARE ATTACHED

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MAR 27 1986
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PORTLAND, OR

☆U.S. GOVERNMENT PRINTING OFFICE: 1977-771-021/344

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 N DATE: 8-7-85

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION
NM-FS00-64

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

1. AIRCRAFT	MAKE: AERO COMMANDER	MODEL: 500B
	SERIAL NO.: 1450-159	NATIONALITY AND REGISTRATION MARK: N171Z
2. OWNER	NAME (*As shown on registration certificate*): U.S. DEPT. OF AGRICULTURE	ADDRESS (*As shown on registration certificate*): P.O. box 3623, PORTLAND, OREGON 97208

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
AAR WESTERN SKYWAYS, INC. PORTLAND TROUTDALE AIRPORT TROUTDALE, OREGON 97060	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC XX CERTIFICATED REPAIR STATION MANUFACTURER	RS4110 Airframe - Class 1, 3 Powerplant - Class 1, 2 Propeller - Class 1, 2 & Limited Instrument - Class 1, 2, 3, 4 Radio - Class 1, 2, 3 Limited Accessory Instrument Class 1, 2, 3, 4

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

DATE: 5-6-85

SIGNATURE OF AUTHORIZED INDIVIDUAL: Jack B. Richardson CHIEF INSPECTOR RS4110

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
5-6-85	RS4110	Jack B. Richardson CHIEF INSPECTOR RS4110

FAA Form 337 (7-67)

(8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 N DATE: 8-7-85

NOTICE

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

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

INSTALLED FLITE-TRONICS 24 TO 12 V DC POWER CONVERTER AT STATION 90.0 MODEL OF UNIT IS PC-12VR SERIAL NUMBER 397A. INSTALLED IN ACCORDANCE WITH AC43;13-1A CHAPTER 11 SECS 2,3,4 AND 7 CHAPTER 15 SECS 2,3 AND 6. The weight and balance AND EQUIPMENT LIST AMENDED.

THE END.

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PORTLAND, OREGON
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☐ ADDITIONAL SHEETS ARE ATTACHED

☆U.S. GOVERNMENT PRINTING OFFICE: 1977—771-021/344

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 N DATE: 8-7-85

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
WM-FSAO-64

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

1. AIRCRAFT	MAKE: AERO COMMANDER	MODEL: 500B
	SERIAL NO.: 1450-159	NATIONALITY AND REGISTRATION MARK: N171Z
2. OWNER	NAME (*As shown on registration certificate*): U.S. DEPT. OF AGRICULTURE	ADDRESS (*As shown on registration certificate*): P.O. BOX 3623 PORTLAND, OREGON 97208

3. FOR FAA USE ONLY

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

5-14-85 — Date

FAA Inspector, NW - FSAO-64

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
AAR WESTERN SKYWAYS, INC. PORTLAND TROUTDALE AIRPORT TROUTDALE, OREGON 97060	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC XX CERTIFICATED REPAIR STATION MANUFACTURER	R. S. 4110. Airframe - Class 1, 3 Powerplant - Class 1, 2 Propeller - Class 1, 2 & Limited Instrument - Class 1, 2, 3, 4 Radio - Class 1, 2, 3. Limited Accessory Instrument Class 1, 2, 3-B

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

DATE: 5-6-85

SIGNATURE OF AUTHORIZED INDIVIDUAL: James S McGuire

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
5-6-85	RS4110	Jack R Richardson CHIEF INSPECTOR RS4110

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1N DATE: 8-7-85

NOTICE

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

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

INSTALLED APOLLO II MODEL 612 WITH A-16 LORAN ~~XXXXXXX~~ C ANTENNA P/N 430-0035-00. RECIEVER MOUNTED AT STATION 23.5. LORAN C RECIEVER INTERFACED TO #2 NAV. INDICATOR, USING THREE RELAY SYSTEM MOUNTED BEHIND CO-PILOTS INSTRUMENT PANEL. CONTROLED BY A SWITCH AND BLUE ANNUNCIATOR LIGHT MOUNTED BY THE #2 NAV. INDICATOR. APOLLO II LORAN C IS NOT CONNECTED TO AUTO-PILOT OR FLIGHT CONTROL SYSTEM AND IS PLACARDED FOR VFR USE ONLY. ALL WORK DONE IN ACCORDANCE WITH AC43:13-1A CHAPTER 11 SECS 2,3,4 AND 7, CHAPTER 15 SECS 2,3 AND 6. AC43:13-2 CHAPTERS 2,3, AND 13 AND ALSO USING THE MANUFACTURERS SPECIFICATIONS. THE WEIGHT AND BALANCE AND EQUIPMENT LIST WAS AMENDED. THIS INSTALLATION WAS ACCOMPLISHED AND TESTED IN ACCORDANCE WITH AC 20-121 and O.K.

- THE END- -

☐ ADDITIONAL SHEETS ARE ATTACHED

☆U.S. GOVERNMENT PRINTING OFFICE: 1977—771-021/344

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 N DATE: 8-7-85

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION
NM-ES60-64

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

1. AIRCRAFT	MAKE: Aero-Commander	MODEL: 500B
	SERIAL NO.: 1450-159	NATIONALITY AND REGISTRATION MARK: N171Z
2. OWNER	NAME (As shown on registration certificate): U.S. Department of Agriculture	ADDRESS (As shown on registration certificate): P.O. Box 3623, Portland, Oregon 97208

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / **5. TYPE**

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Jack D. Stewart 20563 Brightenwood Lane Bend, OR 97702	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A/P 2216506

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
12-31-82	Jack D Stewart

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
2-16-83	2216506 IA	Jack D Stewart

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 N DATE: 8-7-85

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.)*

S.T.C. #SA1799NM

Install Loran C Model 502B S/N 314 Wt. 6.7 lb. at station 28.5" &

Com. antenna 121 S.P., Wt. .07 lb. at station 104"

Installation accomplished in accordance with I.A.W. 43.13-1.A, Chapter 15

Section 6 and 43.13-2A Chapters 1, 2, and 3

Amended weight and balance.

- - - - - - - - - - - - - - - - - - - THE END -

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 N DATE: 8-7-85

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DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

JUN 1 1981

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

WE-GADO-1

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION 4-0-01

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

1. AIRCRAFT	MAKE: Aero Commander	MODEL: 500B
	SERIAL NO.: 1450-159	NATIONALITY AND REGISTRATION MARK: N171Z
2. OWNER	NAME (As shown on registration certificate): U.S. DEPT. OF AGRICULTURE	ADDRESS (As shown on registration certificate): P.O. Box 3623, Portland, Oregon 97208

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Robert B. McGregor 7401 Hayvenhurst Place Van Nuys, California 91406	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A&P 2172675

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

DATE 5/27/81 — SIGNATURE OF AUTHORIZED INDIVIDUAL: Robert B. McGregor A&P 2172675

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
5-27-81	1731069	Pete Regina

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-646/141 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 N DATE: 8-7-85

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.)*

Modification of fuselage for installation of aerial survey camera and navigation sight according to Master Drawing List MDL 60260 dated February 20, 1970. STC SA1125SW. Revised Weight and Balance entered into Aircraft Flight Manual.

NOTHING FOLLOWS

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 N DATE: 8-7-85

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION
NW-GADO-3

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

1. AIRCRAFT	MAKE: AERO COMMANDER	MODEL: 500B
	SERIAL NO.: 1450-159	NATIONALITY AND REGISTRATION MARK: N171Z
2. OWNER	NAME (*As shown on registration certificate*): U.S. DEPT. OF AGRICULTURE	ADDRESS (*As shown on registration certificate*): P. O. BOX 3623 PORTLAND, OREGON 97208

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / **5. TYPE**

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
WESTERN SKYWAYS, INC. PORTLAND-TROUTDALE AIRPORT TROUTDALE, OREGON F.A.A. APPROVED REPAIR STATION No. 4110	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC XX CERTIFICATED REPAIR STATION MANUFACTURER	R. S. 4110. Airframe - Class 1, 3; Powerplant - Class 1, 2; Propeller - Class 1, 2 & Limited; Instrument - Class 1, 2, 3, 4; Radio - Class 1, 2, 3; Limited Accessory; Instrument Class 1, 2, 3, 4

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
2-4-80	Philip L Pettersen

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
2-4-80	RS 4110	Kenneth F Mahle ASST. CHIEF INSPECTOR RS4110

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-646/141 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 N DATE: 8-7-85

NOTICE

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

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

INSTALLED ONE EACH WULFSBURG FLITEFONE 40 SYSTEM CONSITING OF ONE RT-15 RECEIVER-TRANSMITTER AND ONE C-120 CONTROL UNIT. INSTALLED ASSOCIATED ANTENNA. ALL WORK DONE IN ACCORDANCE WITH AC43:13-1A CHAPTER 11 SECS 2,3,4 AND 7, CHAPTER 15 SECS 3 AND 6, AC43:13-2 CHAPTER 2,3 AND 13, AND MANUFACTURERS SPECIFICATIONS. WEIGHT AND BALANCE AND EQUIPMENT LISTS AMENDED CURRENTLY. THE END.

GADO
PORTLAND, OREGON
RECEIVED
FEB 5 1980
AM PM
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☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 N DATE: 8-7-85

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION
NW-GADO-3

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

1. AIRCRAFT	MAKE: AERO COMMANDER	MODEL: 500B
	SERIAL NO.: 1450-159	NATIONALITY AND REGISTRATION MARK: N171Z
2. OWNER	NAME (*As shown on registration certificate*): U.S. FOREST SERVICE	ADDRESS (*As shown on registration certificate*): P.O. BOX 3623 PORTLAND, OREGON 97208

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
WESTERN SKYWAYS, INC. PORTLAND-TROUTDALE AIRPORT TROUTDALE, OREGON F.A.A. APPROVED REPAIR STATION No. 4110	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC XX CERTIFICATED REPAIR STATION MANUFACTURER	R. S. 4110. Airframe - Class 1, 3 Powerplant - Class 1, 2 Propeller - Class 1, 2 & Limited Instrument - Class 1, 2, 3, 4 Radio - Class 1, 2, 3 Limited Accessory Instrument Class 1, 2, 3, 4

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
1-14-80	James S McGreer

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
1-14-80	RS 4110	Kenneth F Mahle ASST. CHIEF INSPECTOR RS4110

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-646/141 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 N DATE: 8-7-85

NOTICE

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

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

REMOVED ONE EACH KING KNR-600 NAV RECEIVER, KNI-580 ADF INDICATOR AND ONE ALLEN RCA 11A-10 DIRECTIONAL GYRO. INSTALLED ONE KING KNR-660A NAV RECEIVER. INSTALLED ONE EACH AIM 289-1D SLAVED RMI, AIM 254-11 FLUX DETECTOR AND SLAVING METER. INSTALLED ONE EACH COLLINS ALT-55B RADAR ALTIMETER RT, ALI-55A RADAR ALTIMETER INDICATOR AND TWO COLLINS ANT-50A RADAR ALTIMETER ANTENNAS. ALL WORK DONE IN ACCORDANCE WITH AC 43:13-1A CHAPTER 11 SECS 2,3,4 AND 7 CHAPTER 15 SECS 3 AND 6, AC 43:13-2 CHAPTER 2,3 AND 13 AND MANUFACTURERS SPECIFICATIONS. WEIGHT AND BALANCE AND EQUIPMENT LISTS AMENDED CURRENTLY. THE END.

GADO-
PORTLAND, OREGON
RECEIVED
JAN 21 1980
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☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 8-28-81

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
NW-GADO-3

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

1. AIRCRAFT	MAKE: Aero Commander	MODEL: 500 B
	SERIAL NO.: 1450-159	NATIONALITY AND REGISTRATION MARK: N171Z
2. OWNER	NAME (*As shown on registration certificate*): U.S. Dept. of Agriculture	ADDRESS (*As shown on registration certificate*): P.O. Box 3623, Portland, Oregon 97208

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
WESTERN SKYWAYS, INC. PORTLAND-TROUTDALE AIRPORT TROUTDALE, OREGON F.A.A. APPROVED REPAIR STATION No. 4110	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC XX CERTIFICATED REPAIR STATION MANUFACTURER	R. S. 4110. Airframe - Class 1, 3 Powerplant - Class 1, 2 Propeller - Class 1, 2, Limited Instrument - Class 1, 2, 3, 4 Radio - Class 1, 2, 3 Limited Accessory Instrument Class 1, 2, 3, 4

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
10/21/77	

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
10/21/77	4110	Kenneth F. Mahr ASST. CHIEF INSPECTOR RS4110

FAA Form 337 (7-67) (8320)

GPO : 1971 O - 410-878

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 8-28-81

NOTICE

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

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

Removed King KNI520 VOR/LOC/GS Indicator, Comco 582 Air Net System, Narco UDI-2AR DME system and Standard Directional Gyro and Horizon. Installed Bendix FCS-810 Autopilot/Flight Director system in accordance with STC #SA447-50. Installed King KN65 DME system, Wilcox 1014 Transponder system, Aerosonic Encoding Altimeter (Right Panel) and Motorola Syncom10 FM Multichannel Transceiver.
All work done in accordance with AC 43:13-1A Chap. 11 Sec. 2,3,4 and 7, Chap 15 Sec. 3 and 6, AC 43:13-2 Chap 2 and 3, AC 43:6, Part 43 appendix F, FAR 91.170 FAR 91.177 and AC 20:98.
The Syncom-10 system was checked for conducted and radiated electromagnetic interference.
Weight and balance and equipment lists amended currently.

The End.

☐ ADDITIONAL SHEETS ARE ATTACHED

D R G A D C
PORTLAND, OREGON
AIR NOV 2 1971 U

FAA AIRCRAFT REGISTRY
CAMERA NO. 4N DATE: 8-28-81

ITMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION
NW-GADO-3

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

1. AIRCRAFT	MAKE: Aero Commander	MODEL: 500B
	SERIAL NO.: 1450-159	NATIONALITY AND REGISTRATION MARK: N171Z
2. OWNER	NAME (*As shown on registration certificate*): U.S. Dept. of Agriculture	ADDRESS (*As shown on registration certificate*): P.O. Box 3623, Portland, Oregon 97208

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / **5. TYPE**

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Flightcraft, Inc. 7505 N.E. Airport Way Portland, Oregon 97218	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	ARS 4126 AT&3 • P1 PR1&2 • R1,2&3 AC1,2&3 • I1,2,3&4 LTD R DC-3 & LOCKHEED 18

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

DATE: 11-28-76

SIGNATURE OF AUTHORIZED INDIVIDUAL: Elmer L. Shrum, Chief Inspector

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
12-1-76	ARS4126	

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 8-28-81

NOTICE

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

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

Installed BF Goodrich Electrothermal Propeller De-icing System Kit No. #77-180-1, Serial No. G 1007 approved and installed under STC SA1-606. Weight and balance and equipment list revised and aircraft returned to service.

END

☐ ADDITIONAL SHEETS ARE ATTACHE

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PORTLAND, OREGON
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FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 8-28-81

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
NW-GADO-3

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

1. AIRCRAFT	MAKE: Aero Commander	MODEL: 500B
	SERIAL NO.: 1450-159	NATIONALITY AND REGISTRATION MARK: N1712
2. OWNER	NAME (*As shown on registration certificate*): U.S. Dept. of Agriculture	ADDRESS (*As shown on registration certificate*): PO Box 3623, Portland, Ore. 97208

3. FOR FAA USE ONLY

-GADO-
PORTLAND, OREGON
RECEIVED
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4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Hillsboro Aviation Co. 26225 N.W. Cornell Rd. Hillsboro, Ore. 97123	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION XX MANUFACTURER	ARS3989 Airframe Class I & III

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

DATE: 1/24/72

SIGNATURE OF AUTHORIZED INDIVIDUAL: Neil C Bowman
Neil C. Bowman, Chief Inspector

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
1/24/72	ARS3989	Neil C Bowman Neil C. Bowman, Chief Inspector

FAA Form 337 (7-67) (8320)

GPO 1971 O - 410-878

FAA AIRCRAFT REGISTRY
CAMERA NO. 4N DATE: 8-28-81

NOTICE

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

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

Removed the following equipment:
ARC DV-317A Dynaverter
ARC DV-318A Dynaverter
ARC DV-302B Dynaverter
ARC B-317A Converter
ARC DV-319B Dynaverter
Amplifier
Removed complete systems including cables. Removed Comm antenna from forward top fuselage.

Installed the following equipment:

Comm antenna on top aft fuselage
Collins Comm antenna on top forward fuselage.
Mounted as per manufacturers instructions using 2024-T3 .041 aluminum doubler.

Installed the remote units for the following equipment on the existing radio rack aft of the baggage compartment using appropriate AN screws, nuts, and washers:
1 ea. King KGM-690 marker beacon
2 ea. King KNR-600 navigation receivers
2 ea. King KTR-900 transceivers
1 ea. King KAA-445 audio amplifier
1 ea. King KDF-800 automatic direction finder radio
Installed as per manufacturer's instruction using standard AN 8/32 machine screws and elastic stop nuts and large area washers.
Junction box for all these units installed to existing structure aft of radio rack with Standard AN 10/32 screws, elastic stop nuts and washers.

Installed the following units in the instrument panel using existing cut outs:
1 ea. KA-37 audio panel
2 ea. KFS-560 navigation receiver control
1 ea. KFS-580 automatic direction finder control head
2 ea. Coral Gables transceiver control heads
1 ea. KNI-580 automatic direction finder indicator
2 ea. KNI-520 navigation receiver indicator
Installed as per manufacturer's instructions using standard AN 6/32 screws and nuts.

Installed 2 ea. C5FC speakers in overhead. One above Pilot's head, one above Co-pilot's head with mount secured to aircraft structure. Bracket made from 2024-T3 aluminum .041 thickness, secured with Std. AN 6/32 machine screws, elastic stop nuts and washers.

All cables for the above units routed down right side of aircraft as per aircraft manufacturer original and Part 43.

☒ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 8-28-81

:TMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE: Aero Commander	MODEL: 500B
	SERIAL NO.: 1450-159	NATIONALITY AND REGISTRATION MARK: N171Z
2. OWNER	NAME (As shown on registration certificate): U.S. Dept. of Agriculture	ADDRESS (As shown on registration certificate): PO Box 3623 Portland, Ore. 97208

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / **5. TYPE**

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
	U.S. CERTIFICATED MECHANIC	
	FOREIGN CERTIFICATED MECHANIC	
	CERTIFICATED REPAIR STATION	
	MANUFACTURER	

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL

FAA Form 337 (7-67) (8320)

GPO : 1971 O - 410-878

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 8-28-81

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.)*

All equipment installation as per manufacturer's instructions and AC 43.13-2, Chapter 2, pp. 21-22-23, Sec. a,d,e, 24-Sec. b; 26 - Sec. a; 27 - Sec. a,b,c,d,e,g,and h; Chapter 3, par. 33, Sec.b.

Log book entry made

.....END.....

☐ ADDITIONAL SHEETS ARE ATTACHE

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 8-28-81

806 1838

FEDERAL AVIATION AGENCY
APPLICATION FOR AIRWORTHINESS CERTIFICATE

FORM APPROVED
BUDGET BUREAU NO. 04-R058.1

INSTRUCTIONS: Please print or type. Submit this form, original only, to an authorized Federal Aviation Agency Representative. Use attachments or extra sheets as necessary.

PART I — AIRCRAFT DESCRIPTION

1. AIRCRAFT IDENTIFICATION NO.	2. AIRCRAFT MAKE	3. AIRCRAFT MODEL
N 171Z	Aero Commander	500B (CAR 3)
4. AIRCRAFT SERIAL NUMBER	**5. ENGINE MAKE**	**6. ENGINE MODEL**
1450-159	Lycoming	IO-540-E1A5
7. NUMBER OF ENGINES	**8. PROPELLER MAKE**	**9. PROPELLER MODEL**
2	Hartzell	HC-A3VK-2A

PART II — CERTIFICATION REQUESTED

1. APPLICATION IS HEREBY MADE FOR:
   - A. [X] ORIGINAL ISSUANCE OF CERTIFICATE (AIRCRAFT [X] NEW [ ] USED [ ] IMPORT) (CAR 1)
   - B. [ ] AMENDMENT OF CURRENT CERTIFICATE (CAR 1.62)
   - C. [ ] MULTIPLE CERTIFICATE (REF. CAR 1 AND 8)
   - D. [ ] OTHER _____ (Specify)
2. AIRWORTHINESS CLASSIFICATION *(Check appropriate item(s))*
   It is requested that an Airworthiness Certificate be issued to permit operation of the above described aircraft in the following classification(s):
   - A. [X] STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES) (REF. CAR 1)
   - B. [ ] LIMITED (REF. CAR 9)
   - C. [ ] RESTRICTED (REF. CAR 8) *(Check operation(s) to be conducted)*
     - (1) [ ] AGRICULTURAL AND PEST CONTROL
     - (2) [ ] AERIAL ADVERTISING
     - (3) [ ] AERIAL SURVEYING
     - (4) [ ] PATROLLING
     - (5) [ ] FOREST AND WILDLIFE CONSERVATION
     - (6) [ ] WEATHER CONTROL
     - (7) [ ] OTHER _____ (Specify)
   - D. [ ] EXPERIMENTAL (REF. CAR 1) *(Check operation(s) to be conducted)*
     - (1) [ ] AMATEUR-BUILT
     - (2) [ ] EXPERIMENT (RESEARCH AND DEVELOPMENT)
     - (3) [ ] EXHIBITION
     - (4) [ ] RACING
     - (5) [ ] TO SHOW COMPLIANCE WITH CAR _____
   - E. [ ] (OTHER) _____ (Specify)
3. HAS THE APPLICANT PREVIOUSLY BEEN DENIED AN AIRWORTHINESS CERTIFICATE FOR THIS AIRCRAFT? [ ] YES *(Explain)* [X] NO

PART III — INSPECTION AGENCY VERIFICATION *(Not applicable to newly manufactured aircraft)*

1. IN ACCORDANCE WITH CAR 1.67(d) THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY:
   - A. [ ] AIRCRAFT MANUFACTURER *(Name of Firm)* _____
   - B. [ ] CERTIFICATED DOMESTIC REPAIR STATION, CERTIFICATE NO. _____
   - C. [ ] CERTIFICATED AIR CARRIER, CERTIFICATE NO. _____
   - D. [ ] CERTIFICATED MECHANIC *(Inspection Authorization)* NO. _____

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL	TITLE

PART IV — OWNER'S CERTIFICATION

I hereby certify that the aircraft described above has been inspected and is airworthy and eligible for the classification(s) requested. I further certify that I am the registered owner (or his agent) of this aircraft which is registered* with the Federal Aviation Agency, as required by the Federal Aviation Act of 1958 and the applicable Federal Aviation Regulations and Regulations of the Administrator and that the following evidence of registration is displayed in the aircraft. *(Check and complete appropriate item(s); this includes completion of items 1 and 2 on the reverse side of this form.)*

1. [ ] CERTIFICATE OF REGISTRATION, FAA FORM 500 (PART A) DATE OF ISSUE _____
2. [ ] APPLICATION FOR REGISTRATION, FAA FORM 500 (PART B). FAA FORM 500 FORWARDED TO FAA AIRCRAFT REGISTRATION BRANCH ON *(Date)* _____
3. [X] DEALER'S AIRCRAFT REGISTRATION CERTIFICATE, FAA FORM 1707 *(Expiration date)* September 1, 1964
4. REGISTERED OWNER'S FULL NAME AND PERMANENT MAILING ADDRESS *(No., Street, City, Zone and State)*
   Aero Commander Division
   Rockwell-Standard Corporation
   5001 North Rockwell Avenue
   Bethany, Oklahoma

2 JUN 27 1964

J C Watson
J. C. Watson

*In order to be eligible for registration an aircraft must be owned by a citizen of the United States as defined by Section 101(13) of the Federal Aviation Act of 1958.

5. SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT	6. DATE	7. TITLE
	6-27-64	Manager of Reliability

8. ATTACHMENTS *(Check which)*
   - A. [ ] FAA FORM 337
   - B. [ ] FAA FORM 317
   - C. [ ] WEIGHT AND BALANCE REPORT
   - D. [ ] DATA, DRAWINGS, PHOTOGRAPHS, ETC. *(List separately)*
   - E. [ ] OTHER *(List separately)*

FAA Form 305 (5-62) OBSOLETE PREVIOUS EDITIONS

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 8-28-81

U.S. GOVERNMENT PRINTING OFFICE : 1962 OF—634128

FEDERAL AVIATION AGENCY
AIRCRAFT INSPECTION REPORT

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

1. AIRCRAFT CERTIFICATION BASIS

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

A. [X] AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET NO. 6A1 REVISION NO. 22
B. [ ] AIRCRAFT LISTING, PAGE NO.(S)
C. [X] AIRWORTHINESS DIRECTIVE SUMMARY Jan. 1, 1963 (YEAR) THROUGH CARD NO. 64-13
D. [ ] SUPPLEMENTAL TYPE CERTIFICATE NO.(S)
E. [ ] OTHER *(Specify)*

2. AIRCRAFT AND ENGINE OPERATING RECORDS

A. [X] AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
B. [NA] COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
C. [X] AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 5:35 HOURS
D. [X] ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

SERIAL NO.	TOTAL HOURS	TIME SINCE OVERHAUL
L-910-48	5:35	N/A
L-920-48	5:35	N/A

3. AIRWORTHINESS DOCUMENTATION

A. [ ] CURRENT OPERATING RESTRICTIONS (LIMITATIONS), COPY ATTACHED
B. [ ] CURRENT OPERATING RESTRICTIONS (LIMITATIONS), AVAILABLE IN AIRCRAFT
C. [X] CURRENT APPROVED AIRCRAFT FLIGHT MANUAL, AVAILABLE IN AIRCRAFT
D. [X] CURRENT WEIGHT AND BALANCE INFORMATION, AVAILABLE IN AIRCRAFT
E. [X] THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
F. [ ] FAA FORM 337, MAJOR REPAIR AND ALTERATION, (ATTACH WHEN REQUIRED)
G. [ ] FAA FORM 317, STATEMENT OF CONFORMITY, (ATTACH WHEN REQUIRED)
H. [ ] WEIGHT AND BALANCE REPORT, (ATTACH WHEN REQUIRED)
I. [ ] DATA, DRAWINGS, PHOTOGRAPHS, ETC., (ATTACH WHEN REQUIRED)
J. [X] AIRWORTHINESS CERTIFICATE, FAA FORM 1362, ISSUED IN ACCORDANCE WITH CAR 1.67(a)
K. [ ] PREVIOUS FAA FORM 1362, ISSUED IN ACCORDANCE WITH CAR

BY _____ *(Name of Issuing Representative)* _____ *(Designation Number)*

4. FAA REPRESENTATIVE CERTIFICATION

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

5. REGISTRATION INDICATED ON REVERSE IS PROPERLY DISPLAYED IN AIRCRAFT [ ] YES [X] NO *(Explain)*

" Current Form FAA 1707 "

6. DESIGNEE'S SIGNATURE	DESIGNATION NO.	DATE
Guy G. Carson GUY G. CARSON	DMIR# 2032	June 27, 1964
7. FAA INSPECTOR'S SIGNATURE	**FAA DISTRICT OFFICE NO.**	**DATE**
E. L. Brotherton E. L. BROTHERTON	SW-EMDO-41	July 9, 1964

8. REMARKS

A. [X] ACCEPTED
B. [ ] REINSPECTED
C. [ ] SPOT CHECKED

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

1. AC Form 1046 Special Marking Authorization.
2. Copy of Form FAA-1362B issued per this Form FAA 305.

DOW

FAA AIRCRAFT REGISTRY
CAMERA NO. 4N DATE: 8-28-81

UNITED STATES OF AMERICA
FEDERAL AVIATION AGENCY

CERTIFICATE OF AIRWORTHINESS

1. NATIONALITY AND REGISTRATION MARKS	2. AIRCRAFT AIRWORTHINESS CLASSIFICATION
N1712	STANDARD - NORMAL

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

DUPLICATE

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

5. DATE OF ISSUANCE	6. FAA REPRESENTATIVE	7. DESIGNATION NO.
June 27,1964	GUY G. CARSON	DMIR# 2032

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

GPO : 1959 OF—508938 Form FAA 13628 (5-59)

FAA AIRCRAFT REGISTRY
CAMERA NO. 4 DATE: 8-28-81

MICRO