

 MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)		OMB No. 2120-0020 Exp: 5/31/2018		Electronic Tracking Number	
		For FAA Use Only			
INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))					
1. Aircraft	Nationality and Registration Mark N 24AS			Serial No. E-2259	
	Make Beech			Model A36	Series
2. Owner	Name (As shown on registration certificate) Donley, Kent Lytle			Address (As shown on registration certificate)	
				Address 713 Aviator Dr	
				City Fort Worth State TX	
				Zip 76179 Country USA	
3. For FAA Use Only					
4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	<u>Beech</u>	(As described in Item 1 above)	<u>E-2259</u>
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		
6. Conformity Statement					
A. Agency's Name and Address			B. Kind of Agency		
Name <u>Sloat Aviation Services</u> <u>Joseph Sloat</u>			<input checked="" type="checkbox"/> U. S. Certificated Mechanic		Manufacturer
Address <u>141 Aviator Dr</u>			<input type="checkbox"/> Foreign Certificated Mechanic		C. Certificate No. 3629653
City <u>Fort Worth</u> State <u>TX</u>			<input type="checkbox"/> Certificated Repair Station		
Zip <u>76179</u> Country <u>USA</u>			<input type="checkbox"/> Certificated Maintenance Organization		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>		Signature/Date of Authorized Individual <u>1-17-2022</u>			
7. Approval for Return to Service					
Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> Approved <input type="checkbox"/> Rejected					
BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport	
	FAA Designee	Repair Station	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)	
Certificate or Designation No. 3629653		Signature/Date of Authorized Individual <u>1-17-2022</u>			

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.)

N24AS


1-17-2022

Nationality and Registration Mark

Date

Removed previously installed Lopresti LSM-500-304-1 landing light and replaced with updated Boom Beam Lopresti STC SA02279AT Rev. L dated 6-27-17. Installed powerpack using existing clamps from previous install. Wire electrical load verified within range and negligible W&B change. No new special requirements for C/AW beyond visual inspection of wires and mounts.

Joseph Sloat
AP IA 3629653



9-2-21

End

☐ Additional 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

210 Airport Drive East, Sebastian, FL 32958 | www.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 with the limitations and conditions therefrom as specified herein meets the airworthiness requirements of Part 21 of the Federal Aviation Regulations.

Original Product - Type Certificate Number: * See Attached * Make: FAA Approved Model 111 (AAB1)

Model: Document 15A1-200-025 for a list of Approved
Airplane Models

Description of Type Design Change:

Installation of a fuselage floor bulk, stringer and bulkhead in accordance with Master Drawing L21, Report No. 43, Revision F, dated 13 July 2002 or later FAA approved revision.

Limitations and Conditions:

This approval should not be extended to other aircraft of this model on which other previously approved modifications are incorporated unless it is determined by the installer that the incorporation of this change and any of those other previously approved modifications will produce no adverse effect upon the airworthiness of that airplane. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

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

Date of Application: August 15, 2002

Date Received: January 16, 2019

Date of Issuance: February 14, 2003

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

By Direction of the Administrator

Signature:
Title: Christina M. Lindersood
Manager, Atlanta ACO Branch

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. This certificate may be transferred or made available to third persons by licensing agreements in accordance with 14 CFR 21.47. Possession of this Supplemental Type Certificate (STC) document by anyone other than the STC holder does not constitute the right to the design data or the airframe, engine, propeller, or assembly. The STC is a supporting documentation for design, construction, specifications, and manual supplements. It is the property of the STC holder. An STC holder who agrees a person to use the STC to alter an aircraft, engine, or propeller must provide that person with written permission according to the FAA (Part 14 CFR 21.120).

FAA Form 0110-2 (2/14)

Page 1 of 2



US Department
of Transportation
Federal Aviation
Administration

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

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

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark N24AS	Serial No. E-2259	
	Make BEECH	Model A36	Series
2. Owner	Name (As shown on registration certificate) DYER AVIATION LLC	Address (As shown on registration certificate) Address 2000 OLD MAY CT	
		City COLLEGE STATION	State TX
		Zip 77845-3883	Country U.S.A.

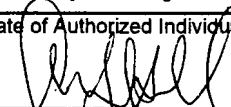
3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name ACS Avionics, LLC		<input type="checkbox"/> U. S. Certificated Mechanic	<input type="checkbox"/> Manufacturer
Address 510 S. Hangar Drive		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
City Georgetown	State TX	<input checked="" type="checkbox"/> Certificated Repair Station	WCHR539X
Zip 78628	Country U.S.A.	<input type="checkbox"/> Certificated Maintenance Organization	

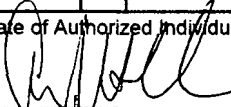
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual  01/15/2021
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7. Approval for Return to Service

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

BY	FAA Flt. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee <input checked="" type="checkbox"/>	Repair Station	Inspection Authorization	

Certificate or Designation No. WCHR539X	Signature/Date of Authorized Individual  01/15/2021
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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.)

N24AS

Nationality and Registration Mark

January 15, 2021

Date

1. Removed existing avionics necessary to facilitate new equipment installation.

Removed	Item	Part Number	Serial Number
	KT76A	066-1062-00	46120

2. Installed GTX 345 Transponder referencing Garmin GTX 3xx Part 23 AML STC Installation Manual 190-00734-10 Revision 14 dated January 2020 and complied with Post Installation Configuration Chapter 7 and Operation/Performance Checkout Chapter 8. The system was installed referencing FAA STC No. SA01714WI issued to Garmin International Inc amended September 2019 referencing Master Drawing List # 005-00734-04 Revision 16 dated January 2020. No discrepancies noted. The aircraft ATC Transponder(s) has been tested as required by 14 CFR PART 91.413 and was found to comply with PART 43 Appendix F. Equipment Used to Perform Calibration ATC 601 SN 1086 Calibration due 01/22/21. Provided the following to the owner/operator for all flight operations as part of the permanent records for the aircraft Garmin GTX 335/345 Series All-In-One ADS-B Transponder Pilot's Guide 190-01499-00 Revision F and GTX 345 Quick Connectivity Setup Guide 190-01487-12 Revision B and AFMS from Garmin GTX33X and GTX 3X5 Transponders with ADS-B 190-00734-15 Revision 4 and Instructions for Continued Airworthiness from Garmin GTX 33X and GTX 3X5 ADS-B Maintenance Manual Containing ICA 190-00734-11 Revision 7.

Installed	Item	Part Number	Serial Number
	GTX 345 Transponder	011-03302-01	3EG040886

3. Relocated existing GTX 330 Transponder referencing AC 43.13-2B chapter 11. No discrepancies noted.

Item	Part Number	Serial Number
4. Update Software for existing Garmin GNS 430W and GNS 530W to Main Software level 5.40 referencing Garmin Software Service Bulletin No. 1766 Rev A dated December 2017. Update Software for existing Garmin GNS 430W and GNS 530W to GPS Software level 5.0 referencing Garmin Software Service Bulletin No. 1317 Rev B dated August 2016. No discrepancies noted.		

Item	Part Number	Serial Number
5. Modified Instrument Panel for existing PS Engineering CD Player to allow to be seated fully referencing AC 43.13-2B chapter 11. No discrepancies noted.		

Item	Part Number	Serial Number
6. Adjusted cable tensions referencing KFC200 Flight Control System Installation Manual 066-0200-02. No discrepancies noted.		

Item	Part Number	Serial Number
7. The aircraft's weight change was negligible.		

Item	Part Number	Serial Number
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The aircraft Weight and Balance/Equipment List Revision was revised to reflect these changes.

-----END-----

☐ Additional Sheets Are Attached



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

1. Aircraft	Nationality and Registration Mark N24AS (USA)	Serial No. E-2259	
	Make BEECH	Model A36	Series
2. Owner	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


3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT	_____	_____	_____
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER	_____	_____	_____
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type _____	_____	_____
			Manufacturer _____		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name Central Texas Avionics, Inc.		<input type="checkbox"/> U. S. Certificated Mechanic	<input type="checkbox"/> Manufacturer
Address 217 Corsair Drive		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
City Georgetown	State TX	<input checked="" type="checkbox"/> Certificated Repair Station	C84R586N
Zip 78628	Country USA	<input type="checkbox"/> Certificated Maintenance Organization	

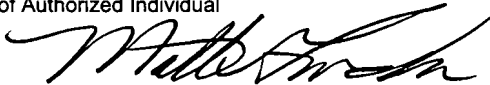
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual Robert Wampler  12/15/2014
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7. Approval for Return to Service

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

BY	FAA Flt. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Inspection Authorization	

Certificate or Designation No. C84R586N	Signature/Date of Authorized Individual Matt Gordon  12/15/2014
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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

N24AS (USA)

12/15/2014

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.

*****END*****



U.S. Department of
Transportation
Federal Aviation
Administration

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

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

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark U.S.A. N24AS	Serial No. E-2259	
	Make Beechcraft	Model Bonanza	Series A36
2. Owner	Name (As shown on registration certificate) JEDCO Properties LLC	Address (As shown on registration certificate)	
		Address P.O. Box 607	
		City Ruston	State Louisiana
		Zip 71273	Country U.S.A.

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial Number
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name Todd M. Fourmy		<input checked="" type="checkbox"/> U.S. Certificated Mechanic	<input type="checkbox"/> Manufacturer
Address 1007 Whitehead rd.		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
City Choudrant		<input type="checkbox"/> Certificated Repair Station	439138238
State Louisiana		<input type="checkbox"/> Certificated Maintenance Organization	
Zip 71227		Country U.S.A.	

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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual Todd M. Fourmy
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7. Approval for Return to Service

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

BY	<input type="checkbox"/> FAA Fit Standards Inspector	<input type="checkbox"/> Manufacturer	<input type="checkbox"/> Maintenance Organization	<input type="checkbox"/> Person Approved by Canadian Department of Transport
	<input type="checkbox"/> FAA Designee	<input type="checkbox"/> Repair Station	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)
Certificate or Designation No. 439138238		Signature/Date of Authorized Individual Todd M. Fourmy		

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.)

U.S.A. N24AS

9/25/2012

Nationality and Registration Mark

Date

1. Modified the environmental control system in this aircraft to convert R12 vapor cycle system into R134A refrigerant system in accordance with Steinbach and Associates, Inc. S.T.C. # SA09553SC and Top Drawing List Titled "Beech Bonanza Series R134A conversion", Document Number 98250000, Rev: C dated August 15, 2006.
2. No change in weight or balance.
3. Operational check of system satisfactory.

☐ Additional Sheets Are Attached

FAA



US Department
of Transportation

Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

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

1. Aircraft	Make BEECH	Model A36
	Serial No. E-2259	Nationality and Registration Mark N24AS
2. Owner	Name (As shown on registration certificate) JEDCO PROPERTIES LLC	Address (As shown on registration certificate) PO BOX 607 RUSTON, LA 71273-0607

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address TOMLINSON AVIONICS INC 619C HANGAR ROW PINE BLUFF, AR 71601	B. Kind of Agency <input type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. YN1R644K RADIO I, II, III LIMITED AIRFRAME
---	--	--

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

Date <div style="font-size: 1.2em; font-family: cursive;">10-13-2011</div>	Signature of Authorized Individual <div style="font-size: 1.2em; font-family: cursive;">Dicky L. Blanton</div>
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7. Approval for Return to Service

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

BY	FAA Fit. Standards Inspector		Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/>	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <div style="font-size: 1.2em; font-family: cursive;">10-13-2011</div>		Certificate or Designation No. YN1R644K		Signature of Authorized Individual <div style="font-size: 1.2em; font-family: cursive;">Dicky L. Blanton</div>	

NOTICE

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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:

<u>Description</u>	<u>Manufacturer</u>	<u>Model Number</u>	<u>Part Number</u>	<u>Location (FS)</u>
NO EQUIPMENT REMOVED				

INSTALLED THE FOLLOWING EQUIPMENT:

<u>Description</u>	<u>Manufacturer</u>	<u>Model Number</u>	<u>Part Number</u>	<u>Location (FS)</u>
SOFTWARE	GARMIN	MAIN 3.00/ GPS 3.0		

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

<u>Description</u>	<u>Document No.</u>	<u>Revision</u>	<u>Date</u>	<u>Chapter Section</u>
SERVICE BULLETIN	0740	A	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.

END

☐ Additional Sheets Are Attached



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1. Aircraft	Nationality and Registration Mark U.S.A. N24AS	Serial No. E-2259	
	Make Beechcraft	Model Bonanza	Series A36
2. Owner	Name (As shown on registration certificate) Jedco Properties LLC		Address (As shown on registration certificate)
			Address P.O. Box 607
			City Ruston State Louisiana
			Zip 71273-0607 Country U.S.A.

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial Number
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT	_____	_____	_____
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER	_____	_____	_____
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type	_____	_____
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name Todd M. Fourmy		<input checked="" type="checkbox"/> U.S. Certificated Mechanic	<input type="checkbox"/> Manufacturer
Address 1007 Whitehead rd.		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
City Choudrant State Louisiana		<input type="checkbox"/> Certificated Repair Station	439138238
Zip 71227 Country U.S.A.		<input type="checkbox"/> Certificated Maintenance Organization	

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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual Todd M. Fourmy Todd M. Fourmy
--	--

7. Approval for Return to Service

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

BY	<input type="checkbox"/> FAA Fit Standards Inspector	<input type="checkbox"/> Manufacturer	<input type="checkbox"/> Maintenance Organization	<input type="checkbox"/> Person Approved by Canadian Department of Transport
	<input type="checkbox"/> FAA Designee	<input type="checkbox"/> Repair Station	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)

Certificate or Designation No. 439138238	Signature/Date of Authorized Individual Todd M. Fourmy Todd M. Fourmy
--	--

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.)

U.S.A. N24AS

1-26-2011

Nationality and Registration Mark

Date

1. Removed orginally installed propeller model number D3A32C409 and spinner assembly.
2. Installed Hartzell Top Prop Performance Conversions S.T.C. # SA02556CH-D dated April 18, 2008, using field installation manual part number INST_012308FLD dated January 23,2008.
3. Revised equipment list and weight and balance.
4. Included instructions for continued airworthiness.
5. Included flight manual supplement .
6. END

☐ Additional Sheets Are Attached



U.S. Department of
Transportation
Federal Aviation
Administration

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

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

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark U.S.A. N24AS	Serial No. E-2259	
	Make Beechcraft	Model Bonanza	Series A36
2. Owner	Name (As shown on registration certificate) Jedco Properties L.L.C.	Address (As shown on registration certificate) Address P.O. Box 607 City Ruston State Louisiana Zip 71273-0607 Country U.S.A.	

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial Number
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type _____ Manufacturer _____		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name Todd M. Fourmy		<input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Manufacturer	
Address 1007 Whitehead rd.		<input type="checkbox"/> Foreign Certificated Mechanic C. Certificate No.	
City Choudrant State Louisiana		<input type="checkbox"/> Certificated Repair Station 439138238	
Zip 71227 Country U.S.A.		<input type="checkbox"/> Certificated Maintenance Organization	

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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual Todd M. Fourmy <i>Todd M. Fourmy</i>
--	--

7. Approval for Return to Service

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

BY	<input type="checkbox"/> FAA Fit Standards Inspector	<input type="checkbox"/> Manufacturer	<input type="checkbox"/> Maintenance Organization	<input type="checkbox"/> Person Approved by Canadian Department of Transport
	<input type="checkbox"/> FAA Designee	<input type="checkbox"/> Repair Station	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify) _____

Certificate or Designation No. 439138238	Signature/Date of Authorized Individual Todd M. Fourmy <i>Todd M. Fourmy</i>
--	--

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.)

U.S.A. N24AS

02/01/2011

Nationality and Registration Mark

Date

1. REMOVED ORGINIALLY INSTALLED LANDING LIGHT ASSEMBLY AND RETAINER.
2. INSTALLED LOPRESTI SPEED MERCHANTS S.T.C. #SA02279AT INSTALLATION OF A BOOM BEAM BULB, STARTER AND BALLAST USING APPROVED INSTALLATION INSTRUCTIONS PART NUMBER LSM-500-006 REVISION H 10-19-10 AND MASTER DRAWING LIST REPORT NUMBER 43, REVISION F, DATED 15 JULY 2002.
3. REVISED EQUIPMENT LIST TO REFLECT CHANGE.
4. NO CHANGE IN WEIGHT OR BALANCE.

END

☐ Additional Sheets Are Attached



U.S. Department of
Transportation
Federal Aviation
Administration

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

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

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark N24AS	Serial No. E-2259	
	Make Beechcraft	Model A36 BONANZA	Series
2. Owner	Name (As shown on registration certificate) JEDCO PROPERTIES LLC	Address (As shown on registration certificate) PO BOX 607 128 FLIGHTLINE RD.	
		City RUSTON	State LA
		Zip 71273	Country

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial Number
<input checked="" type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type _____ Manufacturer _____		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name Hawker Beechcraft Services- Houston		<input type="checkbox"/> U.S. Certified Mechanic	<input type="checkbox"/> Manufacturer
Address 8402 Nelms		<input type="checkbox"/> Foreign Certified Mechanic	C. Certificate No.
City Houston	State Texas	<input checked="" type="checkbox"/> Certified Repair Station	CRS# XA1R605K
Zip 77061	Country United States	<input type="checkbox"/> Certified Maintenance Organization	Class III Airframe

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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual James Liston October 7, 2010
--	--

7. Approval for Return to Service

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

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

Certificate or Designation No. CRS# XA1R605K	Signature/Date of Authorized Individual James Liston October 7, 2010
---	--

NOTICE

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

8. Description of Work Accomplished

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

USA

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.

END

☐ Additional Sheets Are Attached

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 FITTING ISSUE

REF: E-MAILS AND TELECONS DATED 4 October 2010

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

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

APPROVED:


TIM KUCHARO

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 | 316.676.3140 | 316.671.2070 fax
CSD_RDO@hawkerbeechcraft.com | http://www.hawkerbeechcraft.com/service_support/tech_support/repair_design

REVISIONS			
REV	DESCRIPTION	DATE	APPROVED

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

GENERAL NOTES

1. 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 (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.

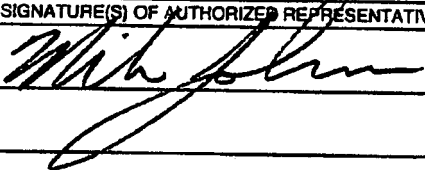
APPLICABLE TO AIRCRAFT S/N E-2259

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 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 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 NOTES SEE STANDARD DRAWING 130460		PREPARER J.K.M-P. (10/04/10)				WICHITA, KANSAS	
GENERAL TOLERANCES (mm): X ±1 X.X ±0.5 X.XX ±0.25 ANGLES ±1°		CHKR J.D.S. 10/4/10		FIELD REPAIR- WASHER IMPRINT RH/LH WING, MAIN SPAR, UPPER JOINT FITTING (000-110087)			
		LEAD ENGR R. J. Jarama 10/4/10					
		STRUCTURAL J. Jarama 10/4/10					
		SPECIALIST					
GENERAL TOLERANCES (in): X.X ±0.1 X.XX ±0.03 X.XXX ±0.010 X.XXXX ±0.0010 ANGLES ±0.5°		HBC APPD. J. Jarama 10/4/10		SIZE A	CAGE CODE 70898	DWG NO FR-PI-00391	REV 1
				SCALE NONE		SHEET 1 OF 2	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS			FAA Project No. _____
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
MAKE Hawker Beechcraft	MODEL NO. A36	TYPE (Aircraft, Engine, Propeller, etc.) Airplane	NAME OF APPLICANT/AUTHORIZATION NO. Hawker Beechcraft Corporation ODA-230339-CE
SUBMITTAL LETTER NO. 940-2010-04275		LIST OF DATA	
IDENTIFICATION	TITLE		
Field Repair FR-PI-00391, Rev 1	"Field Repair - Washer Imprint RH/LH Wing, Main Spar, Upper Joint Fitting (000-110087)"		
<u>Notes:</u> 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.			
PURPOSE OF DATA			
In support of major Field Repair FR-PI-00391, Rev 1			
APPLICABLE REQUIREMENTS (List specific sections)			
CAR 3.71, 3.171, 3.172, 3.173, 3.174, 3.291, 3.292, 3.293, 3.294, 3.295, 3.296, 3.301 Amendment level per TCDS 3A15			
CERTIFICATION – As directed by the Administrator and in accordance with conditions and limitations of authorization under 14 CFR, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.			
<input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> Approve these data			
I (We) Therefore			
SIGNATURE(S) OF AUTHORIZED REPRESENTATIVE(S)	NAME	CLASSIFICATION(S)	DATE
	Mike Johnson	Structural	10/4/2010

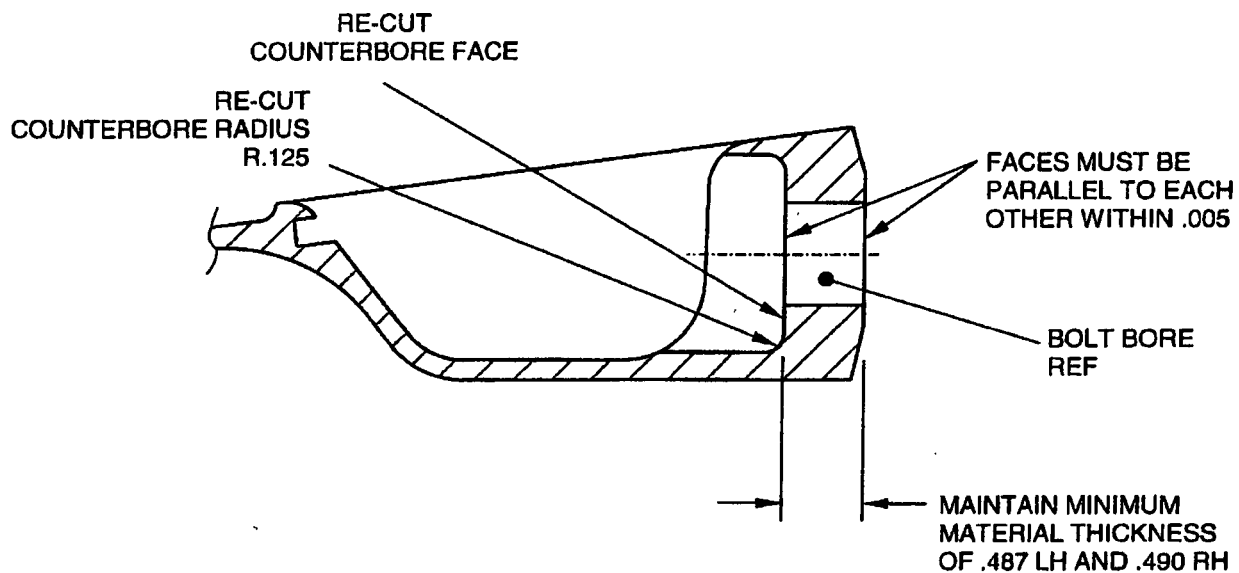


Fig 1
MAIN SPAR UPPER OUTBOARD WING FITTING
 VIEW LOOKING FORWARD ON LH FITTING
 RH FITTING OPPOSITE

**HAWKER BEECHCRAFT
 CORPORATION
 WICHITA, KANSAS**

SIZE
A

CAGE CODE
70898

DWG NO

FR-PI-00391

REV
1

SCALE

NONE

TITLE PAGE RIGHTS APPLY

SHEET **2 OF 2**

**FAX****Repair Design Office**

REF: JMP/1409-10 DQ: PI74584

DATE: OCTOBER 1, 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, WING REAR SPAR LOWER FITTING WASHER IMPRESSION.

REF: E-MAILS AND TELECONS DATED 28 AND 29 September 2010.

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.

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

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

APPROVED:


TIM KUCHARO

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 | 316.676.3140 | 316.671.2070 fax
CSD_RDO@hawkerbeechcraft.com | http://www.hawkerbeechcraft.com/service_support/tech_support/repair_design

	REVISIONS			
	REV	DESCRIPTION	DATE	APPROVED

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

1. 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

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 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 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 NOTES SEE STANDARD DRAWING 130450		PREPARER J.K.M-P. (09/29/10)		Hawker Beechcraft		WICHITA, KANSAS	
GENERAL TOLERANCES (mm): X ±1 X.X ±0.5 X.XX ±0.25 ANGLES ±1°		CHKR <i>John Jones 11/24/2010</i>		FIELD REPAIR- WASHER IMPRINT RH WING, REAR SPAR, LOWER JOINT FITTING (35-115058)			
		LEAD ENGR <i>KT Johnson 09/29/10</i>					
		STRUCT <i>W. Johnson 10/1/10</i>					
GENERAL TOLERANCES (in): X.X ±0.1 X.XX ±0.03 X.XXX ±0.010 X.XXXX ±0.0010 ANGLES ±0.5°		SPECIALIST		SIZE	CAGE CODE	DWG NO	REV
		HBC APPD <i>Don Wiscasset 1 Oct 2010</i>		A	70898	FR-PI-00390	1
				SCALE			SHEET
				NONE			1 OF 2

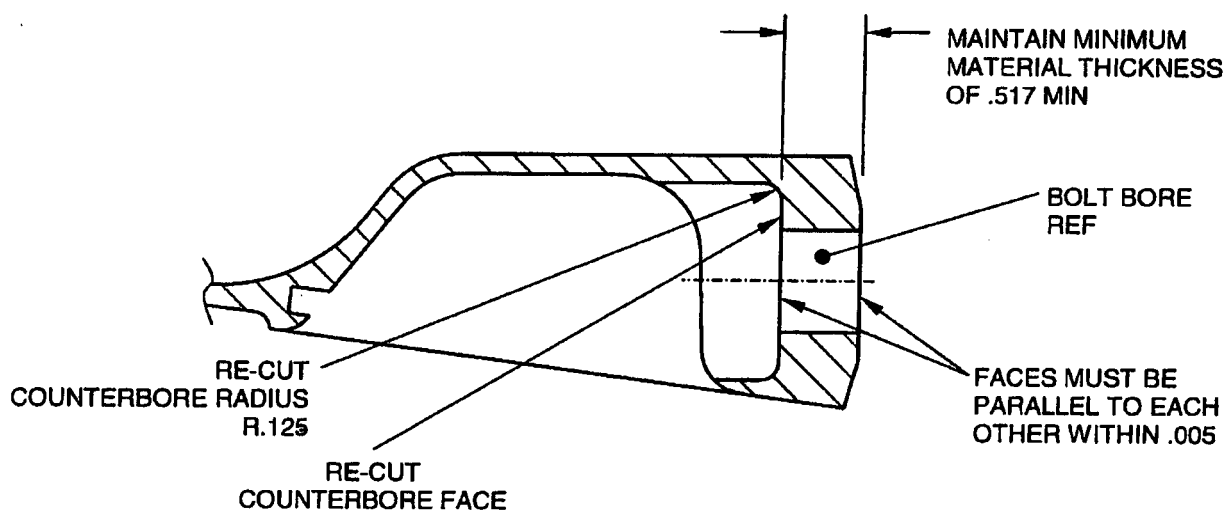


Fig 1
REAR SPAR LOWER OUTBOARD WING FITTING
VIEW LOOKING AFT

HAWKER BEECHCRAFT CORPORATION WICHITA, KANSAS	SIZE A	CAGE CODE 70898	DWG NO FR-PI-00390	REV 1
	SCALE NONE	TITLE PAGE RIGHTS APPLY		SHEET 2 OF 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS

FAA Project No. _____

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE Hawker Beechcraft	MODEL NO. A36	TYPE (Aircraft, Engine, Propeller, etc.) Airplane	NAME OF APPLICANT/AUTHORIZATION NO. Hawker Beechcraft Corporation ODA-230339-CE
----------------------------------	-------------------------	---	---

SUBMITTAL LETTER NO. 940-2010-03861

LIST OF DATA

IDENTIFICATION

TITLE

**Field Repair
FR-PI-00390,
Rev 1**

**"Field Repair - Washer Imprint RH Wing, Rear Spar, Lower Joint Fitting
(35-115058)"**

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.

PURPOSE OF DATA

In support of major Field Repair FR-PI-00390, Rev 1

APPLICABLE REQUIREMENTS (List specific sections)

**CAR 3.71, 3.171, 3.172, 3.173, 3.174, 3.291, 3.292, 3.293, 3.294, 3.295, 3.296, 3.301
Amendment level per TCDS 3A15**

CERTIFICATION – As directed by the Administrator and in accordance with conditions and limitations of authorization under 14 CFR, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.

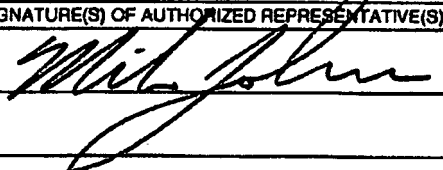


Recommend approval of these data

I (We) Therefore



Approve these data

SIGNATURE(S) OF AUTHORIZED REPRESENTATIVE(S)	NAME	CLASSIFICATION(S)	DATE
	Mike Johnson	Structural	10/1/2010



Repair Design Office

FAX

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.

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

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

APPROVED:


TIM KUCHARO

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 | 316.676.3140 | 316.671.2070 fax
CSD_RDO@hawkerbeechcraft.com | http://www.hawkerbeechcraft.com/service_support/tech_support/repair_design

REVISIONS			
REV	DESCRIPTION	DATE	APPROVED

THIS REPAIR IS BASED ON INFORMATION PROVIDED BY HAWKER BEECHCRAFT SERVICES, HOUSTON, IN DAMAGE REPORTS DATED 24 TO 28 August 2010 (REF DQ PI74433).

GENERAL NOTES

1. 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. DRILL .250 - .254 DIA HOLE FOR MISSING BOLT AS INDICATED IN Figs 1 AND 2, TAKING CARE NOT TO DAMAGE ANY SURROUNDING STRUCTURE.
2. DEBURR ALL SHARP EDGES.
3. PROTECT ANY BARE METAL WITH CHEM FILM PER MIL-DTL-5541, CLASS 1A AND PRIME WITH ONE COAT OF MIL-PRF-23377, TYPE 1, CLASS C PRIMER.
4. INSTALL NAS1428 BOLT OF SUITABLE LENGTH AND NAS1080C08 NUT IN EACH NEW HOLE. BOLT TO BE 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 38-4004.

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 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 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 NOTES SEE STANDARD DRAWING 130450		PREPARED BY J.K.M-P. (08/26/10)		Hawker Beechcraft		WICHITA, KANSAS	
GENERAL TOLERANCES (mm): X ±1 X.X ±0.5 X.XX ±0.25 ANGLES ±1°		CHKR <i>D. Park 8/27/10</i>		FIELD REPAIR- MISSING FASTENERS IN FUSELAGE, MAIN SPAR CARRY-THROUGH STRUCTURE, LOWER WING BOLT FITTING			
		LEAD ENGR <i>R. J. Brown 08/27/10</i>					
		STRUCT <i>M. Brown 8/27/10</i>					
		SPECIALIST					
GENERAL TOLERANCES (in): X.X ±0.1 X.XX ±0.03 X.XXX ±0.010 X.XXXX ±0.0010 ANGLES ±0.5°		HBC APPD <i>Don A. Kuhlman</i>		SIZE	CAGE CODE	DWG NO	REV
				A	70898	FR-PI-00386	1
				SCALE		SHEET	
				NONE		1 OF 2	

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

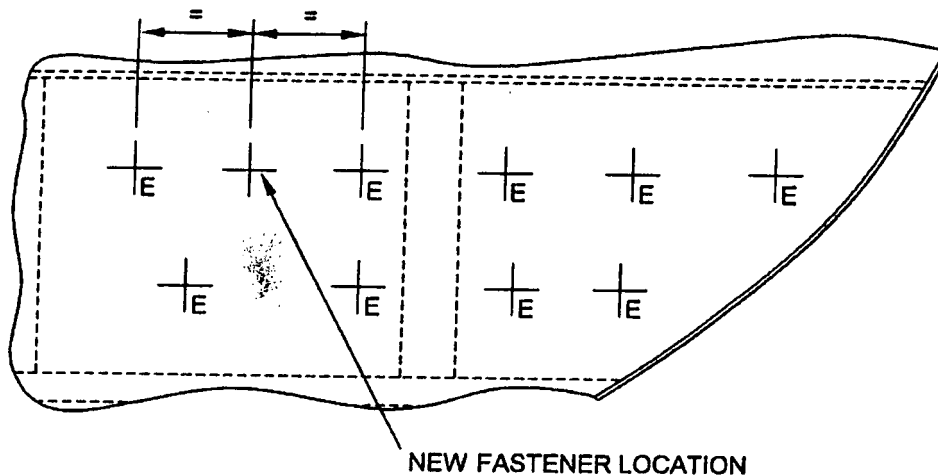
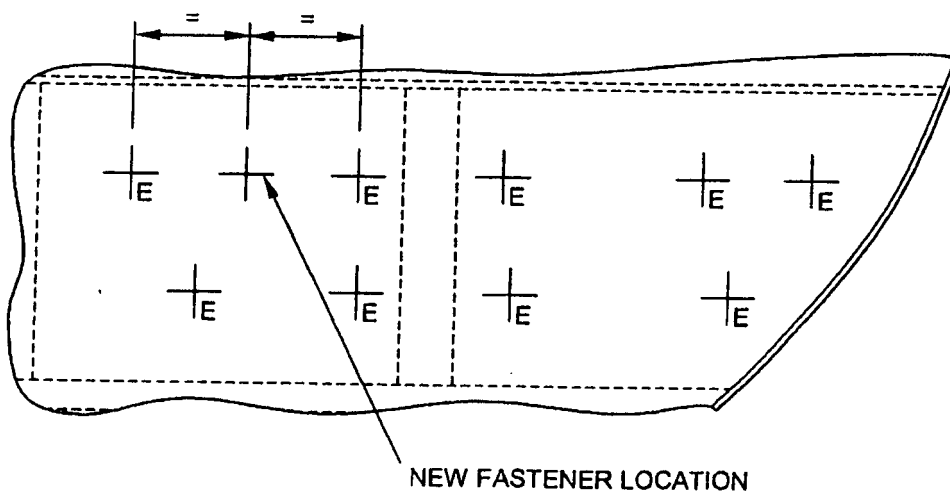


Fig 2
 DETAIL OF NEW FASTENER LOCATION
 VIEW LOOKING FORWARD ON AFT FACE OF
 LOWER CARRY-THROUGH ASSEMBLY
 SOME GEOMETRY OMITTED FOR CLARITY
 RH SHOWN, LH OPPOSITE



**HAWKER BEECHCRAFT
 CORPORATION
 WICHITA, KANSAS**

SIZE
A

CAGE CODE
70898

DWG NO
FR-PI-00386

REV
1

SCALE
NONE

TITLE PAGE RIGHTS APPLY
 SHEET **2 OF 2**

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS

FAA Project No. _____

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE Hawker Beechcraft	MODEL NO. A36	TYPE (Aircraft, Engine, Propeller, etc.) Airplane	NAME OF APPLICANT/AUTHORIZATION NO. Hawker Beechcraft Corporation ODA-230339-CE
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SUBMITTAL LETTER NO. 940-2010-03408

LIST OF DATA

IDENTIFICATION

TITLE

Field Repair
FR-PI-00386,
Rev 1

"Field Repair - Missing Fasteners In Fuselage, Main Spar Carry-Through Structure, Lower Wing Bolt Fitting"

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.

PURPOSE OF DATA

In support of major Field Repair FR-PI-00386, Rev 1

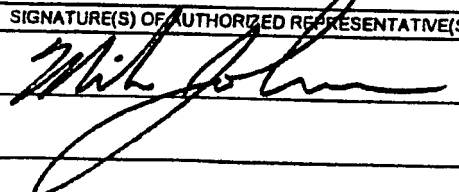
APPLICABLE REQUIREMENTS (List specific sections)

CAR 3.71, 3.171, 3.172, 3.173, 3.174, 3.291, 3.292, 3.293, 3.294, 3.295, 3.296, 3.301
Amendment level per TCDS 3A15

CERTIFICATION - As directed by the Administrator and in accordance with conditions and limitations of authorization under 14 CFR, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.

☐ Recommend approval of these data

I (We) Therefore ☒ Approve these data

SIGNATURE(S) OF AUTHORIZED REPRESENTATIVE(S)	NAME	CLASSIFICATION(S)	DATE
	Mike Johnson	Structural	8/27/2010



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

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

1. Aircraft	Make BEECH	Model A36			
	Serial No. E-2259	Nationality and Registration Mark N24AS			
2. Owner	Name (As shown on registration certificate) Riley W Kent	Address (As shown on registration certificate) PO Box 639 Fulton TX 78358-0639			
	3. For FAA Use Only				
4. Unit Identification					
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
6. Conformity Statement					
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
Pippen - York Inc. dba A Flying Machine Co. 555 Airport Road Fredericksburg TX 78624		<input type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer		FMZR327K Limited Airframe, Limited Instrument	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
Date 11-17-2007		Signature of Authorized Individual 			
7. Approval for Return To Service					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)	
	FAA Designee	X Repair Station	Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection 11-17-2007		Certificate or Designation No. FMZR327K	Signature of Authorized Individual 		

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.

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. 2120-0020

For FAA Use Only

Office Identification

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

1. Aircraft	Make BEECH	Model A36
	Serial No. E-2259	Nationality and Registration Mark N24AS
2. Owner	Name (As shown on registration certificate) Riley W Kent	Address (As shown on registration certificate) PO Box 639 Fulton TX 78358-0639

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Pippen - York Inc. dba A Flying Machine Co. 555 Airport Road Fredericksburg TX 78624	<input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	FMZR327K Limited Airframe, Limited Instrument

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

Date 11-17-2007	Signature of Authorized Individual <i>Mike Pj</i>
--------------------	--

7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	X Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 11-17-2007		Certificate or Designation No. FMZR327K	Signature of Authorized Individual <i>Mike Pj</i>	

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.

400W Series Instructions for Continued Airworthiness Document No. 190-00357-65 revision A dated 11-03-2006 and GA Antenna Series Instructions for Continued Airworthiness Document No. 190-00673-01 revision E are attached.

-----END-----

☐ Additional Sheets Are Attached



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

MPG SW17

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).

1. Aircraft	Make BEECH	Model A36
	Serial No. E-2259	Nationality and Registration Mark N24AS
2. Owner	Name (As shown on registration certificate) RILEY W KENT	Address (As shown on registration certificate) PO BOX 639 FULTON, TX 78358-0639

3. For FAA Use Only

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

Date
301 01 2003

FAA Inspector, SA/JSDO

4. Unit Identification

5. Type

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

6. Conformity Statement

A. Agency's Name and Address PIPPEN-YORK INC. dba A FLYING MACHINE CO 555 AIRPORT ROAD FREDERICKSBURG, TX 78624	B. Kind of Agency <input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. RADIO LIMITED INSTRUMENT LIMITED AIRFRAME LIMITED FMZR327K
---	--	---

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

Date

6-23-2003

Signature of Authorized Individual

[Signature]

7. Approval for Return To Service

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

☒ APPROVED

☐ REJECTED

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <i>7-21-2003</i>		Certificate or Designation No. FMZR327K	Signature of Authorized Individual <i>[Signature]</i>	

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.)

GARMIN GNS 530 GPS/NAV/COMM INSTALLATION

Revision to FAA Form 337 dated 6-23-2003.

Garmin GNS 530 GPS/NAV/COMM Pilot's Manual P/N 190-00181-00, revision C, 04/03 must be available to the pilot when using the Garmin GNS 530 GPS/NAV/COMM for navigation.

Aircraft Flight Manual Supplement dated JUL 01 2003 required for this installation.


Aircraft was flight tested on 6-23-2003 in accordance with Advisory Circular 20-138.

Removed placard "GPS FOR VFR USE ONLY".

The Garmin GNS 530 GPS/NAV/COMM is now approved for IFR Enroute, Terminal and Approach Navigation.

-----END-----

☐ Additional Sheets Are Attached

 MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				Form Approved OMB No. 2120-0020	
US Department of Transportation Federal Aviation Administration				For FAA Use Only	
				Office Identification: <i>SW-17</i>	
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).					
1. Aircraft	Make BEECH		Model A36		
	Serial No. E-2259		Nationality and Registration Mark N24AS		
2. Owner	Name (As shown on registration certificate) RILEY W KENT		Address (As shown on registration certificate) PO BOX 639 FULTON TX 78358-0639		
3. For FAA Use Only					
THE DATA IDENTIFIED HEREIN COMPLIES WITH APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE DESCRIBED AIRCRAFT SUBJECT TO CONFORMITY INSPECTION BY PERSON AUTHORIZED IN FAR 43.9 Date <u>JUN 17 2003</u> <i>[Signature]</i> FAA Inspector, SAT-FSDO					
4. Unit Identification					5. Type
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type	JUN 29 2005			
	Manufacturer				
6. Conformity Statement					
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
PIPPEN-YORK INC. dba A FLYING MACHINE CO 555 AIRPORT ROAD FREDERICKSBURG, TX 78624		<input type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer		RADIO LIMITED INSTRUMENT LIMITED AIRFRAME LIMITED FMZR327K	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
Date <i>6-10-2003</i>		Signature of Authorized Individual <i>[Signature]</i>			
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA Fit Standards Inspector	Manufacturer	Inspection Authorization		Other (Specify)
	FAA Designee	X Repair Station	Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection <i>6-23-2003</i>		Certificate or Designation No. FMZR327K	Signature of Authorized Individual <i>[Signature]</i>		

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.)

6-10-2003 BEECH A36 N24AS

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 SA00864W1.

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 SA01073W1.

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.

-----END-----

☒ 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

Instructions for Continued Airworthiness
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.

ACCEPTED

Page 1 of 3

Date: JUN 17 2003
Principal Airworthiness Inspector
SAT-FSDO

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.

✓ . 7

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

Document No.GDL 49 ICAW
Registration No. N24AS

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.

ACCEPTED

Bill R. Rucker
Date: JUN 17 2003
Principal Airworthiness Inspector
SAT-FSDO

Page 1 of 3

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.



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.

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

Document No.PXE7300-ICAW
Registration No. N24AS

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
Bill Phillips
Date: 11/17/2003
Principal Airworthiness Inspector
SAT-FSDO

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.



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

3047

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

1. Aircraft	Make Beech	Model A36
	Serial No. E-2259	Nationality and Registration Mark N24As
2. Owner	Name (As shown on registration certificate) Riley W. Kent	Address (As shown on registration certificate) 777 Taylor st. ste 1126 Fort Worth, Tx. 76102

3. For FAA Use Only

4. Unit Identification

5. Type

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Raytheon Aircraft Services 1115 Paul Wilkens Rd. San Antonio, Tx. 76102	<input type="checkbox"/> U.S. Certificated Mechanic	XA14605K Airframe Class III
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> Manufacturer	

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

Date	Signature of Authorized Individual
January 31, 1997	Dennis R. Saathoff

7. Approval for Return To Service

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

BY	FAA Flt. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection		Certificate or Designation No.	Signature of Authorized Individual	
January 31, 1997		XA14605K	Dennis R. Saathoff	

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	6.31	83.0	523.73
SECOND ROW LINERS	4.75	110.0	522.50
THIRD ROW LINERS	3.00	137.0	411.00
FOURTH ROW LINERS	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.

----- END -----

MGR	AO	ASPG	CM	SLG	PASS	EWAL
OPS		OP		AV		AW5
		AGA		AG		
OP1	OP6	RECEIVED			AW6	AW1
OP2	OP7	FEB 03 1997			AW7	AW2
OP3	OP8	FAA SAT. FSDO			AW8	AW3
OP4	OP9	AV1		AV3	AW9	AW4
OP5	OP10	AV2			AW10	AW5



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

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).

1. Aircraft	Make BEECH	Model A36
	Serial No. E-2259	Nationality and Registration Mark N 24AS
2. Owner	Name (As shown on registration certificate) RILEY W KENT	Address (As shown on registration certificate) 777 TAYLOR ST STE 1126 FT WORTH, TX 76102

3. For FAA Use Only

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

Date

10-16-95

FAA Inspector, SAT-FSDO

4. Unit Identification

5. Type

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

6. Conformity Statement

A. Agency's Name and Address PIPPEN/YORK FLYING MACHINE CO. MUNICIPAL AIRPORT PO BOX 159 BURNET, TX 78611	B. Kind of Agency	C. Certificate No.
	U.S. Certificated Mechanic	RADIO LIMITED INSTRUMENT LIMITED AIRFRAME LIMITED FMZR327K
	Foreign Certificated Mechanic	
	XX Certificated Repair Station	
	Manufacturer	

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

Date

10/9/95

Signature of Authorized Individual

Gregory A. Jell

7. Approval for Return To Service

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

BY	FAA Ft. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 10-23-95		Certificate or Designation No. FMZR327K	Signature of Authorized Individual B. J. P. =	

NOTICE

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

8. Description of Work Accomplished

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

N 24AS -

Date 10-9-95

BENDIX/KING GPS/RNAV INSTALLATION

REVISION TO FAA FORM 337 DATED 5-18-95

BENDIX/KING KLN 90B GPS/RNAV PILOT'S GUIDE P/N 006-08773-0000 DATED DEC. 1994 (OR LATER REVISION) MUST BE IMMEDIATELY AVAILABLE TO FLIGHT CREW WHENEVER NAVIGATION IS PREDICATED ON THE USE OF THE SYSTEM. OPERATIONAL REVISION STATUS (ORS) OF THE PILOT'S GUIDE MUST MATCH THE ORS LEVEL ANNUNCIATED ON THE SELF TEST PAGE. KLN 90B MEMORY JOGGER, P/N 006-08785-0000 DATED 12/94 (OR LATER APPLICABLE REVISION) CONTAINING AN APPROACH SEQUENCE, OPERATING TIPS AND APPROACH RELATED MESSAGES IS INTENDED FOR COCKPIT USE BY THE KLN 90B FAMILAR PILOT WHEN CONDUCTING INSTRUMENT APPROACHES.

AIRCRAFT FLIGHT MANUAL SUPPLEMENT DATED 10-16-95 REQUIRED FOR THIS INSTALLATION.

AIRCRAFT FLIGHT TESTED ON 5-19-95 IN ACCORDANCE WITH FAA NOTICE 8110.47.

REMOVED PLACARD "GPS NOT APPROVED FOR IFR NAVIGATION."

INSTALLED PLACARD "KLN 90B GPS/RNAV APPROVED FOR VFR AND IFR ENROUTE CATAGORIES."

END

IGR	AO	ASPM	LAN	SEC	FAO	IGR	AO	ASPM	LAN	SEC	FAO
OPS		OP ASA		AV ASA	AW5	GPS		OP ASA		AW ASA	AW5
OP1	OP6	RECEIVED			AW6	OP1	OP6	RECEIVED			AW6
OP2	OP7	OCT 24 1995			AW7	OP2	OP7	OCT 12 1995			AW7
OP3	OP8	FAA SAT. FSDO			AW8	OP3	OP8	FAA SAT. FSDO			AW8
OP4	OP9	AV1		AV3	AW9	OP4	OP9	AV1		AV3	AW9
OP5	OP10	AV2			AW10	OP5	OP10	AV2			AW10

☐ Additional Sheets Are Attached

FAA

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				Form Approved	
				OMB No. 2120-0020	
				For FAA Use Only	
				Office Identification	
				SW-07 SGT-PSSO	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).					
1. Aircraft	Make <div style="text-align: center;">BEECH</div>			Model <div style="text-align: center;">A36</div>	
	Serial No. <div style="text-align: center;">E-2259</div>			Nationality and Registration Mark <div style="text-align: center;">N 24AS</div>	
2. Owner	Name (As shown on registration certificate) <div style="text-align: center;">RILEY W KENT</div>			Address (As shown on registration certificate) <div style="text-align: center;">777 TAYLOR ST STE 1126 FT WORTH, TX 76102</div>	
3. For FAA Use Only					
4. Unit Identification					
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
6. Conformity Statement					
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
PIPPEN/YORK FLYING MACHINE CO. MUNICIPAL AIRPORT PO BOX 159 BURNET, TX 78611		<input type="checkbox"/> U.S. Certificated Mechanic		RADIO LIMITED	
		<input type="checkbox"/> Foreign Certificated Mechanic		INSTRUMENT LIMITED	
		<input checked="" type="checkbox"/> Certificated Repair Station		AIRFRAME LIMITED	
		<input type="checkbox"/> Manufacturer		FMZR327K	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
Date <div style="text-align: center; font-size: 1.2em;">5-18-95</div>		Signature of Authorized Individual <div style="text-align: center;"></div>			
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA Flt. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)	
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection <div style="text-align: center; font-size: 1.2em;">5-18-95</div>		Certificate or Designation No. <div style="text-align: center;">FMZR327K</div>	Signature of Authorized Individual <div style="text-align: center;"></div>		

NOTICE

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

8. Description of Work Accomplished

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

- N 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.

-----END-----

REF	AC	SEC	REV	DATE	REMARKS
OPS		ASA	ASA		AW5
OP1	OP6	RECEIVED		AW6	AW1
OP2	OP7	MAY 22 1995		AW7	AW2
OP3	OP8	FAA SAT. FEDO		AW8	AW3
OP4	OP9	AV1	AV3	AW9	AW4
OP5	OP10	AV2		AW10	AW5

☐ Additional Sheets Are Attached

 MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				Form Approved OMB No. 2120-0020 For FAA Use Only Office Identification CE-03 <i>and</i>	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).					
1. Aircraft	Make BEECHCRAFT		Model A36		
	Serial No. E-2259		Nationality and Registration Mark N24AS		
2. Owner	Name (As shown on registration certificate) RILEY W KENT		Address (As shown on registration certificate) 777 Taylor St Ste 1126 Fort Worth, TX 76102		
	3. For FAA Use Only				
4. Unit Identification					
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				XXX
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
6. Conformity Statement					
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
D'SHANNON BEECH MODIFICATION 650 HOG HOLLOW ROAD CHESTERFIELD, MO 63017		U.S. Certificated Mechanic		SH2R161L	
		Foreign Certificated Mechanic			
		<input checked="" type="checkbox"/> Certificated Repair Station			
		Manufacturer			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
Date 12/10/94		Signature of Authorized Individual <i>[Signature]</i>			
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA Fit Standards Inspector	Manufacturer	Inspection Authorization		
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection 12/10/94		Certificate or Designation No. SH2R161L		Signature of Authorized Individual <i>[Signature]</i>	

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.)

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

☐ Additional Sheets Are Attached

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION
STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS N24AS	2. MANUFACTURER AND MODEL Beech A36	3. AIRCRAFT SERIAL NUMBER E-2259	4. CATEGORY UTILITY
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5. AUTHORITY AND BASIS FOR ISSUANCE

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

Exceptions:

NONE

6. TERMS AND CONDITIONS

Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 39 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

REPLACEMENT
05-20-85

W. R. Reilly

DESIGNATION NUMBER
SO FSDO 13

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

FAA Form 8100-2 (8-82)

GPO 773-933

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 1-26-93

1. AIRCRAFT IDENTIFICATION

2. AIRCRAFT DESCRIPTION

3. AIRCRAFT HISTORY

4. AIRCRAFT STATUS

5. AIRCRAFT LOCATION

6. AIRCRAFT OPERATOR

7. AIRCRAFT OWNER

8. AIRCRAFT REGISTRATION

9. AIRCRAFT TYPE

10. AIRCRAFT MODEL

11. AIRCRAFT SERIAL NUMBER

12. AIRCRAFT WEIGHT

13. AIRCRAFT LENGTH

14. AIRCRAFT HEIGHT

15. AIRCRAFT WINGSPAN

16. AIRCRAFT ENGINE TYPE

17. AIRCRAFT ENGINE POWER

18. AIRCRAFT ENGINE SERIAL NUMBER

19. AIRCRAFT ENGINE MANUFACTURER

20. AIRCRAFT ENGINE MODEL

21. AIRCRAFT ENGINE HOURS

22. AIRCRAFT ENGINE OIL CHANGES

23. AIRCRAFT ENGINE MAINTENANCE

24. AIRCRAFT ENGINE REPAIRS

25. AIRCRAFT ENGINE PARTS

26. AIRCRAFT ENGINE ACCESSORIES

27. AIRCRAFT ENGINE COMPONENTS

28. AIRCRAFT ENGINE SUBSYSTEMS

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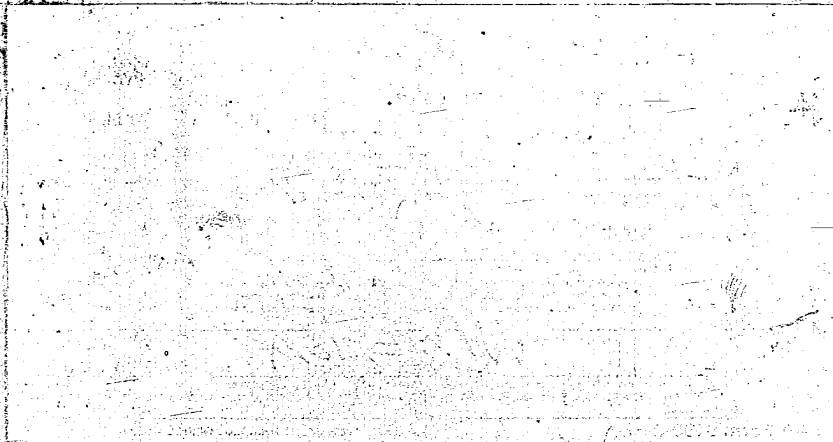
UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION
STANDARD AIRWORTHINESS CERTIFICATE


1. NATIONALITY AND REGISTRATION MARKS N 95PA	2. MANUFACTURER AND MODEL BEECH AIRCRAFT CORP. A36	3. AIRCRAFT SERIAL NUMBER E-2259	4. CATEGORY 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 safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness codes as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein. Exceptions: NONE			
6. TERMS AND CONDITIONS Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.			
DATE OF ISSUANCE REPLACEMENT 06-20-85	FAA REPRESENTATIVE <i>W. D. Sexton</i> David Sexton		DESIGNATION NUMBER SO FSDO 13

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

FAA Form 8100-2 (8-82)

U.S. GOVERNMENT PRINTING OFFICE: 1988-0-562-105



 MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)		Form Approved OMB No. 2120-0020 For FAA Use Only Office Identification 8W17 BCE																																					
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).																																							
1. Aircraft	Make	BEECH	Model	A36																																			
	Serial No.	E-2259	Nationality and Registration Mark	N24AS																																			
2. Owner	Name (As shown on registration certificate)	RILEY W KENT																																					
	Address (As shown on registration certificate)	101 S GRIMES HOBBS NM 88240																																					
3. For FAA Use Only																																							
4. Unit Identification																																							
Unit	Make	Model	Serial No.	5. Type																																			
AIRFRAME	(As described in Item 1 above)			XX																																			
POWERPLANT				<table border="1"> <tr> <td>ATC</td> <td>BTB</td> <td>UHS</td> <td>APC</td> <td>DTB</td> </tr> <tr> <td>A10</td> <td>B10</td> <td>AO</td> <td>APC</td> <td>DTB</td> </tr> <tr> <td>A20</td> <td>B1W</td> <td colspan="2">RECEIVED</td> <td>DTB</td> </tr> <tr> <td>A30</td> <td>B2W</td> <td colspan="2">JUN 16 1992</td> <td>DTB</td> </tr> <tr> <td>A4W</td> <td>B1A</td> <td colspan="2">FAA SAT-PRO</td> <td>DTB</td> </tr> <tr> <td>A2W</td> <td>A20</td> <td>ATC</td> <td>DTB</td> <td>DTB</td> </tr> <tr> <td>A3W</td> <td>A4W</td> <td>BTB</td> <td>DTB</td> <td>DTB</td> </tr> </table>	ATC	BTB	UHS	APC	DTB	A10	B10	AO	APC	DTB	A20	B1W	RECEIVED		DTB	A30	B2W	JUN 16 1992		DTB	A4W	B1A	FAA SAT-PRO		DTB	A2W	A20	ATC	DTB	DTB	A3W	A4W	BTB	DTB	DTB
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APPLIANCE	Type																																						
	Manufacturer																																						
6. Conformity Statement																																							
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.																																			
PIPPEN/YORK FLYING MACHINE CO. SUNRISE BEACH, TX 78643 915 - 388-9018 FAA C.R.S. - FMZR327K		<input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer		LIMITED RADIO LIMITED AIRFRAME FMZR327K																																			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.																																							
Date		Signature of Authorized Individual																																					
6-11-92		GREGORY A YORK <i>Gregory A York</i>																																					
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED																																							
BY	FAA Fit Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)																																			
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6-11-92		FMZR327K	GREGORY A YORK <i>Gregory A York</i>																																				

NOTICE

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

8. Description of Work Accomplished

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

Removed HK Associates HH-106 relay
Installed NAT RS08 relay interfaced to hsi, nav 1, and
loran. and installed Apollo altitude converter interfaced
to Apollo alti-trak.

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
43.

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.

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 components and systems in
the aircraft.

END

☒ Additional Sheets Are Attached

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1																																		
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY																																		
				OFFICE IDENTIFICATION PCW-FSDO <i>664</i>																																		
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.																																						
1. AIRCRAFT	MAKE <i>Beechcraft</i>	MODEL <i>A36</i>	NATIONALITY AND REGISTRATION MARK <i>N24AS</i>																																			
	SERIAL NO. <i>E-2289</i>																																					
2. OWNER	NAME (As shown on registration certificate) <i>Riley W. Kent</i>		ADDRESS (As shown on registration certificate) <i>101 S. Grimes Hobbs, NM 88240</i>																																			
3. FOR FAA USE ONLY																																						
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UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION																																	
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6. CONFORMITY STATEMENT																																						
A. AGENCY'S NAME AND ADDRESS <i>Reece Alsobrook 6309 Watauga Drive Watauga, Texas 76148</i>			B. KIND OF AGENCY <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		C. CERTIFICATE NO. <i>AIP 1480372</i>																																	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse of attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.																																						
DATE <i>Jan. 22, 1992</i>			SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Reece A. Alsobrook</i>																																			
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED																																						
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION																																			
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT																																			
DATE OF APPROVAL OR REJECTION <i>Jan 22, 1992</i>		CERTIFICATE OR DESIGNATION NO. <i>1480568613</i>	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>John F. Brucelli</i>																																			

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.

Complied with STC A2586 NM, Installation of multi-probe EGT and CHT Scanning Kit manufactured by J.P. Instruments, In accordance with FAA Approved installation manual. Weight and Balance updated _____ end _____

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10-10-68

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0-1863

1946

[illegible]

NAME	WILLIAM	DATE	1953
AGE	25	SEX	M
EDUCATION	High School	RELIGION	Catholic
OCUPATION	Student	STATUS	Single
ADDRESS	1234 Main Street, New York, N.Y.		

[illegible]

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1. The first step in the process of identifying a problem is to define the problem. This involves identifying the symptoms of the problem and determining the scope of the problem. Once the problem has been defined, the next step is to identify the causes of the problem. This involves identifying the factors that are contributing to the problem and determining the underlying causes of the problem. Once the causes of the problem have been identified, the next step is to develop a plan to address the problem. This involves identifying the actions that need to be taken to address the problem and determining the resources that will be needed to implement the plan. Once a plan has been developed, the next step is to implement the plan. This involves carrying out the actions that have been identified in the plan and monitoring the progress of the implementation. Finally, the last step in the process is to evaluate the results of the implementation. This involves assessing the effectiveness of the actions that have been taken and determining whether the problem has been resolved.

1. *Journal of the American Medical Association*, 1997; 277: 1001-1005.

2. THE NEW YORK OFFICE

10/10/1944

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ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED DATE 08-19-2010 BY 60322 UCBAW/BJS



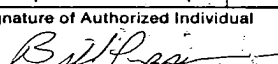
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FLOREY, CAROL ANN

FAA AC 72-4906

C - FAA AC 72-1906

☐ ADDITIONAL SHEETS ARE ATTACHED

 MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				Form Approved OMB No. 2120-0020 For FAA Use Only Office Identification SW 17 BCE																																											
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AS	BTS	URS	URS	URS	BTS																																										
A10	B10	AO			B10																																										
A30	B1W																																														
A30	B2W																																														
A1W	B1W																																														
A2W	A40	ATC																																													
A3W	A4W	BTG																																													
5. Type																																															
6. Conformity Statement																																															
TIPPEN YORR PLYING MACHINE CO. SUNRISE BEACH, TX 78643 915 - 388-9018 FAA C.R.S. - FMZR327K			B. Kind of Agency <input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer		C. Certificate No. FMZR327K																																										
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.																																															
Date 1-23-92			Signature of Authorized Individual  BILL PIPPEN																																												
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED																																															
BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)																																											
	FAA Designee	XX Repair Station	Person Approved by Transport Canada/Airworthiness Group																																												
Date of Approval or Rejection 1-23-92		Certificate or Designation No. FMZR327K	Signature of Authorized Individual  BILL PIPPEN																																												

NOTICE

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

8. Description of Work Accomplished

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

Removed 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 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 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 aircraft.

Aircraft was placard "LORAN FOR VFR USE ONLY".

-----END-----

☐ Additional Sheets Are Attached

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R-50.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION 50-13	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE Beech		MODEL A36		
	SERIAL NO. E-2259		NATIONALITY AND REGISTRATION MARK USA, N95PA		
2. OWNER	NAME (As shown on registration certificate) PRECISION AIR, INC.		ADDRESS (As shown on registration certificate) Route 4, Box 685 Manning, S.C. 29102		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
COMMANDER INSTR. & AVIONICS FAA CERTIFIED REPAIR STATION # P. O. BOX 1049 CHESTER, S. C. 29706			U.S. CERTIFICATED MECHANIC		CRS#ZE4R697M
			FOREIGN CERTIFICATED MECHANIC		
			X CERTIFICATED REPAIR STATION		
			MANUFACTURER		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE 6/14/90			SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Jeffrey A. Johnson</i>		
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		OTHER (Specify)
	FAA DESIGNEE	✓ REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION 6/14/90		CERTIFICATE OR DESIGNATION NO. CRS#ZE4R697M		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Jeffrey A. Johnson</i>	

NOTICE

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

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

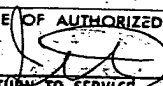
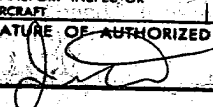
Removed 3M Model WX10A Stormscope System Display S/N ROD07501302, Processor S/N ROP10400711, and Antenna S/N 2145. Installed 3M Model WX1000+ Stormscope System Display S/N UXD10800459 into opening in pilot's instrument panel lower right vacated by the removal of the WX10A Display. Installed WX1000+ Processor 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 KCS55A 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 Multi-shielded. All work performed in accordance with AC 43.13-1A 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

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.				OFFICE IDENTIFICATION 507500 13	
1. AIRCRAFT	MAKE	BEECHCRAFT	MODEL	A-36	
	SERIAL NO.	E2259	NATIONALITY AND REGISTRATION MARK	N7243B	
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	PRECISION AIR, INC.		ROUTE 4, BOX 685 MANNING, S. C. 29102		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	(As described in item 1 above)			REPAIR	ALTERATION
POWERPLANT				XX	
PROPELLER					
APPLIANCE	TYPE		RECEIVED NOV 7 1988		
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
PRECISION AIR, INC. ROUTE 4, BOX 685 MANNING, S. C. 29102			U.S. CERTIFICATED MECHANIC		709-18
			FOREIGN CERTIFICATED MECHANIC		
			<input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION		
			MANUFACTURER		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE			SIGNATURE OF AUTHORIZED INDIVIDUAL		
NOVEMBER 04, 1988					
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNEE	<input checked="" type="checkbox"/> REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.		SIGNATURE OF AUTHORIZED INDIVIDUAL	
NOVEMBER 04, 1988		709-18			

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.)

REPLACED NOSE GEAR DOOR PN 35-410077-30. REPLACED LEFT HAND WING RIB
PN 35-115051-616. REPLACED LEFT HAND BOTTOM WING SKIN FROM STA. 66.0 TO
STA. 108.281. REPLACED RIGHT HAND TOP WING SKIN 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 FACTORY REPLACEMENT OR EQUIVALENT.

— 122 —

4. CRIME RECORDS SECTION

☐ ADDITIONAL SHEETS ARE ATTACHED

27 AUG 15 1985

Form Approved
O.M.B. No. 04-00056

No certificate may be issued unless a completed application form has been received (14 C.F.R. 21)

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				INSTRUCTIONS — Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use as attachment. For special flight permits complete Sections II and VI or VII as applicable.			
APPLICATION FOR AIRWORTHINESS CERTIFICATE							
I. AIRCRAFT DESCRIPTION	1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME (Make)	3. AIRCRAFT MODEL DESIGNATION	4. YR. MFG.	FAA ZONE		
	N7243B	BEECH AIRCRAFT CORP.	A36	1985			
	5. AIRCRAFT SERIAL NO.	6. ENGINE BUILDER'S NAME (Make)	7. ENGINE MODEL DESIGNATION				
	E-2259	Continental	IO-550-B				
8. NUMBER OF ENGINES	9. PROPELLER BUILDER'S NAME (Make)	10. PROPELLER MODEL DESIGNATION	11. AIRCRAFT IS:				
1	McCauley	D3A32C409	NEW <input type="checkbox"/> USED <input type="checkbox"/> IMPORT <input type="checkbox"/>				
II. CERTIFICATION REQUESTED	APPLICATION IS HEREBY MADE FOR: (Check applicable items)						
	A. <input checked="" type="checkbox"/> STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)						
	B. <input type="checkbox"/> SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)						
	LIMITED						
	PROVISIONAL (Indicate class)						
	RESTRICTED (Indicate operation to be conducted)						
	EXPERIMENTAL (Indicate operation(s) to be conducted)						
	SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side)						
	C. <input type="checkbox"/> MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited," as applicable.)						
	D. <input type="checkbox"/> FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE						
III. OWNER'S CERTIFICATION	A. REGISTERED OWNER (As shown on certificate of aircraft registration)						
	NAME			IF DEALER, CHECK HERE <input checked="" type="checkbox"/>			
	BEECH AIRCRAFT CORPORATION			ADDRESS 9709 East Central Wichita, Kansas 67201			
	B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)						
	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Revision No.)			AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.)			
	3A15, Rev. 75			ISSUE 85-11			
	AIRCRAFT LISTING (Give page number(s))			SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated)			
	N/A			N/A			
	C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS						
	CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173			TOTAL AIRFR/ME HOURS (Enter for used aircraft only)		EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed)	
			1:55		N/A		
D. CERTIFICATION — I hereby certify that I am the owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.							
DATE OF APPLICATION		NAME AND TITLE (Print or type)		SIGNATURE			
6-20-85		A. J. Burroughs - Staff Member Flight Inspection		<i>A. J. Burroughs</i>			
IV. INSPECTION AGENCY VERIFICATION	A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.183 (d) applies)						
	FAR PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No.)		CERTIFICATED MECHANIC (Give Certificate No.)		CERTIFICATED REPAIR STATION (Give Certificate No.)		
	AIRCRAFT MANUFACTURER (Give name of firm)						
DATE		TITLE		SIGNATURE			
V. FAA REPRESENTATIVE CERTIFICATION	(Check ALL applicable blocks in items A and B)						
	A. I find that the aircraft described in Section I or VII meets requirements for:						
	B. Inspection for a special flight permit under section VII was conducted by:						
	DATE		DISTRICT OFFICE		DESIGNEE'S SIGNATURE AND NO.		
6-20-85		WICHITA MIDO		<i>A. J. Burroughs</i> A. J. Burroughs, DOA, PC#8			
				FAA INSPECTOR'S SIGNATURE			

VI. PRODUCTION FLIGHT TESTING	A. MANUFACTURER		
	NAME		ADDRESS
	B. PRODUCTION BASIS (Check applicable item)		
	<input type="checkbox"/> PRODUCTION CERTIFICATE (Give production certificate number) <input type="checkbox"/> TYPE CERTIFICATE ONLY <input type="checkbox"/> APPROVED PRODUCTION INSPECTION SYSTEM		
C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS			
DATE OF APPLICATION		NAME AND TITLE (Print or type)	SIGNATURE
VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST	A. DESCRIPTION OF AIRCRAFT		
	REGISTERED OWNER		ADDRESS
	BUILDER (Make)		MODEL
	SERIAL NUMBER		REGISTRATION MARK
	B. DESCRIPTION OF FLIGHT		
	FROM		TO
	VIA		DEPARTURE DATE
			DURATION
	C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT		
	<input type="checkbox"/> PILOT <input type="checkbox"/> CO-PILOT <input type="checkbox"/> NAVIGATOR <input type="checkbox"/> OTHER (Specify)		
	D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:		
	E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION (Use attachment if necessary)		
F. CERTIFICATION — I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.			
DATE		SIGNATURE	
NAME AND TITLE (Print or type)			
VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)	<input checked="" type="checkbox"/> A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable		G. Statement of Conformity, FAA Form 8130-9 (Attach when required)
	<input type="checkbox"/> B. Current Operating Limitations Attached		H. Foreign Airworthiness Certification for Import Aircraft (Attach when required)
	<input type="checkbox"/> C. Data, Drawings, Photographs, etc. (Attach when required)		I. Previous Airworthiness Certificate Issued in Accordance with
	<input checked="" type="checkbox"/> D. Current Weight and Balance Information Available in Aircraft		FAR _____ CAR _____ (Original attached)
	<input type="checkbox"/> E. Major Repair and Alteration, FAA 337 (Attach when required)		J. Current Airworthiness Certificate Issued in Accordance with
	<input checked="" type="checkbox"/> F. This Inspection Recorded in Aircraft Records		FAR 21.183 (a) per 21.273 (Copy attached)

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION STANDARD AIRWORTHINESS CERTIFICATE			
1. NATIONALITY AND REGISTRATION MARKS N7243B	2. MANUFACTURER AND MODEL BEECH AIRCRAFT CORPORATION A36	3. AIRCRAFT SERIAL NUMBER 2-2259	4. CATEGORY UTILITY
<p>5. AUTHORITY AND BASIS FOR ISSUANCE This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein. Exceptions:</p> <p style="text-align: center;">★ NOTE ★</p>			
<p>6. TERMS AND CONDITIONS Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventive maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.</p>			
DATE OF ISSUANCE 6-20-85	FAA REPRESENTATIVE A. J. Burroughs	DESIGNATION NUMBER DOA, PC#8	

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

FAA AIRCRAFT REGISTRY

CAMERA NO. 2 DATE: 1-29-91



DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-2060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY OFFICE IDENTIFICATION AGL-8400-3	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE	BEECHCRAFT		MODEL	A36
	SERIAL NO.	E2259		NATIONALITY AND REGISTRATION MARK	N-7243B
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	Spectrum Aircraft Sales			6004 Dunham Springs, Road Nashville, Tenn. 37205	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				
POWERPLANT	continental	10-550-B-1	675157		X
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
EDWIN D. DURACKA AERO SERVICES INT'L INC. 5236 W. 63rd Street Chicago, Illinois 60638			<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC		AP2172085
			<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC		
			<input type="checkbox"/> CERTIFICATED REPAIR STATION		
			<input type="checkbox"/> MANUFACTURER		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE			SIGNATURE OF AUTHORIZED INDIVIDUAL		
4-17-86			<i>Edwin D. Duracka</i>		
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.		SIGNATURE OF AUTHORIZED INDIVIDUAL	
4-17-86		IA33537-40		<i>Elmer Tomasi</i>	

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.)

Changed oil and filter

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

oil as per STC #SE5879SW

☐ ADDITIONAL SHEETS ARE ATTACHED

NOV 5 1985		DEPT. OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.				OFFICE IDENTIFICATION	
1. AIRCRAFT	MAKE	Beech	MODEL	A36	
	SERIAL NO.	E-2259	NATIONALITY AND REGISTRATION MARK	N7243B	
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	Stevens Aviation, Inc.		P. O. Box 2664 Knoxville, TN 37901		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
Stevens Aviation, Inc. Metropolitan Airport Nashville, TN 37217			<input type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		4360
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE		SIGNATURE OF AUTHORIZED INDIVIDUAL			
November 1, 1985		<i>Don K.H.</i>			
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		
	FAA DESIGNEE	<input checked="" type="checkbox"/> REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
11/01/85		4360	<i>Don K.H.</i>		

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.)

Installation:

Installed KFC-200 Autopilot/Flight Director system with KCS-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, WX-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 mfr'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 altimeter 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 altimeter 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.

End

☐ ADDITIONAL SHEETS ARE ATTACHED