

PREPARED BY Walter J. Sproul
CHECKED BY ERT
APPROVED BY [Signature]
DATE 22 April 1977



Report No. 248B1291

SECTION _____

PAGE _____

Model 248B12
Weight Statement
(Cessna 172XP on 248B-2440 Floats)

A F F I D A V I T

This will certify that Model 248B-2440 Seaplane Floats, together with water rudders and controls and all attachment fittings, struts and wires for installation on Cessna 172XP Airframe, were weighed by the Inspection Department and the complete installation assembly was found to weigh 340 pounds.

The center of gravity of the complete float installation is located at 42.80 inches aft of the airplane datum (front face of fire wall).

Edo Inspector

Brad E. Isham
P.O. Box 193
Valley Center, Kansas 67147
(316)755-0713

FAA APPROVED
AIRPLANE FLIGHT MANUAL SUPPLEMENT
FOR
CESSNA R172K
WITH

BRAD E. ISHAM 210 HORSEPOWER MODIFICATION INSTALLED

LOG OF REVISIONS

Revision Number	Pages Affected	Description of Change	Date of Revision	Approved By
-	all	Original	10/17/78	R.G. Puckett
A	2	Added Floatplane	01/28/82	G.M. Baker
B	all	Reformatted, added revision page, changed address, added engine model designation, revised signature block	01/28/91	<i>Brn Balu</i>

SECTION 1. GENERAL:

This modification consists of two supplemental type certificates (STC). STC SE1436CE allows modification of the Continental IO-360-K and IO-360-KB engine to run at 210 horsepower for takeoff. STC SA1437CE allows use of the modified engine in the Cessna R172K airplanes.

SECTION 2. LIMITATIONS:

Engine Model Number: IO-360-KC/SE1436CE or IO-360-KBC/SE1436CE

Engine Operating Limits for takeoff and continuous operations:

Takeoff Power - 5 minutes - Full Throttle, 2800 RPM

(210 BHP)

Maximum Continuous Power - Full Throttle, 2600 RPM

(195 BHP)

Propeller Blade Angle at 30 inch station:

Landplane - Low 9.7°

Floatplane - Low 9.8°

Powerplant Markings:

Tachometer:

2200 through 2600 - green arc

2600 through 2800 - yellow arc

2800 - red radial line

Fuel Flow:

3 psi - red radial line

4.5 through 11.5 gal/hr - green arc

18 gal/hr (18.55 psi) - red radial line

Placards:

Adjacent to existing fuel flow placard:

FUEL FLOW	
FULL THROTTLE AND 2800 RPM	
S.L.	17 GPH
4000 FT.	15 GPH
8000 FT.	13 GPH
12000 FT.	11 GPH

FAA Approved

Date: October 17, 1978

Revision A: January 28, 1982

Revision B: January 28, 1991

SECTION 3. EMERGENCY PROCEDURES - No change

SECTION 4. NORMAL PROCEDURES:

Takeoff:

Power - Full Throttle and 2800 RPM

SECTION 5. PERFORMANCE:

The performance of this airplane equipped with SE1436CE and SA1437DE is equal to or better than the performance as listed in the original FAA approved Airplane Flight Manual.

SECTION 6. EQUIPMENT LIST - No change

SECTION 7. AIRPLANE & SYSTEMS DESCRIPTIONS - No change

SECTION 8. AIRPLANE HANDLING SERVICE & MAINTENANCE - No change

FAA Approved

Date: October 17, 1978

Revision A: January 28, 1991

Revision B: January 28, 1991

FAA APPROVED
AIRPLANE FLIGHT MANUAL SUPPLEMENT

FOR

CESSNA R172K

WITH

BRAD E. ISHAM 210 HORSEPOWER MODIFICATION INSTALLED

Registration Number

N736NN

Serial Number

R172-2659

This supplement must be included in Section 9 of the pilot's operating handbook and FAA approved Airplane Flight Manual dated July 1, 1978 or subsequent reissue date when Brad E. Isham 210 brake horsepower (BHP) engine installation is installed in accordance with STC's SE1436CE and SA1437DE. The information contained herein supplements or supersedes the basic manual only in those areas listed herein. For limitations, procedures and performance information not contained in this supplement, consult the basic airplane flight manual.

FAA Approved:

Lawrence A. Herron

Lawrence A. Herron, Manager
Aircraft Certification Office
Federal Aviation Administration
Wichita, Kansas

Date:

October 17, 1978

Revision Date: January 28, 1991

Copyright
Brad Isham
1991

United States of America

Department of Transportation — Federal Aviation Administration

Supplemental Type Certificate

STC S/N: 92-196

DATE: AUG 3 1992

Number

SE1436CE

This certificate, issued to

Brad E. Isham
P. O. Box 193
Valley Center, KS 67147

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified herein meets the airworthiness requirements of Part 135 of the Civil Air Regulations.

Original Product — Type Certificate Number:

E1CE

Make:

Continental

Model:

IO-360-K, -KB

Description of Type Design Change:

Modify engine to obtain 210 horsepower 2800 RPM for 5 minutes at takeoff and 195 horsepower 2600 RPM maximum continuous; new designation IO-360-KC/STC SE1436CE, or IO-360-KBC/STC SE1436CE.

DATA REQUIRED:

1. A copy of this certificate.
2. Isham Aircraft Drawing Number R17201 dated September 29, 1978, or later revisions stamped "FAA Approved."

Limitations and Conditions:

This approval should not be extended to other specific engines 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 engine.

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: August 3, 1978

Date received: March 21, 1991

Date of issuance: October 6, 1978

Date amended: June 4, 1984

By direction of the Administrator

Ronald K. Ruthgebur
(Signature)

for Lawrence A. Herron, Manager
Wichita 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.

ISHAM AIRCRAFT

AIRCRAFT MODIFICATION SPECIALISTS

LIABILITY WAIVER

November 5, 1978

These drawings, manuals, STC's, and other material furnished are for educational purposes only to show typical construction of an aircraft modification. No warranty, either expressed or implied, is made by Isham AirCraft or Brad E. Isham as to the suitability of the plans or any part thereof for the construction on an aircraft. If an individual or group of individuals construct an aircraft modification from these plans or any part thereof, and fly the aircraft, which will be licensed by the F.A.A. or a representative of the F.A.A., they do so at their own risk and without any liability whatsoever on the part of Isham AirCraft or Brad E. Isham, any such liability being hereby expressly waived by the acceptance of these plans by any person and by any person who flies the aircraft. This waiver shall be binding upon the heirs, executors, administrators and assigns of any such person.

The liability statement therefore becomes a part of the purchase agreement and becomes page no. 1A of the STC's for all Isham AirCraft and/or Brad E. Isham modifications, drawings, and approvals.

Supplemental Type Certificate

STC S/N: 92-196

Date: AUG 3 1992

Number

SA1437CE

This certificate, issued to

Brad E. Isham
P. O. Box 193
Valley Center, KS 67147

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:

R172K Landplane and Floatplane

Description of Type Design Change:

Continental IO-360-K or -KB engine installation rerated to 210 HP (2800 RPM) at takeoff and 195 HP (2600 RPM) maximum continuous. Rerated engine designation IO-360-KC/STC SE1436CE or IO-360-KBC/STC SE1436CE. DATA REQUIRED:

1. A copy of this certificate. 2. Isham Aircraft Drawing List R17202 dated September 29, 1978, or later revisions stamped "FAA Approved." 3. Flight Manual Supplement dated October 17, 1978, or later "FAA Approved" revisions required for Serial Number R1722910 and on.

Limitations and Conditions:

This approval should not be extended to other 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. (See Continuation Sheet 2 of 2).

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:

August 3, 1978

Date reissued:

March 21, 1991

Date of issuance:

October 6, 1978

Date amended:

January 28, 1982

By direction of the Administrator

January 28, 1991

Ronald K. Rathgeber
(Signature)

for Lawrence A. Herron, Manager
Wichita Aircraft Certification Office
(Title)



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November 5, 1978

These drawings, manuals, STC's, and other material furnished are for educational purposes only to show typical construction of an aircraft modification. No warranty, either expressed or implied, is made by Isham AirCraft or Brad E. Isham as to the suitability of the plans or any part thereof for the construction on an aircraft. If an individual or group of individuals construct an aircraft modification from these plans or any part thereof, and fly the aircraft, which will be licensed by the F.A.A. or a representative of the F.A.A., they do so at their own risk and without any liability whatsoever on the part of Isham AirCraft or Brad E. Isham, any such liability being hereby expressly waived by the acceptance of these plans by any person and by any person who flies the aircraft. This waiver shall be binding upon the heirs, executors, administrators and assigns of any such person.

The liability statement therefore becomes a part of the purchase agreement and becomes page no. 1A of the STC's for all Isham AirCraft and/or Brad E. Isham modifications, drawings, and approvals.

United States of America
Department of Transportation—Federal Aviation Administration
Supplemental Type Certificate
(Continuation Sheet)

Number SA1437CE

Type Certificate Data Sheet 3A17 applies except as follows:

Engine:	Continental IO-360-KC/STC SE1436CE or IO-360-KBC/STC SE1436CE		
Fuel:	100/130 minimum octane aviation gasoline		
Engine Limits:	Maximum continuous	2600 RPM	195 HP
	Takeoff (5 Min.)	2800 RPM	210 HP
Powerplant:	Tachometer	2800 RPM	Red Line
		2600-2800 RPM	Yellow Arc
		2600 RPM	Green Arc
	Fuel Pressure Gage	Maximum 18.5 PSI Redline	
Propeller and Propeller Limits:	Landplane (a)	McCauley constant speed propeller, 2A34C203/90DCA-14 diameter: Not over 76 inch, not under 74.5 inch, pitch settings at 30 inch station, low 9.7 $\pm .2$ $-.0$, high 25.0 $\pm .1$	
	Floatplane	McCauley constant speed propeller, 2A34C203/90DCA-10 diameter: Not over 80 inch, not under 78.5 inch, pitch settings at 30 inch station, low 9.8 $\pm .0$ $-.1$, high 25.0 $\pm .1$	
	(b)	Governor McCauley C290D3/T6	
	(c)	Spinner, Cessna Dwg. 0550328	
Floats:	EDO248B-2440 or Pee Kay 2300 or D2300		

- END -

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

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

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>CESSNA</i>	MODEL <i>R172</i>
	SERIAL NO. <i>R172 2659</i>	NATIONALITY AND REGISTRATION MARK <i>N736NN</i>
2. OWNER	NAME (As shown on registration certificate) <i>Woods + Water Aviation</i>	ADDRESS (As shown on registration certificate) <i>2940 CARNABY WAY ANCHORAGE AK 99504</i>

3. FOR FAA USE ONLY

The repair/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 43, section 43.7

4-21-81
DATE
Alfred L. Owen
Signature of FAA Inspector
AIC 640001 5-001

4. UNIT IDENTIFICATION

5. TYPE

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 <i>James R Owen PO Box 973 Eagle River, AK 99577</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>2105977</i>
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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>1 APR 81</i>	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>James R Owen</i>
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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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED			
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION <input checked="" type="checkbox"/> CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT
	FAA DESIGNEE	REPAIR STATION	
DATE OF APPROVAL OR REJECTION <i>21 APR 81</i>		CERTIFICATE OR DESIGNATION NO. <i>2105977</i>	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>James R Owen</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 serial number, nationality and registration mark and date work completed.)

I installed heavy duty nose gear strut, Fork, + 600X6
Nose tire + wheel Assy. IAW CESSNA Accessory Kit
AK 182-100 G. Installed seaplane Prop JABAC 203/900A.
Removed original nose gear + strut Assy. ~~END~~
Equipment List + WT + Balance will be revised to
reflect this change. END. JED

+ 6.1 lbs @ -7.0" mom - 43 in. lb

☐ ADDITIONAL SHEETS ARE ATTACHED

688 2588

ACCESSORY *Kit*

AK182-100G
MARCH 27, 1973

Title 6:00 x 6 NOSE GEAR CONVERSION (Less Tire and Tube)



MODELS AFFECTED

182

SERIALS AFFECTED

18253599 thru 18255844

NOTE

The following parts are needed to complete the installation but are not included in this kit:

PART NO.	NAME	QTY
C262023-0102	6:00 x 6 Tube	1
C262003-0203	6:00 x 6 Tire, 4-Ply	1

For speed fairing refer to AK205-41.

For 8:00 x 6 main tires conversion kit refer to AK182-117. *NA*

PARTS LIST:

QUANTITY	PART NUMBER	NOMENCLATURE
1	0841200-19	Lock Ring
1	1243021-1	Bearing
1	0842000-30	Fork
1	0842000-44	Scraper Bracket
1	1241156-11	Wheel Assembly (Less Tire & Tube)
1	1442001-1	Axle
2	1442001-2	Bucket
2	1442002-1	Axle Spacer
2	AN5-16A	Bolt
2	AN5-17A	Bolt
1	AN5-55	Bolt
4	MS20365-524C	Nut
1	0743600-201	Hub & Barrel Assy
5	AN960-516L	Washer
1	MS24665-134	Pin - Cotter
1	AN310-5	Nut
1	AN6230-6	"O" Ring
1	AN6227-32	"O" Ring
1	AN6246-32 <i>5/628-329</i>	Back-Up Ring
1		Installation Instructions

CHANGE IN WEIGHT AND BALANCE:

MODEL	182
WEIGHT INCREASE	6.1 pounds (includes 6:00 x 6 tire and tube)
ARM	-7.0 inches
RESULTANT MOMENT	-43 pound-inches
INDEX	-.043

2A34C203/90DCA-10

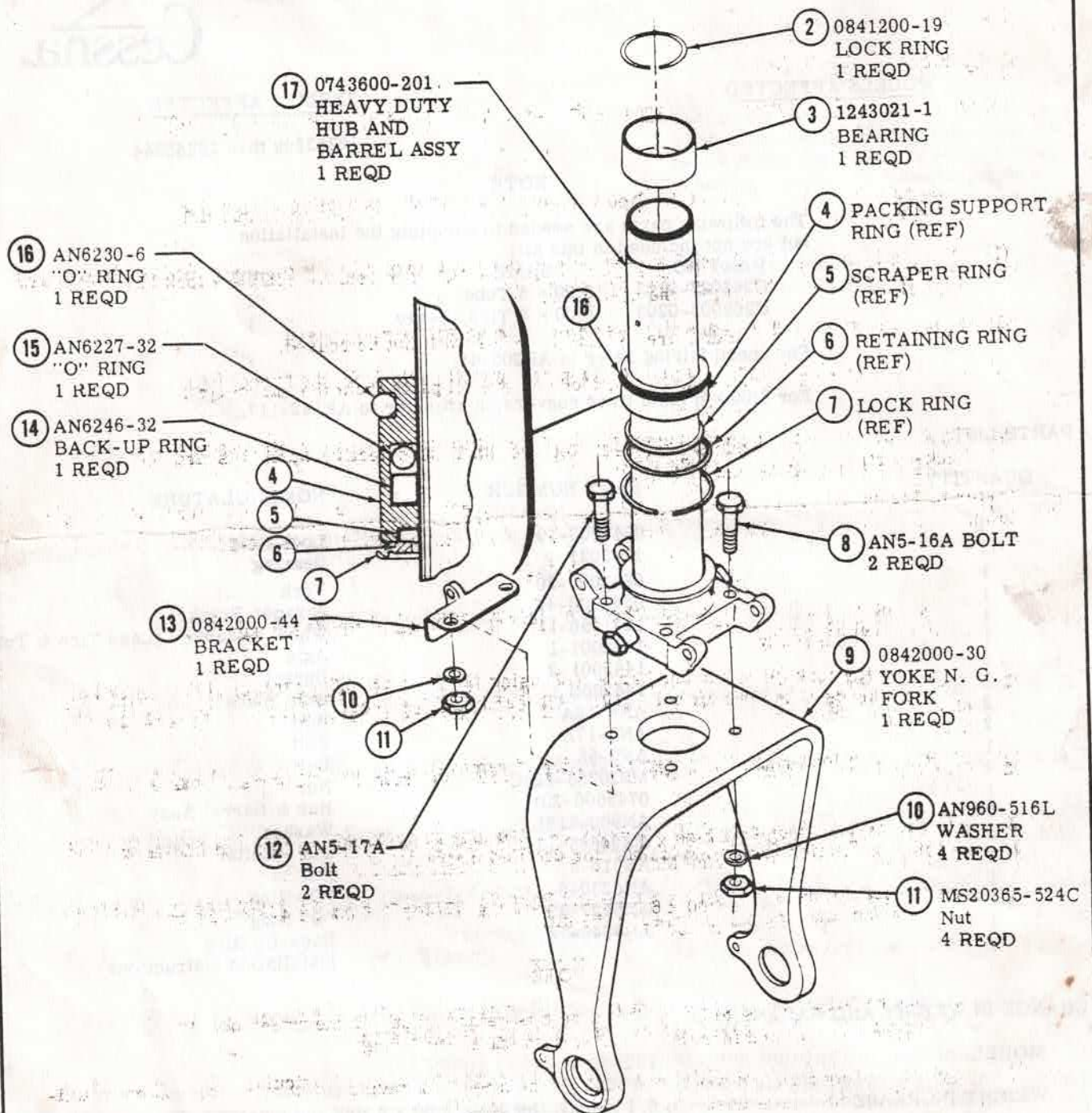


Figure 1. Heavy Duty Nose Wheel, Fork and Barrel Assembly

1. DESCRIPTION OF INSTALLATION.

Installation of this Kit consists of:

- a. Removing nose gear wheel, and fork and barrel assembly.
- b. Assembling and installing heavy duty fork and barrel assembly.
- c. Assembling 6:00 x 6 4-ply tire and wheel on nose gear.
- d. Installation and servicing.

2. INSTALLATION INSTRUCTIONS.

- a. (Refer to Figure 1) Remove nose wheel with fork and barrel as one assembly as follows:

WARNING

Be sure nose gear strut is deflated completely before disconnecting torque link and removing lock ring.

- (1) Release lock ring (7) through access hole in the strut, then remove complete fork and barrel assembly, with the wheel, from the nose gear.
- (2) Remove nose gear wheel and tire assembly. These will not be reused.
- (3) Remove lock ring (2) and bearing (3), then remove all parts from the barrel (17).
- (4) Clean and inspect all parts removed. Replace worn or defective parts. Discard "O" rings, back-up ring, bearing and lock ring.
- b. (Refer to Figure 1.) Assemble parts removed from barrel on heavy duty hub and barrel (17) as follows: (Refer to Service Manual for important lubrication instructions during assembly.

NOTE

The metering pin and plug assembly are already installed in the heavy duty hub and barrel assembly.

- (1) Assemble the fork (9) to hub and barrel (17) using (8) and (12). The scraper (13) is installed under the heads of the two aft bolts (12). All four bolts are secured with lockwashers (10) and nuts (13).
- (2) Starting with lock ring (7), in reverse order of removal, reinstall all parts on barrel (17).
- c. (Refer to Figure 2.) Assemble 6:00 x 6 4-ply tire and tube to heavy duty wheel and install on nose gear as follows: (Refer to Service Manual for detailed instructions.)
 - (1) Install Part No. S-1402-2 6:00 x 6 tube and Part No. S-1401-3 6:00 x 6 4-ply tire on the wheel. (The tire and tube are not included in the kit.)

NOTE

If a speed fairing kit is to be installed, do this before installing the wheel and tire. Different axle bolt and ferrules are used with the speed fairing.

- d. Install the heavy duty fork and wheel assembly in the nose gear paying particular attention to cleanliness, lubrication and details described in the Service Manual.

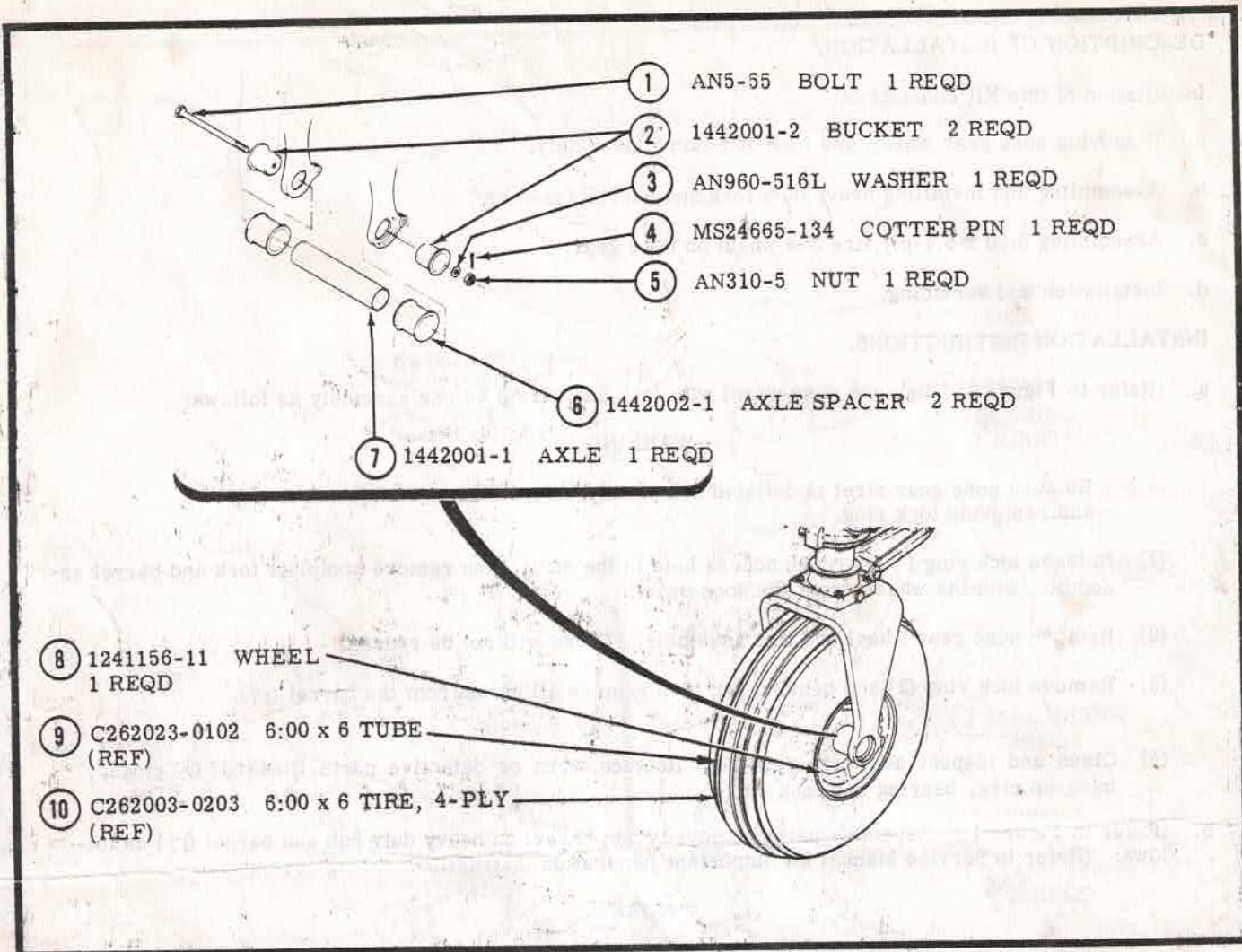


Figure 2. Nose Wheel Installation

DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION

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

 Form Approved
 Budget Bureau No. 04-R-060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE Cessna	MODEL R172K
	SERIAL NO. R172 2659	NATIONALITY AND REGISTRATION MARK USA N736NN
2. OWNER	NAME (As shown on registration certificate) Boeing Empl. Flying Assoc.	ADDRESS (As shown on registration certificate) 840 West Perimeter Rd. Renton, Wa 98055

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.
Patrick M. Prociw Action Aviation Inc. 840 W. Perimeter Rd. Renton, Wa. 98055	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	TA 2096762
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> MANUFACTURER	

I, 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 March 28, 89	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Patrick M. Prociw</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	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 3-28-89		CERTIFICATE OR DESIGNATION NO. TA 2096762		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Patrick M. Prociw</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.)

INSTALLED BRACKET AIR FILTER P/N BA111 PER DRAWING # BA2506
AND S.T.C. # SA71GL

☐ ADDITIONAL SHEETS ARE ATTACHED

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

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	R172K
	SERIAL NO.	R172 2659	NATIONALITY AND REGISTRATION MARK	USA N736NN
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)	
	Boeing Empl. Flying Assoc.		840 West Perimeter Rd. Renton, Wa 98055	

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.
Patrick M. Procin Action Aviation Inc. 840 W. Perimeter Rd. Renton, Wa. 98055	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	TA 2096762
	<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
March 28, 89	<i>Patrick M. Procin</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 FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.		SIGNATURE OF AUTHORIZED INDIVIDUAL	
3-28-89		TA 2096762		<i>Patrick M. Procin</i>	

NOTICE

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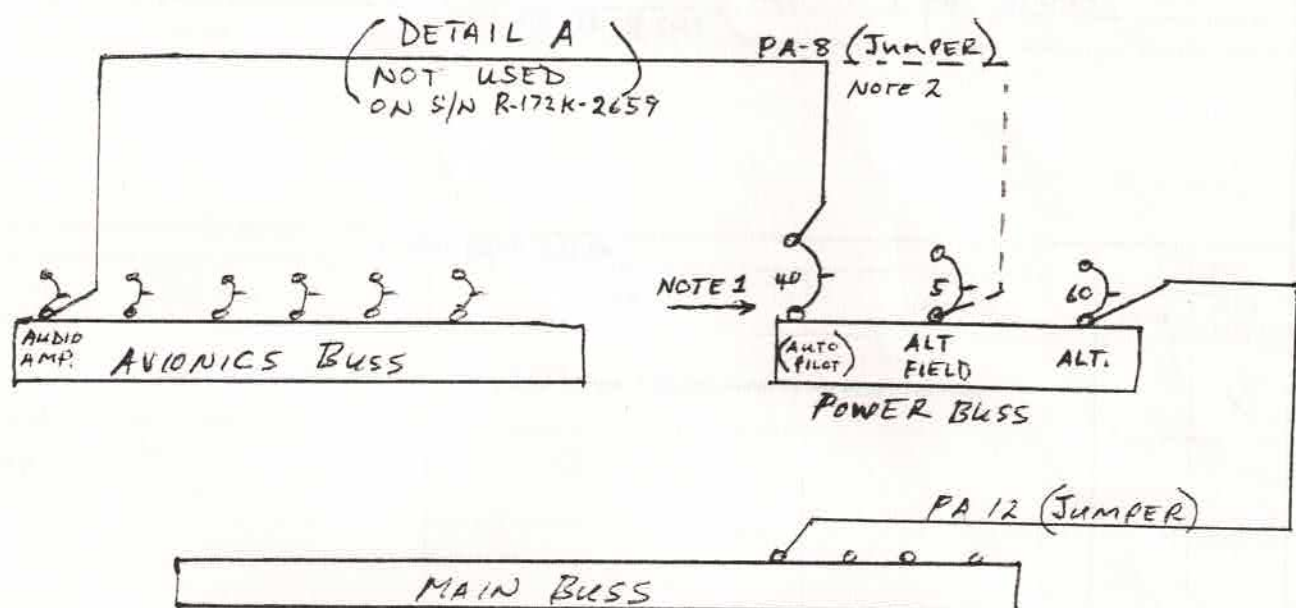
8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.) USA N736NN

3-28-89

Installed Cessna P/N CM 3589-40 circuit breaker switch into unused Autopilot circuit breaker hole. Rerouted PA-8 Jumper wire as shown in attached drawing. Labelled switch "Avionic MSTR". PA-8 Jumper conforms to AC 43.13-1A, Fig. 11.5 (Wire current carrying capacity). FND

☒ ADDITIONAL SHEETS ARE ATTACHED

NT36NN
3-28-89



REFERENCE:

CESSNA MAINT. MANUAL FOR
R-172 HAWK X.P., PAGE 19-5
DRWG # 0570101 & PAGE 19-49
DRWG # 0570311 ITEM 5

NOTE 2 PA-8 WIRE IN R-172K-2659 IS
A FACTORY #12AWG WIRE, DETAIL
"A" IS NOT INSTALLED.

NOTE 1 AUTO PILOT CIRCUIT BREAKER

NOT INSTALLED. INSTALLED CESSNA (172P)
P/N CM3589-40, RADIO MASTER SWITCH IN
THIS POSITION & RE-ATTACHED PA-8 JUMPER.

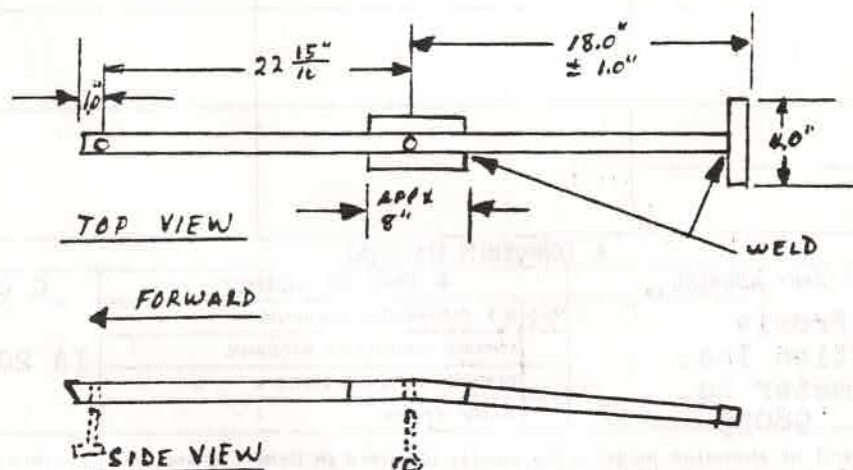
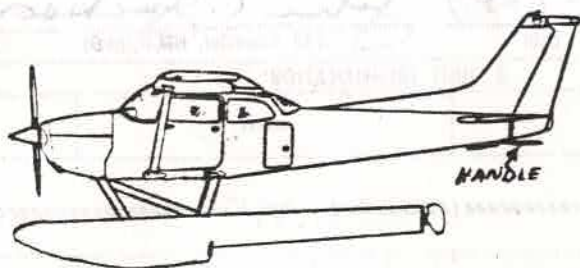
DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 03-R-160.1		
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY		
				OFFICE IDENTIFICATION		
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.						
1. AIRCRAFT	MAKE	Cessna	MODEL	R172K		
	SERIAL NO	R172 2659	NATIONALITY AND REGISTRATION MARK	USA N736NN		
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)			
	Boeing Empl. Flying Assoc.		840 West Perimeter Rd. Renton, Wa 98055			
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.						
4-7-89 <i>John E. Jackson</i> Date FAA Inspector, NM-P800-01						
4. UNIT IDENTIFICATION					5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTER- ATION	
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.		
Patrick M. Prociw Action Aviation Inc. 840 W. Perimeter Rd. Renton, Wa. 98055		<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC		IA 2096762		
		<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC				
		<input type="checkbox"/> CERTIFICATED REPAIR STATION				
		<input type="checkbox"/> MANUFACTURER				
I, 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				
4-7-89		<i>Patrick M. Prociw</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 PLT STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNEE	REPAIR STATION	<input type="checkbox"/>	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.		SIGNATURE OF AUTHORIZED INDIVIDUAL		
4-7-89		IA 2096762		<i>Patrick M. Prociw</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.) N736NN 3-28-89

On Cessna Hawk XP FLOATPLANE, made docking handle IAW drawing below, and attached at tail tie-down ring location. Handle does not interfere with flight controls or affect the flight characteristics of the floatplane. Secured handle using Cessna p/n 0523613-1 Mooring bolt and one AN-4 bolt at Sta. 203. Weight Change 2.0 lbs. (measured) at Sta. 226.0" .



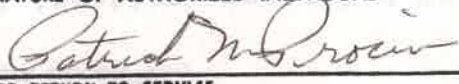

MATERIAL : 5/8" SQUARE MILD STEEL TUBING.

WELD : REINFORCING TUBES & TEE AT INTERSECTING CORNERS.

BEND : 10° AS SHOWN PRIOR TO WELDING.

PAINT : POLYURETHANE PRIMER AND RED ENAMEL

OWNER COPY

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	
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 R172K		
	SERIAL NO. R172 2659		NATIONALITY AND REGISTRATION MARK USA N736NN		
2. OWNER	NAME (As shown on registration certificate) Boeing Employees Flying Assoc. Inc.		ADDRESS (As shown on registration certificate) 840 W. Perimeter Rd. Renton, Wa. 98055		
	3. FOR FAA USE ONLY				
4. UNIT IDENTIFICATION				5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTER- ATION
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.
Patrick M. Procin Action Aviation Inc. 840 W. Perimeter Rd. Renton, Wa. 98055			<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	IA 2096762	
			<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 7-1-89			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 FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/> XX	OTHER (Specify)	
	FAA DESIGNEE	REPAIR STATION	<input type="checkbox"/>	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 7-1-89		CERTIFICATE OR DESIGNATION NO. IA 2096762		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.)

Into standard instrument panel location, installed Transcal Blind Encoder Model D120-P2-T IAW Transcal Installation Diagram #E100124 dated 7-21-78 and Cessna ARC Transponder installation manual. Encoder and altimeter tested IAW FAR 91 to 20,000FT. and "matched" by Rainier Instruments, Faa RS#4257, on W.O. 1615D. Static system leak test and transponder ramp test performed IAW FAR 91.172 and Part 43 (and App. E c) by Benair Avionics, FAA RS#61-86, on WO.# 10434 . Wiring sized , supported, protected, and secured IAW AC 43.13. Weight and Balance noted in aircraft log book and equipment list. END

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

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE CESSNA	MODEL R172K
	SERIAL NO. R1722659	NATIONALITY AND REGISTRATION MARK N736NN
2. OWNER	NAME (As shown on registration certificate) BOEING EMPL. FLYING ASSOC.	ADDRESS (As shown on registration certificate) 840 WEST PERIMETER RD RENTON WA 98055

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 KEN KEEGAL ACTION AVIATION 840 W PERIMETER RD RENTON WA 98055	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. A&P 2360044
--	--	--

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 8-4-89	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Ken Keegal</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 FLT. STANDARDS INSPECTOR	MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION 8-4-89	CERTIFICATE OR DESIGNATION NO. IA 2096762	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Catrina M. Brown</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.)

N736NN

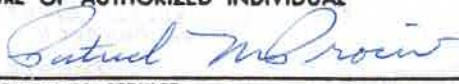
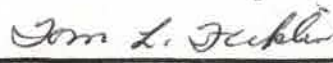
R172K

SIN R1722659

8-4-89

1. REPLACED LH LOWER BELLY SKIN UNDER CARGO/ BAGGAGE DOOR. FABRICATED NEW SKIN FROM 2024-T3 x.032 ALUMINUM, USING OLD SKIN AS TEMPLATE. REINSTALLED USING FACTORY RIVET PATTERN WITH AN 470 AD SERIES RIVITS.
2. ALL WORK DONE IN ACCORDANCE WITH CESSNA REPAIR MANUAL, SEC 18-2, SEC 18-15 AND AC 43.13-1A, SEC 3, PAR 96, d; PAR 97; PAR 99b, c; PAR 100d.
3. PRIMED WITH ZINC CHROMATE & EPOXY PRIMER AND PAINTED

END

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	
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 R172K			
	SERIAL NO. R172-2659			NATIONALITY AND REGISTRATION MARK N736NN			
2. OWNER	NAME (As shown on registration certificate) Boeing Employees Flying Assoc., Inc.			ADDRESS (As shown on registration certificate) 840 W Perimeter Rd Renton, WA 98055			
3. FOR FAA USE ONLY							
4. UNIT IDENTIFICATION						5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION		
AIRFRAME	***** (As described in item 1 above) *****						
POWERPLANT							
PROPELLER							
APPLIANCE	TYPE Seaplane Float		248B 2440	0162	X		
	MANUFACTURER EDO						
6. CONFORMITY STATEMENT							
A. AGENCY'S NAME AND ADDRESS				B. KIND OF AGENCY		C. CERTIFICATE NO.	
Patrick M. Procin Action Aviation 840 W. Perimeter Rd Renton, WA 98055				<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC		IA209672	
				<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 4-18-90			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 FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION		OTHER (Specify)	
	FAA DESIGNEE	REPAIR STATION	<input type="checkbox"/>	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT			
DATE OF APPROVAL OR REJECTION 4/18/90		CERTIFICATE OR DESIGNATION NO. IA2122055		SIGNATURE OF AUTHORIZED INDIVIDUAL 			

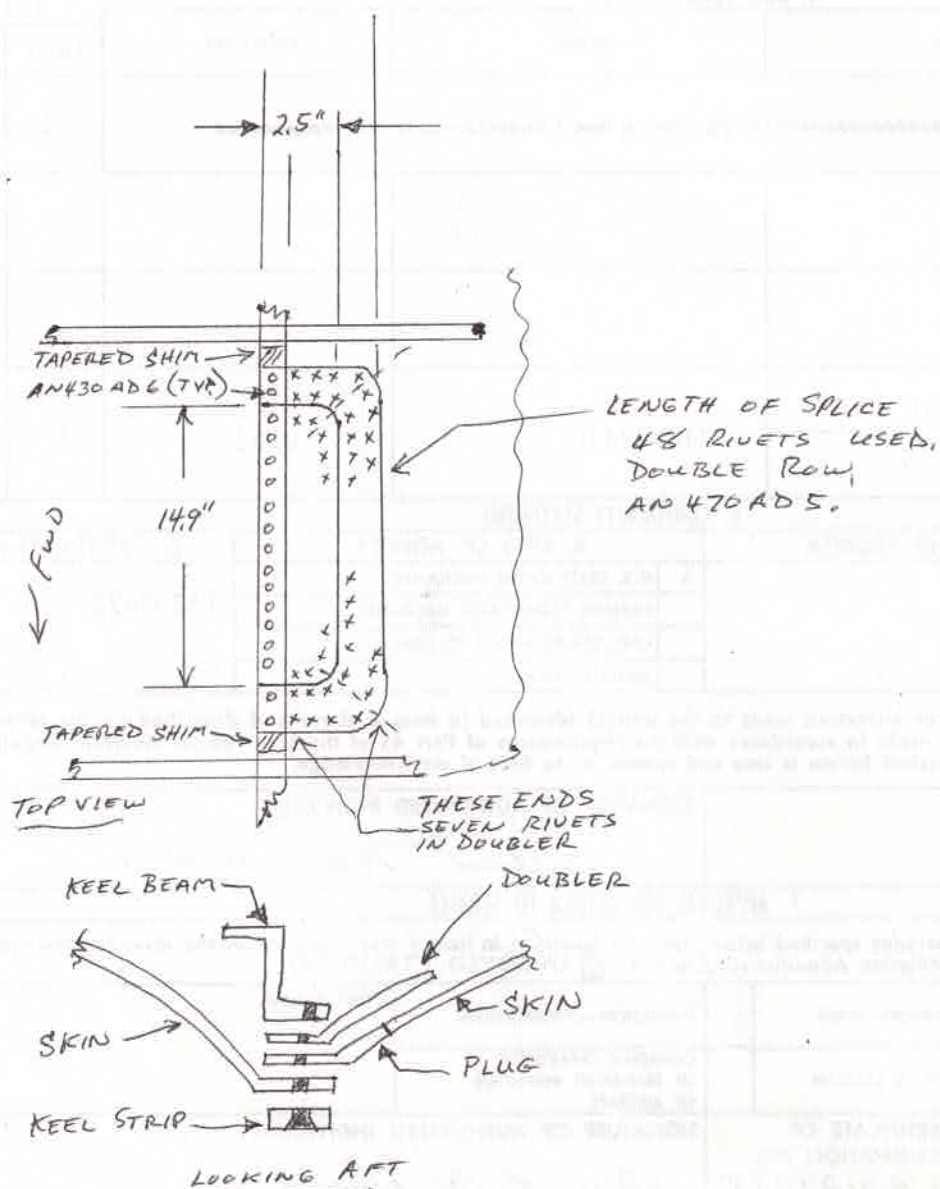
NOTICE

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.)

N736NN 4-18-90 TACH=TTSN=3210.8

On left EDO Float P/N 248B2440, S/N 162, Installed single lap skin patch and filler plug on damaged area near LH keel between STA 5 & 6. Used (as original) 2024T3 Alclad .040" repair pieces, AN 470 AD5 rivets in repair, and AN430 AD 6 rivets in original keel locations, see sketch, Ref. AC43.13-1A, Fig 2.28, Fig 2.24, Fig 2.18, Fig 2.19, and Para 99 & 100d. Work done IAW verbal instructions from EDO Factory Tech. Representative. Repair parts etched, alodined, primed, & installed using 3-M #5200 Marine Sealant.



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

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 R172K
	SERIAL NO. R172-2659	NATIONALITY AND REGISTRATION MARK N736NN
2. OWNER	NAME (As shown on registration certificate) Boeing Employees Flying Assoc., Inc.	ADDRESS (As shown on registration certificate) 840 W Perimeter Rd Renton, WA 98055

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION				5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE Seaplane Float	248B 2440	0161	X	
	MANUFACTURER EDO				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Patrick M. Prociw Action Aviation 840 W. Perimeter Rd Renton, WA 98055	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	IA209672
	<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 12-14-90	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Patrick M. Prociw</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 FLT. STANDARDS INSPECTOR	MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNER	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 12-14-90		CERTIFICATE OR DESIGNATION NO. IA 2096762		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Patrick M. Prociw</i>	

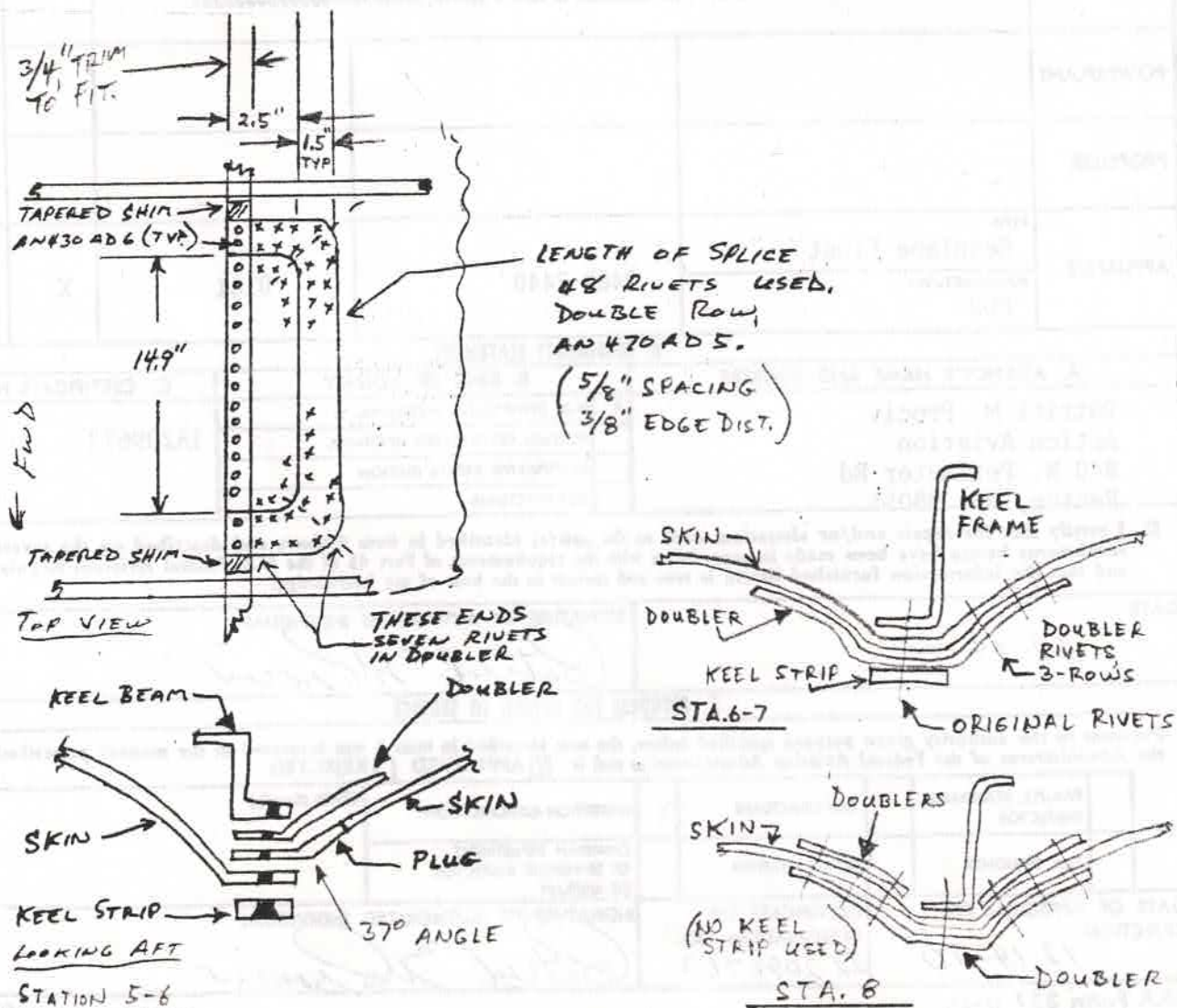
NOTICE

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.

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

N736NN 12-14-90 TACH=TTSN = 3361.1

On right EDO Float P/N 248B2440, S/N 161, installed single lap skin patch and filler plug on damaged area near LH keel between STA 5 & 6. Used (as original) 2024-T3 Alclad .040" repair pieces, AN 470 AD5 rivets in repair and AN430 AD 6 rivets in original keel locations, see sketch. Installed external skin doubler at keel area between STA 6 & 7 using AN470 AD-5 rivets. Patched two torn rivet holes in skin at STA 8 using external & internal skin doubler plates, utilizing original rivet pattern and additional AN470 AD-5 rivets as needed. Ref. AC 43.13-1A, Fig 2.28, Fig 2.24, Fig 2.18, Fig 2.19 and Para 99 & 100d. Work done IAW verbal instructions from EDO Factory Tech. Representative. Repair parts etched, alodined, primed, & installed using 3-M #5200 Marine Sealant.





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

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 R172K
	Serial No. 1722659	Nationality and Registration Mark N736NN
2. Owner	Name (As shown on registration certificate) BOEING EMPLOYEES FLYING ASSOC	Address (As shown on registration certificate) 840 W. PERIMETER RD RENTON, WA 98055

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.
Lyle R. Peters 1517 McHugh Ave Enumclaw, WA 98022	<input checked="" type="checkbox"/> U.S. Certified Mechanic	395527265
	<input type="checkbox"/> Foreign Certified Mechanic	
	<input type="checkbox"/> Certified 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 3-23-93	Signature of Authorized Individual
-----------------	--

7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 3-23-93		Certificate or Designation No. 395527265	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.)

Installed Sigtronics Transcom Intercom Model SPA-400 TSO in right side panel above control yoke in accordance with Sigtronics Installation Instructions and also in accordance with EA-AC43.13-2A para. 9, 21, 22, 23, and 27. Power is provided by a 2 amp circuit breaker powered by the master bus. Total electrical load does not exceed system capacity as determined by test and computation. Weight and Balance and Equipment List upgraded.*****END*****

☐ Additional Sheets Are Attached



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

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

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 R172K
	Serial No. 1722659	Nationality and Registration Mark N736NN
2. Owner	Name (As shown on registration certificate) BOEING EMPLOYEES FLYING ASSOC	Address (As shown on registration certificate) 840 W PERIMETER RD RENTON WA 98055

3. For FAA Use Only

4. Unit Identification

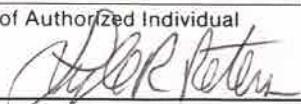
5. Type

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~				XX
POWERPLANT	Continental	IO360K1	240058R		XX
PROPELLER	McCauley	2A34C203	771522		XX
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address Lyle R. Peters 1517 McHugh Ave Enumclaw WA 98022	B. Kind of Agency	C. Certificate No. 395527265
	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	
	Foreign Certificated Mechanic	
	Certificated Repair Station	
	Manufacturer	

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

Date 3-23-93	Signature of Authorized Individual 
-----------------	--

7. Approval for Return To Service

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

BY	FAA Flt. Standards Inspector	Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 3-23-93		Certificate or Designation No. 395527265		Signature of Authorized Individual 	

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

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

Modified Continental IO-360-K engine in accordance with STC SE1436CE dated October 6, 1978. Installed Isham Aircraft kit p/n RL7200 in accordance with Isham Drawing List Number RL7202 and STC SA1437CE dated October 6, 1978. All parts are FAA/PMA approved. No weight and balance change. Equipment list revised. POH revised.*****END*****

J. Chem. Soc., Faraday A, 1968, **64**, 171.

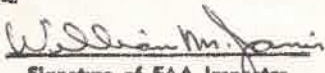
MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)FOR FAA USE ONLY
OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE Cessna	MODEL R172
	SERIAL NO. R1722659	NATIONALITY AND REGISTRATION MARK US N736NN
2. OWNER	NAME (As shown on registration certificate) Tanik Aviation	ADDRESS (As shown on registration certificate) 2840 Pelican Dr. Anchorage, Ak.99502

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 43, section 43.7

3. FOR FAA USE ONLY

7-3-84 
DATE Signature of FAA Inspector

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTER- ATION
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.
Harold W. Child SR 3 Box 1590 Chugiak, Ak. 99567	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	512346966 IA
	<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 29 June 1984	SIGNATURE OF AUTHORIZED INDIVIDUAL 
----------------------	--

7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION <input type="checkbox"/> CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		
DATE OF APPROVAL OR REJECTION 26 June 1984	CERTIFICATE OR DESIGNATION NO. 512346966 IA	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.)

1. AIRCRAFT WEIGHT INCREASED 2 LBS. 10 OZ., AIRCRAFT WEIGHT AND BAL./EQUIPMENT LIST CHANGED.
2. AIRCRAFT TIRES CHANGED ON AIRCRAFT INVENTORY.
3. INSTALLED 8.50 X 6 GOODYEAR TIRES ON MAIN WHEELS.

-----END-----

Changed equipment list in aircraft increased wt 5.2 lbs and +300 man at 60" datum line.

☐ ADDITIONAL SHEETS ARE ATTACHED



CONFORMITY CERTIFICATE
REPAIR OR MODIFICATION

CERTIFICAT DE CONFORMITÉ
RÉPARATION OU MODIFICATION

INSTRUCTIONS

FOR INSTRUCTION, SEE AIRWORTHINESS MANUAL ADVISORY 575.219. - POUR LES INFORMATIONS, CONSULTER LA CIRCULAIRE CONSULTATIVE AU MANUEL DE NAVIGABILITÉ 575.219.
PRINT OR TYPE - DACTYLOGRAPHIER OU ÉCRIRE EN LETTRES MOULÉES

1. AIRCRAFT AÉRONEF	MAKE - CONSTRUCTEUR		MODEL - MODÈLE	
	SERIAL NO. - N° DE SÉRIE		REGISTRATION MARKS - MARQUES D'IMMATRICULATION	
2. OWNER PROPRIÉTAIRE	NAME - NOM <u>B.E.E.F.A.</u>		ADDRESS - ADRESSE	
3. UNIT IDENTIFICATION IDENTITÉ DE L'UNITÉ	UNIT - UNITÉ <u>Float</u>	MANUFACTURER - CONSTRUCTEUR <u>EDO Corp.</u>	4. TYPE OF WORK - GENRE DE TRAVAIL <input type="checkbox"/> MODIFICATION <input checked="" type="checkbox"/> REPAIR RÉPARATION	
	MODEL - MODÈLE <u>2440</u>	SERIAL NO. - N° DE SÉRIE <u>161</u>		
* USE A SEPARATE FORM FOR EACH UNIT BEING CERTIFIED - UTILISER UN FORMULAIRE SÉPARÉ POUR CHAQUE UNITÉ CERTIFIÉE				
5. CONFORMITY STATEMENT DECLARATION DE CONFORMITÉ	I CERTIFY THAT THE WORK DETAILED ON THE REVERSE SIDE OF THIS SHEET HAS BEEN ACCOMPLISHED IN ACCORDANCE WITH APPROVED DATA SPECIFIED THEREIN.		JE CERTIFIE QUE LE TRAVAIL DÉCRIT AU VERSO DE CE FORMULAIRE A ÉTÉ EFFECTUÉ SELON LES MÉTHODES HOMOLOGUÉES QUI Y SONT MENTIONNÉES.	
	SIGNATURE <u>[Signature]</u> (AUTHORIZED PERSON - PERSONNE AUTORISÉE) ADDRESS - ADRESSE SEAFLIGHT INDUSTRIES INC. RR 4, S-16, C-29 VERNON, B.C. V1T 6L7		AME LICENCE OR AMO APPROVAL NO. <u>143-91</u> N° DE LICENCE DU TEA OU D'APPROBATION DE L'AMO DATE <u>27 Feb. 21/97</u>	
6. CERTIFICATION	THE MAINTENANCE REQUIRED TO INSTALL THIS COMPONENT ON THE AIRCRAFT STATED ABOVE HAS BEEN PERFORMED IN ACCORDANCE WITH THE APPLICABLE STANDARDS OF AIRWORTHINESS.		LA MAINTENANCE REQUISE POUR INSTALLER LE COMPOSANT SUR L'AÉRONEF MENTIONNÉ CI-HAUT A ÉTÉ EXÉCUTÉE CONFORMÈMENT AUX NORMES DE NAVIGABILITÉ APPLICABLES.	
	SIGNATURE (AUTHORIZED PERSON - PERSONNE AUTORISÉE) ADDRESS - ADRESSE		AME LICENCE OR AMO APPROVAL NO. N° DE LICENCE DU TEA OU D'APPROBATION DE L'AMO DATE CATEGORY - CATÉGORIE	
7. FOR DEPARTMENT OF TRANSPORT OR APPROVED MAINTENANCE ORGANIZATION USE RÉSERVÉ AU MINISTÈRE DES TRANSPORTS OU AUX ORGANISMES DE MAINTENANCE AGRÉÉS	CERTIFICATION OF AERONAUTICAL PRODUCTS BEING RETURNED TO FOREIGN CUSTOMERS.		CERTIFICATION DE PRODUITS AÉRONAUTIQUES RETOURNÉS AUX CLIENTS D'ORIGINE ÉTRANGÈRE.	
	AIRWORTHINESS OR AUTHORIZED INSPECTOR INSPECTEUR AUTORISÉ OU DE NAVIGABILITÉ		REGION DISTRICT OR ORGANIZATION RÉGION DISTRICT OU ORGANISATION STAMP / DATE - ESTAMPILLE / DATE	

8. DESCRIPTION OF WORK ACCOMPLISHED

(IF MORE SPACE IS REQUIRED ATTACH ADDITIONAL SHEETS - IDENTIFY WITH AIRCRAFT, NATIONALITY AND REGISTRATION MARKS AND DATE WORK COMPLETED.)

DESCRIPTION DES TRAVAUX EXÉCUTÉS

(AU BESOIN, UTILISER DES FEUILLES SUPPLÉMENTAIRES - INDICER SUR CHAQUE FEUILLE, LES MARQUES D'IMMATRICULATION DE L'AÉRONEF ET LA DATE À LAQUELLE LES TRAVAUX ONT ÉTÉ EFFECTUÉS.)

- All repairs performed on this float have been accomplished in accordance to Sea-flight Industries Inc's. Structural Repair Manual (S.R.M.) D.O.T. approval #P-RDA-93-270-D
 - The fwd. L+RH side skins, and the planing bottom skin were replaced as per S.R.M. Part II section 1.3
 - The fwd. deck skin from station #1 to station #2 was repaired as per S.R.M. Part II section 1.1
 - The keel bar, and both L+RH sister keel shoes were replaced as per S.R.M. Part II section 1
 - A spray rail was installed as per S.R.M. Part II section 1.1
 - The float was water tested for leaks
- End

WEIGHT AND BALANCE
ET CENTRAGE

LOAD ANALYSIS
CHARGES ÉLECTRIQUES

☐ INDEPENDENT CONTROL CHECK
VÉRIFICATION INDÉPENDANTE DES COMMANDES

☐ TEST FLIGHT
ESSAI EN VOL

☐ LOG BOOK ENTRIES
INSCRIPTIONS AU CARNET D'AÉRONEF

☐ ADDITIONAL SHEETS ARE ATTACHED
FEUILLES SUPPLÉMENTAIRES JOINTES

**CONFORMITY CERTIFICATE
REPAIR OR MODIFICATION**

**CERTIFICAT DE CONFORMITÉ
RÉPARATION OU MODIFICATION**

INSTRUCTIONS

FOR INSTRUCTION, SEE AIRWORTHINESS MANUAL ADVISORY 575.219. - POUR LES INFORMATIONS, CONSULTER LA CIRCULAIRE CONSULTATIVE AU MANUEL DE NAVIGABILITÉ 575.219.
PRINT OR TYPE - DACTYLOGRAPHIER OU ÉCRIRE EN LETTRES MOULÉES

1. AIRCRAFT AÉRONEF	MAKE - CONSTRUCTEUR		MODEL - MODÈLE	
	SERIAL NO. - N° DE SÉRIE		REGISTRATION MARKS - MARQUES D'IMMATRICULATION	
2. OWNER PROPRIÉTAIRE	NAME - NOM B. E. F. F. A.		ADDRESS - ADRESSE	
3. UNIT IDENTIFICATION IDENTITÉ DE L'UNITÉ	UNIT - UNITÉ Float	MANUFACTURER - CONSTRUCTEUR E D O Corp.	4. TYPE OF WORK - GENRE DE TRAVAIL <input type="checkbox"/> MODIFICATION <input checked="" type="checkbox"/> REPAIR RÉPARATION	
	MODEL - MODÈLE 2440	SERIAL NO. - N° DE SÉRIE 161		
* USE A SEPARATE FORM FOR EACH UNIT BEING CERTIFIED - UTILISER UN FORMULAIRE SÉPARÉ POUR CHAQUE UNITÉ CERTIFIÉE				
5. CONFORMITY STATEMENT DECLARATION DE CONFORMITÉ	I CERTIFY THAT THE WORK DETAILED ON THE REVERSE SIDE OF THIS SHEET HAS BEEN ACCOMPLISHED IN ACCORDANCE WITH APPROVED DATA SPECIFIED THEREIN.		JE CERTIFIE QUE LE TRAVAIL DÉCRIT AU VERSO DE CE FORMULAIRE A ÉTÉ EFFECTUÉ SELON LES MÉTHODES HOMOLOGUÉES QUI Y SONT MENTIONNÉES.	
	<p>SIGNATURE (AUTHORIZED PERSON - PERSONNE AUTORISÉE)</p> <p>ADDRESS - ADRESSE</p> <p>SEAFLIGHT INDUSTRIES INC. RR 4, S-16, C-29 VERNON, B.C. V1T 6L7</p>		<p>AME LICENCE OR AMO APPROVAL NO. N° DE LICENCE OU TEA OU D'APPROBATION DE L'AMO</p> <p>143-91</p> <p>DATE Feb. 21/97</p> <p>CATEGORY - CATÉGORIE</p>	
6. CERTIFICATION	THE MAINTENANCE REQUIRED TO INSTALL THIS COMPONENT ON THE AIRCRAFT STATED ABOVE HAS BEEN PERFORMED IN ACCORDANCE WITH THE APPLICABLE STANDARDS OF AIRWORTHINESS.		LA MAINTENANCE REQUISE POUR INSTALLER LE COMPOSANT SUR L'AÉRONEF MENTIONNÉ CI-HAUT A ÉTÉ EXÉCUTÉE CONFORMEMENT AUX NORMES DE NAVIGABILITÉ APPLICABLES.	
	<p>SIGNATURE (AUTHORIZED PERSON - PERSONNE AUTORISÉE)</p> <p>ADDRESS - ADRESSE</p>		<p>AME LICENCE OR AMO APPROVAL NO. N° DE LICENCE OU TEA OU D'APPROBATION DE L'AMO</p> <p>DATE</p> <p>CATEGORY - CATÉGORIE</p>	
7. FOR DEPARTMENT OF TRANSPORT OR APPROVED MAINTENANCE ORGANIZATION USE RÉSERVÉ AU MINISTÈRE DES TRANSPORTS OU AUX ORGANISMES DE MAINTENANCE AGRÉÉS	CERTIFICATION OF AERONAUTICAL PRODUCTS BEING RETURNED TO FOREIGN CUSTOMERS.		CERTIFICATION DE PRODUITS AÉRONAUTIQUES RETOURNÉS AUX CLIENTS D'ORIGINE ÉTRANGÈRE.	
	<p>AIRWORTHINESS OR AUTHORIZED INSPECTOR INSPECTEUR AUTORISÉ OU DE NAVIGABILITÉ</p>		<p>REGION DISTRICT OR ORGANIZATION REGION DISTRICT OU ORGANISATION</p> <p>STAMP / DATE - ESTAMPILLE / DATE</p>	

8. DESCRIPTION OF WORK ACCOMPLISHED

(IF MORE SPACE IS REQUIRED ATTACH ADDITIONAL SHEETS - IDENTIFY WITH AIRCRAFT, NATIONALITY AND REGISTRATION MARKS AND DATE WORK COMPLETED.)

DESCRIPTION DES TRAVAUX EXÉCUTÉS

(AU BESOIN, UTILISER DES FEUILLES SUPPLÉMENTAIRES - INDICUER SUR CHAQUE FEUILLE, LES MARQUES D'IMMATRICULATION DE L'AÉRONEF ET LA DATE À LAQUELLE LES TRAVAUX ONT ÉTÉ EFFECTUÉS.)

- All repairs performed on this float have been accomplished in accordance to Sea-flight Industries Inc's. Structural Repair Manual (S.R.M.) D.O.T. approval #P-RDA-93-270-D
 - The fwd. L & RH side skins, and the planing bottom skin were replaced as per S.R.M. Part II section 1.3.
 - The fwd. deck skin from station #1 to station #2 was repaired as per S.R.M. Part II section 1.1
 - The keel bar, and both L & RH sister keel shoes were replaced as per S.R.M. Part II section 1
 - A spray rail was installed as per S.R.M. Part II section 1.1
 - The float was water tested for leaks
- End

AND BALANCE
CENTRAGE

LOAD ANALYSIS
CHARGES ÉLECTRIQUES

☐ INDEPENDENT CONTROL CHECK
VÉRIFICATION INDÉPENDANTE DES COMMANDES

☐ TEST FLIGHT
ESSAI EN VOL

☐ LOG BOOK ENTRIES
INSCRIPTIONS AU CARNET D'AÉRONEF



☐ ADDITIONAL SHEETS ARE ATTACHED
FEUILLES SUPPLÉMENTAIRES JOINTES

CONFORMITY CERTIFICATE REPAIR OR MODIFICATION

CERTIFICAT DE CONFORMITÉ RÉPARATION OU MODIFICATION

INSTRUCTIONS

FOR INSTRUCTION, SEE AIRWORTHINESS MANUAL ADVISORY 575.219. - POUR LES INFORMATIONS, CONSULTER LA CIRCULAIRE CONSULTATIVE AU MANUEL DE NAVIGABILITÉ 575.219.
PRINT OR TYPE - DACTYLOGRAPHIER OU ÉCRIRE EN LETTRES MOULÉES

1. AIRCRAFT AÉRONEF	MAKE - CONSTRUCTEUR		MODEL - MODÈLE	
	SERIAL NO. - N° DE SÉRIE		REGISTRATION MARKS - MARQUES D'IMMATRICULATION	
2. OWNER PROPRIÉTAIRE	NAME - NOM B.E.F.F.A.		ADDRESS - ADRESSE	
3. UNIT IDENTIFICATION IDENTITÉ DE L'UNITÉ	UNIT - UNITÉ Float	MANUFACTURER - CONSTRUCTEUR EDO Corp.	4. TYPE OF WORK - GENRE DE TRAVAIL <input type="checkbox"/> MODIFICATION <input checked="" type="checkbox"/> REPAIR RÉPARATION	
	MODEL - MODÈLE 2440	SERIAL NO. - N° DE SÉRIE 162		
* USE A SEPARATE FORM FOR EACH UNIT BEING CERTIFIED - UTILISER UN FORMULAIRE SÉPARÉ POUR CHAQUE UNITÉ CERTIFIÉE				
5. CONFORMITY STATEMENT DÉCLARATION DE CONFORMITÉ	I CERTIFY THAT THE WORK DETAILED ON THE REVERSE SIDE OF THIS SHEET HAS BEEN ACCOMPLISHED IN ACCORDANCE WITH APPROVED DATA SPECIFIED THEREIN. <div style="text-align: center;">  SIGNATURE (AUTHORIZED PERSON - PERSONNE AUTORISÉE) </div>		JE CERTIFIE QUE LE TRAVAIL DÉCRIT AU VERSO DE CE FORMULAIRE A ÉTÉ EFFECTUÉ SELON LES MÉTHODES HOMOLOGUÉES QUI Y SONT MENTIONNÉES. <div style="text-align: center;">  AME LICENCE OR AMO APPROVAL NO. N° DE LICENCE DU TEA OU D'APPROBATION DE L'AMO </div>	
	ADDRESS - ADRESSE SEAFLIGHT INDUSTRIES INC. RR 4, S-16, C-29 VERNON, B.C. V1T 6L7		DATE Feb. 21/97 CATEGORY - CATÉGORIE	
6. CERTIFICATION	THE MAINTENANCE REQUIRED TO INSTALL THIS COMPONENT ON THE AIRCRAFT STATED ABOVE HAS BEEN PERFORMED IN ACCORDANCE WITH THE APPLICABLE STANDARDS OF AIRWORTHINESS. <div style="text-align: center;"> SIGNATURE (AUTHORIZED PERSON - PERSONNE AUTORISÉE) </div>		LA MAINTENANCE REQUISE POUR INSTALLER LE COMPOSANT SUR L'AÉRONEF MENTIONÉ CI-HAUT A ÉTÉ EXÉCUTÉE CONFORMÉMENT AUX NORMES DE NAVIGABILITÉ APPLICABLES. <div style="text-align: center;"> AME LICENCE OR AMO APPROVAL NO. N° DE LICENCE DU TEA OU D'APPROBATION DE L'AMO </div>	
	ADDRESS - ADRESSE CATEGORY - CATÉGORIE		DATE CATEGORY - CATÉGORIE	
7. FOR DEPARTMENT OF TRANSPORT OR APPROVED MAINTENANCE ORGANIZATION USE RÉSERVÉ AU MINISTÈRE DES TRANSPORTS OU AUX ORGANISMES DE MAINTENANCE AGRÉÉS	CERTIFICATION OF AERONAUTICAL PRODUCTS BEING RETURNED TO FOREIGN CUSTOMERS.		CERTIFICATION DE PRODUITS AÉRONAUTIQUES RETOURNÉS AUX CLIENTS D'ORIGINE ÉTRANGÈRE.	
	AIRWORTHINESS OR AUTHORIZED INSPECTOR INSPECTEUR AUTORISÉ OU DE NAVIGABILITÉ		REGION DISTRICT OR ORGANIZATION RÉGION DISTRICT OU ORGANISATION	
		STAMP / DATE - ESTAMPILLE / DATE		

WEIGHT AND BALANCE OR OPERATING LIMITATION CHANGES SHALL BE ENTERED IN THE APPROPRIATE AIRCRAFT RECORDS. A MODIFICATION MUST BE COMPATIBLE TO ALL PREVIOUSLY INCORPORATED MODIFICATIONS TO ASSURE CONTINUED CONFORMITY WITH THE APPLICABLE AIRWORTHINESS REQUIREMENTS.

LES CHANGEMENTS DE MASSE ET CENTRAGE OU DE LIMITES D'UTILISATION DOIVENT ÊTRE TRANSCRITS DANS LES DOSSIERS APPROPRIÉS DE L'AÉRONEF. UNE MODIFICATION DOIT ÊTRE COMPATIBLE AVEC LES MODIFICATIONS PRÉCÉDEMMENT INCORPORÉES POUR ASSURER LA CONFORMITÉ AUX NORMES DE NAVIGABILITÉ APPLICABLES.

8. DESCRIPTION OF WORK ACCOMPLISHED

(IF MORE SPACE IS REQUIRED ATTACH ADDITIONAL SHEETS - IDENTIFY WITH AIRCRAFT, NATIONALITY AND REGISTRATION MARKS AND DATE WORK COMPLETED.)

DESCRIPTION DES TRAVAUX EXÉCUTÉS

(AU BESOIN, UTILISER DES FEUILLES SUPPLÉMENTAIRES - INDIQUER SUR CHAQUE FEUILLE, LES MARQUES D'IMMATRICULATION DE L'AÉRONEF ET LA DATE À LAQUELLE LES TRAVAUX ONT ÉTÉ EFFECTUÉS.)

- All repairs performed on this float have been accomplished in accordance to Seatlight Industries Inc's. Structural Repair Manual (S.R.M.) D.O.T approval # P-RDA-93-270-D
 - The planing bottom skin was replaced as per S.R.M. Part II section 1.3
 - The keel bar, and both L & RH sister keel shoes were replaced as per S.R.M. Part II section 1.1
 - A spray rail was installed as per S.R.M. Part II section 1.1
 - The float was water tested for leaks
- End. —

AND BALANCE
CENTRAGE

AND ANALYSIS
GES ÉLECTRIQUES

☐ INDEPENDENT CONTROL CHECK
VÉRIFICATION INDÉPENDANTE DES COMMANDES

☐ TEST FLIGHT
ESSAI EN VOL

☐ LOG BOOK ENTRIES
INSCRIPTIONS AU CARNET D'AÉRONEF


☐ ADDITIONAL SHEETS ARE ATTACHED
FEUILLES SUPPLÉMENTAIRES JOINTES

CONFORMITY CERTIFICATE
REPAIR OR MODIFICATION

CERTIFICAT DE CONFORMITÉ
RÉPARATION OU MODIFICATION

INSTRUCTIONS

FOR INSTRUCTION, SEE AIRWORTHINESS MANUAL ADVISORY 575.219. - POUR LES INFORMATIONS, CONSULTER LA CIRCULAIRE CONSULTATIVE AU MANUEL DE NAVIGABILITÉ 575.219.
PRINT OR TYPE - DACTYLOGRAPHIER OU ÉCRIRE EN LETTRES MOULÉES

1. AIRCRAFT AÉRONEF	MAKE - CONSTRUCTEUR	MODEL - MODÈLE	
	SERIAL NO. - N° DE SÉRIE	REGISTRATION MARKS - MARQUES D'IMMATRICULATION	
2. OWNER PROPRIÉTAIRE	NAME - NOM B.E.F.F.A.	ADDRESS - ADRESSE	
3. UNIT IDENTIFICATION IDENTITÉ DE L'UNITÉ	UNIT - UNITÉ Float	MANUFACTURER - CONSTRUCTEUR EDO Corp.	4. TYPE OF WORK - GENRE DE TRAVAIL <input type="checkbox"/> MODIFICATION <input checked="" type="checkbox"/> REPAIR RÉPARATION
	MODEL - MODÈLE 2440	SERIAL NO. - N° DE SÉRIE 162	
* USE A SEPARATE FORM FOR EACH UNIT BEING CERTIFIED - UTILISER UN FORMULAIRE SÉPARÉ POUR CHAQUE UNITÉ CERTIFIÉE			
5. CONFORMITY STATEMENT DECLARATION DE CONFORMITÉ	I CERTIFY THAT THE WORK DETAILED ON THE REVERSE SIDE OF THIS SHEET HAS BEEN ACCOMPLISHED IN ACCORDANCE WITH APPROVED DATA SPECIFIED THEREIN.  SIGNATURE (AUTHORIZED PERSON - PERSONNE AUTORISÉE)		JE CERTIFIE QUE LE TRAVAIL DÉCRIT AU VERSO DE CE FORMULAIRE A ÉTÉ EFFECTUÉ SELON LES MÉTHODES HOMOLOGUÉES QUI Y SONT MENTIONNÉES. 143-91 AME LICENCE OR AMO APPROVAL NO. N° DE LICENCE DU TEA OU D'APPROBATION DE L'AMO
	ADDRESS - ADRESSE SEAFLIGHT INDUSTRIES INC. RR 4, S-16, C-29 VERNON, B.C. V1T 6L7		DATE Feb. 21/97
6. CERTIFICATION	THE MAINTENANCE REQUIRED TO INSTALL THIS COMPONENT ON THE AIRCRAFT STATED ABOVE HAS BEEN PERFORMED IN ACCORDANCE WITH THE APPLICABLE STANDARDS OF AIRWORTHINESS.		LA MAINTENANCE REQUISE POUR INSTALLER LE COMPOSANT SUR L'AÉRONEF MENTIONNÉ CI-HAUT A ÉTÉ EXÉCUTÉE CONFORMÉMENT AUX NORMES DE NAVIGABILITÉ APPLICABLES.
	SIGNATURE (AUTHORIZED PERSON - PERSONNE AUTORISÉE)		AME LICENCE OR AMO APPROVAL NO. N° DE LICENCE DU TEA OU D'APPROBATION DE L'AMO
7. FOR DEPARTMENT OF TRANSPORT OR APPROVED MAINTENANCE ORGANIZATION USE RÉSERVÉ AU MINISTÈRE DES TRANSPORTS OU AUX ORGANISMES DE MAINTENANCE AGRÉÉS	CERTIFICATION OF AERONAUTICAL PRODUCTS BEING RETURNED TO FOREIGN CUSTOMERS.		CERTIFICATION DE PRODUITS AÉRONAUTIQUES RETOURNÉS AUX CLIENTS D'ORIGINE ÉTRANGÈRE.
	AIRWORTHINESS OR AUTHORIZED INSPECTOR INSPECTEUR AUTORISÉ OU DE NAVIGABILITÉ		REGION DISTRICT OR ORGANIZATION RÉGION DISTRICT OU ORGANISATION

WEIGHT AND BALANCE OR OPERATING LIMITATION CHANGES SHALL BE ENTERED IN THE APPROPRIATE AIRCRAFT RECORDS. A MODIFICATION MUST BE COMPATIBLE TO ALL PREVIOUSLY INCORPORATED MODIFICATIONS TO ASSURE CONTINUED CONFORMITY WITH THE APPLICABLE AIRWORTHINESS REQUIREMENTS.

LES CHANGEMENTS DE MASSE ET CENTRAGE OU DE LIMITES D'UTILISATION DOIVENT ÊTRE TRANSCRITS DANS LES DOSSIERS APPROPRIÉS DE L'AÉRONEF. UNE MODIFICATION DOIT ÊTRE COMPATIBLE AVEC LES MODIFICATIONS PRÉCÉDEMMENT INCORPORÉES POUR ASSURER LA CONFORMITÉ AUX NORMES DE NAVIGABILITÉ APPLICABLES.

8. DESCRIPTION OF WORK ACCOMPLISHED

(IF MORE SPACE IS REQUIRED ATTACH ADDITIONAL SHEETS - IDENTIFY WITH AIRCRAFT, NATIONALITY AND REGISTRATION MARKS AND DATE WORK COMPLETED.)

DESCRIPTION DES TRAVAUX EXÉCUTÉS

(AU BESOIN, UTILISER DES FEUILLES SUPPLÉMENTAIRES - INDICUER SUR CHAQUE FEUILLE, LES MARQUES D'IMMATRICULATION DE L'AÉRONEF ET LA DATE À LAQUELLE LES TRAVAUX ONT ÉTÉ EFFECTUÉS.)

- All repairs performed on this float have been accomplished in accordance to Seatlight Industries Inc's. Structural Repair Manual (S.R.M.) D.O.T approval # P-RDA-93-270-D
 - The planing bottom skin was replaced as per S.R.M. Part II section 1.3
 - The keel bar, and both L+RH sister keel shoes were replaced as per S.R.M. Part II section 1.1
 - A spray rail was installed as per S.R.M. Part II section 1.1
 - The float was water tested for leaks
- _____ End. _____

BALANCE
CENTRAGE

ANALYSIS
ÉLECTRIQUES

☐ INDEPENDENT CONTROL CHECK
VÉRIFICATION INDÉPENDANTE DES COMMANDES

☐ TEST FLIGHT
ESSAI EN VOL

☐ LOG BOOK ENTRIES
INSCRIPTIONS AU CARNET D'AÉRONEF

☐ ADDITIONAL SHEETS ARE ATTACHED
FEUILLES SUPPLÉMENTAIRES JOINTES



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 Cessna	Model R172K
	Serial No. R1722659	Nationality and Registration Mark N736NN
2. Owner	Name (As shown on registration certificate) Boeing Employee Flying Association	Address (As shown on registration certificate) 840 Perimeter Rd. W. Renton Wa. 98055

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.
NICHOLAS EDWARD BISHOP DBA WEST COAST WINGS 2880 EASTSIDE RD. UKIAH, CA 95482	<input checked="" type="checkbox"/> U.S. Certified Mechanic	569539512
	<input type="checkbox"/> Foreign Certified Mechanic	
	<input type="checkbox"/> Certified 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 4-12-00	Signature of Authorized Individual
-----------------	--

7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 4-12-00		Certificate or Designation No. 569539512	Signature of Authorized Individual NICHOLAS E. BISHOP		

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.)

REPAIR HORIZONTAL STABILIZER AS FOLLOWS USING PROCEDURES IN CESSNA MODEL 172R SERIES HAWK XP SERVICE MANUAL SEC.18(STRUCTURAL REPAIR) AND AC 43.13-1B CHAP.4 SEC.4(METAL REPAIR PROCEDURES):

SUPPORT HORIZONTAL IN FIXTURE AND REMOVE RH AND LH LEADING EDGES AND SKINS.

REPLACE THE FOLLOWING WITH NEW:

FORWARD SPAR ASSEMBLY P/N 0532001-98 INCORPORATING 0531037-1 SPAR REINFORCEMENT AS REFERENCED BY CESSNA SERVICE BULLETIN #SEB94-8.

RH TIP RIB P/N 0532001-78

RH AND LH OUTBOARD RIBS P/N 0532001-77

LH RIB P/N 0532001-14

ELEVATOR STOP BRACKET P/N 0532006-1

FABRICATE NEW RH AND LH STABILIZER SKINS FROM 2024T3 .020" CLAD ALUMINUM, SAME AS REMOVED I.A.W. AC 43.13-1B 4-53, 4-55, AND 4-56.

ETCH, ALODINE, AND PRIME INSIDE OF SKINS WITH EPOXY PRIMER.

REASSEMBLE HORIZONTAL STABILIZER USING NEW LEADING EDGE SKINS P/N 0532001-76.

RIVET I.A.W. AC 43.13-1B 4-57a.b.c.d.f.

NEW HORIZONTAL TIPS P/N 0532001-93-791 INSTALLED.

HORIZONTAL NOT PAINTED OR INSTALLED ON AIRCRAFT.

END

THE INSTALLER IS TO FILL OUT BLOCKS 1 & 2 OF THIS FORM I.A.W. AC 43.9-1E 5a.b.

☐ Additional Sheets Are Attached



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

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

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 R172K
	Serial No. R1722659	Nationality and Registration Mark N736NN
2. Owner	Name (As shown on registration certificate) Boeing Employee Flying Association	Address (As shown on registration certificate) 840 Perimeter Rd. W. Renton, Wa. 98055

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 Michael D. Colden 3832 S. Alaska St. Tacoma, Wa. 98408	B. Kind of Agency X	C. Certificate No. 472843209
	U.S. Certificated Mechanic	
	Foreign Certificated Mechanic	
	Certificated Repair Station	
	Manufacturer	

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

Date March 24, 1998	Signature of Authorized Individual
-------------------------------	--

7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection March 25, 1998		Certificate or Designation No. 336760657	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.)

N736NN

CESSNA R172K


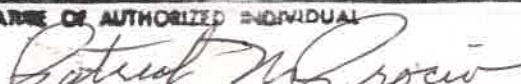
Inspection discovered crack growing from horizontal stabilizer front spar center lighten hole. Removed horizontal stabilizer from aircraft and stopped drilled two cracks growing from lighting hole. Installed doubler inside center spar between left and right inboard ribs using .041 2024-T3 3.500 x 8.500. Installed "C" channel inside doubler and front spar picking up left and right inboard ribs using .032 2024-T3 3.500 x 9.250 x 1.00. Installed new Cessna stabilizer center skin part # 0532001-23. Repair treated and primed.

All rivet type and spacing same as original. Work performed in accordance with AC 43.13-1A change 3, Chapter 2, section 3, paragraph 96,99,100,101 and Cessna Structural repair Instructions.

Weight and balance change negligible.

-----END-----

☐ Additional Sheets Are Attached

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				Form Approved Budget Bureau No. 04-8060-1 FOR FAA USE ONLY OFFICE IDENTIFICATION	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix 2, and AC 43.9-1 (or subsequent revisions thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE	Cessna	MODEL	R172K	
	SERIAL NO.	R172 2659	NATIONALITY AND REGISTRATION MARK USA N736NN		
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	Boeing Employees Flying Assoc. Inc.		840 W. Perimeter Rd. Renton, Wa. 98055		
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					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
Patrick M. Prociw Action Aviation Inc. 840 W. Perimeter Rd. Renton, Wa. 98055			<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	IA 2096762	
			<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		
5-9-91					
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 RT STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/> CX	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNER	REPAIR STATION	<input type="checkbox"/>	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.		SIGNATURE OF AUTHORIZED INDIVIDUAL	
5-9-91		IA 2096762			

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.)

N736NN 5-9-91

TACH 3375.0

FOUND HORIZONTAL STABILIZER REPAIRED YEARS
PREVIOUS (OWNER ESTIMATES 1988) BY PERSONS UNKNOWN, WITH
NO FAA-337 FORM FILED. INSPECTED REPAIR, FOUND LEFT
& RIGHT LEADING EDGE SKINS HAVE BEEN REPLACED BY
SAME CESSNA P/N 0532001-76 (L&R) SKINS, RE-USING
ORIGINAL RIVET LOCATIONS AND AN 470-AD4 RIVETS
AND CHERRY MAX CR3243-4 AND CR3243-5 RIVETS
WHERE NEEDED. REPAIR APPEARS TO BE DONE IN
ACCORDANCE WITH AC 43.13-1A AND CESSNA R-172K
MAINTENANCE MANUAL STRUCTURAL REPAIR INSTRUCTIONS.
END.



US Department of
Transportation
Federal Aviation
Administration

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

Act + F. 12
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 R172K
	Serial No. R1722659	Nationality and registration mark N736NN
2. Owner	Name (As shown on registration certificate) Boeing Employee Flying Association	Address (As shown on registration mark) 840 Perimeter Rd. W. Renton WA. 98055

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 Anton Gordon Bakke 19356 Conway Hill Rd. Mount Vernon, WA 98274	B. Kind of Agency <input checked="" type="checkbox"/> US Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. 1640993 A&P
--	---	--

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 US Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date March 31, 2000	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 Administration of the Federal Aviation Administration and is ☒ Approved ☐ Rejected

By	FAA Fit. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection March 31, 2000		Certificate or Designation No. 1640993		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.)

The following structural components were repaired in accordance with Cessna Repair Manual and 43:13 - 1B - Change Three, Chapter 4, Section 4.

CESSNA 172 STANDARD RANGE LH & RH WINGS

LH WING:

Top outboard skins replaced. Part numbers 0523511-3 and 0523511-12.

Inboard flap track replaced with used serviceable part. Part number 0523231-13.

Lower tank support skin reinforced at the fuel drain hole with a hole doubler of .040 2024-T3 aluminum.

RH WING:

Top outboard skins replaced. Part numbers 0523511-4 and 0523511-12.

Aux. spar -- outboard most upper flange area reinforced with a corner angle doubler of .032 2024-T3 aluminum.

Lower tank support skin reinforced at fuel drain hole with a hole doubler of .040 2024-T3 aluminum.

Items above not reinstalled on the aircraft.

----- End -----

Installer must fill out blocks 1 and 2 on reverse side of this form.

Installer signature: Kurt Boswell Kurt Boswell

Installer license number: AP536760657

Installer statement of reinstallation of above repaired components: See Aircraft logs



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 Cessna	Model R172K
	Serial No. R1722659	Nationality and Registration Mark N736NN
2. Owner	Name (As shown on registration certificate) Boeing Employee Flying Association	Address (As shown on registration certificate) 840 Perimeter Rd. W. Renton Wa. 98055

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.
NICHOLAS EDWARD BISHOP DBA WEST COAST WINGS 2880 EASTSIDE RD. UKIAH, CA 95482	<input checked="" type="checkbox"/> U.S. Certified Mechanic	569539512
	<input type="checkbox"/> Foreign Certified 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 2-8-00	Signature of Authorized Individual
-----------------------	--

7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 2-8-00		Certificate or Designation No. 569539512	Signature of Authorized Individual NICHOLAS EDWARD BISHOP 		

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.)

REPLACE DAMAGED UPPER AND LOWER CORRUGATED SKINS ON LH ELEVATOR P/N 0532001-73 USING PROCEDURES IN CESSNA MODEL R172 SERIES 1977-1980 SERVICE MANUAL SEC.18(STRUCTURAL REPAIR) AND AC 43.13-1B CHAP.4 SEC.4(METAL REPAIR PROCEDURES).

SUPPORT ELEVATOR IN FIXTURE AND REMOVE SKINS I.A.W. AC 43.13-1B 4-52b.

NEW UPPER AND LOWER SKINS FABRICATED FROM 2024T3 .016" ALCLAD ALUMINUM, SAME AS REMOVED I.A.W. AC 43.13-1B 4-53 4-55a.b.c. 4-56a.b.

RIVET ASSEMBLY I.A.W. AC 43.13-1B 4-57a.b.c.d.f.

NEW ELEVATOR TIP INSTALLED.

ELEVATOR NOT PAINTED.

FINAL BALANCE NOT CHECKED.

ELEVATOR NOT INSTALLED ON AIRCRAFT.

END

THE INSTALLER IS TO FILL OUT BLOCKS 1 & 2 OF THIS FORM I.A.W. AC 43.9-1E 5a.b.

☐ Additional Sheets Are Attached



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

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

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1. Aircraft	Make Cessna	Model R172K
	Serial No. R1722659	Nationality and Registration Mark N736NN
2. Owner	Name (As shown on registration certificate) Boeing Employee Flying Association	Address (As shown on registration certificate) 840 W Perimeter RD Renton, WA. 98055

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	XX
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address Ace Aviation, Inc. Kurt R. Boswell 289 Perimeter RD E Renton, WA. 98055	B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certified Mechanic	C. Certificate No. AP536760657
	<input type="checkbox"/> Foreign Certified Mechanic	
	<input type="checkbox"/> Certified 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 May 9th, 2001	Signature of Authorized Individual
---	--

7. Approval for Return To Service

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

BY	FAA Flt. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection May 9th, 2001	Certificate or Designation No. 536760657	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.)

N736NN Cessna R172K

Installed Soros, Inc. pilot and co-pilot overhead fresh air valves, per Soros, Inc. drawing list 100, revision N dated 11/1/93. Installation done in accordance with S.T.C. SA8150SW.

Repaired upper left firewall by removing damaged area which was from the heating duct upward and from the left edge to 12½ inches inward. Spliced a new section of firewall Cessna PN: 0553006-3 which was cleaned and primed. All work done I/A/W AC43.13-1B chapter 4 section 4 and Cessna Service Manual.

Equipment list revised, Aircraft weight and balance negligible.

-----END-----

☐ Additional Sheets Are Attached

United States Of America
Department of Transportation - Federal Aviation Administration
Supplemental Type Certificate

Number SA8150SW

This Certificate issued to SOROS, Inc.,
a Texas Corporation
117 Pawnee Trail
Lake Kiowa, TX 76240-9420

*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: *

Make: Cessna

Model: *

* See attached Approved
Model List SI 100, Revision A,
dated 8/9/96 or later FAA
approved Revision.

Description of Type Design Change:

Installation of VENTUBE pilot/co-pilot overhead fresh air valves in accordance with Soros, Inc., Drawing List 100, Revision N, dated November 1, 1993, or later FAA approved revision.

Limitations and Conditions:

Compatibility of this modification with previously installed equipment must be determined by 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: February 07, 1991

Date reissued: 11/22/95; 11/13/00

Date of issuance: December 11, 1991

Date amended: 11/3/93; 8/9/96 Rev. 3



By direction of the Administrator

[Signature]
(Signature)
S. Frances Cox, Manager
Special Certification Office,
Southwest Region

(Title)



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 Cessna	Model R172K
	Serial No. R1722659	Nationality and Registration Mark N736NN
2. Owner	Name (As shown on registration certificate) Boeing Employee Flying Assoc.	Address (As shown on registration certificate) 840 West Perimeter Rd. Renton, Wa. 98055

The technical data identified herein has been found to comply with applicable airworthiness requirements and is hereby approved for use only on the above described aircraft, subject to conformity inspection by a person in FAR 43.7

DATE

FAA Inspector NM-FSDO-01

3. For FAA Use Only

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				
POWERPLANT					
PROPELLER					
APPLIANCE	Type Float	248B-2440	RT 161 LT 162	X	X
	Manufacturer EDO				

6. Conformity Statement

A. Agency's Name and Address Ace Aviation, Inc. Kurt Boswell 289 East Perimeter Rd. Renton, Wa. 98055	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. 536760657
---	--	---------------------------------

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 Nov. 13, 2002	Signature of Authorized Individual Kurt Boswell
-----------------------	--

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	X	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection Nov. 13, 2002		Certificate or Designation No. 536760657	Signature of Authorized Individual Kurt Boswell		

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.)

N736NN

Cessna R172K

Fabricated and installed new larger EDO 2440 float water rudder steering blades. Water rudder blades fabricated larger in length than original, measuring 18" by 12" which is 3" longer overall. Used EDO model 3000 float blade assembly for pattern. Blades were made using 2024 T3 .125 clad aluminum same as original material. Water rudders etched, alodined and primed using epoxy primer.

Repaired left front float serial number 161, on outboard skin as follows: Installed new Edo skin as replacement part. Installed an additional seam an station 2 frame assembly. Repairs were then etched alodined and primed using epoxy primer.

All work done per AC43.13-1B Chapter 4 Section 4 metal repair procedures.

-----END-----

| Additional Sheets Are Attached



U.S. Department
of Transportation
Federal Aviation
Administration

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

Form Approved OMB
No. 2120-0020

For FAA Use Only
Office Identification

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

1. Aircraft	Make Cessna	Model C-172XP
	Serial No. R1722659	Nationality and Registration Mark N736NN
2. Owner	Name (As shown on registration certificate) Boeing Employees Flying Association	Address (As shown on registration certificate) 840 W. Perimeter Road, Renton, WA, 98055

3. For FAA Use Only

4. Unit Identification

5. Type

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in item 1 above) ~~~~~				
POWERPLANT					
PROPELLER					
APPLIANCE	Type Float	248B-2440	162	X	
	Manufacturer EDO Corp.				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Seaflight industries Inc. 6340 Tronson Road, Vernon, B.C. Canada, V1H 1N5	<input type="checkbox"/> U.S. Certificated Mechanic	143-91
	<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 August 25, 2003	Signature of Authorized Individual D. Craig
-------------------------	--

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	<input type="checkbox"/> FAA Fit. Standards Inspector	<input type="checkbox"/> Manufacturer	<input type="checkbox"/> Inspection Authorization	Other (Specify)	
	<input type="checkbox"/> FAA Designee	<input checked="" type="checkbox"/> Repair Station	<input type="checkbox"/> Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection August 25, 2003		Certificate or Designation No. 143-91	Signature of Authorized Individual D. Craig		

NOTICE

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

8. Description of Work Accomplished

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

- All repairs performed on this float have been accomplished in accordance to Seaflight Industries Incs. Structural Repair Manual (S.R.M.) Transport Canada approval # P-RDA-93-270-D.
- The lower flanges on bulkhead # 4, and 5 were repaired as per S.R.M. part 2 section 1-1.11.
- The bowplate was repaired as per S.R.M. Part 2 section 1-1.11.
- The # 2 inspection hatch was repaired as per S.R.M. Part 2 section 1-1.1.
- The transom was repaired as per S.R.M. Part 2 section 1-1.10.
- The fwd. main keelson was repaired at Bulkhead # 6 as per S.R.M. Part 2 section 1-1.6.
- The aft bottom skins, the planing bottom skin, and both fwd. bottom skins L&RH were replaced as per S.R.M. Part 2 section 1-1.3.
- The float was paint stripped, decorroded, etched and aladined as per S.R.M. Part 1 section 8.
- The float was water tested.
- The float was primed and repainted as per S.R.M. Part 1 section 8.
- For reference see work order # 18-07-03.

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

☐ Additional Sheets Are Attached



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

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

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 CESSNA	Model R172K
	Serial No. R1722659	Nationality and Registration Mark N736NN
2. Owner	Name (As shown on registration certificate) Boeing Employee Flying Association	Address (As shown on registration certificate) 840 West Perimeter Rd. Renton, Wa. 98055

3. For FAA Use Only

The technical data identified herein has been found to comply with applicable airworthiness requirements and is hereby approved for use only on the above described aircraft, subject to conformity inspection by a person in FAR 43.7

FEB 03 2005

DATE

Joan M. Deane, ASE
FAA Inspector, NM-FSDO-01

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

6. Conformity Statement

A. Agency's Name and Address Ace Aviation, Inc. Kurt Boswell 289 Perimeter Road E. Renton, Washington 98055	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. AP537585165
--	--	--

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 January 17, 2005	Signature of Authorized Individual Paul Miller <i>Paul Miller</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	<input checked="" type="checkbox"/>	Inspection Authorized	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection Feb. 3 2005		Certificate or Designation No. 537585165IA	Signature of Authorized Individual Paul Miller <i>Paul Miller</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 applicable airworthiness requirements.

8. Description of work performed

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

Registration No: N736NN

Model: Cessna R172K

Serial Number: 1722659

Removed Edo water rudder retract handle. Installed Aerocet water rudder retract handle and pulleys as follows:

1. Mounted external pulley on the bottom of fuselage 1" right of fuselage centerline at Sta. 43.5. Retract cable routed through cabin floor using original routing.
2. Mounted pulley on cabin floor 1" right of centerline at Sta. 43.5.
3. Installed Aerocet retract handle assembly 1" right of fuselage centerline at Sta. 32.5. All components installed using standard aircraft practice per AC43.13-1B.

Instructions for Continued Airworthiness (ICA)

1. Introduction: See (1) above
2. Description: Water rudder retraction handle
3. Control, operation information: Operate per affixed placard
4. Service information: N/A
5. Maintenance instructions: Inspect cable, pulleys and retract handle at routine inspections
6. Troubleshooting information: N/A
7. Removal and replacement: Remove screws attaching bracket to floor structure
8. Diagrams: N/A
9. Special instructions: N/A
10. Application of protective treatments: N/A
11. Data: N/A
12. Special Tools: N/A
13. Commuter category: N/A
14. Recommended overhaul periods: N/A
15. Airworthiness limitation section: N/A
16. Revision: To revise this ICA a letter must be submitted to the local FSDO with a copy of the revised FAA form 337, and revised ICA.

END

The technical data identified herein has been found to comply with applicable airworthiness requirements and is hereby approved for use only on the above described aircraft, subject to conformity inspection by a person in FAR 43.7

FEB 03 2005
DATE

FAA Inspector NM-FSDO-01

☐ Additional Sheets Are Attached



U.S. Department
of Transportation

Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

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 CESSNA	Model R172K
	Serial No. R1722659	Nationality and Registration Mark N736NN
2. Owner	Name (As shown on registration certificate) Boeing Employee Flying Association	Address (As shown on registration certificate) 840 W Perimeter RD Renton WA 98055

3. For FAA Use Only

The technical data identified herein has been found to comply with applicable airworthiness requirements and is hereby approved for use only on the above described aircraft, subject to conformity inspection by a person in FAR 43.7

N/A
DATE

N/A
FAA Inspector, NM-FSDO-01

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Ace Aviation, Inc. Kurt Boswell 289 Perimeter Road E. Renton, Washington 98055	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	AP2815859
	<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 December 12, 2006	Signature of Authorized Individual Everett Riggs
----------------------------------	--

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	<input checked="" type="checkbox"/>	Inspection Authorized	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection December 12, 2006		Certificate or Designation No. 544067844IA	Signature of Authorized Individual Rod Peterson		

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 applicable airworthiness requirements.

8. Description of work performed

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

N736NN

Cessna R172K

Repaired upper left firewall, by removing damaged area which was from the upper left engine mount to firewall attach point and upward 2 inches. Installed new stringer end cap and spliced a new section of firewall 14 inches wide and 19.5 inches high, Cessna part number: 0553006-3 installed, cleaned, primed and painted. All work done I/A/W AC43.13-1B chapter 4 section 4 and Cessna Service Manual.

Aircraft weight and balance negligible

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
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 N736NN	Serial No. R1722659	
	Make Cessna	Model R172K	Series
2. Owner	Name (As shown on registration certificate) Hanger One	Address (As shown on registration certificate) Address 301 W Jefferson BLVD, STE 200	
		City Fort Wayne State IN Zip 46802-3043 Country United States	


3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<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 Joel Newton	Address 1520 S Burdick St City Kalamazoo State Michigan Zip 49001 Country United States	<input checked="" type="checkbox"/> U. S. Certificated Mechanic	Manufacturer
		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
		<input type="checkbox"/> Certificated Repair Station	574306216A&P
		<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 Joel Newton 04/09/2019 
--	---

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

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	

Certificate or Designation No. 574306216IA	Signature/Date of Authorized Individual Joel Newton 04/09/2019 
---	---

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.)

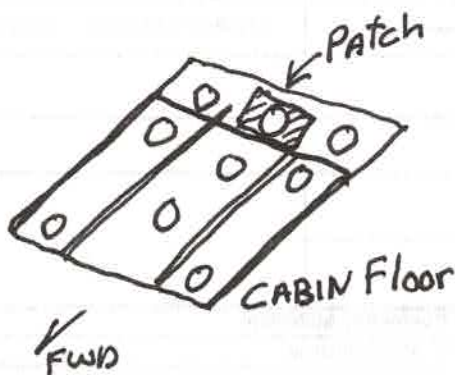
N736NN

04/09/2019

Nationality and Registration Mark

Date

- 1.) During Inspection, center floor skin PN 0511479-2 a 5" X 9" rectangle hole cut over the center inspection hole. Found no entry in the aircraft records between sta 56.70 and sta 65.33
- 2.) Fabricated patch from 2024 T3 .051 Aluminum sheet 7 1/2" X 11 2/5" single lap joint, using 2117-T4 (AD) 5/32 rivets.
- 3.) AC43.13 Chapter 4, section 4-57, para c, e figure 4-6, table 4-10, 4-5, and cessna structural repair manual para 19-52
- 4.) negligible weight change



nothing follows

☐ Additional Sheets Are Attached

Isham Aircraft

POST OFFICE BOX 193
VALLEY CENTER, KANSAS 67147
316-755-0713

MODIFICATION OF CESSNA R172K AIRPLANES AND
CONTINENTAL IO-360-K OR IO-360-KB ENGINES
IN ACCORDANCE WITH
ISHAM AIRCRAFT DRAWINGS

COPYRIGHT BRAD E. ISHAM 1991

ISHAM AIRCRAFTAIRCRAFT MODIFICATION SPECIALISTS

316 • 755-0713

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MANUAL SERIAL NUMBER _____

DATE OF MANUAL November 4, 1978

REVISION DATES: OCTOBER 15, 1991 REVISION A

To the Mechanic:

This modification is relatively simple to accomplish. The drawings contained in this manual do not list the steps in the proper sequence to take the least amount of shop time. If you'll follow these guidelines it will simplify the modification.

1. Remove propeller and have the prop shop reset the low pitch blade angle to $9.7^{\circ} +.2 -0$. While the prop is being reworked you can perform the rest of the modification.

2. Remove and replace propeller governor.

→ 3. Find the fuel pump pressure adjustment screw (located on the aft side of the pump appx. in the center).
[NOTE: THIS STEP IS NOT ALWAYS REQ'D. CHECK AT 2800 RPM BEFORE ADJUSTING.] Using a common screwdriver, turn the needle valve (recessed in the brass nut) one turn clockwise. This should bring the fuel pressure up to 17-18 GPH. You will have to varify the pressure during a static, or take-off run later, on the fuel flow gauge in the airplane. It is not necessary to adjust the complete fuel system, or idle mixture adjustments, unless the engine has been operating improperly prior to this modification. The adjustment of the high pressure setting will not effect the idle mixture. Steps for adjusting the complete system are furnished on drawing number R17201, if needed.

4. Stamp the engine data plate per drawing R17201, sheet 2.

5. Remove the fuel flow and tachometer and install the gauges furnished with this kit.

6. Install the fuel flow placard.

7. Install the propeller.

8. Check for 2800 RPM. If engine does not turn up during a takeoff roll to 2800, turn the adjustment screw on the governor counterclockwise one turn for each 25 RPM. Check fuel flow during take-off roll. WHEN CHECKING RPM LOOK STRAIGHT INTO THE TACH, NOT FROM AN ANGLE.

9. Complete the paperwork. On the 337 form, you will need to check (a) airframe alteration, (b) engine alteration, and (c) propeller alteration. Please forward an extra copy of the 337 form for our files.

It is recommended the back of the 337 form be worded in this manner:

Modified Continental IO-360-K engine IAW STC SE1436CE dated October 6, 1978. Installed Isham Aircraft kit P/N R17200 IAW Isham Drawing List Number R17202 and STC SA1437CE dated October 6, 1978. All parts are FAA/PMA approved. No weight and balance change. END.

10. Engine log book:

Modified engine to 210 horsepower. Installed "O" time tachometer. Propeller modified by _____, see maintenance release tag in back of this book. This work performed IAW STC SE1436CE. See 337 form dated this date.

11. Airframe log book:

Modified to 210 horsepower IAW STC SA1437CE. Installed "O" time tachometer. See 337 form dated this date.

12. Repack this manual, exchange governor, tach and manifold pressure/fuel pressure gauge, for shipment to:

ISHAM AIRCRAFT
4300 PALOS VERDES DRIVE
VALLEY CENTER KS 67147

To the Pilot:

There are no changes in the way you will operate this modification except for the added power during takeoff. There are a few items that are noteworthy and may help you understand the differences.

During takeoff, the tachometer will appear to be reading 50 RPM too high. This is due to the angle of your eye in relation to the tachometer. You will find this is also true during cruise.

Your best cruise setting for speed will be 27.5 inches Hg and 2600 RPM.

You will note there is a yellow arc on the tachometer between 2600 and 2800 RPM. This arc is there to caution you to monitor your cylinder head temperature while in a climb out. It is possible on a hot day, loaded full, to overheat the engine at 2800 RPM. If overheating should occur during climbout, run the RPM back to 2600.

Always lean the engine according to the 2800 RPM placard during takeoff. Lean per the 2600 RPM placard for cruise.

REVISION A:**NOTE TO THE MECHANIC:**

WHEN INSTALLING THE MANIFOLD PRESSURE/FUEL FLOW GAUGE DO NOT HOLD THE INSTRUMENT WITH OPEN FITTINGS FACING UPWARD UNDER THE INSTRUMENT PANEL. THIS MAY ALLOW DUST OR FOREIGN MATTER TO ENTER THE GAUGE THROUGH THE FITTINGS. HOLD THE INSTRUMENT WITH FITTING SIDE FACING DOWNWARD TO AVOID PROBLEMS WITH THE INSTRUMENT.

MODIFICATION OF THE CESSNA R172K AND CONTINENTAL IO-360K TO 210 BHP FOR TAKE-OFF

INSTALLATION

Drawing No.	Nomenclature	Date
R17200 sht. 1	210BHP Cessna R172K	9-29-78
R17201 sht. 1	IO-360K MODIFIED TO IO-360K-C-SE1436CE	9-29-78
R17201 sht. 2	IO-360K MODIFIED TO IO-360K-C-SE1436CE	9-29-78
R17202 sht. 1	Drawing List	9-29-78

FABRICATION

R17210 sht. 1	Governor Rework	9-29-78
R17210 sht. 2	Placard - Fuel Flow	3-30-89



100M		FINISH	
MATERIAL		NOMENCLATURE	
PART NO.		TITLE	
NO. ASSY		DRAWING LIST	
UNLESS OTHERWISE SPECIFIED DIM. ARE IN INCHES AND TOLERANCES ARE		Isham AirCraft	
.XX ± .03 ANGLES		DWG. NO. R17202	
.XXX ± .010 MACH. ±0°30'		SHT. 1461	
FORMED ±2°		REV. A	
DO NOT SCALE DWG.		DATE 9-29-78	
SCALE N/A		APPROVED [Signature]	
DWG. ISHAM		CHK. [Signature]	

Revision A - 3-30-89 to add Fuel Flow Placard fabrication drawing

1. Remove upper cowling and nose cap
2. Remove propeller governor cover plate on left front engine cylinder baffle
3. Disconnect governor control cable and remove governor
4. Install serviceable governor furnished with kit
5. Check governor control cable for full travel against the low pitch stop
6. Install governor cover plate
7. Remove spinner dome and propeller in accordance with the Cessna R172K Service Manual
8. Change the low pitch blade angle of the propeller to $9.7^{\circ} +.2 -0^{\circ}$ (This must be accomplished by a Certified Repair Station)
9. Install propeller and spinner in accordance with the Cessna R172K Service Manual
10. Re-mark tachometer:
 - 2200 through 2600 - green arc
 - 2600 through 2800 - yellow arc
 - 2800 - red radial line

note: markings must be on face of dial and not on glass of tachometer
11. Re-mark fuel flow indicator:
 - red line - 18 GPH
 - above 18 GPH placard "18.5 lbs." A
 - all other markings on fuel flow remain the same

note: markings must be on face of dial and not on glass of fuel flow
12. Re-work engine per drawing R17201 dated 9-29-78
13. Check static RPM for 2800
14. Install Cessna placard P/N 0500270-1 adjacent to fuel flow indicator:

Alternate
Isham Aircraft
Part Number
R17200-1

FUEL FLOW	
FULL THROTTLE AND 2800 RPM	
S.L.	17 GPH
4000 FT.	15 GPH
8000 FT.	13 GPH
12000 FT.	11 GPH

15. Test fly aircraft to check for proper operation, fuel flow, and RPM (make log book entry)
 16. Make log entry and fill out 337 form
- Revised 2/11/89 to add Alternate Placard P/N R17200-1 and to change fuel flow indicator marking to "18.5 lbs." to be consistent with STC SA 1437 CE.

1 Wm	FINISH	Isham Aircraft		REV.	A
	MATERIAL			REV.	101
				DWG. NO.	R17200
		NOMENCLATURE		APPRO. DATE	9-29-78
		PART NO.	TITLE 210 BHP CESSNA R172K	CHK. DATE	9-29-78
		NO. ASSY	UNLESS OTHERWISE SPECIFIED DIM. ARE IN INCHES AND TOLERANCES ARE	DWN. DATE	N/A
			.XX ± .03 ANGLES	SCALE	N/A
			.XXX ± .010 MACH. ± 0.30° FORMED ± 2°	DO NOT SCALE DWG.	

1. After rework of drawing R17200, dtd. 9-29-78 static run engine to assure 2800 RPM (Adjust as necessary with governor low pitch stop)

2. Adjust Fuel System:

The full rich performance of the fuel injection system on all injected engines is controlled by manual adjustment of air throttle and fuel mixture at idle, and pump pressure at idle and full throttle. Fuel pressures of fixed orifice pumps can only be adjusted with the relief valve screw located on the centerline at the rear of the pump. Adjustable orifice or aneroid pumps have an additional facility for adjusting pump pressure at both idle and full throttle RPM.

To make full rich adjustments, run-up engine to obtain normal operating temperatures and proceed as follows:

1. Tee into either the fuel pump outlet fitting or metering unit inlet fitting, with an appropriate pressure gage and extended fuel line to observe fuel pump pressures. (This gauge should be vented to atmosphere)

note: The engine incorporates a tee at the fuel metering unit inlet which is part of the air throttle assembly

2. Adjust engine idle speed to 600 RPM with the throttle plate adjusting screw, CW to increase air, CCW to decrease air.
3. Turn the fuel pump relief valve adjustment, on the centerline of the pump, to obtain 6 - 8 PSI, CW to increase pressure, CCW to decrease pressure.
4. Maintaining idle pump pressure and idle RPM, obtain correct idle mixture with adjustment provided at metering unit. (Optimum idle mixture exists if, upon leaning with the mixture control, an increase of 25 to 50 RPM is experienced.)

NOTE: When a problem exists with respect to non-repeatability or drifting of fuel pressure, fuel flow, or idle mixture, proceed as follows:

1. Turn idle mixture adjusting screw full in until it seats.
2. Remove putty from boss which covers the metering cam adjusting screw.
3. With unmetered idle pump pressure of 6 - 8 lbs., and idle RPM set at 600, adjust metering cam screw for proper idle mixture (clockwise to lean, counterclockwise to enrichen.)
4. Leave screw referred to in "1" fully seated.

Note: Do not adjust idle mixture without first determining that idle pump pressure is correct.

16m		FINISH		Isham AirCraft				REV.	
		MATERIAL						SYM.	
				NOMENCLATURE		DWG. NO.		R17201	
				PART NO.		TITLE		DATE	
						10-36DK MODIFIED TO 10-36OK-C-SE/436CE		9-29-78	
				NO. ASSY		DWN ISHAM		CHK. full	
						APPRO. SE/436CE			
						UNLESS OTHERWISE SPECIFIED DIM. ARE IN INCHES AND TOLERANCES ARE		DO NOT SCALE DWG.	
						.XX ± .03 ANGLES			
						.XXX ± .010 MACH. ± 0°30'			
						FORMED ± 2°			

5. Advance to full throttle and 2800 RPM to check pump pressure and nozzle (metered) pressure or flow.

(Nozzle pressure or flow values may be monitored by either the gauge provided in the aircraft or an auxiliary pressure gauge teed into the fuel manifold valve pressure port.)

Criteria for full throttle full rich adjustment of the fuel system should be 16.0 - 18.0 PSI nozzle pressure or 17 - 18 GPH. Unmetered pump pressures at full throttle (24 - 27 PSI) are included for reference only and may be used for troubleshooting the metering unit portion of the fuel system.

6. To obtain specified values of nozzle pressure or fuel flow at full throttle and 2800 RPM, turn the variable orifice adjusting screw (located on the side of the pump) CW to increase pressure and CCW to decrease pressure.

Note: If a static run-up rated 2800 RPM cannot be achieved at full throttle, adjust nozzle pressure or flow slightly below limits making certain specified values are achieved when rated RPM is achieved during takeoff roll.

* 3. Re-mark engine data plate:

- (a) Model: IO-360-K-C-SE1436CE
 (b) Horsepower: 210 TO, 195 Continuous
 (c) RPM: 2800 TO, 2600 Continuous

4. Make log book entry and fill out 337 form

NOTE: For additional information and adjustment procedures consult the Cessna R172K Service Manual, Continental IO-360 Series Service Manual, and Continental Service Bulletin M76-11 Rev. 2, dtd 3-1-78.

* 5. ON IO-360-KB ENGINES REMARK ENGINE DATA PLATE:

- (a) Model: IO-360-KB-C-SE1436CE
 (b) Horsepower: 210 TO, 195 Continuous
 (c) RPM: 2800 TO, 2600 Continuous

1WM	FINISH								
		MATERIAL		NOMENCLATURE		PART NO.		NO. ASSY	
		REV. "A" 3-19-84 ADDED IO-360-KB		TITLE IO-360K MODIFIED TO IO-360K-C-SE1436CE		UNLESS OTHERWISE SPECIFIED DIM. ARE IN INCHES AND TOLERANCES ARE		DO NOT SCALE DWG.	
		Isham Aircraft		DWG. NO. R17201		DWN ISHAM		CHK BY	
		SMT. 242		REV. A		APPD. SEAN KLE		DATE 9-29-78	
						SCALE N/A			

F. A. A. APPROVED Wichita Aircraft Certification Office, ACE-115W Central Region Date JUNE 4, 1984 B. E. Isham	A
---	---

72-196

© Brad E. Isham 1991
P.O. Box 193
Valley Center, Kansas 67147
(316)755-0713

FAA APPROVED
AIRPLANE FLIGHT MANUAL SUPPLEMENT
FOR
CESSNA R172K
WITH
BRAD E. ISHAM 210 HORSEPOWER MODIFICATION INSTALLED

Registration Number N736NN

Serial Number R1722659

This supplement must be included in Section 9 of the pilot's operating handbook and FAA approved Airplane Flight Manual dated July 1, 1978 or subsequent reissue date when Brad E. Isham 210 brake horsepower (BHP) engine installation is installed in accordance with STC's SE1436CE and SA1437CE. The information contained herein supplements or supersedes the basic manual only in those areas listed herein. For limitations, procedures and performance information not contained in this supplement, consult the basic airplane flight manual.

FAA Approved: Lawrence A. Herron
for Lawrence A. Herron, Manager
Aircraft Certification Office
Federal Aviation Administration
Wichita, Kansas

Date: October 17, 1978

Revision Date: January 28, 1991

Brad E. Isham
P.O. Box 193
Valley Center, Kansas 67147
(316)755-0713

FAA APPROVED
AIRPLANE FLIGHT MANUAL SUPPLEMENT
FOR

CESSNA R172K
WITH

BRAD E. ISHAM 210 HORSEPOWER MODIFICATION INSTALLED

LOG OF REVISIONS

Revision Number	Pages Affected	Description of Change	Date of Revision	Approved By*
-	all	Original	10/17/78	R.G. Puckett
A	2	Added Floatplane	01/28/82	G.M. Baker
B	all	Reformatted, added revision page, changed address, added engine model designation, revised signature block	01/28/91	<i>Don Babin</i>

SECTION 1. GENERAL:

This modification consists of two supplemental type certificates (STC). STC SE1436CE allows modification of the Continental IO-360-K and IO-360-KB engine to run at 210 horsepower for takeoff. STC SA1437CE allows use of the modified engine in the Cessna R172K airplanes.

SECTION 2. LIMITATIONS:

Engine Model Number: IO-360-KC/SE1436CE or IO-360-KBC/SE1436CE

Engine Operating Limits for takeoff and continuous operations:

Takeoff Power - 5 minutes - Full Throttle, 2800 RPM (210 BHP)

Maximum Continuous Power - Full Throttle, 2600 RPM (195 BHP)

Propeller Blade Angle at 30 inch station:

Landplane - Low 9.7°

Floatplane - Low 9.8°

Powerplant Markings:

Tachometer:

2200 through 2600 - green arc

2600 through 2800 - yellow arc

2800 - red radial line

Fuel Flow:

3 psi - red radial line

4.5 through 11.5 gal/hr - green arc

18 gal/hr (18.55 psi) - red radial line

Placards:

Adjacent to existing fuel flow placard:

FUEL FLOW	
FULL THROTTLE AND 2800 RPM	
S.L.	17 GPH
4000 FT.	15 GPH
6000 FT.	13 GPH
12000 FT.	11 GPH

FAA Approved

Date: October 17, 1978

Revision A: January 28, 1982

Revision B: January 28, 1991

SECTION 3. EMERGENCY PROCEDURES - No change

SECTION 4. NORMAL PROCEDURES:

Takeoff:

Power - Full Throttle and 2800 RPM

SECTION 5. PERFORMANCE:

The performance of this airplane equipped with STC SE1436CE and SA1437CE is equal to or better than the performance as listed in the original FAA approved Airplane Flight Manual.

SECTION 6. EQUIPMENT LIST - No change

SECTION 7. AIRPLANE & SYSTEMS DESCRIPTIONS - No change

SECTION 8. AIRPLANE HANDLING SERVICE & MAINTENANCE - No change

FAA Approved

Date: October 17, 1978

Revision A: January 28, 1982

Revision B: January 28, 1991



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 N736NN	Serial No. R1722659	
	Make Cessna	Model R172K	Series
2. Owner	Name (As shown on registration certificate) Hangar One Aviation LLC	Address (As shown on registration certificate) Address 301 W Jefferson Blvd STE 200 City Fort Wayne State IN Zip 46802-3043 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 Premier Avionics, LLC		<input type="checkbox"/> U. S. Certificated Mechanic	Manufacturer
Address 11007 West Perimeter Road		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
City Fort Wayne State IN		<input checked="" type="checkbox"/> Certificated Repair Station	
Zip 46809 Country USA		<input type="checkbox"/> Certificated Maintenance Organization	7PMR634B


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  3-29-17
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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 Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee <input checked="" type="checkbox"/>	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. 7PMR634B	Signature/Date of Authorized Individual  3-29-17
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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.)

N736NN

3/29/17

Nationality and Registration Mark

Date

This facility removed the following components: KX155 Nav/Com, RT-359A Transponder and GA56 GPS Antenna.

This facility installed the following components: Garmin GNS530W Nav/Com/GPS, GA35 GPS Antenna and Garmin GTX345 ADS-B Transponder. The GNS530W was installed in accordance with manufacturer's installation manual; PN: 190-00357-02, Revision L, dated January 31, 2016. The GNS530W was installed per STC# SA01933LA-D. The GTX345 was installed in accordance with manufacturer's installation manual; PN: 190-00734-10, Revision 8, dated September 30, 2016. The GTX345 was installed per STC# SA01714WI. The above mentioned system was ramp checked in accordance with manufacturer installation manual listed above and was found to operate within manufacturer's performance specifications. No interference was found between the installed system and the existing systems in the aircraft. Supplementary weight and balance data was updated with this project. An electrical load analysis was done and found that the load on the electrical system was reduced with this installation project.

Instructions for normal continued airworthiness are contained on GNS530W and GTX345 addendums attached to your 337 form.

Customer was provided with FAA approved, GNS530W AFMS dated November 20, 2014 and GTX345 AFMS dated March 8, 2016.

-- end --

☒ Additional Sheets Are Attached

United States of America
Department of Transportation -- Federal Aviation Administration
Supplemental Type Certificate

Number SA01714WI

This certificate issued to Garmin International, Inc.
1200 East 151st Street
Olathe, KS 66062

certifies that the change in the type design for the following product with the limitations and conditions therefore as specified herein meets the airworthiness requirements of Part 23 of the Federal Aviation Regulations.*

Original Product: Type Certificate

Number: * See attached Approved Model List (AML) No.
Make: SA01714WI dated May 1, 2013 or later FAA-
Model: approved revision for list of approved aircraft models
and applicable airworthiness regulations.

Description of Type Design Change:

Installation of a Garmin transponders: (a) GTX 330/330D/33/33D with ADS-B Out functionality; (b) GTX 335/335R/345/345R with ADS-B Out and In functionality; or (c) GTX 335R/345R with ADS-B Out functionality in select airplanes installed with G950/G1000 systems.

Data Required:

- (1) Garmin Master Drawing List (MDL) 005-00734-04, Revision 1, dated May 1, 2013 or later FAA-approved revision.
- (2) Garmin Airplane Flight Manual Supplement or Supplemental Airplane Flight Manual (AFMS), 190-00734-15, Revision 1, dated May 1, 2013 or later FAA-approved revision.

Limitations and Conditions:

- (1) Compatibility of this design change with previously approved modifications must be determined by the installer.
- (2) Aircraft installations involving the Garmin transponder GTX 33/33D/330/330D models require the previous installation of an approved ADS-B position source. Refer to the design data specified in the Master Drawing List (MDL) listed above for specific hardware and software requirements.
- (3) Aircraft installations involving the Garmin transponder GTX 335/335R/345/345R models without an optional internal GPS require the previous installation of an approved ADS-B position source. Refer to the design data specified in the Master Drawing List (MDL) listed above for specific hardware and software requirements.

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: August 7, 2012

Date reissued:

Date of issuance: May 1, 2013

Date amended: April 29, 2014, March 8, 2016



By direction of the Administrator

Michael Warren
(Signature)

Michael Warren
ODA STC Unit Administrator
ODA-240087-CE
Garmin International, Inc.

(Title)

FAA Approved Model List (AML) STC SA01714WI

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

Airplane Make (TCDS Holder) [common name or previous make]	Airplane Model Designation	Type Certificate Number	* TC Certification Basis	Master Drawing List Revision (005-00734-04)	AML Revision/Date	Notes
Textron Aviation Inc. (Textron Aviation Inc.) [Cessna Aircraft Company]	310, 310A (USAF U-3A), 310B, 310C, 310D, 310E (USAF U-3B), 310F, 310G, 310H, E310H, 310I, 310J, 310J-1, E310J, 310K, 310L, 310N, 310P, T310P, 310Q, T310Q, 310R, T310R	3A10	CAR 3 FAR 23	1	Original 5/1/2013	
	172, 172A, 172B, 172C, 172D, 172E, 172F (USAF T-41A), 172G, 172H (USAF T-41A), 172I, 172K, 172L, 172M, 172N, 172P, 172Q (Skyhawk), 172R, 172S	3A12	CAR 3 FAR 23	1	Original 5/1/2013	
	182, 182A, 182B, 182C, 182D, 182E, 182F, 182G, 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, 182R, R182, T182, TR182, 182S, 182T, T182T	3A13	CAR 3 FAR 23	1	Original 5/1/2013	
	172RG, P172D, R172E (USAF T-41B), (USAF T-41C and D), R172F (USAF T-41D), R172G (USAF T-41 C or D), R172H (USAF T-41D), R172J, R172K, 175, 175A, 175B, 175C	3A17	CAR 3 FAR 23	1	Original 5/1/2013	
	150, 150A, 150B, 150C, 150D, 150E, 150F, 150G, 150H, 150J, 150K, 150L, 150M, A150K, A150L, A150M, 152, A152	3A19	CAR 3 FAR 23	1	Original 5/1/2013	

United States of America
Department of Transportation - Federal Aviation Administration

Supplemental Type Certificate

Number SA01933LA-D

This certificate issued to

Garmin International, Inc.
1200 East 151st Street
Olathe, KS 66062

*certifies that the change in the type design for the following product with the limitations and conditions therefore as specified hereon meets the airworthiness requirements of Part 23 * of the Federal Aviation Regulations.*

Original Product--Type Certificate Number:

* See attached Approved Model List (AML) SA01933LA-D

Make:

dated Jan. 14, 2011 or later FAA-approved revision for list of

Model:

aircraft models and applicable airworthiness regulations.

Description of Type Design Change: Installation of Garmin 400W/500W Series Navigation System:

Installation of 400W Series navigators are accomplished in accordance with data provided in Garmin 400W Series Master Drawing List, Drawing No.: 005-C0221-00, Rev. "B", dated October 1, 2007, or later FAA approved revision; with 400W Series Airplane Flight Manual Supplement, document No. 190-00356-03, Rev. "Original", dated November 20, 2007 or later FAA approved revision.

Installation of 500W Series navigators are accomplished in accordance with data provided in Garmin 500W Series Master Drawing List, Drawing No.: 005-C0221-01, Rev. "B", dated October 1, 2007, or later FAA approved revision; with 500W Series Airplane Flight Manual Supplement, document No. 190-00357-03, Rev. "Original", dated November 20, 2007 or later FAA approved revision.

Limitations and Conditions:

- 1) Compatibility of this design change with other previously approved modifications must be determined by the installer; installation of this change should not introduce any adverse effect on the rotorcraft.
- 2) 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.
- 3) A copy of this certificate and associated AML, plus the applicable ICA and AFMS, as called out by the applicable Master Drawing List (reference above), must be maintained as part of the permanent records for the modified aircraft.

(See Continuation Sheet on Page 3)

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

Date of application: January 31, 2006
Date of issuance: November 6, 2006

Date reissued: July 31, 2009
Date amended: November 20, 2007
April 1, 2013, November 20, 2014



By direction of the Administrator

A handwritten signature in blue ink, appearing to read "Michael Warren", is written over a horizontal line.

(Signature)

Michael Warren, ODA STC Unit Administrator
ODA-240087-CE, Garmin International, Inc.

(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 Approved Model List (AML) STC SA01933LA-D

Aircraft Make (TCDS Holder) [common name or previous make]	Aircraft Model	Type Certificate Number	TC Certification Basis	Master Drawing List		AML Revision Date
				Document Number	Revision (or later FAA approved revision)	
B-N Group LTD (G-N Group Ltd.) [Britten-Norman Limited]	BN2A MK. III, BN2A MK. III-2, BN2A MK. III-3	A29EU	FAR 23	005-C0221-00 005-C0221-01	A	11/6/2006 Original
Bushmaster Acft. Corp. (Bushmaster Aircraft Corporation)	Bushmaster 2000	A19WE	CAR 3	005-C0221-00 005-C0221-01	A	11/6/2006 Original
Cessna (Cessna Aircraft Company)	310, 310A (USAF U-3A), 310B, 310C, 310D, 310E (USAF U-3B), 310F, 310G, 310H, E310H, 310I, 310J, 310J-I, E310I, 310K, 310L, 310N, 310P, T310P, 310Q, T310Q, 310R, T310R	3A10	CAR 3	005-C0221-00 005-C0221-01	A	11/6/2006 Original
Cessna (Cessna Aircraft Company)	172, 172A, 172B, 172C, 172D, 172E, 172F, 172G, 172H, 172I, 172K, 172L, 172M, 172N, 172P, 172Q, 172R, 172S	3A12	CAR 3 FAR 23	005-C0221-00 005-C0221-01	A	11/6/2006 Original
Cessna (Cessna Aircraft Company)	182, 182A, 182B, 182C, 182D, 182E, 182F, 182G, 182H, 182I, 182K, 182L, 182M, 182N, 182P, 182Q, 182R, 182S, 182T, R182, T182, TR182, T182T	3A13	CAR 3 FAR 23	005-C0221-00 005-C0221-01	A	11/6/2006 Original
Cessna (Cessna Aircraft Company)	172RG, P172D, R172E, R172F, R172G, R172H, R172I, R172K, 175, 175A, 175B, 175C	3A17	CAR 3	005-C0221-00 005-C0221-01	A	11/6/2006 Original
Cessna (Cessna Aircraft Company)	150, 150A, 150B, 150C, 150D, 150E, 150F, 150G, 150H, 150I, 150K, 150L, 150M, 150N, A150L, A150M, 152, A152	3A19	CAR 3 FAR 23	005-C0221-00 005-C0221-01	A	11/6/2006 Original
Cessna (Cessna Aircraft Company)	210, 210A, 210B, 210C, 210D, 210E, 210F, T210F, 210G, T210G, 210H, T210H, 210I, T210I, 210K, T210K, 210L, T210L, 210M, T210M, 210N, P210N, T210N, 210R, P210R, T210R, 210-5 (205), 210-5A (205A)	3A21	CAR 3	005-C0221-00 005-C0221-01	A	11/6/2006 Original
Cessna (Cessna Aircraft Company)	185, 185A, 185B, 185C, 185D, 185E, A185E, A185F	3A24	CAR 3	005-C0221-00 005-C0221-01	A	11/6/2006 Original
Cessna (Cessna Aircraft Company)	320, 320A, 320B, 320C, 320D, 320E, 320F, 320-I, 335, 340, 340A	3A25	CAR 3	005-C0221-00 005-C0221-01	A	11/6/2006 Original
Cessna (Cessna Aircraft Company)	140A	5A2	CAR 3	005-C0221-00 005-C0221-01	A	11/6/2006 Original
Cessna (Cessna Aircraft Company)	180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 180I, 180K	5A6	CAR 3	005-C0221-00 005-C0221-01	A	11/6/2006 Original
Cessna (Cessna Aircraft Company)	177, 177A, 177B	A13CE	FAR 23	005-C0221-00 005-C0221-01	A	11/6/2006 Original
Cessna (Cessna Aircraft Company)	207, 207A, T207, T207A	A16CE	FAR 23	005-C0221-00 005-C0221-01	A	11/6/2006 Original