U.S. Department of Transportation Federal Aviation Administration

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

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

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 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: United States N6771E	Serial No.: 56271	
	Make: CESSNA	Model: 175A	Series:
2. Owner	Name (As shown on registration certificate): Walter Steige	Address (As shown on registration certificate): PO Box 900 Estes Park, CO 80517 USA	

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency			
Advanced AeroTechnologies Group, LLC 631 Buss Ave Greeley, CO 80631 USA	☒	U. S. Certificated Mechanic	☐	Manufacturer
	☐	Foreign Certificated Mechanic	C. Certificate No.	
	☐	Certificated Repair Station	2732175	
	☐	Certificated Maintenance Organization		

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

Extended range fuel per 14 CFR Part 43 App. B ☐	Signature/Date of Authorized Individual	
		George Aikens 11-January-2019

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

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

Certificate or Designation No.	Signature/Date of Authorized Individual	
CRS# 27OD157C		George Aikens 11-January-2019

FAA Form 337 (10-06)

NOTICE

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

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

United States N6771E	Jan-11-2019
Nationality and Registration Mark	Date

Installed new Stratus ESG P/N 153010-000007 s/n 076679 and WAAS GPS antenna IAW manufacturers installation manual 600840-000031 Rev. 1.5 and STC# SA04112CH and AC 43.13-2b chapter 2 for radio installations. This installation is a follow on to STC No. SA04112CH. Unit is factory new and was found to comply with FAR 43 Appendix E Paragraph (c). The installed ADS-B system was shown to meet the equipment performance requirements of 14 CFR 91.227. The weight and balance was amended accordingly. The AFMS has been included in the aircraft records. The ICA 600840-000031 Rev. 1.5 has been included in the aircraft records.

1) AC 43.13-1b, paragraphs 7-34 (hardware conforms to proper type for uses intended), 10-1 (weight and balance information provided), 11-30
(within load limits, per 11-36), 11-31, 11-32, 11-96, 11-100, and 11-103 (as applicable), 11-115, 12-1(a,b,c).
2) AC 43.13-2a, paragraphs 9, 21- as above description, 22, 23b, 23e (utilized AN grade hardware), 26(a,b,c,d,e,g).
Testing Procedures:
1) All installed systems have been ground checked and flight tested with no adverse effects to other aircraft systems.
2) VHF interference tests have been complied with and no adverse effect or interference to other aircraft systems have been found to exist.

**********Nothing Follows**********

☒ ADDITIONAL SHEETS ARE ATTACHED

Federal Aviation Administration

Memorandum

Date: MAR – 2 2016

To: See Distribution List

From: Margaret Gilligan, Associate Administrator for Aviation Safety, AVS-1
THRU: John S. Duncan, Director, Flight Standards Service, AFS-1
FOR THRU: Dorenda Baker, Director, Aircraft Certification, AIR-1

Prepared by: James Marks, ADS-B Focus Team Lead, AFS-360, (202) 267-1707

Subject: Installation Approval for ADS-B OUT Systems

The purpose of this memorandum is to explain the Federal Aviation Administration's (FAA's) policy regarding installation of Automatic Dependent Surveillance-Broadcast (ADS-B) OUT systems into civil aircraft certificated under Title 14, Code of Federal Regulations (14 CFR) Parts 23, 25, 27, 29, and their predecessor regulations, for compliance of section 91.225 and section 91.227. This memorandum replaces the memo dated October 10, 2012 on the same subject.

Note: Compliance to section 91.225 and section 91.227 requires installation of equipment meeting the performance requirements of TSO-C166b or TSO-C154c equipment after January 1, 2020.

How can the ADS-B OUT system obtain initial approval?

Initial ADS-B OUT system pairings (transmitter/GPS) must be approved for installation using the Type Certificate (TC), Amended TC (ATC), or Supplemental Type Certificate (STC) process. Consult your Aircraft Certification Office to determine the appropriate approval process for these initial installations. Once the performance of the initial pairing has been established, the FAA considers follow-on installations of the same pairing to be approved.

Organization Designation Authorization (ODA) holders can issue ATC and STC when authorized by their FAA Organization Management Team (OMT).

After initial approval, can applicable ADS-B OUT systems be installed on aircraft not covered by that approval?

Yes, ADS-B OUT systems that have previously received FAA approval and meet all of the following conditions may be installed and returned to service on other aircraft without further data approval:

Note: If an Approved Model List (AML) STC is available that provides for the installation of specific ADS-B transmitter and GPS pairings on listed aircraft, consider using the data from that AML STC for the ADS-B OUT system installation.

Note: Some elements of an ADS-B OUT installation may not meet the definition of a minor alteration, such as the installation of antenna(s) that penetrate a pressure vessel. Such installation elements may require additional data from the aircraft manufacturer or other FAA approved data. Reference Attachment 1 of this memorandum, *ADS-B OUT Alteration Flowchart* for guidance on determining the eligibility of ADS-B OUT installations covered by this policy.

a. The ADS-B OUT equipment is manufactured under TSO-C166b or TSO-C154c;

b. The Global Navigation Satellite System (GNSS) position sensor is manufactured under TSO-C129 or later, TSO-C145a/C146a or later, or TSO-C196 or later;

c. The installer has a statement of compliance from the applicable manufacturer(s) or STC holder that the equipment (self-contained) or specific equipment pairing (ADS-B OUT transmitter and GNSS position sensor) have been shown, via TC, Amended TC, or STC, to comply with all section 91.227 requirements. This statement of compliance may be included in the applicable installation instructions. The installation instructions must address how the equipment is to be installed and maintained to comply with not only the applicable TSOs but also section 91.227 requirements;

d. The installer has documentation from the STC holder(s) (per section 91.403(d)) that indicates the owner/operator of the aircraft has permission to use the STC data for the alteration;

e. The ADS-B OUT equipment, GNSS position sensor, and interconnect wiring are connected in accordance with the applicable manufacturer's or STC installation instructions;

f. The installation is performed in accordance with documentation from the manufacturer(s) or STC holder indicating what configuration settings, if applicable, are to be used for the ADS-B OUT system to meet section 91.227 requirements which include, but may not be limited to:

   (1) FAA assigned Mode S/International Civil Aviation Organization (ICAO) code address (hexadecimal/octal format) associated with current aircraft registration;

   (2) Emitter Category (ref. AC 20-165, Chapter 3);

   (3) System Integrity Level (SIL);

   (4) System Design Assurance (SDA);

   (5) Flight Identification (e.g., N-number); and

   (6) GNSS sensor settings required to correctly communicate with the ADS-B OUT equipment

g. The installation is performed in accordance with 14 CFR Part 43. Acceptable methods, techniques, and practices may be found in AC 43.13-2B;

h. The installed ADS-B OUT system has been verified to comply with both the system configuration and equipment performance requirements of section 91.227. The system configuration aspects of section 91.227 requirements include the ICAO code address, emitter category, SIL, SDA, flight identification, etc. Performance aspects of section 91.227 requirements include Navigation Integrity Category (NIC), Navigation Accuracy Category for Position and Velocity (NACp and NACv), etc. Acceptable compliance verification methods include:

(1) Operational Flight Evaluation. Conduct an operational flight evaluation (OFE) per section 91.407(b) and request an FAA ADS-B compliance report at the following email address 9-AWA-AFS-300-ADSB-AvionicsCheck@faa.gov. Include the aircraft's registration number (N-number) and the ADS-B transmitter and GPS equipment make/model information when submitting requests to the FAA for ADS-B OUT system OFE performance checks. Following receipt of the applicable OFE compliance report the installer must verify the installed ADS-B OUT system complies with all section 91.227 performance requirements and the system configuration is correct for the aircraft; or

(2) Ramp Test Equipment (ref. section 91.407(c)). Use ramp test equipment to verify proper system configuration and compliance with section 91.227 equipment performance requirements.

i. The ADS-B OUT alteration must be documented in the aircraft maintenance record per section 43.9(a) and include the statement, "The installed ADS-B OUT system was shown to meet the equipment performance requirements of 14 CFR section 91.227."

Submit a FAA Form 337 to document ADS-B OUT alterations. On Form 337, Block 8, include the following compliance statement, "The installed ADS-B OUT system was shown to meet the equipment performance requirements of 14 CFR section 91.227" along with the applicable ADS-B OUT transmitter and GPS make/model information. Submit the completed Form 337 to the Aircraft Registration Branch, AFS-750, P.O. Box 25504, Oklahoma City, Oklahoma 73125. The Form 337 can be submitted directly without FAA approval in Block 3.

Note: ADS-B OUT alterations performed on aircraft operated by certificated operators may be documented in a manner acceptable to the Administrator.

Can ADS-B OUT systems that do not meet the requirements for installation without further data approval be installed?

Yes, an ADS-B OUT system that fails to meet the requirements for installation without further data approval (as discussed above) must be performed using approved data through appropriate means (See FAA Order 8300.16, *Major Repair and Alteration Data Approval* for data approval means). Document applicable ADS-B OUT major alterations, per section 43.9, and include the required statements and equipage information specified in the above section in the aircraft maintenance record and on Form 337, Block 8.

Does installation of an ADS-B Out system require revision of the Aircraft Flight Manual (AFM)?

Yes, following installation of a compliant ADS-B OUT system the General section of the AFM must be revised to include the following statement, "The installed ADS-B OUT system has been shown to meet the equipment performance requirements of 14 CFR 91.227." Applicable AFM revisions do not require FAA approval.

Can a TC holder modify their aircraft design for ADS-B OUT under a minor change in type design?

Yes, on those aircraft with existing equipment which can be modified to comply with ADS-B OUT performance requirements and which meet the criteria for a minor alteration as specified in this memorandum. Some installations may not constitute a major change in type design, so the use of a TC amendment or STC is an acceptable method for approval. Once a specific ADS-B OUT system pairing receives a design approval, use of this same pairing on a different aircraft type is a minor aspect of the design change. If other aspects of the design change are evaluated and determined to be minor, the overall design change may be made as a minor change to type design. Pursuant to 14 CFR section 21.95, minor changes in type design may be approved under a method acceptable to the FAA before submitting to the FAA any substantiating or descriptive data.

For aircraft requiring initial installation of ADS-B OUT equipment, consult your Aircraft Certification Office regarding applicability for a major change in type design.

Under FAA Order 8100.15B, *Organization Designation Authorization Procedures* qualified ODA holders can issue ADS-B OUT approvals without first getting FAA approval. (For additional information, see FAA Policy Memo No. AIR100-15-140-DM30 and AIR100-15-140-DM37 under http://rgl.faa.gov.)

Who should I contact for questions about this policy memorandum?

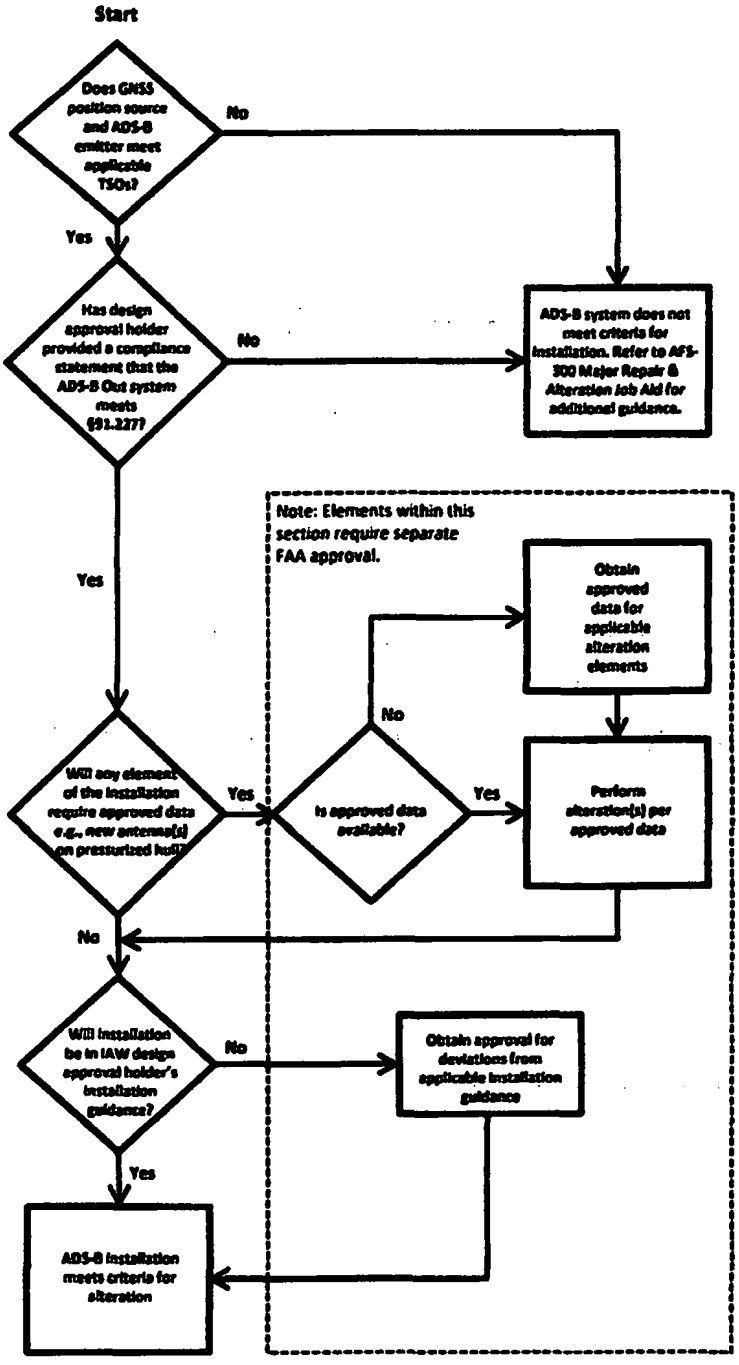
Mr. James Marks (AFS-360), Phone: (202) 267-1707, email: james.marks@faa.gov

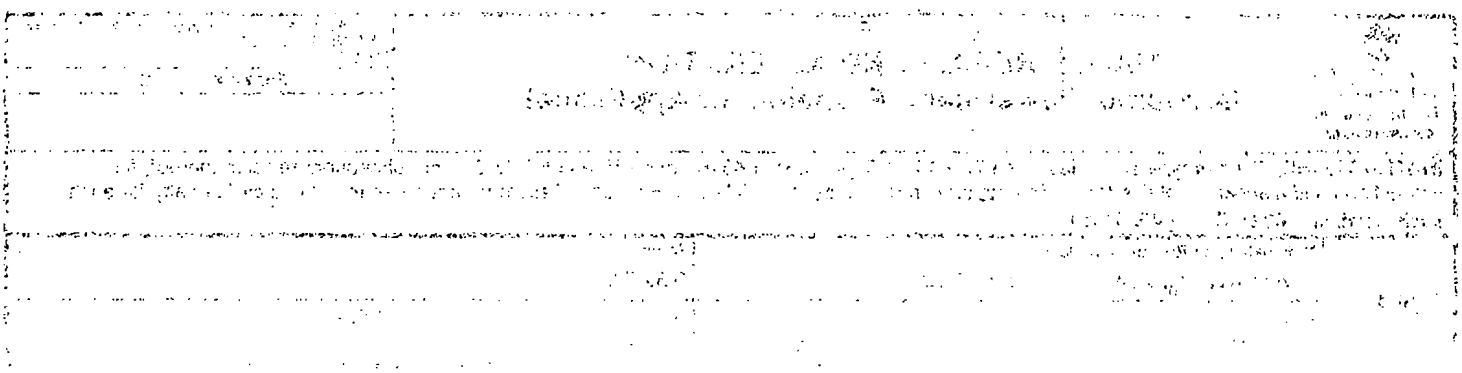
Mr. Alejandro Rodriguez (AIR-130), Phone: (202) 267-8692, email: Alex.J.Rodriguez@faa.gov.

Distribution List:

Managers, All Aircraft Certification Offices Managers,
Managers, All Flight Standards District Offices
Managers, All Aircraft Evaluation Groups
Managers, All Manufacturing Inspection District Offices
Manager, Transport Standards Staff, ANM-110
Manager, Small Airplane Directorate Standards Office, ACE-110
Manager, Rotorcraft Directorate Standards Staff, ASW-110
Manager, Engine and Propeller Directorate Standards Staff, ANE-110
Manager, Air Transportation Division, AFS-200
Manager, Flight Technologies and Procedures Division, AFS-400
Manager, General Aviation and Commercial Division, AFS-800

Attachment 1
ADS-B Alteration Flow Chart





US Department of Transportation
Federal Aviation Administration

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

RAH

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
NM-DEN-FSDO

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. 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: Cessna	Model: 175A
	Serial No.: 56271	Nationality and Registration Mark: USA N6771E
2. Owner	Name *(As shown on registration certificate)*: Walter E. Steige Jr.	Address *(As shown on registration certificate)*: P.O. Box 900, Estes Park, CO 80517

3. For FAA Use Only

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

NM-DEN-FSDO — NMDENFSDO — 12-19-01 — DATE — SIGNATURE OF FAA INSPECTOR

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

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Freedom Avionics Company Hgr #3 Jeffco Airport Broomfield, CO 80021	U.S. Certificated Mechanic	CRS#FDBR221K Radio Class I & II Class III & Instr. Limited
	Foreign Certificated Mechanic	
	X Certificated Repair Station	
	Manufacturer	

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

Date	Signature of Authorized Individual	
November 26, 2001	CE Allen	Installation Inspector

7. Approval for Return To Service

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

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

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
December 20, 2001	FDBR221K	CE Allen

FAA Form 337 (12-88)

NOTICE

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

8. Description of Work Accomplished

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

AIRCRAFT MAKE: CESSNA AIRCRAFT MODEL: 175A

AIRCRAFT S/N: 56271 AIRCRAFT REG. #: N6771E

Install P S Engineering model PM-1000 II Intercom system in provide radio panel space at station in accordance with manufacturer's Installation Manual, Document Number 200-123-0001, Revision 1 , dated December 2000 and the acceptable methods, techniques and practices contained in AC 43.13-2A, Chapter 2, paragraph 21, 22, 23 and 27, figures 2.1 and 2.2.

Wiring utilized is Tefzel Mil Spec # W22759 and 27500.

Power supplied to unit from aircraft power buss via resettable circuit breaker, Klixon P/N: 7277-2-1 ampere as called for by the manufacturer. Placard Circuit Breaker as "ICS".

Maintenance of the P S Engineering PM-1000 II Intercom is on condition only. Periodic airworthiness maintenance of the PM-1000 II Intercom is not required.

Perform ground test evaluations and operational checks of installed unit in accordance with manufacturer's specifications with no objectionable interference or EMI found to effect other aircraft systems.

Amend aircraft weight and balance and equipment list.

Install Operator's Manual in aircraft paperwork.

Details of this installation are on file at Freedom Avionics Co., Hgr. #3, Jeffco Airport, 11915 Airport Way, Broomfield, CO. 80021 under Work Order # 11623.

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

☐ Additional Sheets Are Attached

☆U.S.G.P.O. 1990-761-753

US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

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

1. Aircraft	Make: Cessna	Model: 175A
	Serial No.: 56271	Nationality and Registration Mark: N6771E
2. Owner	Name *(As shown on registration certificate)*: Walter Stiege	Address *(As shown on registration certificate)*: PO Box 900, Estes Park, CO 80517

3. For FAA Use Only

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

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
AirWest Flight Center 10383 N 85th Street Longmont CO 80503	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	523884251 IA

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

Date	Signature of Authorized Individual
11 May 2001	

7. Approval for Return To Service

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

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

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
11 May 2001	523884251 IA	

FAA Form 337 (12 89)

NOTICE

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

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

Installed STC SA2067NM, BAS Shoulder Harness System, TSO-C22F in accordance with BAS Report 1100, BAS Report 1502, BAS Report 1302. Weight and Balance changes negligible.

☐ 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
ANMFSDO-03

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: CESSNA	Model: 175A
	Serial No.: 56271	Nationality and Registration Mark: N6771E
2. Owner	Name *(As shown on registration certificate)*: STEIGE WALTER E JR STEIGE PATRICIA A	Address *(As shown on registration certificate)*: 2247 ARCTIC CIRCLE ANCHORAGE AK 99503

3. For FAA Use Only

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

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
DAVID SWIETER 5212 CESSNA DRIVE LOVELAND, CO 80538	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	523885230

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
JULY 28, 1997	David C Swieter

7. Approval for Return To Service

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

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

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
JULY 28, 1997	505904232	Daniel L. Ingram

FAA Form 337 (12 88)

NOTICE

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

8. Description of Work Accomplished

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

JULY 28, 1997 CESSNA 175 N6771E

Removed Induction Air Filter, Cessna Pt. #120009.

Installed Brackett Filter Assembly Pt. #BA-101 in accordance with Brackett Aircraft Company Inc. STC SA71GL.

No change to aircraft weight & balance.

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

☒ Additional Sheets Are Attached

United States of America

Department of Transportation — Federal Aviation Administration

Supplemental Type Certificate

Number SA71GL

This certificate, issued to Brackett Aircraft Company, Inc.
7045 Flightline Drive
Kingman, Arizona 86401

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

Original Product — Type Certificate Number: * *See attached FAA Approved Model List (AML)
Make: * No. SA71GL for list of approved aircraft
Model: * models and applicable airworthiness regulations.

Description of Type Design Change: Installation of air filters in accordance with AML No. SA71GL, dated April 17, 1995, or later FAA approved revision.

Limitations and Conditions: Approval of this change in type design applies to the above aircraft model(s) only. This approval should not be extended to aircraft of this model on which other previously approved modifications are incorporated unless it is determined that the interrelationship between this change and any of those other previously approved modifications will introduce no adverse effect upon the airworthiness of that aircraft. A copy of this Certificate and FAA Approved Model List (AML) No. SA71GL dated April 17, 1995, or later FAA approved revision must be maintained as part of the permanent records for the modified aircraft.

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

Date of application: January 9, 1975 *Date issued:* March 3, 1983

Date of issuance February 21, 1975 *Date amended:* April 17, 1995

By direction of the Administrator

(Signature)

Manager, Propulsion Branch
Los Angeles Aircraft Certification Office
(Title)

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

This certificate may be transferred in accordance with FAR 21.47.

FAA Form 8110-2 (10-68)

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 ANMFSDO-03

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 CESSNA	Model 175A
	Serial No. 56271	Nationality and Registration Mark N6771E
2. Owner	Name *(As shown on registration certificate)* STEIGE WALTER E JR STEIGE PATRICIA A	Address *(As shown on registration certificate)* 2247 ARCTIC CIRCLE ANCHORAGE AK 99503

3. For FAA Use Only

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

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
DAVID SWIETER 5212 CESSNA DRIVE LOVELAND, CO 80538	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	523885230

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
JULY 28, 1997	David C. Swieter

7. Approval for Return To Service

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

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

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
JULY 28, 1997	505904232	Daniel L. Ingram

FAA Form 337 (12 88)

NOTICE

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

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

JULY 28, 1997 CESSNA 175 N6771E

Removed Voltage Controller Pt. #D4FF-10316-CA. Installed Zeftronics Voltage Controller Pt. #15100 in accordance with Tovya Group, Inc. dba Zeftronics STC #SA8031SW, and Zeftronics Drawing #Z00IDC, Rev. A, dated 4-2-93.

No change to aircraft weight & balance.

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

☒ Additional Sheets Are Attached

*U.S. GOVERNMENT PRINTING OFFICE: 1993—769—012/60157

United States of America

Department of Transportation — Federal Aviation Administration

Supplemental Type Certificate

Number SA8031SW

This certificate issued to Tovya Group, Inc. dba Zeftronics
1622 E. Whaley St.
Longview, TX 75601-6830

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

Original Product — Type Certificate Number: * *See
Make: * attached FAA Approved Model List
Model: * No. SA8031SW for list of approved aircraft and certification data.

Description of Type Design Change:
Installation of Zeftronics Alternator Controller Unit P/N R15100 (Product Configuration File Z0CPCF), or R15V00 (Product Configuration File Z0DPCF), in accordance with Zeftronics Drawing Z00IDC, dated 1/31/91 (R15100), or Z00IDD, dated 1/31/91 (R15V00),or later FAA approved revision.

Limitations and Conditions:
Compatibility of this modification with previously installed equipment must be determined by the installer.

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

Date of application: January 31, 1991
Date issued:
Date of issuance: May 28, 1991
Date amended: 01/06/92, 11/17/92, 1/6/94 Rev. 3

By direction of the Administrator

Mark R. Schilling (Signature)
Mark R. Schilling, Manager
Special Certification Office
(Title)

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

This certificate may be transferred in accordance with FAR 21.47.

FAA Form 8110-2 (10-68)

R15100
14V
R15V00
VR:14V, OV:16V.

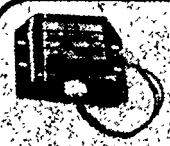
14Vdc VOLTAGE REGULATOR
REPLACES
CESSNA: C611001-0201,-0101/2
FORD: D4FF-10316-BA, CA.
ELECTRODELTA: VR600,

R15V00 is a combination of R15100 (C611001-0201,Voltage Regulator) & V11100 (C593001-0101, OV Sensor).

R15100 Rev A
R15V00 Rev A

14Vdc VOLTAGE REGULATOR
SELF-PROTECTING versions of
R15100 & R15V00.

has field-ground short protection and on unit system FAULT / FUNCTION INDICATOR light to show condition of alternator switch / field-rotor / wiring, & voltage regulator.



R25101
27.7V
R25102
28.8V

28Vdc VOLTAGE REGULATOR
REPLACES
CESSNA: C611004-0101 (27.7V)
CESSNA: C611002-0102/5 (27.7V)
CESSNA: C611004-0102 (28.8V)
ELECTRODELTA: VR500-0101,-0102

For OV Relay, V25101 (C593001-0101)

R25101 Rev A
R25102 Rev A

28 Vdc VOLTAGE REGULATOR
REPLACES
C611004-0101 & C611004-0102

Have field to ground short protection and on unit FIELD FAULT INDICATOR light to show if alternator's field or field wiring is grounded. ***SELF PROTECTING***

1-800-362-8985

SOME UNITS COME WITH BUILT-IN TEST LIGHT

ASK YOUR DISTRIBUTOR

V11100
16V. 0.2A

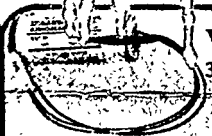
16Vdc OVER-VOLTAGE SENSOR
REPLACES
CESSNA: C593001-0101
Other mfr P/N: EM235. 0800002. OS60-0101. 0337

V11100 can be used with CESSNA: C611001-0201, -0101/2, VR600, R15100, and R15100 Rev A.

V1510A
16V. 5.0A

16Vdc OVER-VOLTAGE SENSOR
REPLACES
PIPER: 450393,450397,550380.
Other mfr P/N: B00339, B00289, X16799, X17621, OS75-14, FOC4002A,B.

V1510A can be used with 14Vdc V.Regulators like R1510N and R1510L.



V25101
32V. 5.0A

32Vdc OVER-VOLTAGE SENSOR
REPLACES
CESSNA: C593003-0101, -0102
ELECTROMECH: EM233,2057.
ELECTRODELTA: OS100-0101/2.

V25101 can be used with P/N: C611004-0101/2, VR500, R25101, R25102, & R25101 / R25102 rev A.

V2510A
32V. 5.0A

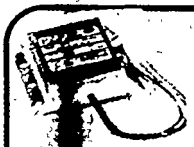
32Vdc OVER-VOLTAGE SENSOR
Replaces
PIPER: 484182, 584043, 550382
Other mfr P/N: FOC4003A,B OS75-28, X17634, 74804, X41530.

V2510A can be used with 28Vdc V.Regulators VSF7403, B00286, etc.

ZEFTRONICS

VSF7203 = R1510N. VSF7403 = R2510N

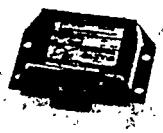
CALL: 1-800-362-8985



EQ1500 =12V
EQ2500 =24V

PARALLELING RELAYS.
EQ1500 for 12Vdc Generators.
Delco-Remy: 1116887,

EQ2500 for 24Vdc Generators.
Replaces Delco-Remy 1116902.



R1510N
14V

14V VOLTAGE REGULATOR
REPLACES
PRESTOLITE: VSF7201,2,3,4.
ELECTRODELTA: VSF7203A.
PIPER: 550-383. TCM: 649684-1.

FOR OV RELAY USE V1510A. Unlike VSF7203, R1510N is a repairable unit.

R15V0N =14V
R25V0N =28V

ALTERNATOR CONTROLLER

COMBINES V.Regulator, OV relay, Low/OV Sensor & Indicator in one.

Recommended for use in single engines with VSF7203 or VSF7403, e.g. BELLANCA, etc.

R2510N
28V

28V VOLTAGE REGULATOR
REPLACES
PRESTOLITE: VSF7401,2,3,4.
ELECTRODELTA: VSF7403A.
PIPER: 550-381. TCM: 649684-2.

FOR OV RELAY USE V2510A. Unlike VSF7403, R2510N is a repairable unit.

MORE PRODUCTS TO COME

CUSTOM DESIGN FOR OEM & KIT PLANE BUILDERS: 903-758-6661.

MORE PRODUCTS TO COME

R1510L = 14V
R15V0L
VR = 14V. OV = 16V

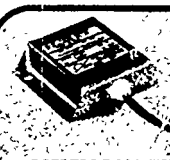
14V VOLTAGE REGULATOR
REPLACES
R1510L = PAC# 484-121, 68804-003 VR200/A, B00331, B00267, X16300B.

R15V0L = PAC# 557-337, B00371,
Has Built-in field-ground short protection, fault / function light (on unit system trouble-shooting light).

R15300
VR=14V, OV=16V
R1530B

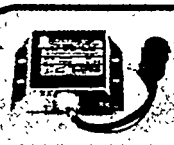
14V VOLTAGE REGULTOR
REPLACES
Mooney: 880016-503, 800207-505, VR415=R15300 880016-501, EM2073, VR414, 20082 = R1530B
Beech: 35-380093-1,2,3. B00403-1 = R1530B 20053, 20065, 20137, 20437, EM2073-1 = R1530B

Has Built-in field-ground short protection, fault / function light (on unit self/system trouble-shooting light).



R25DR
=28V

28V VOLTAGE REGULATOR
REPLACES
Delco-Remy: 9000591
Used on CESSNA, PIPER, BEECH.
Has field to ground short protection and on unit FIELD FAULT INDICATOR light to show if alternator's field or field wiring is grounded. ***SELF PROTECTING***



R25400
28V

ALTERNATOR CONTROLLER
REPLACES
Cessna: C611005-0101,-0102,-0103
Electrodelta: VR515F, G.
R25400 has built-in field-to-ground short protection, & on unit FAULT /FUNCTION indicator light to show condition of ACU, and Alternator switch, field winding and wiring.

ZEFTRONICS

Electrical Charging Systems Solutions.

ZEFRO96-1.PUB

1622 East Whaley Street,
Longview, TX 75601. USA.
Tech help; 903-758-6661
Fax: 903-236-9766

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 ANRP600-08

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. 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: CESSNA	Model: 175
	Serial No.: 56271	Nationality and Registration Mark: N6771E
2. Owner	Name *(As shown on registration certificate)*: STEIGE WALTER E JR STEIGE PATRICIA A	Address *(As shown on registration certificate)*: 2247 ARCTIC CIRCLE ANCHORAGE AK 99503

3. For FAA Use Only

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

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
DAVID SWIETER 5212 CESSNA DRIVE LOVELAND, CO 80538	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	523885230

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
JULY 28, 1997	David C Swieter

7. Approval for Return To Service

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

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

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
JULY 28, 1997	505904232	David L Swieter

FAA Form 337 (12 88)

NOTICE

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

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

JULY 28, 1997 CESSNA 175 N6771E

Removed Continental Engine model GO-300-C, serial #12021-9-C and McCauley Propeller model 1B175, serial #71144.

Installed Lycoming Engine model 0-360-A1A, serial #L-7383-36A and Hartzell Propeller model HC-C2YK-1BF, serial #CH5658E in accordance with Barbara or Bob Williams STC #SA424CE. Installation was accomplished using MASA Drawing List #17500 dated March 3 1978.

Aircraft Equipment List was amended as required. Aircraft was weighed after completion of alteration. Weight & balance changes were as follows:

Before alteration:	Empty Weight -	1521.1
	C.G. -	37.97
	Useful Load -	828.9
After alteration:	Empty Weight -	1511.0
	C.G. -	37.91
	Useful Load -	839.0

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

☒ Additional Sheets Are Attached

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

United States of America

Department of Transportation — Federal Aviation Administration

Supplemental Type Certificate

Number SA424CE

This certificate, issued to Barbara or Bob Williams 316-782-3851
Box 431, 213 N. Clark 800-752-0748
Udall, Kansas 67146

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

Original Product — Type Certificate Number: 3A17

Make: Cessna

Model: 175, 175A and 175B (landplane)

Description of Type Design Change: Installation of Lycoming O-360-A1A or O-360-A1D engine and Hartzell HC-C2YK-1A/7666-2, HC-92ZK-8D/8447-12A or McCauley 2D36C14/78KM-4 propeller.

Data Required: Doyn Drawing List No. SA424CE approved September 25, 1969, or later FAA approved revisions and a copy of this certificate; or MASA Drawing List No. 17500 dated January 31, 1978, or later FAA approved revisions and a copy of this certificate.

Limitations and Conditions: This approval should not be extended to other specific airplanes of these models on which other previously approved modifications are incorporated unless it is determined that the interrelationship between this change and any of those other previously approved modifications will introduce no adverse effect upon the airworthiness of the airplanes. (See Continuation Sheets 2 through 4.)

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

Date of application: January 28, 1966

Date issued: July 1, 1975; September 5, 1979

Date of issuance: May 6, 1966

Date amended: September 25, 1969; September 3, 1976; January 31, 1978

By direction of the Administrator

Lawrence A. Herron
(Signature)

for BARRY D. CLEMENTS
Chief, Wichita Engr. & Mfg. District Office
(Title)

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

SIGNED [signature] AND NO OTHER. ANY OTHER USE CONSTITUTES FRAUD.

ORMATION CONTAINED HEREIN IN REGARD TO STC SA424CE IS THE PROPERTY OF BOB OR BARBARA WILLIAMS. REPRODUCTION OF ANY DRAWING USE THEREOF IS PERMISSIBLE ONLY AS PROVIDED BY CONTRACT OR EXPRESSLEY AUTHORIZED IN WRITING BY BOB OR BARBARA WILLIAMS. THIS KET IS AUTHORIZED ONLY TO BE USED ON AIRCRAFT N 6711E SN 56271

THIS SIL UNDER LICENSE AGREEMENT TO BUSH CONVERSIONS, BOX 431, UDALL, KS 6/146

United States of America
Department of Transportation—Federal Aviation Administration

Supplemental Type Certificate

(Continuation Sheet)

Number SA424CE

The conditions and limitations of Aircraft Type Certificate Data Sheet No. 3A17 apply except as follows:

Engine: Lycoming O-360-A1A or O-360-A1D.

Fuel: 91/96 minimum grade aviation gasoline.

Engine Limits: Model 175 and 175A
For all operations 2700 r.p.m. (180 hp.)

Model 175B
Takeoff (5 minutes) 2700 r.p.m. (180 hp.)
Maximum continuous 2550 r.p.m. (175 hp.)

Propeller and Propeller Limits:

1. (a) Hartzell HC-C2YK-1A/7666A-2 or /7666-2

   (b) Hartzell HC-C2YK-1B/7666A-2 or /7666-2

   Diameter: Not over 74 in., not under 72 in.

   Placard: "Avoid continuous operation between 2000 and 2250 r.p.m."

   Pitch Settings at 30-in. station: Low 14°
   High 29° ±1°

   Governor: Hartzell F-3-1 or F-3-1A

   Spinner Assembly: Hartzell 835-21P (required)

2. Hartzell HC-92ZK-8D/8447-12A

   Diameter: Not over 72 in., not under 70.5 in.

   Placard: None

   Pitch Settings at 30 in. station: Low 13°
   High 27°

   Governor: Hartzell D-1-1 or D-1-5

   Spinner Assembly: Hartzell 835-6 (required)

FORMATION CONTAINED HEREIN IN REGARD TO STC SA424CE IS THE PROPERTY OF BOB OR BARBARA WILLIAMS. REPRODUCTION OF ANY DRAWING USE THEREOF IS PERMISSIBLE ONLY AS PROVIDED BY CONTRACT OR EXPRESSLEY AUTHORIZED IN WRITING BY BOB OR BARBARA WILLIAMS. THIS KET IS AUTHORIZED ONLY TO BE USED ON AIRCRAFT N 6771E SN 52271 AND NO OTHER. ANY OTHER USE CONSTITUTES FRAUD.
SIGNED

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

FAA FORM 8110-2-1 (10-69) *This certificate may be transferred in accordance with FAR 21.47.*

United States of America

Department of Transportation—Federal Aviation Administration

Supplemental Type Certificate

(Continuation Sheet)

Number SA424CE

3. McCauley 2D36C14/78KM-4

Diameter: Not over 74 in., not under 72 in.

Placard: "Avoid continuous operation while descending between 2250 and 2550 r.p.m. with manifold pressure settings below 15 inches mercury."

Pitch Settings at 30 in. station: Low 12.7°
High 27.5° ±1°

Governor: McCauley C290D3/T18

Spinner: McCauley D-2137 (required)

Powerplant Instrument Markings: Tachometer (red line) 2700 r.p.m.

Cessna 175B (yellow arc) 2550 - 2700 r.p.m.

Hartzell HC-C2YK-1A/7666-2 or HC-C2YK-1B/7666-2 (red arc) 2000 - 2250 r.p.m.

Oil Temperature Gage: 245° F. (red line)

Oil Pressure Gage:	Minimum	25 p.s.i.	(red line)
	Maximum	100 p.s.i.	(red line)
	Normal	60 to 90 p.s.i.	(green arc)
Fuel Pressure Gage:	Minimum	0.5 p.s.i.	(red line)
	Maximum	8.0 p.s.i.	(red line)
	Normal	3 to 5 p.s.i.	(green arc)

Oil Capacity: 8 qts. @ -22 (unusable 2 qts.) See Note 1 for data on system oil.

Current weight and balance report, together with list of equipment included in certificated empty weight and loading instructions, when necessary must be provided for each aircraft at the time of modification. The certificated unusable fuel and oil are as follows:

Oil	Fuel
4 lbs. @ -22	54 lbs. (+46) Model 175
4 lbs. @ -22	60 lbs. (+46) Model 175A, 175B

USE THEREOF IS PERMISSIBLE ONLY AS PROVIDED BY CONTRACT OR EXPRESSLEY AUTHORIZED IN WRITING BY BOB OR BARBARA WILLIAMS. THIS
CKET IS AUTHORIZED ONLY TO BE USED ON AIRCRAFT N 6271E SN 5627I AND NO OTHER. ANY OTHER USE CONSTITUTES FRAUD.
SIGNED

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

United States of America
Department of Transportation—Federal Aviation Administration

Supplemental Type Certificate

(Continuation Sheet)

Number SA424CE

The following information must be displayed in the form of composite or individual placards.

1. Above the fuel pump switch:
   * "Fuel Pump - Pull On"

2. On the dome light fuse placard:
   * "Fuel Pump"

3. On nav light fuse placard:
   * "Nav and Starter"

4. In close proximity to the tachometer:
   "Avoid continuous operation while descending between 2250 and 2550 r.p.m. with manifold pressure settings below 15 inches mercury."

   (on aircraft equipped with 2D36C14/78KM-4 McCauley propeller)

5. Tachometer marking 175B only:

   (a) If graduated dial is marked, yellow arc between 2550 and 2700.

   (b) If glass is marked, yellow arc between 2550 and 2700, white slip mark, and placard on glass maximum continuous r.p.m. 2550.

6. In close proximity to the tachometer:
   "Avoid continuous operation between 2000 and 2250 r.p.m."

   (on aircraft equipped with HC-C2YK-1A/7666-2 Hartzell propeller)

INFORMATION CONTAINED HEREIN IN REGARD TO STC SA424CE IS THE PROPERTY OF BOB OR BARBARA WILLIAMS. REPRODUCTION OF ANY DRAWING OR USE THEREOF IS PERMISSIBLE ONLY AS PROVIDED BY CONTRACT OR EXPRESSLEY AUTHORIZED IN WRITING BY BOB OR BARBARA WILLIAMS. THIS PACKET IS AUTHORIZED ONLY TO BE USED ON AIRCRAFT N 6771E SN 56271 AND NO OTHER. ANY OTHER USE CONSTITUTES FRAUD.
SIGNED

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 90
NMFSDO-03

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 CESSNA	Model 175A
	Serial No. 56271	Nationality and Registration Mark N6771E
2. Owner	Name *(As shown on registration certificate)* STEIGE WALTER E JR STEIGE PATRICIA A	Address *(As shown on registration certificate)* 2247 ARCTIC CIRCLE ANCHORAGE AK ~~9903~~ 99503

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 a person authorized in FAR 43.7.

07-21-97 — Date — Approving Inspector, NM-FSDO-03

4. Unit Identification

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
MARK SEADER 5212 CESSNA DRIVE LOVELAND, CO 80538	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	523743573

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
JULY 16, 1997	Mark Seader

7. Approval for Return To Service

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

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

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
		Daniel L. Ingram

FAA Form 337 (12 88)

NOTICE

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

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

7/16/97 CESSNA 175A N6771E

Modified top engine cowl previously installed per STC SA424CE, to provide clearance for the starter ring gear assembly. Cowl was modified by installing a raised lip, 2 inches high and 10 inches wide to the center of the leading edge of the cowl. The lip installed was removed from the original top cowl removed during the modification per STC SA424CE.

A raised blister 10 inches wide and 34 inches long, fabricated from .032 thick, 2024-T3 aluminum was installed down the center line of the cowl to create a fairing for the raised lip. The raised lip and blister were attached using MS20470AD4 rivets of appropriate length, and using methods and techniques as described in AC 43.13-1A, Chapter 2, Section 3.

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

☐ Additional Sheets Are Attached

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

US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification: NM FSDO-03 2

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: CESSNA	Model: 175A
	Serial No.: 56271	Nationality and Registration Mark: N6771E
2. Owner	Name *(As shown on registration certificate)*: STEIGE WALTER E JR STEIGE PATRICIA A	Address *(As shown on registration certificate)*: 2247 ARCTIC CIRCLE ANCHORAGE AK 99503

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 a person authorized in FAR 43.7.

07-24-97 James R. Warbeck
Date — Approving Inspector, NM FSDO-03

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

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
MARK SEADER 5212 CESSNA DRIVE LOVELAND, CO 80538	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	523743573

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
JULY 16, 1997	Mark Seader

7. Approval for Return To Service

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

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

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
		Daniel L. Ingram

FAA Form 337 (12 88)

NOTICE

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

8. Description of Work Accomplished

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

7/16/97 CESSNA 175A N6771E

Installed Spinner, Piper Pt. #67790 on aircraft previously modified per STC SA424CE. Installation was performed with reference to STC SA 777CE.

The Spinner called for in STC SA424CE, (Hartzell Pt. #835-21P is no longer available. Both STC's are for the same type of alteration, installation of a Lycoming O-360-A1A engine, and a Hartzell HC-C2YK-1A propeller, on a Cessna 175A airframe.

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

☑ Additional Sheets Are Attached

THIS STC IS UNDER LICENSE AGREEMENT TO AVCON CONVERSIONS, INC., BOX 654, UDALL, KS 67146

REPRODUCTION CONTAINED HEREIN IN REGARD TO STC SA777CE IS THE PROPERTY OF BOB OR BARBARA WILLIAMS. REPRODUCTION OF ANY DRAWING OR USE THEREOF IS PERMISSIBLE ONLY AS PROVIDED BY CONTRACT OR EXPRESS AUTHORIZED IN WRITING BY BOB OR BARBARA WILLIAMS. THIS PACKET IS AUTHORIZED ONLY TO BE USED ON AIRCRAFT N_____ SN_____ AND NO OTHER. ANY OTHER USE CONSTITUTES FRAUD.

United States of America

Department of Transportation—Federal Aviation Administration

Supplemental Type Certificate

Number SA777CE

This certificate issued to Robert L. & Barbara V. Williams
117 E. First
Udall, KS . 67146

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

Original Product—Type Certificate Number: 3A17

Make: Cessna

Model: 175, 175A, 175B, 175C and P172D (Landplanes Only) R172E (T-41B)

Description of Type Design Change: Installation of a Lycoming O-360-A1A, 180 h.p. engine and a Hartzell HC-C2YK-1A/7666A-2 propeller as indicated on continuation sheet.

Data Required: Avcon Industries, Inc. Drawing List No. 17513 dated April 12, 197 , or 17513-1 dated May 6, 1980, or later FAA approved revisions and a copy of this certificate, including continuation sheet.

Limitations and Conditions: This approval should not be extended to other specific airplanes of these models on which other previously approved modifications are incorporated unless it is determined that the interrelationship between this change and any of those other previously approved modifications will introduce no adverse effect upon the airworthiness of the airplane. Also, see continuation sheet.

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

Date of application: April 12, 1971

Date of issuance: April 30, 1971

Date reissued: August 5, 1981

Date amended: July 23, 1971; September 8, 1976; May 6, 1980

By direction of the Administrator

(Signature)

BARRY D. CLEMENTS
Chief, Aircraft Certification Program
(Title)

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

United States of America

Department of Transportation—Federal Aviation Administration

Supplemental Type Certificate

(Continuation Sheet)

Number SA777CE

Engines: Lycoming O-360-A1A

*Fuel: 91/96 or 100/130 min. grade aviation gasoline

*Engine Limits: For all operations 2700 r.p.m. (180 hp)

Propeller and Propeller Limits: (a) Hartzell HC-C2YK-1B/7666A-2 or /7660-2

or

Hartzell HC-C2YK-1A/7666A-2 or /7666-2

Diameter: Not over 74 in., not under 72 in.

Placard: "Avoid continuous operation between 2000 and 2250 r.p.m."

Pitch Settings: At 30 in. station
Low 14° High 29° ± 1°
(No additional tolerance permitted)

(b) Governor: Hartzell F-3-1 or F-3-1A or F-2-8A

(c) Spinner: (Avcon Drawing No. 17015 or P/N 67790) Required

*Powerplant Instrument Markings:

Tachometer 2700 r.p.m. (red line)
2000-2250 r.p.m. (red arc)

Oil Temperature Gage: 245°F (red line)

Oil Pressure Gage: Minimum - 25 p.s.i. (red line)
Maximum - 100 p.s.i. (red line)
Normal - 60 to 90 p.s.i. (green arc)

Fuel Pressure Gage: Minimum - .5 p.s.i. (red line)
Maximum - 8 p.s.i. (red line)
Normal - 3 to 5 p.s.i. (green arc)

In addition to the placards specified above, the prescribed operation limitation indicated by an asterisk (*) must also be displayed by a permanent marking.
(*) Intentional spins prohibited.

-End-

FOR REFERENCE ONLY

SIGNED _____ SN _____ AND NO OTHER. ANY OTHER USE CONSTITUTES FRAUD

...CONTAINED HEREIN IN REGARD TO STC SA777CE IS THE PROPERTY OF BOB OR BARBARA WILLIAMS. REPRODUCTION OF ANY PORTION THEREOF IS PERMISSIBLE ONLY AS PROVIDED BY CONTRACT OR EXPRESSLEY AUTHORIZED IN WRITING BY BOB OR BARBARA WILLIAMS. THIS DOCKET IS AUTHORIZED ONLY TO BE USED ON AIRCRAFT N _____

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

FAA FORM 8110-2-1 (10-69)

This certificate may be transferred in accordance with FAR 21.47.

May 6, 1980
Reissued August 5, 1981

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 8-26-92

U.S. Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only
Office Identification
NMFSDO 23

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: CESSNA	Model: 175A
	Serial No.: 56271	Nationality and Registration Mark: N6771E
2. Owner	Name (As shown on registration certificate): STEIGE WALTER E JR STEIGE PATRICIA A	Address (As shown on registration certificate): 2247 ARCTIC CIRCLE ANCHORAGE AK 99503

3. For FAA Use Only

4. Unit Identification

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

6. Conformity Statement

A. Agency's Name and Address: AV-TECH AVIONICS, INC.
200 RACQUETTE DR.
FT. COLLINS, CO 80524

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

C. Certificate No.: GR6R571N
R-1, R-2, L-AF, L-I, L-R, L-SS.

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: 13 APRIL, 1992

Signature of Authorized Individual: HERBERT STEEN

7. Approval for Return To Service

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

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

Date of Approval or Rejection: 13 APRIL, 1992

Certificate or Designation No.: GR6R571N

Signature of Authorized Individual: HERBERT STEEN

FAA Form 337 (12-83)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 8-26-92

NOTICE

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

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

WORK PERFORMED ON CESSNA 175A N6771E ON 13 APRIL, 1992;

INSTALLED AMERIKING AK350 ALTITUDE ENCODER ON BOTTOM OF GLOVE BOX UNDER RIGHT INSTRUMENT PANEL, AND CONNECTED TO EXISTING KING KT76A TRANSPONDER I.A.W. INSTRUCTIONS IN AMERIKING MANUAL P/N IM3501001.

CHECKED FOR CORRESPONDENCE PER FAR 91.217 WITH EXISTING SHIPS ALTIMETER AND FOUND IN COMPLIANCE. PERFORMED CHECKS REQUIRED BY FAR 91.411(a)(3), AND 91.411 FOUND IN COMPLIANCE WITH FAR 43, APPENDIX E(c) AND F.

UPDATED AIRCRAFT WEIGHT AND BALANCE RECORDS AND LOG BOOK TO REFLECT THIS CHANGE. WORK PERFORMED I.A.W. AC43.13-1A CHAPTERS 11 AND 15, AND AC43.13-2A CHAPTER 2.

-END-

☐ Additional Sheets Are Attached

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-1-91

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
NMFSD003

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: CESSNA	MODEL: 175A
	SERIAL NO.: 56271	NATIONALITY AND REGISTRATION MARK: N6771E
2. OWNER	NAME (As shown on registration certificate): WALTER E. STEIGE JR.	ADDRESS (As shown on registration certificate): P.O. BOX 900 ESTES PARK, COLO 80517

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
David A. King Judson Flying Service 10383 North 85th St Longmont, Colo 80503	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A&P 523884251

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: Oct 25, 1990

SIGNATURE OF AUTHORIZED INDIVIDUAL: David A King — David A. King

7. APPROVAL FOR RETURN TO SERVICE

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

BY						OTHER (Specify)
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	X	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
Oct 25, 1990	2052200 A&P	Curtiss L. Bing

FAA Form 337 (7-67)

(8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 3-1-91

NOTICE

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

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

CESSNA 175A, S/N 56271, N5771E

Installed one NARCO ELT-910, Emergency Locator Beacon, 1 NARCO ELT Antenna & cable, 1 Panel Mounted Remote Switch and wiring harness.
Installed per NARCO Specificiations and instructions in Owners Manual & Pilot's Guide 03754-0621.
Total weight 5.6 Lbs installed at the 116.5" Station.
Weight & Balance & Equipment list amended to show change.

//////////////////////////////END//////////////////////////////

☐ ADDITIONAL SHEETS ARE ATTACHED

☆U.S. GOVERNMENT PRINTING OFFICE: 1977—771-021/290

FAA AIRCRAFT REGISTRY
CAMERA NO. 4N DATE: 5 - 14 - 86

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
AAL-FSDO-83

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: CESSNA	MODEL: 175A
	SERIAL NO.: 56271	NATIONALITY AND REGISTRATION MARK: U.S. N6771E
2. OWNER	NAME (As shown on registration certificate): Walt Steige	ADDRESS (As shown on registration certificate): 2247 Arctic Circle Anch, AK 99502

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Werner G. Roth 930 Bench Court Anchorage, AK 99504	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A&P 395321932

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
5JUL82	Wm S Roth

7. APPROVAL FOR RETURN TO SERVICE

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

BY						OTHER (Specify)
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	X	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
5JUL82	IA395321932	Wm S Roth

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

FAA AIRCRAFT REGISTRY
CAMERA NO. 4N/DATE: 5 - 14 - 86

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.)*

Cleveland wheels and brakes installed as per STC SA13GL.

LAST ITEM

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 4N/DATE: 5 - 14 - 86

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

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

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

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

1. TYPE OF APPLICATION (*Check which*)

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

2. AIRWORTHINESS CLASSIFICATION (*Check appropriate item(s)*)
It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following airworthiness classification(s):

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

3. AIRCRAFT IDENTIFICATION (*Complete all items*)

a. AIRCRAFT MAKE	b. AIRCRAFT MODEL	c. AIRCRAFT SERIAL NO.
Cessna	175A	56271

d. ENGINE MAKE	e. ENGINE MODEL
Continental	GO-300-C

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

a. REGISTERED OWNER'S FULL NAME	b. PERMANENT MAILING ADDRESS	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK
Cessna Aircraft Company	Wichita, Kansas	N– 6771E

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

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

a. ☐ CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A). DATE OF ISSUE _____
b. ☐ APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B). FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON _____ (DATE)
c. ☒ DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED 8-5-59

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

ATTACHMENTS (*Check which*)
☐ ACA-319 ☐ WEIGHT AND BALANCE REPORT
☐ ACA-337 ☐ DATA, DRAWINGS, ETC.
☐ ACA-317 ☐ UNAPPROVED DEVIATION DATA

Del Roskam
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

12-19-59 (DATE)

Owner's Agent (TITLE)

16—60837-2

Form ACA-305 (11-51)

FAA AIRCRAFT REGISTRY
CAMERA NO. 4N/DATE: 5-14-86

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

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

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

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS
   - a. ☒ AIRCRAFT SPECIFICATION NO. 3A17 THROUGH SHEET REVISION NO. 3
   - b. ☐ AIRCRAFT LISTING PAGE NO. _____
   - c. ☐ AIRWORTHINESS DIRECTIVE SUMMARY _____ (YEAR) THROUGH CARD NO. _____
   - d. ☐ CIVIL AIR REGULATION PART 8 (MODIFIED.TYPE CERTIFICATE)

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

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

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED
   - a. ☒ OPERATION LIMITATIONS. ~~FORM ACA-309, WAS ISSUED (COPY ATTACHED)~~ CAR 3.777 (b) displayed in aircraft
   - b. ☐ CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
   - c. ☐ CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
   - d. ☒ CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
   - e. ☐ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
   - f. ☒ CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE Indefinite (DATE)
   - g. ☐ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE _____ (DATE)
     BY _____ (NAME OF ISSUING REPRESENTATIVE) _____ (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

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

☐ AIRWORTHY
☑ UNAIRWORTHY DMCR 3-1

_____ (REPAIR STATION AUTHORIZED SIGNATURE) _____ (DATE)

6. CAA REPRESENTATIVE CERTIFICATION

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

~~Executive Engineer, Commercial Div.~~
CESSNA AIRCRAFT COMPANY

DESIGNEE'S SIGNATURE	DESIGNATION NO.	DATE	
By D. Keith Tobin		12-19-59	
AVIATION SAFETY AGENT'S SIGNATURE D. KEITH TOBIN	CAA DESIGNATION NO.	DATE	☐ ACCEPTED ☐ REINSPECTED ☐ SPOT CHECKED

☐ ATTACHMENT

U. S. GOVERNMENT PRINTING OFFICE 16—6

Form ACA-305a (11-51)

FAA AIRCRAFT REGISTRY
CAMERA NO. 4N DATE: 5 - 14 - 86

FEDERAL AVIATION AGENCY

Form approved.
Budget Bureau No. 41-R052.6.

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	Cessna	175A	56271	N6771E

2. OWNER	NAME (*First, middle, last*)	ADDRESS (*Street and number, city, zone and State*)
	Automotive Parts & Equipment Company, Inc.	300 ea. Fifth Avenue Anchorage, Alaska

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

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (*Check*) MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	(As described in item 1 above)				XXXXX
b. POWERPLANT		ALTERATION			
c. PROPELLER		THE ~~DATA~~ INCORPORATED HEREIN COMPLIES WITH APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE DESCRIBED AIRCRAFT SUBJECT TO CONFORMITY INSPECTION BY A PERSON AUTHORIZED IN CAR 18.11 (b).			
d. APPLIANCE	TYPE AND MANUFACTURER	DATE 12-19-61 SIGNATURE V. W. Bullard			

REGION 5 GSDO

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

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

CATEGORY	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
Normal ONLY	1498.0	+37.58	852

5. CONFORMITY STATEMENT (*Complete and check*)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Earl Dodge 1801 Lake Otis Road Anchorage, Alaska	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	A & E 301282

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

December 18, 1961 (Date repair and/or alteration completed) — (Signature of authorized individual)

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

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

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

12-19-61 (Date of approval or rejection)

ANCHORAGE, ALASKA V. W. Bullard (Signature of authorized individual; title or identification number)

REGION 5 GSDO-1

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 12-19-61 (Date) ☐ Reinspected (Date) ☐ Spot Checked

REGION 5 GSDO-1 (Station number)

A. C. U. JAN 19 1962 (Signature Flight Standards Inspector) L.S.

10-[illegible]

20 AL-234

Form FA A-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 4N DATE: 5 - 14 - 86

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED:*

Removed GE-ASIB Radio. Removed GE-AS-IB Power Supply. Installed King KY-90 Radio and KS-501 Power Supply. Installed VHF whip antenna. KY-90 was installed in the same location as the GE-AS-1B and was attached to the standard Cessna mounting brackets (radio) at the instrument panel. The KY-90 was anchored by means of four AN-526-8-32 machine screws and AN-365-8-32 stop nuts. The KS-501 power supply base was attached to the A/C at the same location as was the GE power supply and was anchored by means of four AN-526-8-32 screws and four AN-365-8-32 nuts. This location is on left side of cabin section just aft of firewall. (+5 arm) The VHF whip was installed on top of A/C on the left side at +30 arm and was attached by drilling a 3/8" hole in skin of A/C. All wiring was fabricated according to factory instructions. Power for the KY-90/KS-501 was taken from the main buss through a 4AG/10 amp fuse. Total A/C current drain (continuous) is calculated to be 19.2 amps at cruise voltage which does not exceed 80% of generator capacity which is 35 amps.

WEIGHT & BALANCE DATA

Item	Weight	Arm	Moment
GE Radio	-8.0	+12	-96
GE Power Supp.	-4.0	+5	-20
KY-90 Radio	+4.0	+12	+48
KS-501 Power Sup.	+4.0	+5	+20
VHF Whip Antenna	+1.0	+30	+30
A/C (previous)	1501.0	37.53	56334.65
New empty wt. -	1498.0	+37.58	56301.65

Use Index 56.30 on gravity loading envelope.
C. G. limits checked and found to be satisfactory.

REGION 5
ASDO-1
OKLAHOMA CITY, OKLA.
JAN 10 1 56 PM '62
A. C. R.
JAN 13 1962
FAA
AIRCRAFT AND AIRWAYS BRANCH
REGION 5
ASDO-1

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

U.S. GOVERNMENT PRINTING OFFICE 16—54010-5

FAA AIRCRAFT REGISTRY
CAMERA NO. 4N/DATE: 5 - 14 - 86

FAA 4

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	CESSNA	175A	56271	N6771E

2. OWNER	NAME (First, middle, last)	ADDRESS (Street and number, city, zone and State)
	AUTOMOTIVE PARTS AND EQUIPMENT COMPANY, INC.	300 East 5th Ave Anchorage, Alaska

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

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

"The ~~date~~ ALTERATION identified herein complied with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in CAR 18.11 (b)."

Date 2/17/61 Signature John Van Horn

REGION 5
GSDO-1

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

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

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
NORMAL	1501	+ 39.4	849

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
O. M. Sasseen 2409 McRae Rd. Anchorage, Alaska	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	A&E 1006506

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

February 16,1961 (Date repair and/or alteration completed)

O. M. Sasseen (Signature of authorized individual)

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

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

☒ APPROVED ☐ REJECTED } BY { ☐ CAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft ☒ CAA Aviation Safety Agent ☐ Repair Station ☐ Other (Specify) ~~IA~~

2/17/61 (Date of approval or rejection)

John Van Horn (Signature of authorized individual; title or identification number)

REGION 5
~~GSDO-1~~

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☐ Accepted (Date) ☐ Reinspected (Date) ☐ Spot Checked (Date) agw 3-8-61

(CAA designation number) (Signature Aviation Safety Agent)

16—54010-4

Ea FS-5340

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 4N/DATE: 5 - 14 - 86

INSTRUCTIONS

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

1. Install oversize nose wheel and tire Cessna 310 fork wheel and tire.

2. Remove wheel fairings 17lbs. at ~~+~~ 47.0

3. Install 800x 600 main gear tires , weight increase 16lbs at + 47.0

4. Sunair Radio was removed and Generel Electric ASlB Radio and power supply was installed previously by parties unknown. Instalation of radio was in instrument panel same location as Sunair Radio. Power supply wasbolted to left side of cabin section aft of fire wall by 4 10-32 screws, and elastic stop nuts. G E Radio weight increase 12lbs at + 15.0 Sunair Radio weight 26.5 at + 79.

5. Parts used in oversixe nose gear installation.

1 ea.	96-32186 Wheel	(Goodyear)
1 ea.	0441016-24 Tire	(Goodyear)
1 ea.	0441016-13 Tube	(Goodyear)
1 ea.	0842000-36 Axle tube 9(	CESSNA)
2 ea.	0842000-35 Axle Spacers	(CESSNA)
1 ea.	0842000-30 YOKE	(CESSNA)
1 ea.	0842000-31 Shim	(Cessna)
2 ea.	0842000-37 Buckets	(CESSNA)
2 ea.	AN4-17A Bolts	(CESSNA)
2 ea.	AN4-16A Bolts	(CESSNA)

6. Weight and Balance data:

ITEM	WT	ARM	MOMENT
A/C	1516.5	+ 39.1	58295.15
Remove Sunair Radio	-26.5	+ 79.0	-2093.5
Remove Wheel Fairings	-17.0	+47.0	-799.0
Oversize Tires	+16.0	+47.0	752.0
Install GE. ASIB Radio	+12.0	+15.0	180.0
	1501 N.E. WT.		59227.15

1501/59227.15 ✱ 39.4

Useful Load 849 lbs.

Use index 59.22 on gravity loading envelope.

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

U. S. GOVERNMENT PRINTING OFFICE 16—54010-4

OKLAHOMA CITY, OKLA.
MAR 3 1
AIRCRAFT AND ENGINE RECORDS SECTION FAA

FAA AIRCRAFT REGISTRY
CAMERA NO. 4N/DATE: 5 - 14 - 86

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE: CESSNA	MODEL: 175	SERIAL NO.: 56271	NATIONALITY AND REGISTRATION MARK: N 6771E
2. OWNER	NAME (*First, middle, last*): ALASKA AERONAUTICAL INDS	ADDRESS (*Street and number, city, zone and State*): Box 4591 SPENARD, ALASKA		

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

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

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

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

CATEGORY	EMPTY WEIGHT (*Pounds*)*	EMPTY CENTER OF GRAVITY (*Inches from datum*)*	USEFUL LOAD (*Pounds*)*
STD	1516.5	39.1	833.5

5. CONFORMITY STATEMENT (*Complete and check*)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
M.R. BOREN 1307 W 39th PL. SPENARD, ALASKA	☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	A-72 1259466

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

2-26-60 (Date repair and/or alteration completed)

M.R. Boren (Signature of authorized individual)

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

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

☒ APPROVED ☐ REJECTED } BY { ☐ CAA Designee ☐ CAA Aviation Safety Agent ☐ Manufacturer ☐ Repair Station ☐ Canadian Department of Transport Inspector of Aircraft ☒ Other (*Specify*) A.I.

2-26-60 (Date of approval or rejection)

M.R. Boren A&P 1259466 (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum

b. ☒ Accepted 3-2-60 (Date) ☐ Reinspected (Date) ☐ Spot Checked (Date) 8/22/62

REGION 5
GSDO-1
(CAA designation number)

John Van Horn (Signature Aviation Safety Agent)

16—54010-4

Form ACA-337 (4-52)

FAA AIRCRAFT REGISTRY
CAMERA NO. 4N/DATE: 5 - 14 - 86

INSTRUCTIONS

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8. DESCRIPTION OF WORK ACCOMPLISHED.*

Installed A.S.L. Bird Dog R.D.F. 2 Receiver in accordance with Cessna instructions.

Item	Wt	arm	Mom
E.W.C.G. —	1509.5	38.6	58084
R.D.F. 2	12.0	13.0	146
	1516.5		582

New EWCG 39.1

Use Index 58.23 on gravity loading envelope —

CAA REGION RECEIVED JUN 2 1960 ANCHORAGE

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

Check block if additional sheets are attached. ☐

U. S. GOVERNMENT PRINTING OFFICE 16—54010-4 GPO 992342