US Department
of Transportation
Federal Aviation
Administration

OMB No. 2120-0020 Exp: 5/31/2018	Electronic Tracking Number						
For FAA Use Only							

US Department of Transportation Federal Aviation Administration	n on		AJOR REPAIR A e, Powerplant,							For FAA Use Only			
instructions	and dispos		form. This report is				S.C. §44701).	Failure	to repo		osequent revision thereof esult in a civil penalty for e		
	Nationalit N 24AS	y and Regist	ration Mark				Serial No.	-225	59		11.7		
1. Aircraft	Make B	eech				Model A3			1	Series			
2. Owner		s shown on r y, Kent I	egistration certificate Lytle	θ)		Address (As shown on registration certificate) Address 713 Aviator Dr City Fort Worth State							
					3. 1	For FAA Use	Zip <u>76179</u> Only		····	Count	USA		
4. Typ		 			6 1	Unit identifica	stlen .						
Repair	Alteration	Unit		Ma				Mod	el		Serial No.		
	[X]	AIRFRAME	Beech				(As describ			ove)	E-2259		
		POWERPL	ANT										
		PROPELLE	ER										
		APPLIANC	Type Manufacturer										
A Agonovic N	lame and A	ddroce		6	· · · ·	onformity Star				_			
A. Agency's Name Sloat A	viation Services		ıat		ъ.	Kind of Agend	ated Mechanic		т	Mani	ufacturer		
Address 141 Aviator C	*				H		ficated Mechanic			C. Certific			
City Fort Wo		untry USA	State TX			Certificated Repair Station Certificated Maintenance Organization 3629653					3629653		
have be	en made in	accordance	teration made to the with the requirement rect to the best of my	nts of I	Part	t 43 of the U.S					e or attachments hereto t the information		
Extended ranger 14 CFR P App. B			Signature/Date of Au	uthoriz	zed	Individual	<i> - 7-20</i>	フてて	·				
						val for Return							
Pursuant to Administrate	the author of the Fed	ority given p deral Aviation	persons specified to a Administration and	oelow, i is	the		ed in Item 5 Approved		spected ejected		manner prescribed by	the	
	A Flt. Stand pector	lards	Manufacturer		Ma	aintenance Or	ganization		Departr	nent of Tra	d by Canadian ansport		
	A Designee		Repair Station	X	In	spection Author	orization	Other	(Speci	fy)			
Certificate or Designation N	o. 36296	53	Signature/Date of Au										

8. Description of Work Accomplished (If more space is required, attach additional sheets. Identify with	n aircraft nationality and registration mark and dat	e work completed.)
	N24AS	1-17-2022
	Nationality and Registration Mark	Date
Removed previously installed Lopresti LSM Boom Beam Lopresti STC SA02279AT Rev. clamps from previous install. Wire electrical k No new special requirements for C/A/W beyo	L dated 6-27-17. Installed power bad verified within range and neg	pack using existing gligible W&B change.
Joseph Sloat AP IA 3629653	9-2-21	
	-End-	
Addl	itional Sheets Are Attached	



Contact WAT for STC Permission Letter

We will need the aircraft make, model, serial number, and tail number. Send email to Info@flywat.com



United States of America Department of Transportation Federal Aviation Administration

Supplemental Type Certificate

Number: SA02279AT

This certificate issued to:

Whelen Aerospace Technologies 210 Airport Drive East Sebastian, FL 32958

certifies that the change in the type design for the following product a lik the limitations and conditions therefore as specified hereon meets the airmorthiness requirements of Part *of the * Aggulations.

Original Freduct - Type Certificate Number: * See Attached Make: FAA Approved Model I ist (AML) Model: Document LSM-500-025 for a list of Approved

Description of Type Design Change: Installation of a Boom Rose Balls, States and Ballati in accordance with Master Drawling Lim, Report No. 43, Revision F, dated IS July 2011 of these IF AA approach to islaim.

Limitations and Conflaions:

This approval should one be extended to other aircraft of this model on which other pack issuely approved modifications are incorporated unless is a determined by the installer that the incorporated only between this change and any of those other personals only on a deviational procession, approved modifications will produce no aforter offices upon the zine-ventices of that sippines. The holder gages to permit another persons on the certificate to other the product, the holder shall give the other person unitars or identical that permitsions.

This certificate and the supporting data which is the basis for approval thalf remain in effect until surrendered, suspended, and secondar or termination. As the continuation of the Federal Ariation Administration.

Date of Application: August 15, 2002

Date Reimmed: Incomy 16, 2019

Date of Laurence: Tehnusy, 14, 2001

Date Amended: April 5, 2001, July 22, 2002, February 14, 2003

(Se) Christina M. Underwood Manuerf, Atlanta ACO Branch

210 Airport Drive East, Sebastian, FL 32958 | www.flyWAT.com

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US Department
of Transportation
Federal Aviation
Administration

MAJOR REPAIR AND ALTERATION

F	or FAA Use Only	

(Airframe, Powerplant, Propeller, or Appliance) INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a)) Nationality and Registration Mark Serial No. N24AS E-2259 1. Aircraft Make Model Series **BEECH A36** Name (As shown on registration certificate) Address (As shown on registration certificate) Address 2000 OLD MAY CT 2. Owner **COLLEGE STATION** City **DYER AVIATION LLC** State TX 77845-3883 Country U.S.A. Zip 3. For FAA Use Only 5. Unit Identification 4. Type Repair Alteration Unit Make Model Serial No. (As described in Item 1 above) X AIRFRAME **POWERPLANT PROPELLER** Type APPLIANCE Manufacturer 6. Conformity Statement A. Agency's Name and Address B. Kind of Agency **ACS Avionics, LLC** U. S. Certificated Mechanic Manufacturer Address 510 S. Hangar Drive Foreign Certificated Mechanic C. Certificate No. Georgetown State TX City Certificated Repair Station 78628 U.S.A WCHR539X Country 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. Signature/Date of Authorized Individual Extended range fuel per 14 CFR Part 43 01/15/2021 App. B 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 X Approved Administrator of the Federal Aviation Administration and is Rejected Persons Approved by Canadian FAA Flt. Standards Maintenance Organization Manufacturer Department of Transport Inspector BY Other (Specify) FAA Designee Repair Station Inspection Authorization Signature/Date of Authorized Individual Certificate or Designation No. 01/15/2021

B. Description of Work Accomplished (If more space is required, attach addition		lity and registration mark and date work comple	ted.)
		N24AS	January 15, 2021
		Nationality and Registration Mark	Date
1. Removed existing avionics necess	ary to facilitate new equipment inst	allation.	
Removed	ltem KT76A	Part Number 066-1062-00	Serial Number 46120
 Installed GTX 345 Transponder ref 2020 and complied with Post Installati referencing FAA STC No. SA01714W 04 Revision 16 dated January 2020. N and was found to comply with PART 4 the following to the owner/operator for ADS-B Transponder Pilot's Guide 190 	on Configuration Chapter 7 and Optissued to Garmin International Included I	AML STC Installation Manual 190-00734- peration/Performance Checkout Chapter 8 amended September 2019 referencing M t ATC Transponder(s) has been tested as Perform Calibration ATC 601 SN 1086 Ca permanent records for the aircraft Garmin Council Connectivity Setup Guide 190-014 Revision 4 and Instructions for Continued 34-11 Revision 7.	10 Revision 14 dated January . The system was installed aster Drawing List # 005-00734- required by 14 CFR PART 91.413 libration due 01/22/21. Provided GTX 335/345 Series All-In-One 487-12 Revsion B and AFMS from
	Item	Part Number	Serial Number
Installed	GTX 345 Transponder	011-03302-01	3EG040886
3. Relocated existing GTX 330 Trans	ponder referencing AC 43,13-2B cf	napter 11. No discrepancies noted.	
	ltem	Part Number	Serial Number
	in GNS 430W and GNS 530W to Modate Software for existing Garmin	lain Software level 5.40 referencing Garm GNS 430W and GNS 530W to GPS Softw	in Software Service Bulletin No.
	Item	Part Number	Serial Number
5. Modified Instrument Panel for exist discrepancies noted.	ing PS Engineering CD Player to a	llow to be seated fully referencing AC 43.1	.3-2B chapter 11. No
	ltem	Part Number	Serial Number
6. Adjusted cable tensions referencing	g KFC200 Flight Control System In	stallation Manual 066-0200-02. No discre	pancies noted.
		•	
	ltem	Part Number	Serial Number
7. The aircraft's weight change was n	egligible.		
	Item	Part Number	Serial Number
The giraraft Waight and Ralance/Equit	ament List Devision was revised to	roflost those changes	
The aircraft Weight and Balance/Equip		reliect triese changes. D	
	☐ 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 2/28/2011	Electronic Tracking Number
F	or FAA Use Only

	ral Aviatio nistration		,		-, • •		, -	. 		, • -	,				
instr	ructions	and disposi on. (49 U.S.	tion of C. §46	f this fo 301(a)	orm. ⁻))	This repor									osequent revision thereof) for sult in a civil penalty for each
Nationality and Registration Mark N24AS (USA) 1. Aircraft Make BEECH						Mark					Serial No. E-2259				
								Model Series A36							
Name (As shown on registration certificate) RS AVIATION LLC										Address (As shown on registration certificate) Address 1506 PASEO DEL PLATA STE 200 City TEMPLE State TEXAS Zip 76502-3490 Country USA					A STE 200 State
									3. F	or FAA Use	Only				
	4. Ty	ое							5. U	Init Identific	ation				
Re	pair	Alteration		Unit			·	Mak	ке			Mod	iel		Serial No.
		$ \overline{\mathbf{V}} $	AIRF	RAME					(As described in Item 1 above)						
			POW	ERPL	ANT										
			PRO	PELLE											
	APPLIANCE Manufacturer														
										nformity Sta					
		Name and A						\dashv	B. Kind of Agency U. S. Certificated Mechanic Manufacturer						
		<u>ral Texas A</u> Corsair Driv		cs, inc	<u>C.</u>			- ⊦	\dashv	U. S. Certificated Mechanic Manufactor Foreign Certificated Mechanic C. Certificated					
City		getown	70			State TX		_	7	Certificated Repair Station			ilicate IVO.		
Zip	78628	Co.	untry <u>L</u>	JSA				_		Certificated Maintenance Organization					586N
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.															
	ided ran 4 CFR F B				•	ture/Date rt Wampl		horiz	ed I	ndividual				>	12/15/2014
							7.	. Арр	orov	al for Retur	to Service				
		o the autho or of the Fed							the		ied in item 5 v		inspect Rejecte		ne manner prescribed by the
BY -		A Flt. Stand spector	dards		Manı	ıfacturer			Ma	aintenance O	rganization		Depar	tment of T	ved by Canadian Fransport
	FA	A Designee) 	X	Repa	ir Station			Ins	spection Auth	orization	Othe	er (Spe	ecify)	
	cate or	lo.		1	Signa	ture/Date	of Aut	horiz	ed I	Individual	, //		_	•	, /
_	Designation No. C84R586N Matt Gordon Matt Gordon Matt Gordon Matt Gordon Matt Gordon														

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.

N24AS (USA)

12/15/2014

8. Description of Work Accomplished

Nationality and Registration Mark

Date

AVIONICS MODIFICATION

Upgraded the Garmin GNS 530W GPS/WAAS Navigation Units Main software to version 5.20 in accordance with Garmin STC Service Bulletin Number 1474, Revision A, Dated November 24, 2014. Upgraded the Garmin GNS 530W GPS/WAAS Navigation Units GPS software to version 5.0 in accordance with Garmin Software Service Bulletin Number 1315, Revision A, Dated April 30, 2013.

Upgraded the Garmin GNS 430W GPS/WAAS Navigation Units Main software to version 5.20 in accordance with Garmin STC Service Bulletin Number 1474, Revision A, Dated November 24, 2014. Upgraded the Garmin GNS 430W GPS/WAAS Navigation Units GPS software to version 5.0 in accordance with Garmin Software Service Bulletin Number 1315, Revision A, Dated April 30, 2013.

Placed the Garmin 500W Series Instructions for Continued Airworthiness (Document No. 190-00357-65, Revision D, Dated November 20, 2014) and the Garmin 400W Series Instructions for Continued Airworthiness (Document No. 190-00356-65, Revision D, Dated November 20, 2014) revised to support software version 5.20 and later with the aircraft maintenance records.

Removed the existing Garmin 500W Series and the Garmin 400W Series GPS/WAAS Navigation Systems FAA Approved Airplane Flight Manual Supplements and installed the Garmin 500W Series GPS/SBAS Navigation System FAA Approved Airplane Flight Manual Supplement, P/N 190-00357-03, Revision E, with an FAA Approved date of November 20, 2014 and the Garmin 400W Series GPS/SBAS Navigation System FAA Approved Airplane Flight Manual Supplement, P/N 190-00356-03, Revision E, with an FAA Approved date of November 20, 2014 into the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.

U.S Department of
Transportation
Foderal Aviation
Administration

MAJOR REPAIR AND ALTERATION

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

U.S Department of Transportation (Airframe, Powerplant, Propeller, or Appliance)								For FAA Use Only						
Foderal Adminis														
instr	uction	TIONS: Prins and disposition. (49 U.S.	sition of	this	entries. Se form. This	e Title 1 eport is a	4 CF	R §43.9, Part 4 ed by law (49 t	3 Appendix B, and .S.C. 1421). Failure	AC 43.9-1 (o to report ca	r subsequent revision thereof) for an result in a civil penalty for each			
Nationality and Registration Mark									Serial No. E-2259					
1. Aircraft Make Beechcraft									Model Series Bonanza A36					
2. Own	er		As shown O Prop		egistration cen s LLC	tificate)			Address (As shown on registration certificate) Address P. O. Box607 CityRuston StateLouisiana Zip71273 CountryU.S.A.					
							3	. For FAA Use (only					
	4. Ty	ype						6.	Unit Identification					
Repa	ir	Alteration		Un	iit		N	∕/ake	Model		Serial Number			
			AIRFRA	ME	·				(As described in Ite	em 1 above)				
			POWER	RPLA	NT		·····							
			PROPE	LLEF	₹		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,							
			APPLIA	NCE		Type Manufactu	rer							
				~			6.	Conformity St	tement					
		Name and Ad M. Fourmy						ind of Agency U.S. Certificated		1=1.				
		Whitehea					H	U.S. Certificated Foreign Certificated						
CityCho			ia ia.		StateLouis	ana	믐	Certificated Rep	······································	- 0. 0.	ortinoato (40,			
Zip <u>712</u>			Country <u>U</u>	.S.A			0	······································	ntenance Organization	, 43	39138238			
h	ave be	een made in a	accordanc	e with		ents of Pa	ırt 43 i		e and described on the al Aviation Regulations					
Extende			·····		Signature/D	ate of Au	horize	ed Individual	1	1				
per 14 C App. B	FRP	an 43			T00	ld M	. F	-Ou Rmy	fold.	n. for	un			
								proval for Retur						
				•	ersons speci Iministration a	_	_	- Innoversal	i in item 5 was REJECTED	inspected in	the manner prescribed by the			
ВҮ		FAA Fit Stan Inspector	dards		Manufacture			Maintenance Or	ganization		Person Approved by Canadian Department of Transport			
. O1		FAA Designe	90		Repair Static	n	Ø	Inspection Author	rization	Other (S	pecify)			
Certifica Designa 43913	tion N			_	ature/Date of Id M. Fouri		Indiv	idual d	nrlm. 1	brun				

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	U.S.A.	N24AS	·	9/25/2012
	Nationa	ality and Registration Mark		Date
				•
	and Associates, Inc.S.T.C. #	convert R12 vapor cycle system SA09553SC and Top Drawing dated August 15, 2006.	A CONTRACTOR OF THE PARTY OF TH	•
No change in weight or balance	e			
3. Operational check of system	satisfactory.			
		•		
·				

(2)
US Department
of Transportation

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

Form A	\ppr	ovec	1		
OMB	No.	212	0-0	020	

For FAA Use Only
Office Identification

Federal Aviation Administration

INSTRUCTIONS: Print or type all entries. See FAR 43.9 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).

		on (Section 90						to report carriesum	a oran p	Jimily	. ACC TO GACGGO	+1,000 IOI
		Make						Model				
1. Aircr			EC	<u>H</u>		A36						
1. Aircr	art	Serial No. E	Serial No. E-2259					Nationality and Re N24A		Mark		
		Name (As she	own c	on registration	certificate)		Address (As show	m on regis	tration	n certificate)	
				ERTIES LLC				PO BOX 607	_		•	
2. Own	er							RUSTON, LA	71273-0	607		
					3	. For	FAA Use Only					
				· · · · · · · · · · · · · · · · · · ·								
		٠										
				4. Uni	t Identific	atio	<u> </u>				5. Type	
Į.	Jnit		Make	•			Model	Seri	al No.		Repair	Alteration
AIRFRA	AME	(As descri					in Item 1 above)				×
POWE	RPLANT											
PROPE	LLER											
		Туре										
APPLIA	NCE	Manufacture								1		
		Manufacture	ı]			j			
	·	<u> </u>			6. (Conf	ormity Statem	ent		I		
A. Ager	ncy's Name	and Address					and of Agency	·		C. C	ertificate No.	
		AVIONICS IN	IC			U.S. Certified Mechanic YN			ľ	N1R644K		
	HANGAF					Toroigh Octubed McCharle				ADIO I, II, III IMITED AIRFRAME		
PINE	BLUFF, A	AR 71601				X Certificated Repair Station					_	
D 100	rtific that th	o ropoir and/or	altass	ation made to the	it/a) i	44	Manufacturer			<u> </u>		harata hawa
								bove and described Aviation Regulation				
is tr		rect to the best										
Date						Sigr	Signature of Authorized Individual					
	10 - l	3-2011		·		Digus & Contro						
Pureus	ent to the a	uthority given r	oreor	ne enacified ha			for Return to	Service was inspected in t	he manner	r proc	cribed by the	
		he Federal Avia		•		at ice	X APPROV	·	IECTED	pies	cribed by the	
	FAA Fit.	t Standards							Other (S	pecify	<i>'</i>) .	
	Inspector Manufacturer					Inspection Au	thorization					
BY	FAA Des	FAA Designee X Repair Station					Person Approved by Transport Canada Airworthiness Group					
Date of	Approval o	or Rejection	Cer	tificate or		Sigr	nature of Autho	rized Individual	<u> </u>			<u>-</u>
	13-3	•	Des	ignation No. YN1R644	ık '	0	Diche	1 Mr. L	2			
<u>, , , , , , , , , , , , , , , , , , , </u>	222						e minis	- July VIE	e- ·			

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

B. Description of Work Accomplished

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

Aircraft Make & Model: BEECH A36

Aircraft Reg. & s/n: N24AS E-2259

REMOVED THE FOLLOWING EQUIPMENT:

Description Manufacturer NO EQUIPMENT REMOVED

Model Number Part Number Location (FS)

INSTALLED THE FOLLOWING EQUIPMENT:

Description SOFTWARE Manufacturer **GARMIN**

Model Number MAIN 3.00/ GPS 3.0 Part Number

Location (FS)

DESCRIPTION OF ALTERATION

INSTALLED GARMIN SOFTWARE UPDATE (MAIN 3.00 P/N 010-00446-02, GPS 3.0 P/N 010-00706-00) IN A GNS530W AND GNS430W.

ACCEPTABLE DATA

Description

Document No.

Revision

Chapter Section

SERVICE BULLETIN

0740

11/29/2007

APPROVED DATA

GARMIN SERVICE BULLETIN No. 0740 Rev A. DATED 11/29/2007

The Instructions for Continued Airworthiness for the GNS530W/ GNS430W System, Dated 07/30/09 Rev B for the GNS530W has been provided to the Aircraft Owner/Operator for inclusion into the Aircraft Maintenance Program.

All work was performed in accordance with the data referenced above. Post installation ground test have been performed to assure proper operation of all affected systems. All affected systems were tested accordingly to show compliance with 14 CFR 23.1309. An Electrical Load Determination was performed in accordance with AC43.13-1B/Para 11-36. The changes in the electrical load were found to be within the limits established by the airframe manufacturer.

The equipment manufacturer, GARMIN, has certified the GPS portion of the GNS530W/GNS430W to TSO-146a CLASS 3 and the GNS530W/GNS430W systems have been previously demonstrated under STC SA01933LA to meet the initial certification and accuracy requirements of AC 20-130 A for VFR/IFR enroute, terminal non-precision and WAAS approach operations. The FAA Approved Airplane Flight Manual Supplement for the GNS530W/GNS430W. reference Document No 190-00357-03, Dated 07/31/2009, Rev B for the GNS530W and No. 19000356-03 Rev B, dated 07-31-09 are required to be on board the aircraft.

FND

non the in

■ Additional Sheets Are Attached

U.S Department of
Transportation
Federal Aviation
Administration

MAJOR REPAIR AND ALTERATION

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

Electronic Tracking Number

U.S Dep Transpor		t of	(A	\irfr	ame, Pow	verplan	t, P	ropeller, or A	ppliance)		For FAA Use Only
Federal Adminis					•						
instr	ructio	ns and dispo	sition of	this 1	entries. Se form. This r	e Title 14 eport is r	4 CFI equire	R §43.9, Part 43 ed by law (49 U.S	Appendix B, and A	AC 43.9-1 (to report of	or subsequent revision thereof) for an result in a civil penalty for each
suci	n vion			egistr	ation Mark				Serial No. E-2259		
1. Aircr	aft	Make Beech			,				Model Bonanza	··············	Series A36
			As shown		gistration cert	ificate)		1	Address (As shown o	-	n certificate)
2. Own	ier								city <u>Ruston</u> zip 71273-0607	c	State <u>Louisiana</u> Sountry <u>U.S.A.</u>
							3	. For FAA Use Or			
	4. 1	уре						5. U	nit identification		
Repa	air	Alteration		Ur	nit	 }	٨	Make	Model	<u> </u>	Serial Number
		\boxtimes	AIRFRA			<u>-</u>	7		(As described in Item 1 at		
			POWE	RPLA	ANT	,	,	134			
			PROPE	LLE	R						
			APPLIA	NCE	:	Type Manufactu	rer				
			<u> </u>			<u> </u>	6.	. Conformity State	ement		
A. Age	ncy's	Name and Ad	dress				в. к	ind of Agency			
		M. Fourmy					Ø	U.S. Certificated	fechanic		Manufacturer
		<u>' Whitehea</u>	d rd.		مارين ا		Foreign Certificated Mechanic			Certificate No.	
city <u>Cho</u> zip712		anı	CountryU	SA	State <u>Louisi</u>	alia	믐	Certificated Repai	enance Organization		7130230
D. Id	certify ave b	een made in a	ir and/or a	Iterat	ion made to th	ents of Pa	lentifie	ed in item 5 above a	and described on the Aviation Regulations		
Extende per 14 C App. B	ed ran	ge fuel					horize	ed Individual	Todal	M E	ourmy
					Or	V(10/)		proval for Return		rui Po	JAKIN Y
					ersons speci ministration a	fied below	w, th	e unit identified		inspected in	the manner prescribed by the
		FAA Fit Stan Inspector	dards		Manufacture			Maintenance Orga	nization		Person Approved by Canadian Department of Transport
BY		FAA Designe	ee	0	Repair Statio	n	Ø	Inspection Authori			Specify)
Certifica Designa 43913	ation t			1 -	ature/Date of A		Indiv	dual /	burny,		

FAA Form 337 (10-06)

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3.	Description of Work Accomplished		
	(If more space is required, attach additional sheets. Ide	entify with aircraft nationality and registration man	k and date work completed.)
		U.S.A. N24AS	1-26-2011
		Nationality and Registration Mark	Date
	Removed orginially installed propeller model number D	D3A32C409 and spinner assembly.	
•	Installed Hartzell Top Prop Performance Conversions part number INST_012308FLD dated January 23,2008		ng field installation manual
	Revised equipment list and weight and balance.		
	Included instructions for continued airworthiness.		
	Included flight manual supplement .		
	END		
		en e	
	П.	dditional Sheets Are Attached	

J.S Department of Fransportation	ŧ

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

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U.S Dep Transpor	artment of		(A	\irfr	ame, Pov	verplan	it, P	ropeller, o	r Appliance	·)		For F	AA Use Only
	Aviation .	•							1				···
Adminis	stration												
instr	ructions :	ONS: Pri and dispo n. (49 U.S.	sition of	this 1	entries. Se form. This r	e Title 1- eport is r	4 CFI equire	R §43.9, Part d by law (49	43 Appendix B, U.S.C. 1421).	and At Failure	C 43.9-1 to report	(or subsequ can result in	ent revision thereof) for n a civil penalty for each
			lity and R . N24A		ation Mark				Serial No. E-2259				
1. Aircr	aft	Make							Model			Series	
	Beechcraft Bonanza A36 Name (As shown on registration certificate) Address (As shown on registration certificate)												
			As snown Proper		egistration cert L.L.C.	mcate)			Address P.O.E		-	on cenincale)	
2. Own	101		•						cityRuston		<u></u>		State Louisiana
		j						•	zip71273-06	607		Country U.S./	
							3	. For FAA Use			· · · ·		
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	4. Type						 -		Unit Identificat	lon			
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Repa	air A	Iteration		Ur	11t 			/lake 		Model			Serial Number
		×	AIRFRAME -			_			(As described in Item 1 above)		,		
			POWER	RPLA	ANT	4 .		,			·		,
			PROPE	LLE	R ,		<u></u> .						
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							6.	Conformity S	tatement				
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		Fourmy					Ø	U.S. Certificat	d Mechanic			Manufacture	
_		/hitehea	<u>d rd.</u>				무		ated Mechanic			Certificate No	0.
	oudrant				State <u>LOUISI</u>	ana		Certificated Re				9138238	
Zip <u>712</u>			Country <u>U</u>					<u></u>	intenance Organi				
h h	iave been	n made in a	accordanc	e with	ion made to the the requirem to the best of	ents of Pa	rt 43 c	ed in item 5 about the U.S. Fede	re and described ral Aviation Regu	on the re lations a	everse or a and that the	attachments he information	nereto
	ed range I				Signature/D	ate of Aut	horize	d Individual	\overline{I}		7		
per 14 C App. B	CFR Part	43		78DD M. FOURMY					Ind n	n. (-	L	m1 -	
					1 /01			proval for Reti			vivi		
					ersons speci Iministration a	fied below	v, th			was in	spected	in the man	ner prescribed by the
BV		A Fit Stan	dards		Manufacture			Maintenance (rganization			Department	roved by Canadian of Transport
BY	☐ FA	A Designe	e		Repair Statio		Ø	Inspection Aut	norization		Other	(Specify)	
Designa	Certificate or Designation No. Todd M. Fourmy Todd M. Fourmy												

Description of Work Accomplished		
(If more space is required, attach additional she	ets. Identify with aircraft nationality and registration i	mark and date work completed.)
•	U.S.A. N24AS	02/01/2011
	Nationality and Registration Mark	Date
REMOVED ORGINIALLY INSTALLED LANDII	NG LIGHT ASSEMBLY AND RETAINER.	
	S S.T.C. #SA02279AT INSTALLATION OF A BOOM	
BALLAST USING APPROVED INSTALLATION MASTER DRAWING LIST REPORT NUMBER	N INSTRUCTIONS PART NUMBER LSM-500-006 RI	EVISION H 10-19-10 AND
MASTER DRAWING LIST REPORT NUMBER	145, REVISIONE, DATED 15 30ET 2002.	
REVISED EQUIPMENT LIST TO REFLECT C	HANGE.	
•		
NO CHANGE IN WEIGHT OR BALANCE.		
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		to the second
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	Additional Sheets Are Attached	

MAJOR REPAIR AND ALTERATION

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

Electronic Tracking Number

U.S Depar Transporta Federal A Administra	tation Aviatio n	on	(A	irfra	ıme, Pow	erplan	t, Pr	ropeller, or A	ppliance)		For FAA Use Only
and d	dispos	sition of this fo	form. This	report		y law (49 L	U.S.C.				nereof) for instructions not to exceed \$1,000
				Natio	onality and Reg		vlark				Serial No. E-2259
1. Aircra	ift				Make Beecho	e			Model A36 BON		Series
		+	Nam	ne (As	s shown on reg		ertifica	ate) /	Address (As shown of		n certificate)
2. Owne	er		J	JEDC	CO PROPE	ERTIES	LLC	c	Address PO BOX 6	•	B FLIGHTLINE RD. State LA
							3	Z 3. For FAA Use On	Zip <u>71273</u> Ily		Country
	4. Ty	ype	<u> </u>					5. Ur	nit Identification		
Repair	r	Alteration		Uni	iit	<u> </u>	M	Vake 	Model		Serial Number
×			AIRFRA	ME_					(As described in Item 1 above)		
			POWER	RPLA	NT						
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Address City <u>HO</u>		02 Nelms on			State Texa	36		Foreign Certificate			Certificate No. RS# XA1R605K
zip <u>770</u>			Country	Unite	ed States	<u>s</u>		Certificated Repair	r Station enance Organization		ass III Airframe
D. I c	certify ave be	that the repai	air and/or al	alteration	ion made to the	nents of Par	dentifie art 43 o	ed in item 5 above a	and described on the Aviation Regulations	reverse or a	uttachments hereto e information
			rue and co	rrect t	to the best of r			A. S. Call Challenger			
Extended per 14 C App. B					James Li October	iston		ed Individual	Lui	fin	
	_				LOCIODE	<u> </u>		proval for Return t			
					specified below Iministration ar				nspected in the mann	er prescribe	ed by the
ВУ		FAA Fit Stan Inspector	dards		Manufacturer	г		Maintenance Orga	ınization	Othor	Person Approved by Canadian Department of Transport
		FAA Designe	ee	x	Repair Statio	'n		Inspection Authori	zation	Otnei	(Specify)
Certificat Designat CRS#	ation N			Jam	nature/Date of <i>i</i> mes Liston tober 7, 201	,			- Kui	for.	

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.

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

USA N24AS October 7, 2010

Nationality and Registration Mark

Date

- Installed front spar carry thru structure, L/H and R/H forward reinforcement kits P/N: 36-4004-7 and front spar carry thru structure L/H and R/H aft reinforcement kits P/N: 36-4004-5, kit S/N: 187, IAW kit drawing # 36-4004 revision E dated 11/8/1995.
- Installed Hawker Beechcraft Repair Design Office field repair FR-PI-00386, missing fasteners in fuselage main spar carry –through structure lower wing bolt fitting repair IAW drawing # FR-PI-00386 revision 1, approved by Mike Johnson, structural, see FAA form 8100-9 dated August 27, 2010.
- Performed Hawker Beechcraft Repair Design Office field repair FR-PI-00390, R/H wing lower aft outboard wing fitting washer imprint repair IAW field repair drawing # FR-PI-00390 revision 1 approved by Mike Johnson, structural, see FAA form 8100-9 dated October 1, 2010. NDT inspection performed by Aerospace NDT Co., Inc. CRS# XW1R627K under W/O 5432.
- Performed Hawker Beechcraft Repair Design Office field repair FR-PI-00391, L/H and R/H wing upper outboard forward wing fitting washer imprint repair IAW field repair drawing # FR-PI-00391 revision 1 approved by Mike Johnson, structural, see FAA form 8100-9 dated October 4, 2010. NDT inspection performed by Aerospace NDT Co., Inc. CRS# XW1R627K under W/O 5432.





Repair Design Office

REF:	JMP/1423-10	DQ:	PI74584
DATE:	OCTOBER 4, 2010		
TO:	GIL GARIVEY HBS, HOUSTON FAX: 713 645 3288 EMAIL: Gilbert_Garivey@ hawkerbeechcraft.com	FROM:	JON MARSHALL-POTTER ENGINEER HBC REPAIR DESIGN OFFICE
CC:	STEVE STITCHER SENIOR FIELD ENGINEER REPAIR DESIGN OFFICE LIAISON	REPLY TO:	FAX: 316.671.2070 TEL: 316.676.3140 EMAIL: CSD_RDO@HAWKERBEECHCRAFT.COM
PAGES:	4 (INCLUDING COVER SHEET)		
SUBJECT:	E-2259, MAIN SPAR, UPPER CAP FITT	ING ISSUE	
REF:	E-MAILS AND TELECONS DATED 4 Oc		- SECULORACT CORPORATION

AFTER ASSESSMENT OF THE SUPPLIED INFORMATION, HAWKER BEECHCRAFT CORPORATION REQUIRES THE MAIN SPAR UPPER CAP FITTINGS TO BE REPAIRED IN ACCORDANCE WITH FIELD REPAIR, FR-PI-00391, Rev 1.

FIND FOLLOWING, A COPY OF FIELD REPAIR, FR-PI-00391, Rev 1 AND ITS ASSOCIATED FORM 8100-9 FOR YOUR USE.

THIS FAX COVERSHEET DOES NOT CONSTITUTE PART OF THE FIELD REPAIR AND IS NOT TO BE PLACED IN THE AIRCRAFT LOGBOOK.

REGARDS

J.K.MARSHALL-POTTER

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APPROVED:

TIM KUCHARO

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Dept 957, 9709 E Central, P.O. Box 85, Wichita, Kansas 67201-0085, USA | 316.676.3140 | 316.671.2070 fax CSD_RDO@hawkerbeechcraft.com | http://www.hawkerbeechcraft.com/service_support/tech_support/repair_design

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	REVISIONS							
REV	DESCRIPTION	DATE	APPROVED					
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THIS REPAIR IS BASED ON INFORMATION PROVIDED BY HAWKER BEECHCRAFT SERVICES, HOUSTON, IN DAMAGE REPORTS DATED 4 October 2010 (REF DQ PI74584).

GENERAL NOTES

- WEIGHT AND BALANCE CHANGE NEGLIGIBLE.
- 2. ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SPECIFIED.
- EMBODIMENT OF THIS FIELD REPAIR MUST BE RECORDED IN THE AIRCRAFT LOG BOOK STATING THIS
 FIELD REPAIR NUMBER AND REVISION.

PROCEDURE

- 1. CAREFULLY RE-CUT FACE OF COUNTERBORE ON THE WING FITTING (000-110087-1 AND -2), REMOVING MINIMUM AMOUNT OF MATERIAL NECESSARY TO CLEAR ALL WASHER IMPRINT DAMAGE AS SHOWN IN Fig 1. MAX MATERIAL REMOVAL NOT TO EXCEED DEPTHS OF DAMAGE DETAILED IN CUSTOMER'S DAMAGE REPORT (.487 LH AND .490 RH FITTING REMAINING THICKNESS).
- 2. RE-CUT RADIUS FOR NEW COUNTERBORE FACE FOR THE FITTING AS SHOWN IN Fig 1.
- 3. USE FLUORESCENT PENETRANT OR EDDY CURRENT NDT TECHNIQUE IN ACCORDANCE WITH THE KING AIR SIRM, 20-00-00, TO ENSURE NO CRACKS HAVE FORMED. REPORT ANY ADVERSE FINDINGS TO HBC FOR ASSESSMENT BEFORE CONTINUING WITH THIS REPAIR.
- 4. PROTECT ALL BARE METAL WITH CHEM FILM MIL-DTL-5541, CLASS 1A, AND PRIME WITH ONE COAT OF MIL-PRF-23377, TYPE 1, CLASS C PRIMER.

 NOTE: NO PRIMER IN BORE.

APPLICABLE TO AIRCRAFT S/N E-2259

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FIELD SERVICE NOTE

THIS REPAIR DRAWING HAS BEEN PREPARED FOR A SPECIFIC REPAIR TO A SPECIFIC AIRCRAFT OR COMPONENT ON THE BASIS OF INFORMATION SUPPLIED TO HAWKER BEECHCRAFT CORPORATION (HBC) BY THE PERSON RESPONSIBLE FOR ARRANGING THE REPAIR OR HIS AGENT. THE USE OF THE DRAWING ON ANY OTHER AIRCRAFT OR COMPONENT MAY LEAD TO AN UNBAFE REPAIR AND THEREFORE THE DRAWING IS NOT TO BE USED FOR ANY OTHER PURPOSE THAN FOR WHICH IT WAS ORIGINALLY SUPPLIED WITHOUT THE WRITTEN APPROVAL OF HBC.

STANDARD PRACTICE NOTES SEE STANDARD DRAWING 130450	PREPARER J.K.M-P. (10/04/10)	Hawker '	Reechcraft	WICHITA	•
GENERAL TOLERANCES (mm):	(116.7 A16.1 0.12.18-1. (10/04/10)			KANSAS	
X ±1	CHKR > 35 10/4/10	FIELD REPA	in		
X.X ±0.5 X.XX ±0.25	LEAD ENGR & Marmor 10/09/10	WASHER IMPR		IC MAINS	DAD
ANGLES ±1°	STRUCTIFICATION 10/4/10		INT FITTING (0	•	-
GENERAL TOLERANCES (in):		OFF EN GO	inti Firmita (o	00-110007	,
X.X ±0.1 X.XX ±0.03		SIZE CAGE CODE	DWG NO		REV
X.XXX ±0.03 X.XXX ±0.010	HBC APPO ling Kulmo 10/4/10	A 70898	FR-PI-	00391	1
X.XXXX ±0.0010 ANGLES ±0.5°		SCALE		SHEET	_
ANGLES IO.5		NONE	[1 0F	2

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U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION						FAA Project No.		
STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS								
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION MAKE MODEL NO. TYPE (Aircraft, Engine, Propeller, etc.) NAME OF APPLICANT/AUTHORIZATION NO								
Hawker Beechcraft	A36		Airplane Hawker Beechcraft Corp					
SUBMITTAL LETTER NO.	<u> </u> 940-2010-04275		LIST OF DAT	<u></u>		ODA-230339-CE		
IDENTIFICATION			2.0. 0. 0.0	TITLE				
IDENTIFICATION								
Notes: 1) This approval is only for the engineering design data. 2) This approval is valid only for model A36 aircraft, serial number E-2259, and is issued in support of a repair of the subject aircraft.								
URPOSE OF DATA								
In supp	ort of major Fiel	ld Repair F	R-PI-00391	, Rev 1				
PLICABLE REQUIREMENTS (L	ist specific sections)							
Amendr ERTIFICATION - As directed in the state of the st	oy the Administrator and	CDS 3A13	9 with conditions a		izatlan un	95, 3.296, 3.301 der 14 CFR, data listed above		
	Standards listed. mend approval of these these that			enee procedures and IC	JUNI 10 CO	тру with applicable		
NATURE(S) OF AUTHORIZED			IAME	CI ACOITIO ATIO	WC)			
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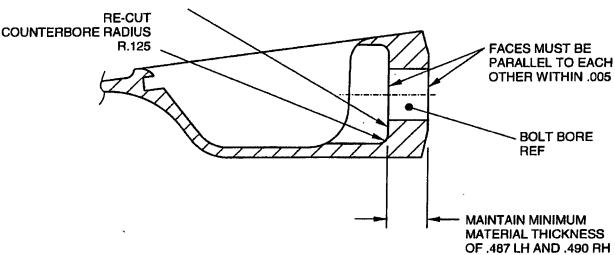


Fig 1

MAIN SPAR UPPER OUTBOARD WING FITTING
VIEW LOOKING FORWARD ON LH FITTING
RH FITTING OPPOSITE

HAWKER BEECHCRAFT
CORPORATION
WICHITA, KANSAS

SIZE
A CAGE CODE
A 70898

FR-PI-00391
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SCALE
NONE

TITLE PAGE RIGHTS APPLY
SHEET 2 OF 2

900-32552 REV. 12/07 REF. El-240-020

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Repair Design Office



REF:	JMP/1409-10	DQ:	Pi74584					
DATE:	OCTOBER 1, 2010							
то:	GILBERT GARIVEY HBS, HOUSTON FAX: 713 645 3288 EMAIL: Gilbert_Garivey@ hawkerbeechcraft.com	FROM:	JON MARSHALL-POTTER ENGINEER HBC REPAIR DESIGN OFFICE					
CC:	STEVE STITCHER SENIOR FIELD ENGINEER REPAIR DESIGN OFFICE LIAISON	REPLY TO:	FAX: 316.671.2070 TEL: 316.676.3140 EMAIL: CSD_RDO@HAWKERBEECHCRAFT.COM					
PAGES:	4 (INCLUDING COVER SHEET)							
SUBJECT:	E-2259, WING REAR SPAR LOWER FI	E-2259, WING REAR SPAR LOWER FITTING WASHER IMPRESSION.						
REF:	E-MAILS AND TELECONS DATED 28 AND 29 September 2010.							
AFTER ASS	SESSMENT OF THE SUPPLIED INFORM	ATION HAWKE	ED RECUCRAET CORROBATION					

AFTER ASSESSMENT OF THE SUPPLIED INFORMATION, HAWKER BEECHCRAFT CORPORATION REQUIRES THE WING REAR SPAR LOWER FITTING WASHER IMPRESSION TO BE REPAIRED IN ACCORDANCE WITH FIELD REPAIR, FR-PI-00390, Rev 1.

FIND FOLLOWING, A COPY OF FIELD REPAIR, FR-PI-00390, Rev 1 AND ITS ASSOCIATED FORM 8100-9 FOR YOUR USE.

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REGARDS

J.K.MARSHALL-POTTER

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APPROVED: NALD & WEENEET CONTINUE TIM KUCHARO

If a purchase order was provided, you may expect to receive your invoice in 10-14 business days.

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REV	DESCRIPTION	DATE	APPROVED
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THIS REPAIR IS BASED ON INFORMATION PROVIDED BY HAWKER BEECHCRAFT SERVICES, HOUSTON, IN DAMAGE REPORTS DATED 28 AND 29 September 2010 (REF DQ PI74584).

GENERAL NOTES

- WEIGHT AND BALANCE CHANGE NEGLIGIBLE.
- 2. ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SPECIFIED.
- 3. EMBODIMENT OF THIS FIELD REPAIR MUST BE RECORDED IN THE AIRCRAFT LOG BOOK STATING THIS FIELD REPAIR NUMBER AND REVISION.

PROCEDURE

- 1. CAREFULLY RE-CUT FACE OF COUNTERBORE ON THE WING FITTING (35-115058-1 OR -3 (WHICHEVER IS FITTED)), REMOVING MINIMUM AMOUNT OF MATERIAL NECESSARY TO CLEAR ALL WASHER IMPRINT DAMAGE AS SHOWN IN Fig 1. MAX MATERIAL REMOVAL NOT TO EXCEED DEPTHS OF DAMAGE DETAILED IN CUSTOMER'S DAMAGE REPORT (REF .517 REMAINING THICKNESS).
- 2. RE-CUT RADIUS FOR NEW COUNTERBORE FACE FOR THE FITTING AS SHOWN IN Fig 1.
- 3. USE FLUORESCENT PENETRANT OR EDDY CURRENT NDT TECHNIQUE IN ACCORDANCE WITH THE KING AIR SIRM, 20-00-00, TO ENSURE NO CRACKS HAVE FORMED. REPORT ANY ADVERSE FINDINGS TO HBC FOR ASSESSMENT BEFORE CONTINUING WITH THIS REPAIR.
- 4. PROTECT ALL BARE METAL WITH CHEM FILM MIL-DTL-5541, CLASS 1A, AND PRIME WITH ONE COAT OF MIL-PRF-23377, TYPE 1, CLASS C PRIMER.

 NOTE: NO PRIMER IN BORE.

APPLICABLE TO AIRCRAFT S/N E-2259

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SEE STANDARD CRAWING 120450		Hawker '	Reechcraft -	WICHITA	١.
GENERAL TOLERANCES (mm):	PREPARER J.K.M-P. (09/29/10)		1500011010110	KANSAS	•
X ±1 X.X ±0.5 X.XX ±0.25 ANGLES ±1°	CHKR (11 / 2010) LEAD ENGR (1 / 26) STRUCT/// (5 / 10/1/10)	MASUEHIMH	IR- PRINT RH WING OINT FITTING (•	•
GENERAL TOLERANCES (in): X.X ±0.1	SPECIALIST		<u> </u>		
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X.XXXX ±0.0010 ANGLES ±0.5°		SCALE NONE		SHEET 1 OF	2

900-32552 REV. 12/07

REF. El-240-020

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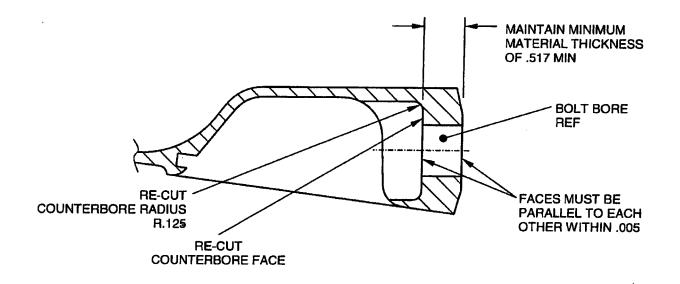


Fig 1
REAR SPAR LOWER OUTBOARD WING FITTING
VIEW LOOKING AFT

HAWKER BEECHCRAFT
CORPORATION
WICHITA, KANSAS

SIZE
A
CAGE CODE
A
70898

DWG NO
FR-PI-00390
1

SCALE
NONE
TITLE PAGE RIGHTS APPLY
SHEET 2 OF 2

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	FAA Project No.			
STATEMENT C				
		T OR AIRCRAFT COMPONE	NT IDENTIFICATION	
MAKE	MODEL NO.	TYPE (Aircraft, Eng		ME OF APPLICANT/AUTHORIZATION NO.
Hawker Beechcraft	A36	Air	olane H	Iawker Beechcraft Corporation ODA-230339-CE
SUBMITTAL LETTER NO. 9	340-2010-03861	LIST OF DATA		33.123.000, 33
IDENTIFICATION			TITLE	
Field Repair FR-PI-00390, Rev I	"Field Repair - (35-115058)"	Washer Imprint RH W	Ving, Rear Spar, L	ower Joint Fitting
	2) This approv	val is only for the engine val is valid only for mode apport of a repair of the s	el A36 aircraft, seria	al number E-2259, and is
PURPOSE OF DATA				
In supp	ort of major Fiel	d Repair FR-PI-00390	Rev i	
APPLICABLE REQUIREMENTS (I			,	
CAR 3. Amend CERTIFICATION – As directed and on attached sheets numbers equirements of the Airworthines	.71, 3.171, 3.172, ment level per Toby the Administrator and have been example 5 standards listed.	d in accordance with conditions a mined in accordance with establi	and limitations of authoriza	ation under 14 CFR, data listed above
	nmend approval of these we these data	e data		
SIGNATURE(S) OF AUTHORIZED	REPRESENTATIVE(S)	NAME	CLASSIFICATION(S	DATE
10/1/1/ /	/m	Mike Johnson	Structural	10/1/2010
Je vy			 	11/200
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Repair Design Office



REF:

JMP/1245-10

DQ:

PI74433

DATE:

AUGUST 27, 2010

TO:

GILBERT GARIVEY

HBS - HOUSTON FAX: 713 645 3288 EMAIL: Gilbert_Garivey@

hawkerbeechcraft.com

FROM:

JON MARSHALL-POTTER

ENGINEER

HBC REPAIR DESIGN OFFICE

CC:

STEVE STITCHER

SENIOR FIELD ENGINEER

REPAIR DESIGN OFFICE LIAISON

REPLY TO: FAX:

316.671.2070

TEL: 316.676.3140

EMAIL: CSD_RDO@HAWKERBEECHCRAFT.COM

PAGES:

4 (INCLUDING COVER SHEET)

SUBJECT: E-2259, MISSING FASTENERS IN MAIN SPAR CARRY-THROUGH ISSUE

REF:

E-MAILS AND TELECONS DATED 24 TO 26 August 2010

AFTER ASSESSMENT OF ALL THE SUPPLIED INFORMATION, HAWKER BEECHCRAFT CORPORATION REQUIRES THE MISSING SPAR CARRY-THROUGH FASTENERS TO BE REPLACED IN ACCORDANCE WITH FIELD REPAIR, FR-PI-00386, Rev 1.

FIND FOLLOWING, A COPY OF FIELD REPAIR, FR-PI-00386, Rev 1 AND ITS ASSOCIATED FORM 8100-9 FOR YOUR USE.

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REGARDS

J.K.MARSHALL-POTTER

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APPROVED:

If a purchase order was provided, you may expect to receive your invoice in 10-14 business days.

Dept 957, 9709 E Central, P.O. Box 85, Wichita, Kansas 67201-0085, USA | 316.678.3140 | 316.671.2070 fax CSD_RDO@hawkerbeechcraft.com | http://www.hawkerbeechcraft.com/service_support/tech_support/repair_design

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THIS REPAIR IS BASED ON INFORMATION PROVIDED BY HAWKER BEECHCRAFT SERVICES, HOUSTON, IN DAMAGE REPORTS DATED 24 TO 26 August 2010 (REF DQ PI74433).

GENERAL NOTES

- WEIGHT AND BALANCE CHANGE NEGLIGIBLE. 1.
- ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SPECIFIED. 2.
- EMBODIMENT OF THIS FIELD REPAIR MUST BE RECORDED IN THE AIRCRAFT LOG BOOK STATING THIS 3 FIELD REPAIR NUMBER AND REVISION.

PROCEDURE

- DRILL .250 .254 DIA HOLE FOR MISSING BOLT AS INDICATED IN Figs 1 AND 2, TAKING CARE NOT TO 1. DAMAGE ANY SURROUNDING STRUCTURE.
- 2. DEBURR ALL SHARP EDGES.
- PROTECT ANY BARE METAL WITH CHEM FILM PER MIL-DTL-5541, CLASS 1A AND PRIME WITH ONE 3. COAT OF MIL-PRF-23377, TYPE 1, CLASS C PRIMER.
- INSTALL NAS1428 BOLT OF SUITABLE LENGTH AND NAS1080C08 NUT IN EACH NEW HOLE. BOLT TO BE 4. INSTALLED WET WITH MIL-C-16173, GRADE 2 CORROSION PREVENTATIVE COMPOUND. ACCEPTABLE TO INSTALL NAS2904 OR NAS6604X BOLT OF SUITABLE LENGTH (USING .263 - .266 DIA HOLE), AN960-416 WASHER AND MS21042L4 NUT IN EACH NEW HOLE.

NOTE: AIRCRAFT MAY RETURN TO SERVICE WITHOUT FURTHER REPAIR ACTION OR ADDITIONAL INSPECTIONS WITH THE FASTENER CONFIGURATION DETAILED IN Figs 1 AND 2. THIS FASTENER CONFIGURATION IS ACCEPTABLE TO REMAIN AS IS WHEN INSTALLING REINFORCING KIT 36-4004.

APPLICABLE TO AIRCRAFT S/N E-2259

THIS DOCUMENT MAY CONTAIN UNCLASSIFIED TECHNICAL DATA WHOSE EXPORT/TRANSFER/DISCLOSURE IS RESTRICTED BY U.S. LAW. DISSEMINATION TO NON - U.S. PERSONS WHETHER IN THE UNITED STATES OR ABROAD REQUIRES AN EXPORT LICENSE OR OTHER AUTHORIZATION.

FIELD SERVICE NOTE

THIS REPAIR DRAWING HAS BEEN PREPARED FOR A SPECIFIC REPAIR TO A SPECIFIC AIRCRAFT OR COMPONENT ON THE BASIS OF INFORMATION SUPPLIED TO HAWKER COMPONENT MAY LEAD TO AN UNSAFE REPAIR AND THEREFORE THE DRAWING IS NOT TO BE USED FOR ANY OTHER PURPOSE THAN FOR WHICH IT WAS ORIGINALLY SUPPLIED WITHOUT THE WRITTEN APPROVAL OF HBC.

STANDARD PRACTICE HOTES					
SEE STANDARD DRAWING 130450	PREPARER J.K.M-P. (08/26/10)	Jawker	Reechcraft	WICHITA	<u>. </u>
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Fig 1

DETAIL OF NEW FASTENER LOCATION VIEW LOOKING AFT ON FORWARD FACE OF LOWER CARRY-THROUGH ASSEMBLY SOME GEOMETRY OMITTED FOR CLARITY LH SHOWN, RH OPPOSITE

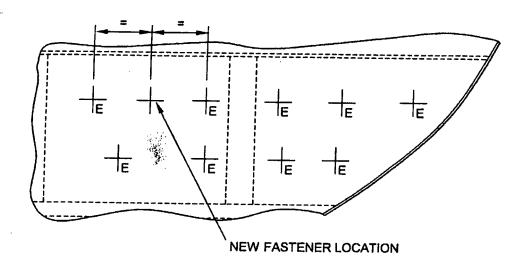
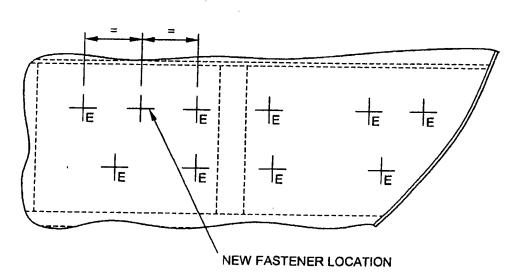


Fig 2
DETAIL OF NEW FASTENER LOCATION
VIEW LOOKING FORWARD ON AFT FACE OF
LOWER CARRY-THROUGH ASSEMBLY
SOME GEOMETRY OMITTED FOR CLARITY
RH SHOWN, LH OPPOSITE



HAWKER BEECHCRAFT
CORPORATION
WICHITA, KANSAS

SIZE
CAGE CODE
A 70898

FR-PI-00386

SCALE
NONE
TITLE PAGE RIGHTS APPLY
SHEET 2 OF 2

900-32552 REV. 12/07

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Federal Aviation Administration

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

Form A	\ppn	oved	
OMB	No.	2120-0020)

For FAA Use Only

Office Identification

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NOTICE.

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

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

11-17-2007 BEECH A36 N24AS

Validated that the previous installation of Garmin International Inc. GNS 530 was installed IAW with Garmin instructions and approved via an FAA-stamped field approval document on FAA-form 337 for the GNS 530. Verified this aircraft and all interfaced equipment are covered under the STC AML Number STC: SA01933LA. The GNS 530 was removed and upgraded to GNS 530W unit. The existing location of the unit was determined to meet the field-of-view requirements without the need for external annunciation. The existing GPS antenna cable was verified to be RG142B cable. The existing wiring and shielding was inspected and determined to be IAW the STC AML data. The existing GA56 GPS antenna was removed and replaced with GA35 antenna using the approved mounting provisions of the previous installation.

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

- 1. Removed Garmin GA 56 GPS antenna and installed new GA35 GPS / WAAS antenna using the provisions left behind from the standard antenna IAW with Garmin upgrade manual P/N 190-00357-06 rev B and STC No.: SA01933LA.
- 2. Removed Garmin GNS 530 unit and installed Garmin GNS 530W, using the provisions left behind from the standard 530 unit. Installation done IAW with Garmin upgrade installation manual P/N 190-00357-06 rev B and STC No.: SA01933LA.
- 3. The GNS 530W was configured identical to the original 530 unit. Each interface was checked out IAW the 530W Installation Manual P/N 190-00357-02 rev B, Section 5. A copy of the checkout log was completed and included with the aircrafts maintenance records.
- 4. Removed the Aircraft Flight Manual Supplement for the GNS 530 and installed a GNS 530W AFMS P/N 190-00357-63, FAA Approved date 8-12-2005 into the Aircraft Flight Manual.
- 5. 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 530W- Included Garmin document P/N 190-00357-65,	GNS 530W	Instructions for	Continued
Airworthiness in the aircraft maintenance records.			

Airworthiness in the aircraft maintenance records.	
Note: This supersedes ICAW data for the previously installed GNS 530. 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. 2120-002	

For FAA Use Only

Office Identification

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NOTICE ..

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

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

11-17-2007 BEECH A36 N24AS

Removed: King KX155 NAV/COM.

Installed the following equipment:

Garmin International, Inc. GNS 430W GPS-WAAS Navigation System in accordance with STC SA01933LA, Approved Model List Issue Date 11-06-2006, FAA Approved Garmin 400W Series Master Data List, Drawing No.: 005-C0221-01, Revision A, dated 10-31-2006, GNS 430W GPS-WAAS Navigation System installation manual P/N 190-00357-02, Revision B dated 11/06. The GNS 430W utilized existing VHF Comm and Navigation antennas and audio panel as #2 Comm/Nav.

Installed Garmin International, Inc. GA 35 GPS-WAAS antenna in accordance with STC SA01695SE, Approved Model List No.: SA01695SE issue date 8-31-2006, Garmin Supplemental Type Certificate Master Data List, P/N 005-C0373-00, Revision E, dated 11-28-2006, Garmin STC Antenna Installation Manual P/N 190-00569-00, revision E dated 11-29-2006 and was mounted on top forward section of cabin where King GPS antenna was removed.

FAA Approved Flight Manual Supplement for Garmin 400W Series GPS-WAAS Navigation System Document No.: 190-00357-63 revision B dated 12-21-2006 was placed in aircraft and must be carried in the aircraft at all times when the Garmin 400W Series unit is installed in accordance with STC SA01933LA

The aircraft equipment list is revised to reflect these changes: weight and balance data was furnished and placed in aircraft records.

A functional test of the installation described in this 337 was performed in accordance with FAR 23.1301 and FAR 23.1431. Operation was satisfactory and the installation did not adversely affect existing component and systems in the aircraft.

Ш	Additional	Sheets Are	Attached
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US Department of Transportation Federal Aviation Administration

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

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification

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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 civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

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NOTICE

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

ore	ntion of Work Accomplished e space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)
	GARMIN GNS 530 GPS/NAV/COMM INSTALLATION
R	evision to FAA Form 337 dated 6-23-2003.
Ga av	armin GNS 530 GPS/NAV/COMM Pilot's Manual P/N 190-00181-00, revision C, 04/03 must be vailable to the pilot when using the Garmin GNS 530 GPS/NAV/COMM for navigation.
Ai	ircraft Flight Manual Supplement datedJUL_0_1_2003 required for this installation.
Ai	ircraft was flight tested on 6-23-2003 in accordance with Advisory Circular 20-138.
	emoved placard "GPS FOR VFR USE ONLY".
Th Na	ne Garmin GNS 530 GPS/NAV/COMM is now approved for IFR Enroute, Terminal and Approach avigation.
-	END

Additional Sheets Are Attached

(2)
US Department
of Transportation
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MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance) OMB No. 2120-0020 For FAA Use Only Office Identification

Form Approved OMB No. 2120-0020

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NOTICE

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

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

Removed King KY 196 comm, King KNS 80 RNAV, King KLN 90B GPS system with KA 92 GPS antenna and AI90B GPS annunciator/switcher.

Installed Garmin International, Inc.GNS 530 GPS/Nav/Comm with GA 56 GPS antenna using installation manual P/N 190-00181-02, Revision G, 5/03.

The GNS 530 was interfaced with existing King HSI and autopilot.

The GA 56 GPS antenna was mounted in existing location left by the removal of the King KA 92 GPS antenna.

The GNS 530 is a follow-on installation to STC SA00864WI.

Installed Garmin International; Inc. GDL 49 Satellite Data Link Transceiver using installation manual P/N 190-00231-00, revision A, 11/02. The GDL 49 was interfaced with the GNS 530. The GDL 49 is a follow-on installation to STC SA01073WI.

Installed PS Engineering Inc. PXE7300 High Fidelity Stereo In-Flight Entertainment System with MP3/Compact Disc Player and Radio Receiver using installation manual P/N 200-973-0005, revision 8, 5/03. The PXE7300 was interfaced with existing King KMA 24 audio panel. The PXE7300 is a follow-on installation to STC SA02572AT. A copy of the operation instructions, contained in PS Engineering document 200-973-(5), revision (8), dated (5/03), is placed in the aircraft records.

Component and system installation of this equipment listed on this 337 were accomplished in accordance with AC 43.13-2A, Chapter 1 and 2.

Aircraft structural and metal work were accomplished in accordance with AC 43.13-2A, Chapter 1 and AC 43.13-1B, Chapter 2, Section 3. Aircraft hardware used was in accordance with AC 43.13-1B, Chapter 5, Section 1.

Electrical load, circuit protection and wire installation were accomplished in accordance with AC 43.13-1B, Chapter 11, Sections 2,3,4,5, and 6.

The aircraft equipment list is revised to reflect these changes: weight and balance data was furnished and placed in aircraft records.

A functional test of the installation described in this 337 was performed in accordance with FAR 23.1301 and FAR 23.1431. Operation was satisfactory and the installation did not adversely affect existing component and systems in the aircraft.

The aircraft was placard "GNS 530 GPS FOR VFR USE ONLY".

Instructions for Continued Airworthiness Document No. GNS 530-ICAW, GDL 49-ICAW and PXE7300-ICAW required with this installation attached.

Additional Sheets Are Attached

Pippen-York Inc. dba A Flying Machine Company 555 Airport Road Fredericksburg, Texas, 78624 FAA CRS FMZR327K

Document No.GNS 530 ICAW Registration No. N24AS

For a Beech A36 Aircraft With a Garmin International GNS 530 Global Positioning System

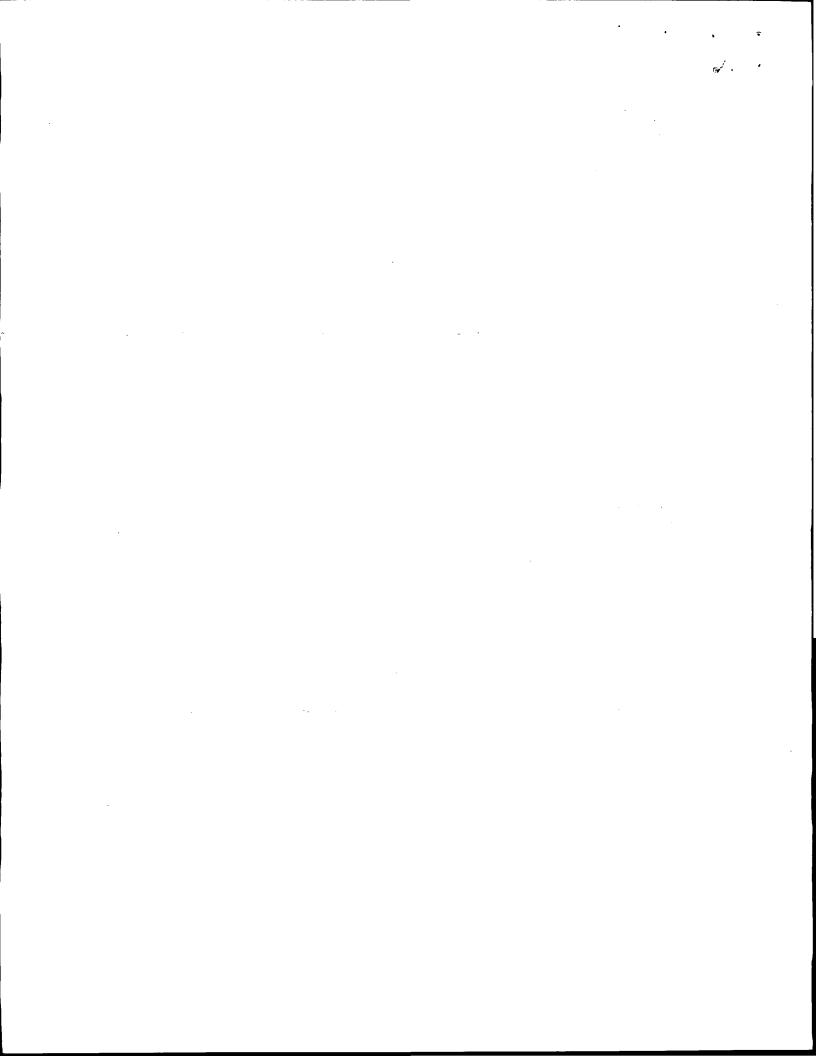
- 1. Introduction: This major alteration to this aircraft obligates the aircraft operator to include the following maintenance information provided by this document in the owner/operator's Aircraft Maintenance Manual and the owner/operator's Aircraft Scheduled Maintenance Program.
- 2. Description: The Garmin GNS 530 System is a fully integrated, panel mounted instrument, which contains a VHF Communications Transceiver, a VOR/ILS Receiver, and a Global Positioning System(GPS). The system consists of a GPS antenna, GPS receiver, VHF VOR/LOC/GS antenna, VOR/LOC receiver, a VHF Comm antenna and a VHF Communications transceiver, including its mounting rack, associated wiring, and any related hardware. The primary function of the VHF Communication portion of the equipment is to facilitate communication with Air Traffic Control. The primary function of the VOR/ILS Receiver portion of the equipment is to receive and demodulate VOR, Localizer, and Glide Slope signals. The primary function of the GPS portion of the system is to acquire signals from the GPS system satellites, recover orbital data, make range and Doppler measurements, and process this information in real-time to obtain the user's position, velocity, and time. This system is interfaced with a King KCS 55A HSI and autopilot.
- 3. Control, Operation information: Reference the Garmin GNS 530 Pilot's Guide and approved Aircraft Flight Manual Supplement for control and operation information.
- 4. Servicing information: The Garmin GNS 530 system is on condition and there is no periodic, preventive, or scheduled maintenance required for continued operation of this system.
- 5. Maintenance instructions: The scheduled Maintenance tasks required by this modification to be added to the aircraft owner/operator's appropriate airplane maintenance program as follows:
- A. Perform, on at least an annual basis, a periodic inspection of the equipment rack, equipment mountings, associated wiring, cables, connectors, hardware, antenna and related aircraft structure for integrity, security, wear, chafing, and etc. Special attention should be given to the aircraft primary structure with regards to fatigue and stress cracking, corrosion, and etc.

Date: Principal Airworthiness Inspector

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- 6. Troubleshooting information: Reference the Garmin GNS 530 Pilot's Guide for troubleshooting information.
- 7. Removal and replacement information: Reference the Garmin GNS 530 Installation Manual No. 190-00181-02, Rev. G, Dated 5/03 or later revision. Should it become necessary to remove the Garmin GNS 530, secure the associated cables and wiring, collar the applicable circuit breakers, placard the aircraft that the unit has been removed, revise the weight & balance and the equipment list and make a logbook entry the unit has been removed, for service refer to 91.213 of title 14 of the Code of Federal Regulations and/or the aircraft's MEL.
- 8. Diagrams: There are no access plates that need to be removed for inspection.
- 9. Special inspection requirements: Special inspection requirements are not applicable.
- 10. Application of protective treatments: Application of protective treatments are not applicable.
- 11. Data: Installation requirements may be found within the accepted industry practices contained within AC 43.13-1B Chapters 11, 15, and 16, and AC 43.13-2A Chapters 1, and 13.
- 12. List of special tools: Special tools are not required.
- 13. For commuter category aircraft: Not applicable, this aircraft is not a commuter category aircraft.
- 14. Recommended overhaul periods: There are no additional overhaul time limitations.
- 15. Airworthiness Limitation Section: There are no additional airworthiness limitations.
- 16. Revision: The instructions for Continued Airworthiness Checklist (ICA) may be revised by submitting a letter to the local FSDO with a copy of the revised FAA form 337 and revised ICA. The FAA inspector accepts the change by signing Block 3 and including the following statement: "The attached revised/new Instructions for Continued Airworthiness (date_____) for the above aircraft or component major alteration have been accepted by the FAA, superseding the instructions for Continued Airworthiness (date_____)." Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, its location and the date of the Form 337.
- 17. Assistance: Not applicable.
- 18. Implementation and Record Keeping:



- A. For major alterations performed in accordance with FAA Field Approval policy, the owner/operator operating under part 91 is responsible for ensuring that the ICA is made part of the applicable section 91.409 inspection program for their aircraft. This is accomplished when a maintenance entry is made in the aircraft's maintenance record in accordance with section 43.9. This entry records the major alteration and identifies the original ICA location (e.g., Block 8 of FAA FORM 337, dated 6/10/03) along with inspection/maintenance requirements.
- B. For major alterations performed in accordance with a field approval on air carrier aircraft, the air carrier operator is responsible for ensuring that the ICA is made part of the applicable inspection/maintenance program for their aircraft. If a procedure is not currently included in the operator's manual to incorporate ICA, this process will need to be appropriately addressed (i.e. the operator submits a revision to its maintenance program to the applicable certificate-holding district office (CHDO).
- C. For aircraft inspected under an Approved Aircraft Inspection Program (AAIP), the operator will submit a change to the CHDO in accordance with section 135.419b.
- D. For air carrier aircraft inspected using an annual/100 hour inspection program, a reference to new ICA will be made in the aircraft's maintenance record in accordance with section 43.9. This entry records the major alteration and identifies the original ICA location (e.g., ICA are located/attached to Block 8 of FAA Form 337, dated 6/10/03). In addition, the operator will request a revision to the operator's Operations Specifications, additional maintenance requirements, which incorporates the ICA into the inspection program.

Document No.GDL 49 ICAW Registration No. N24AS

Pippen-York Inc. Dba A Flying Machine Company 555 Airport Road Fredericksburg, Texas 78624

Instructions for Continued Airworthiness For a Beech a36 Aircraft With a Garmin International GDL 49 Satellite Data Link Transceiver

- 1. Introduction: This major alteration to this aircraft obligates the aircraft operator to include the following maintenance information provided by this document in the owner/operator's Aircraft Maintenance Manual and the owner/operator's Aircraft Scheduled Maintenance Program.
- 2. Description: The Garmin GDL 49 is a remote-mounted satellite data link transceiver which provides a means for data to be communicated between the Garmin 530 series unit and an Echo Flight Message Switch. The actual link being used for transmission and reception over the air waves is the ORBCOMM low earth orbit (LEO) satellite constellation. The GDL 49 communicates via RS-232 with the 530 series product and through VHF communications with the ORBCOMM satellite constellation.

Function provided by the overall data link system include:

Request for and display of NEXRAD radar imagery, textual based METAR data,a compressed form of METAR data that allows icon representations of reporting stations on a moving map indicating visibility, sky condition, etc, and request that position tracking services be provided by Echo Flight through periodic position report transmissions from the Garmin 530 series products.

- 3. Control, Operation information: Reference the Garmin GDL 49 Pilot's Guide and approved Aircraft Flight Manual Supplement for control and operation information.
- 4. Servicing information: The Garmin GDL 49 system is on condition and there is no periodic, preventive, or scheduled maintenance required for continued operation of this system.
- 5. Maintenance instructions: The scheduled Maintenance tasks required by this modification to be added to the aircraft owner/operator's appropriate airplane maintenance program as follows:
- A. Perform, on at least an annual basis, a periodic inspection of the equipment rack, equipment mountings, associated wiring, cables, connectors, hardware, antenna and related aircraft structure for integrity, security, wear, chafing, and etc. Special attention should be given to the aircraft primary structure with regards to fatigue and stress cracking, corrosion, and etc.
- 6. Troubleshooting information: Reference the Garmin GDL 49 Pilot's Guide for troubleshooting information.

Principal Airworthiness Inspector

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- 7. Removal and replacement information: Reference the Garmin GDL 49 Installation Manual No. 190-00231-00, Rev. A, Dated 11/02 or later revision. Should it become necessary to remove the Garmin GDL 49, secure the associated cables and wiring, collar the applicable circuit breakers, placard the aircraft that the unit has been removed, revise the weight & balance and the equipment list and make a logbook entry the unit has been removed, for service refer to 91.213 of title 14 of the Code of Federal Regulations and/or the aircraft's MEL.
- 8. Diagrams: There are no access plates that need to be removed for inspection.
- 9. Special inspection requirements: Special inspection requirements are not applicable.
- 10. Application of protective treatments: Application of protective treatments are not applicable.
- 11. Data: Installation requirements may be found within the accepted industry practices contained within AC 43.13-1B Chapters 11, 15, and 16, and AC 43.13-2A Chapters 1, and 13.
- 12. List of special tools: Special tools are not required.
- 13. For commuter category aircraft: Not applicable, this aircraft is not a commuter category aircraft.
- 14. Recommended overhaul periods: There are no additional overhaul time limitations.
- 15. Airworthiness Limitation Section: There are no additional airworthiness limitations.
- 16. Revision: The instructions for Continued Airworthiness Checklist (ICA) may be revised by submitting a letter to the local FSDO with a copy of the revised FAA form 337 and revised ICA. The FAA inspector accepts the change by signing Block 3 and including the following statement: "The attached revised/new Instructions for Continued Airworthiness (date_____) for the above aircraft or component major alteration have been accepted by the FAA, superseding the instructions for Continued Airworthiness (date_____)." Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, its location and the date of the Form 337.
- 17. Assistance: Not applicable.
- 18. Implementation and Record Keeping:
- A. For major alterations performed in accordance with FAA Field Approval policy, the owner/operator operating under part 91 is responsible for ensuring that the ICA is made part of the applicable section 91.409 inspection program for their aircraft. This is accomplished when a maintenance entry is made in the aircraft's maintenance record in accordance with section 43.9.

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This entry records the major alteration and identifies the original ICA location (e.g., Block 8 of FAA FORM 337, dated 6/10/03) along with inspection/maintenance requirements.

- B. For major alterations performed in accordance with a field approval on air carrier aircraft, the air carrier operator is responsible for ensuring that the ICA is made part of the applicable inspection/maintenance program for their aircraft. If a procedure is not currently included in the operator's manual to incorporate ICA, this process will need to be appropriately addressed (i.e. the operator submits a revision to its maintenance program to the applicable certificate-holding district office (CHDO).
- C. For aircraft inspected under an Approved Aircraft Inspection Program (AAIP), the operator will submit a change to the CHDO in accordance with section 135.419b.
- D. For air carrier aircraft inspected using an annual/100 hour inspection program, a reference to new ICA will be made in the aircraft's maintenance record in accordance with section 43.9. This entry records the major alteration and identifies the original ICA location (e.g., ICA are located/attached to Block 8 of FAA Form 337, dated 6/10/03). In addition, the operator will request a revision to the operator's Operations Specifications, additional maintenance requirements, which incorporates the ICA into the inspection program.



Document No.PXE7300-ICAW Registration No. N24AS

Pippen-York Inc.
Dba A Flying Machine Company
555 Airport Road
Fredericksburg, Texas 78624

Instructions for Continued Airworthiness For a Beech a36 Aircraft With a PS Engineering PXE7300 In-Flight Entertainment System

- 1. Introduction: This major alteration to this aircraft obligates the aircraft operator to include the following maintenance information provided by this document in the owner/operator's Aircraft Maintenance Manual and the owner/operator's Aircraft Scheduled Maintenance Program.
- 2. Description:Installation as described in manufacturer's installation manual referenced on FAA Form 337, including interface with other avionics audio as required.
- 3. Control, Operation information: Reference the PS Engineering PXE7300 Pilot's Guide and approved Aircraft Flight Manual Supplement for control and operation information.
- 4. Servicing information: The PS Engineering PXE7300 system is on condition and there is no periodic, preventive, or scheduled maintenance required for continued operation of this system.
- 5. Maintenance instructions: The scheduled Maintenance tasks required by this modification to be added to the aircraft owner/operator's appropriate airplane maintenance program as follows:
- A. Perform, on at least an annual basis, a periodic inspection of the equipment rack, equipment mountings, associated wiring, cables, connectors, hardware, antenna and related aircraft structure for integrity, security, wear, chafing, and etc. Special attention should be given to the aircraft primary structure with regards to fatigue and stress cracking, corrosion, and etc.
- 6. Troubleshooting information: Reference the PS Engineering PXE7300 Pilot's Guide for troubleshooting information.
- 7. Removal and replacement information: Reference the PS Engineering PXE7300 Installation Manual No. 200-973-0005, Rev.8, Dated 5/03 or later revision. Should it become necessary to remove the PS Engineering PXE7300, secure the associated cables and wiring, collar the applicable circuit breakers, placard the aircraft that the unit has been removed, revise the weight & balance and the equipment list and make a logbook entry the unit has been removed, for service refer to 91.213 of title 14 of the Code of Federal Regulations and/or the aircraft's MEL.
- 8. Diagrams: There are no access plates that need to be removed for inspection.

ACCEPTED Page 1 of 3

Principal Airworthiness Inspector

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- 9. Special inspection requirements: Special inspection requirements are not applicable.
- 10. Application of protective treatments: Application of protective treatments are not applicable.
- 11. Data: Installation requirements may be found within the accepted industry practices contained within AC 43.13-1B Chapters 11, 15, and 16, and AC 43.13-2A Chapters 1, and 13.
- 12. List of special tools: Special tools are not required.
- 13. For commuter category aircraft: Not applicable, this aircraft is not a commuter category aircraft.
- 14. Recommended overhaul periods: There are no additional overhaul time limitations.
- 15. Airworthiness Limitation Section: There are no additional airworthiness limitations.
- 16. Revision: The instructions for Continued Airworthiness Checklist (ICA) may be revised by submitting a letter to the local FSDO with a copy of the revised FAA form 337 and revised ICA. The FAA inspector accepts the change by signing Block 3 and including the following statement: "The attached revised/new Instructions for Continued Airworthiness (date_____) for the above aircraft or component major alteration have been accepted by the FAA, superseding the instructions for Continued Airworthiness (date_____)." Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, its location and the date of the Form 337.
- 17. Assistance: Not applicable.
- 18. Implementation and Record Keeping:
- A. For major alterations performed in accordance with FAA Field Approval policy, the owner/operator operating under part 91 is responsible for ensuring that the ICA is made part of the applicable section 91.409 inspection program for their aircraft. This is accomplished when a maintenance entry is made in the aircraft's maintenance record in accordance with section 43.9. This entry records the major alteration and identifies the original ICA location (e.g., Block 8 of FAA FORM 337, dated 6/10/03) along with inspection/maintenance requirements.
- B. For major alterations performed in accordance with a field approval on air carrier aircraft, the air carrier operator is responsible for ensuring that the ICA is made part of the applicable inspection/maintenance program for their aircraft. If a procedure is not currently included in the operator's manual to incorporate ICA, this process will need to be appropriately addressed (i.e. the operator submits a revision to its maintenance program to the applicable certificate-holding district office (CHDO).

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- C. For aircraft inspected under an Approved Aircraft Inspection Program (AAIP), the operator will submit a change to the CHDO in accordance with section 135.419b.
- D. For air carrier aircraft inspected using an annual/100 hour inspection program, a reference to new ICA will be made in the aircraft's maintenance record in accordance with section 43.9. This entry records the major alteration and identifies the original ICA location (e.g., ICA are located/attached to Block 8 of FAA Form 337, dated 6/10/03). In addition, the operator will request a revision to the operator's Operations Specifications, additional maintenance requirements, which incorporates the ICA into the inspection program.

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US Department of Transportation Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
For FAA Use Only
Office Identification
36 V7 50

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).

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2. 01	wner	Name (As she	Name (As shown on registration certificate Riley W. Kent					Address (As shown on registration certificate) 777 Taylor st. ste 1126 Fort Worth, Tx. 76102				
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January 31, 1997 XA14605K				De	Dennis R. Saathoff Junia R. Satto							

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.)

MODEL: BEECH A36

S/N: E-2259

REG.: N24AS

DATE: 01-31-97

INSTALLED G&D AERO PRODUCTS INC. ACRYLIC CABIN WINDOW LINERS IN ACCORDANCE WITH STC #SA3759NM, REPORT #1, REVISION "B" DATED MARCH 15, 1995.

THE WINDOWS LINERS ARE INSTALLED IN THE FOLLOWING LOCATIONS:

DESCRIPTION	WEIGHT	ARM	MOMENT
FIRST ROW LINERS SECOND ROW LINERS THIRD ROW LINERS FOURTH ROW LINERS	6.31	83.0	523.73
	4.75	110.0	522.50
	3.00	137.0	411.00
	2.75	150.0	412.50

THE AIRCRAFT WEIGHT AND BALANCE DATA AND AIRCRAFT EQUIPMENT LIST HAVE BEEN REVISED TO REFLECT THIS MODIFICATION AND HAVE BEEN INSERTED IN THE PILOT'S OPERATING HANDBOOK/APPROVED AIRCRAFT FLIGHT MANUAL.

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

Form Approved
OMB No. 2120-0020

For FAA Use Only
Office Identification
SAT-FSAC SW-17

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).

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NOTICE

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

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of Transportation
Federal Aviation

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

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification

Federal Avia Administration		· · · · · · · · · · · · · · · · · · ·					Office Ide	ntification う <i>気</i>	T-PSSO
and dispos	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	pe all entries. See FA This report is requir tion 901 Federal Av	ea ov ia	FAR 43 Appendix B, w (49 U.S.C. 1421). F ct of 1958).	and AC 4: ailure to r	3.9-1 (or subseque eport can result in	ent revision a civil pen	Ab	
	Make	BEECH			Model	A36			
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Unit	!	Make		Model		Serial N	o. •	Repair	Alteration
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11410 000		or alteration made to ance with the requir d correct to the best	emems	it(s) identified in item of Part 43 of the U.S knowledge.	4 above a . Federal	and described on t Aviation Regulation	he reverse ons and th	or attachmer at the inform	nts hereto ation
ate				Signature of Author	rized Indi	vidual			
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				proval for Return To					
Administrato	r of the Federal A	en persons specifie viation Administrati	d below on and	v, the unit identified is — 反 APPROVED	in item 4	was inspected in	the manr	er prescribe	d by the
	Fit. Standards ector	Manufacturer		Inspection Authorizat	ion	Other (Specify)			
FAA		XRepair Station		Person Approved by T Canada Airworthiness	ransport Group				
	al or Rejection	Certificate or Designation No.		Signature of Authori	zed Indiv	idual			
		FMZR327K		V)WY	2				ł

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 add	itional sheets. Identify w	ith aircraft nationality and regis	tration mark and date work completed.
- N 24AS -	•	Date	5-18-95.

Removed KLN-88 Loran System, N.A.T. RS08 Relay with PB08 Pushbutton, and Eaton Annunciator Assembly.

Installed KLN-90B GPS System with Avionics Innovations AI90B Relay/Annunciator Assembly.

The KLN-90B was installed per manufacturer's instructions Ref 006-10521-0002 dated May 1995.

Component and system installation of this equipment listed on this 337 were accomplished in accordance with AC 43.13-2A, Chapters 1 and 2.

Aircraft structural and metal work were accomplished in accordance with AC 43.13-2A, Chapter 1 and AC 43.13-1A Chapter 2, Section 3. Aircraft hardware used was in accordance with AC 43.13-1A, Chapter 5, Section 1.

Electrical load, circuit protection and wire installation were accomplished in accordance with AC 43.13.1A, Chapter 11, Sections 2,3,4,5 and 6.

Antenna installation in accordance with manufacturer's instructions and AC 43.13-2A, Chapter 3.

The aircraft equipment list is revised to reflect these changes: weight and balance data was furnished and placed in aircraft records. The approved flight manual was updated as required.

A functional test of the installation described in this 337 was performed in accordance with FAR 23.1301 and FAR 23.1431. Operation was satisfactory and the installation did not adversely affect existing component and systems in the aircraft.

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US Department or fransportation Federal Aviation Administration	MAJOR REPAIR ANI (Airframe, Powerplant, Pro	ope	lle	r, or Apı	oliance)		Offic	For dentif	20-0020 FAA Use On ication	and structions
INSTRUCTIO	NS: Print or type all entries. See FAR 43.9. FA on of this form. This report is required by law n violation (Section 901 Federal Aviation Act	49 L of 1	3 Ar J.S. 958	pendix B, a C: 1421). Fa).	nd AC 43.9 ilure to rep	-1 (or subsequ ort can result	'n a civ	il penalt	not to exce	ed \$1,000
	Make BEECHCRAFT	./k		1 4 K	Model			ERT	A36	
. Aircraft	Serial No. E-2259		di i			y and Registr	21.1		N24AS	
L Owner	Name (As shown on registration certificate) RILEY W KENT	,			777	As shown on Taylor Worth,	St	Ste 1	126	, ,
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Unit	Make			Model		Seri	al No.		Repair	Alteration
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<u> </u>	12/10/94			al for Return	To Service	}) -				
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Administr	AA Fit Standards , Manufacturer , spector	110		ection Auth		Other (

Person Approved by Transport Canada Attacorthiness Group

Authorized Individual

FAA Form 337 (12 88)

FAA Designee

Date of Approval or Rejection 12/10/94

BY

Repair Station

Certificate or Designation No.
SH2R161L

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.

PERFORMED THE FOLLOWING MODIFICATIONS AND REPLACEMENTS: AS PER THE STC NUMBERS LISTED BELOW. WINDSHIELD AS PER STC SA997SO LOG BOOK ENTRIES MADE, SEE NEW WEIGHT AND BALANCE COMPUTED CONSISTENCY LOG BOOK ENTRIES MADE, SEE NEW WEIGHT AND BALANCE COMPUTED CONSISTENCY CONSIST	Description of Work Accomplished (If more space is required, attach additional sheets.	Identify with aircraft nation	ality and registration m	ark and date work co	mpleted.)
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UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION
STANDARD AIRWORTHINESS CERTIFICATE

MANUFACTURER AND MODEL

AIRCRAFT SERIAL NUMBER

CATEGORY

N24AS

Beech A36

E-2259

UTILITY

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

Exceptions

NONE

6 TERMS AND CONDITIONS

S AND CONDITIONS
Unless sooner surrendered, suspended, revoked, or a tainworthiness certificate is effective as long as the mainted accordance with Parts 21, 49, and 910 per person fivation in States

FEMALE PROPERTY TWO nded, revoked, or a termination date is otherwise established by the Administrator, this as long as the maintenancy preventative maintenance, and alterations are performed in lot of present dynation Resolutions, as appropriate, and the aircraft is registered in the United

SO FSDO 13

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

FAA Form 8100-2 (8-82)

GPO 773-933

DEPART	UNITED STATES OF AMERICA TMENT OF TRANSPORTATION—FEDERAL A TANDARD AIRWORTHINESS		ION
NATIONALITY AND	2 MANUFACTURER AND MODEL	3 AIRCRAFT SERIAL NUMBER	4 CATEGORY
REGISTRATION MARKS	BEECH AIRCRAFT CORP.	E-2259	UTILITY
N 95PA 5. AUTHORITY AND BAS This airworthine	A36 IS FOR ISSUANCE ses certificate is assued pursuant to the Federal Aviation in issued has been inspected and found to conform to has been shown to meet the requirements of the appli- nex 8 to the Convention on International Civil Aviation	cable comprehensive and deta	s of the date of issuance, this to be in condition for sale ailed airworthiness code, a

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6. TERMS AND CONDITIONS

Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator this unless sooner surrendered suspended, revoked, or a termination date is otherwise established by the Administrator this experiment of the providing of

INSTRUCTION!? Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instruction 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 \$1.0 for each such violation (Section 901 Federal Aviation Act of 1958). Make BEECH	U.S. Department of Transportation Federal Aviation Administration	(Airfr	MAJOR REPA	ant, P	rope	LTERATION OF Ap	pliance)	an white starting	c	F	or FAA Use ontification	Only
Make BEECH Model A36							ilure to rep	ort can resu	quen It in a	t revision civil pena		nstructions seed \$1,000
Name (As shown on registration certificate) RILEY W KENT 101 S GRIMES HOBBS NM 88240 3. For PAA Use Only 4. Unit identification 4. Unit identification Serial No. Repair Altera AIRFRAME (As described in Item 1 above) POWERPLANT Type AA agency's Name and Address PIPPEN, YORK FLYING MACHINE CO. SUNRISE BEACH, TX 78643 915 - 388-9018 FAA C.R.S FMZR3ZTK D. Lentify that the repair and/or a teration made to the unit; jointlified refers in strue and correct to the best of my knowledge. PURS Lentify that the repair and/or a teration made to the unit; jointlified in Item 4 by as inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is \$\frac{3}{2} APPROVED Pursuant to the authority given persons specified being the property of the pr		Make BEEC	H	ers i	i ge	៩៥៩៦ ភាព ភ្នំ ១៩៩៩៧	Model Nationalit	A3	6 tratio		100	
Unit	2. Owner	1 2 4 4 7	W KENT	1 2 3 2 3 2 3			Address (/ 101 HOI	As shown o	n regi		certificate)	
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Date of Approval or Rejection 6-11-92 Certificate or Designation No. Signature of Authorized Individual Signature of A	6-	11-92	Designation No.	/				01	20	ry A	7-2/a	d

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

Jescription of Work Accomplished

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

Removed HK Associates HH-106 relay Installed NAT RSO8 relay interfaced to hsi, nav 1, and loran. and installed Apollo altitude converter interfaced to Apollo alti-trak. traditional estimate free our death groups

FILEY WINSHIP L

The static system, altimeter and automatic pressure altitude reporting system has been tested and inspected per FAR 91.411, and found to comply with Appendix E of Part 43. The transponder has been tested and inspected per FAR 91.413, and found to comply with Appendix F of Part

Component and system installation of this equipment listed on this 337 were accomplished in accordance with AC 43.13-2A, Chapters 1 and 2.

Aircraft structural and metal work were accomplished in accordance with AC 43.13-2A, Chapter 1 and AC 43.13-1A, Chapter 2, Section 3. Aircraft hardware used was in accordance with AC 43.13-1A, Chapter 5, Section 1.

Electrical load, circuit protection and wire installation were accomplished in accordance with AC 43.13-1A, Chapter 11, Sections 2, 3, 4, 5 and 6.

The aircraft equipment list is revised to reflect these changes; weight and balance data was revised and placed in aircraft records. The approved flight manual was updated.

----END----

A functional test of the installation described in this 337 was performed in accordance with FAR 23.1301 and FAR 1915 23.1431. Operation was satisfactory and the installation did not adversely affect existing component and systems wine and the aircraft.

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1.7 वरस क्ष्रिटस्टक्ष्मित्रकृतिकराम् सेन्द्रका अ U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION Form Approved
Budget Bureau No. 04-R060.1 FOR FAA USE ONLY MAJOR REPAIR AND ALTERATION OFFICE IDENTIFICATION (Airframe, Powerplant, Propeller, or Appliance) FOW-FSDO INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. MODEL A36 Beec 1. AIRCRAFT SERIAL NO. NATIONALITY AND REGISTRATION MARK N24A5 NAME (As shown on registration certificate) ADDRESS (As shown on registration certificate) 2. OWNER Riley W. Kent NM 88240 3. FOR FAA USE ONLY 4. UNIT IDENTIFICATION 5. TYPE SERIAL NO. REPAIR ATION AIRFRAME A1 MGR A1 MOR APPM ATE APPM A2 BIA A2 POWERPLANT RECEIVED RECEIVED 82 A3 MAR - 9 1992 33 A4 JAN 2 3 1992 A5 PROPELLER 95 ABT 137 APPLIANCE CONFORMITY STATEMENT A. AGENCY'S NAME AND ADDRESS B. KIND OF AGENCY C. CERTIFICATE NO U.S. CERTIFICATED MECHANIC Reece Alsobrook A+P 1480372 FOREIGN CERTIFICATED MECHANIC 6309 Watanga Prive CERTIFICATED REPAIR STATION Texas 76148 MANUFACTURER D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse of attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge. SIGNATURE OF AUTHORIZED INDIVIDUAL uce 4. 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 OTHER (Specify) FAA FLT. STANDARDS INSPECTOR MANUFACTURER -BY CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT. FAA DESIGNEE ... REPAIR STATION SIGNATURE OF AUTHORIZED INDIVIDUAL DATE OF APPROVAL OR REJECTION CERTIFICATE OR DESIGNATION NO.

(8320)

IA 48076 8613

FAA Form 337 (7-67)

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An 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.)
Identify with aircraft nationality and registration mark and date work completed, attach additional sheets
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and CHT scanning Kit manufactured by J.P. Instruments, In accordance with FAA Approved
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U.S. GOVERNMENT PRINTING OF FICE: 1986-659-121/40260

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Signature of Authorized Individual

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Date of Approval or Rejection

Certificate or Designation No. FMZR327K

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

8. Description of Work Accomplished

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

Removed RNAV21 loran.

Installed BENDIX/KING KLN88 loran and KA33 avionics cooling fan.

Component and system installation of this equipment listed on this 337 were accomplished in accordance with AC 43.13-2A, Chapters 1 and 2.

Aircraft structural and metal work were accomplished in accordance with AC 43.13-2A, Chapter 1 and AC 43.13-1A, Chapter 2, Section 3. Aircraft hardware used was in accordance with AC 43.13-1A, Chapter 5, Section 1.

Electrical load, circuit protection and wire installation were assemblished in accordance with AC 43.13-IA, Chapter 11, Septions 2, 3, 4, 5 and 6.

Antends installation in accordance with manufacturer's instructions and AC 43.13-2A, Chapter 3.

The all regard, equipment list is revised to reflect these changes; weight and balance data was revised and placed in aircraft records. The approved flight manual was updated.

A functional test of the installation described in this 337 was performed in accordance with FAR 23.1301 and FAR 23.1431. Operation was satisfactory and the installation did not adversely affect existing component and systems in the alectraft.

Aircraft was placard "LORAN FOR VFR USE ONLY".

END

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#U.S.GPO:1991-0-568-012/40035

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved Budget Bureau No. 04-R0-50.1

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

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

Removed 3M Model WX10A Stormscope System Display S/N ROD07501302, Processor S/N ROP10400711, and Antenna S/N 2145. Installed 3M Model WX1000+ Stormscope System Display S/N UXD10800459 into opening in pilot's instrument panel lower right vacated by the removal of the WX10A Display. Installed WX1000+ Frocessor S/N UXP10800459 in space vacated by the removal of the WX10A Processor, aft of baggage compartment, atop radio platform provided by aircraft manufacturer. Installed WX1000+ Antenna S/N UXA10800459 into opening beneath aircraft fuselage vacated by the removal of the WX10A Antenna, 168.0" aft of the datum. Integrated WX1000 stormscope system with existing King Model KCSSSA Compass system per King drawing # 155-1147-00, R-7 and 3M Stormscope WX1000+ figure # 2-14.

Installation was performed in strict accordance with 3M Stormscope Model WX1000+ installation manual and instructions. Skin Map procedure conducted prior to antenna installation. All new wiring is MIL Spec. per AC 43.13-1A Chapter 11 Section 3. Stormscope installation wire is Electronic Cable Specialists Multishielded. All work performed in accordance with with AC 43.3-1A and AC 43.13-2A. Proper ground and flight operation of the installed equipment was performed and all systems were checked for interference to the WX1000+ with special attention to the NAV/COM, Marker Beacon, DME, and ADF systems. No interference was present or detected. The stormscope system was also tested for interference by existing systems and equipment operating with special attention to Mic Key, navigational strobes, and autopilot system operation. No interference was present.

The aircraft weight and balance was revised, aircraft equipment list updated, and the aircraft log book entry was made.

END

ADDITIONAL SHEETS ARE ATTACHED

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NOTICE

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

REPLACED NOSE GRAR DOOR PN 35-410077-30. REPLACED LEFT HAND WING RIB PN 35-115051-616. REPALCED LEFT HAND BOTTOM WING SKIN FROM STA. 66.0 TO STA. 108.281. REPLACED RIGHT HAND TOP WING SKIE FROM STA. 108.281 TO STA. 191.00. ALL WORK WAS PERFORMED IN ACCORDANCE WITH FACTORY REPAIR MANUAL AND AC 43.13-1A, SECTION 3, PARAGRAPHS 96, 97, 99 AND 100. ALL MATERIALS USED WERE PACTORY REPLACEMENT OR EQUIVALENT.

(Market State County September 2000) ADDITIONAL SHEETS ARE ATTACHED

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625	B. Inspection for a special flight permi was conducted by:	- 2.7		FAA INSPECTOR		RENT AIRWORTH	INESS CERTIFICATE			
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Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

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

Changed oil and filter

Added 12 quarts of phillips x/c II 20w-50

oil as per STC #SE5879SW

ADDITIONAL SHEETS ARE ATTACHED

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

Installation:

Installed RFC-200 Autopilot/Flight Director system with RCS-55A Compass system. KFC-200 Yaw Damper, KNS-80 R-Nav, KY-196 Comm, KMA-24 Audio/Marker Beacon, KT-76A Transponder, KE-129 Encoding Altimeter, KR-87 ADF, WK-10A Stormscope and R-21 NMS Loran.

King KFC-200 A/P-F/D system with KCS-55A Slaved compass system installed in accordance with King FAA approved installation manual #006-0260-00, FAA STC SA1779CE-D. System installed in accordance with mfgr's installation manuals, FAA AC43.13-2A, chapter 1 and chapter 2 and with good aircraft installation procedures.

Sample navigation problems were entered into the RNAV system. System was in compliance with AC90-45A, Appendix A on ground check. King KFC-200 A/P-F/D was ground calibrated in accordance with King installation manual and ground checked normal.

A functional ground check was performed on all systems using appropriate test equipment. The encoding altimater and transponder were tested for compliance with FAR 91.36(b) per paragraph 8a of AC43-6A and systems were in compliance with FAR 91.36(b) per paragraph 8a of AC43.6A. The transponder and encoding altimater were checked to the altitude operating envelope of the aircraft and found to function properly. A static system check was also performed and found to meet FAR 91.171.

A test flight was made and all systems flight checked normal. A/P-F/D system was flight tested in all modes of operation and flight checked normal. The RNAV system flight checked in accordance with FAA AC90-45A. Appendix A requirements for IFR Enroute, Terminal & approach operation. RNAV system was coupled to the autopilot during test flight.

ARNAV Model R-21 NMS installed as a VFR system only. Installation completed in accordance with AC20-121. Loran coupled to HSI & A/P through the HK-106 switching system.

An entry was made in the aircraft log book listing this installation and operation of RNAV system. The weight & balance was recomputed and the equipment list corrected. The following permanent placard is required to be displayed in full view of the pilot.

> RNAV approved for IFR Operation. Loran C approved For VFR operation only.

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