



US Department
of Transportation
Federal Aviation
Administration

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

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

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark N454RB	Serial No. D-8242		
	Make BEECH	Model V35	Series	
2. Owner	Name (As shown on registration certificate) DAN COX LLC		Address (As shown on registration certificate)	
			Address 2365 SE TROUTDALE RD	
			City TROUTDALE	State OREGON
			Zip 97060-8407	Country USA

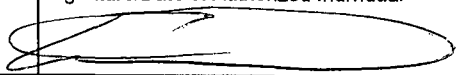
3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	BEECH	(As described in Item 1 above)	D-8242
<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		C. Certificate No. 2923623
Name EDWARD BACKUS		<input checked="" type="checkbox"/> U. S. Certificated Mechanic	Manufacturer	
Address 520 NW PERMETER WAY		<input type="checkbox"/> Foreign Certificated Mechanic		
City TROUTDALE State OR		<input type="checkbox"/> Certificated Repair Station		
Zip 97060 Country USA		<input type="checkbox"/> Certificated Maintenance Organization		

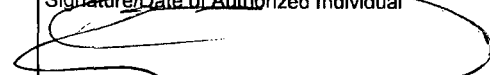
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual  06-27-2025
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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	Repair Station	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)

Certificate or Designation No. 2923623	Signature/Date of Authorized Individual  06-27-2025
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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.)

N454RB	06/27/2025
Nationality and Registration Mark	Date

WORK SUMMARY – Inspected installation of the aircraft’s transponder Stratus ESG for conformity. The transponder had been installed by persons unknown and no recorded 337 or logbook entry was found in the aircraft’s records. The transponder is approved for installation under STC SA04112CH and the aircraft model is in the AML.

EQUIPMENT REMOVED – Unknow the aircraft records last indicated transponder installation was in King was installed at that time.

EQUIPMENT INSTALLED –Appareo Status ESG transponder. Installation used existing panel location mounting brackets, wiring, circuit protection, antenna, coax and encoding altimeter. The Stratus WAAS/GPS antenna was mounted to the top of the aircraft cabin and a new coax cable was installed during the installation. A copy of the POH Supplement

APPROVED DATA – AC43.13-2B – 600840-000032 Stratus ES/ESG Installation Instructions Rev. 2.3. AC43.13 Chapters 5, 8, and 10.

WEIGHT AND BALANCE – Change is negligible to the aircrafts weight and balance.

ICA – 600845-000025 Stratus Instructions for Continued Airworthiness Version 2.2 or later.

Additional Sheets Are Attached

FAA-APPROVED
Airplane Flight Manual Supplement
Appareo Stratus ES/ESG
ADS-B Out Transponder

This supplement must be attached to the FAA-Approved Airplane Flight Manual when the Stratus ES/ESG is installed in accordance with Stratus ES/ESG Installation Instructions 600840-000032 (Revision 2.0) and FAA form 337 dated 06/27/2025.

The information contained in this document supplements or supersedes the basic manual only in those areas listed. For limitations, procedures, performance, and loading information not contained in this supplement, consult the basic Airplane Flight Manual.

Aircraft Make and Model: Beech

Registration Number: N454RB

Serial Number: D-8242

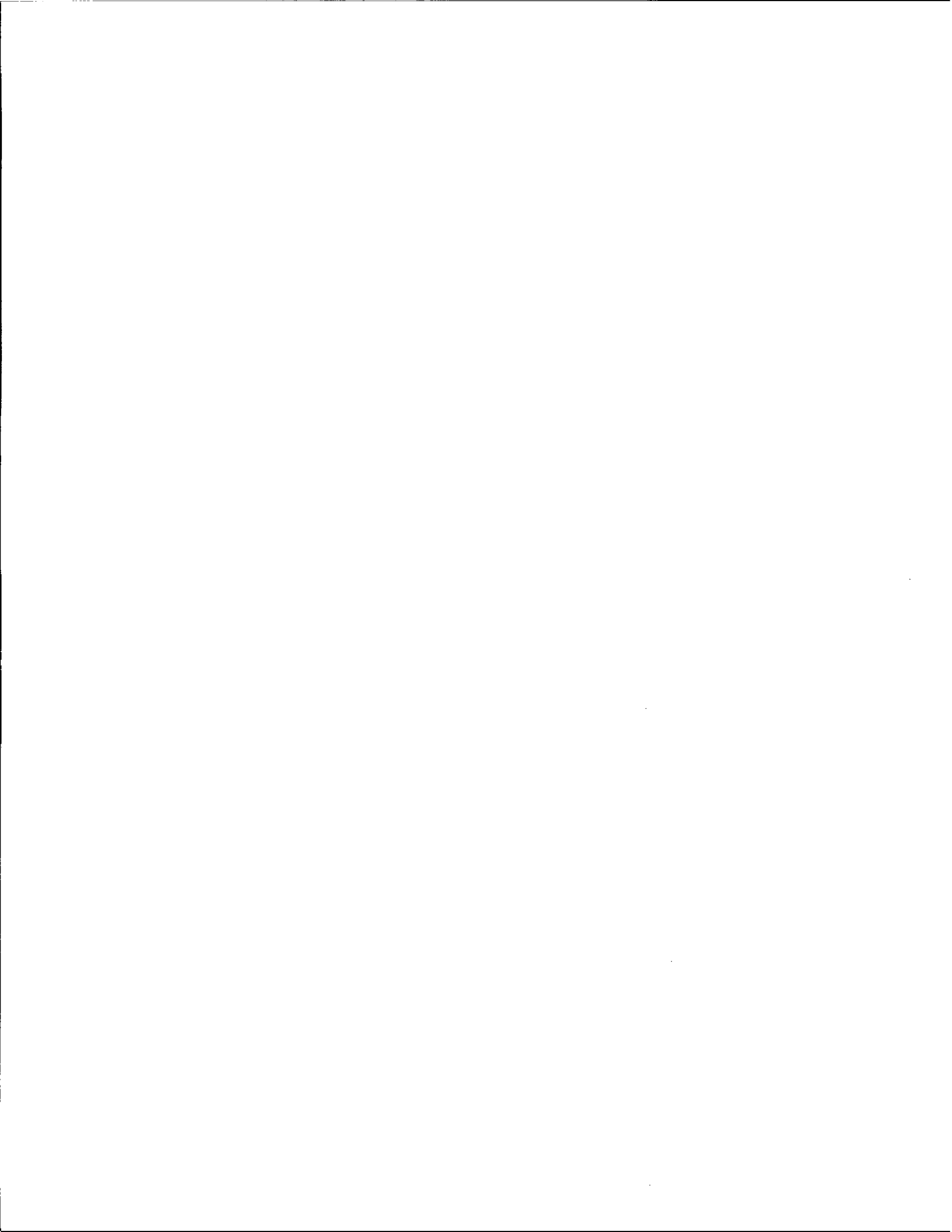
FAA Approved: Ref STC No. SA04112CH

Revision: 2.0
Date: 06/27/2025

Log of Revisions

Revision	Description	Date
2.0		06/27/2025

Revision: 2.0
Date: 06/27/2025



Related Documentation

Information specific to the normal operation of the Stratus ES/ESG can be found in the Stratus ES/ESG Pilot's Guide (Appareo document number 600890-000049). Additional information about the operation and maintenance of the Stratus ES/ESG can be found in the documents listed below.

Document Number	Title
600840-000032	Stratus ES/ESG Installation Instructions
600845-000025	Stratus ES/ESG Instructions for Continued Airworthiness
601837-000024	Stratus ES/ESG Installation Drawings and Wiring



To view the most current version of this document, go to appareo.com/dealer-portal or www.appareo.com/resources.

Revision: 2.0
Date: 06/27/2025

Chapter 1. General

Stratus ES/ESG by Appareo is an ADS-B Out transponder designed to help pilots meet the FAA 2020 mandate. Stratus ES/ESG responds to legacy Mode A/C interrogations and Mode S interrogations from both ground radar and airborne collision avoidance systems. Stratus ES/ESG are 1090 ES transponders, where Stratus ES connects to an external GPS and Stratus ESG has a certified WAAS GPS in the same box.

Chapter 2. Operating Limitations

- Stratus ES/ESG meets 14 CFR 91.227 ADS-B Out equipment performance requirements. Ensure that the system is functioning properly, including verifying the following items:
 - Stratus ES/ESG transponder display is functional.
 - GPS integrity is assured. The  icon will display if GPS integrity is assured.
 - No built-in-tests (BITs) were detected by the system. If a BIT failure is detected, the  icon will display along with an error message describing the BIT code.
- The Stratus ES/ESG Pilot's Guide (600890-000049) must be immediately available to crew members whenever Stratus ES/ESG is in operation.
- Stratus ES/ESG must operate with current software. Software listed below is current as of the time of publication of this document.

Software	Part number	Revision (or later FAA approved)
Embedded Hardware (FPGA)	501010-000109	R04
Software (DSC)	501010-000113	R06

Chapter 3. Emergency Procedures

No change.

Chapter 4. Normal Procedures

- When directed by ATC to suppress pressure altitude reporting, use Stratus ES/ESG's **ON** key.

Revision: 2.0
Date: 06/27/2025



See the Stratus ES/ESG Pilot's Guide (Appareo document number 600890-000049) for a full description of Stratus ES/ESG's function.

Chapter 5. Abnormal Operating Procedures

- The location of the circuit breaker will generally be located on the avionics circuit breaker panel. Location of the breaker may vary with each aircraft. The breaker has a rating of 5 amps and is labeled "XPNDR."
- **If the circuit breaker opens, it may be reset only once.**
- Use the table below to troubleshoot possible problems with Stratus ES/ESG.

Problem	Troubleshooting Steps
GPS information is not being received	Verify that the aircraft has a clear view of the sky. NOTE: Initial GPS fix could take up to 20 minutes.
The power key does not power on Stratus ES/ESG	<ol style="list-style-type: none"> 1. Verify that the power key is not stuck. 2. Verify that the circuit breaker has not tripped. <p>If it has tripped: Reset the circuit breaker switch and try the power key again.</p> <p>NOTE: If the circuit breaker opens it may be reset only once.</p> <p>If it did not trip: Contact your dealer for further assistance.</p>

The screen displays a BIT failure

The display screen will display a warning message and degraded state indicator ▲ if any of Stratus ES/ESG's BITs fail.

The Stratus ES/ESG screen might display a warning message with the following instructions. The following is guidance regarding how to assess the failure:

- **PRESS FUNC TO CLEAR:** A non-critical error has been detected. Stratus ES/ESG will run in a degraded state until the error is resolved. Contact your dealer for further assistance.
- **PLEASE RESTART UNIT:** A critical error has been detected. Restarting the unit might fix the error. If the message returns after restarting, contact your dealer for further assistance.
- **PLEASE SHUTDOWN UNIT:** A critical error has been detected. Power off the unit and do not turn it back on. Contact your dealer for further assistance.
- **WAITING TO BE UNSTUCK:** A key has been depressed for more than 20 seconds. If a key is stuck, try to unstick the key.
- **WAITING FOR RELEASE:** The external suppression input is constantly in a suppressed state. Contact your dealer for further assistance.
- **ATTEMPTING TO RECOVER:** A squitter rate error has been detected. The transponder may recover itself, but if it does not, restart the unit. If the message returns after restarting, contact your dealer for further assistance.

Chapter 6. Performance

No change.

Chapter 7. Mass and Balance/Equipment Lists

See aircraft Weight & Balance information for current Basic Empty Weight, Center of Gravity (CG), and Moment.



U.S Department of
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MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

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

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark N454RB	Serial No. D-8242	
	Make Beech	Model V35	Series
2. Owner	Name (As shown on registration certificate) Dan Cox LLC		Address (As shown on registration certificate) 2365 SE Troutdale Rd
			City Troutdale State OR
			Zip 97060 Country USA

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name Greg Lehman		<input checked="" type="checkbox"/> U.S. Certificated Mechanic	<input type="checkbox"/> Manufacturer
Address 1250 NW Perimeter Way		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
City Troutdale State OR		<input type="checkbox"/> Certificated Repair Station	2491728
Zip 97060 Country USA		<input type="checkbox"/> Certificated Maintenance Organization	

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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual 6/21/2024
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7. Approval for Return to Service

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

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

Certificate or Designation No. 2491728	Signature/Date of Authorized Individual 6/21/2024 G. Lehman
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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.)

N454RB

06/21/2024

Nationality and Registration Mark

Date

Installation of an Electronics International CGR-30P & CGR-30C FAA-Approved Primary Replacement for Engine and Aircraft System Instruments.

Alteration Notes:

Removed existing EGT/CHT monitoring system and probes. Installed an Electronics International engine monitoring system including a CGR-30P Primary Display and a CGR-30C Cluster Gauge Replacement Display, and remote alarm lights at FS68. Installed an EDC-33P-6 Data Collector on the back side of the firewall and interfaced; oil pressure sensor, oil temperature probe, current shunt sensor, voltage sensors, RPM sensors, manifold pressure sensor, fuel flow transducer, fuel pressure sensor, OAT probe, six EGT, six CHT probes, and a TIT probe. The new displays & EDC receive power from the main buss using a newly installed 5-amp Klaxon circuit breaker labeled 'CGR30s'. The CGR30s, EDC-33 and sensors were installed, inspected, configured and tested IAW the FAA approved installation manual 1102151301 – Rev. E 5/18/15

The aircraft equipment list and flight manual have been amended to reflect changes made to the aircraft. Negligible change in weight and balance and electrical current draw. This alteration was performed IAW AC43.13-1B, Chapter 11, Section 4 Paragraph 11-47, Section 5 Paragraph 11-66, Section 9 Paragraph 11-115 thru 11-118 and 11-120, Section 10 Paragraph 11-135 thru 11-139,

Section 11 Paragraph 11-146, Section 12 Paragraph 11-155 thru 11-159 and AC43.13-2B Chapter 2 Sections 200 thru 203C and Section 207 A thru F

Instructions for Continued Airworthiness:

The FAA approved installation manual contains the IAW in section 6.1 and was provided to the aircraft owner.

Additional Sheets Are Attached



U.S. Department of Transportation
Federal Aviation Administration

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

Form Approved OMB No. 2120-0020 2/28/2011	Electronic Tracking Number
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INSTRUCTIONS: Print or type all entries. See Title CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation (49 U.S.C. §46301(a)).

1. Aircraft	Nationality and Registration Mark N454RB	Serial No. D-8242		
	Make Raytheon	Model V35-TC	Series Bonanza	
2. Owner	Name (As shown on registration certificate) Kemkey Edwin Karl III Kemkey Kerry L		Address (As shown on registration certificate)	
			Address 1055 Lorraine Dr	City Napa State CA
		Zip 94558-2121	Country USA	

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input 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	Michael Tillman C/O Mangon Aircraft Inc.	<input checked="" type="checkbox"/>	U.S. Certificated Mechanic
Address	501 Sky Ranch Dr.	<input type="checkbox"/>	Foreign Certificated Mechanic
City	Petaluma State CA	C. Certificate No.	
Zip	94954 Country USA	<input type="checkbox"/>	Certificated Repair Station
		<input type="checkbox"/>	Certificated Maintenance Organization
		2845176	

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 Michael Tillman 2/15/2013
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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	Person Approved by Canadian Department of Transport
	FAA Designee	Repair Station	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)
Certificate or Designation No. 2845176		Signature/Date of Authorized Individual Michael Tillman 2/15/2013		

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.)

N454RB

Nationality and Registration Mark

2/15/2013

Date

Installation of Three Point Torso Restraint System:

1. Installed Alpha Aviation Inc., Model #3RS-114IR Inertial Reel Restraint per FAA/STC SA01880CH, Aug. 9, 2004. Three Point Torso Restraint System. (Seat and Shoulder Harness)
2. Installation in accordance with Alpha Aviation Inc., Installation and Maintenance Manual, AAI 4.5001. dated 6/28/04, Pages 1 thru 13 and attached drawings. Operation of system satisfactory.
3. Instructions for Continued Airworthiness made part of aircraft records.
4. Change made to Aircraft Wt. & Bal. report for increased weight

Additional Sheets Are Attached



U.S. Department of
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MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-
0020

Electronic Tracking
Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark N454RB	Serial No. D-8242	
	Make Beech	Model V35	Series
2. Owner	Name (As shown on registration certificate) Edwin Karl Kempkey III	Address (As shown on registration certificate) Address <u>1055 Lorraine Dr.</u> City <u>Napa</u> State <u>CA</u> Zip <u>94558-2121</u> Country <u>USA</u>	

3. For FAA Use Only

The data identified herein complies with the applicable airworthiness requirements and is approved only for the above described aircraft, subject to conformity inspection by a person authorized in 14 CFR part 43, section 43.7.

8/24/2012 Michael D. O'Kane
 Date Michael D. O'Kane, Principle Avionics Inspector

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

6. Conformity Statement

A. Agency's Name and Address Name <u>Executive AutoPilots, Inc.</u> Address <u>5839 Freeport Blvd.</u> City <u>Sacramento</u> State <u>CA</u> Zip <u>95822</u> Country <u>USA</u>	B. Kind of Agency <input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Manufacturer <input type="checkbox"/> Foreign Certificated Mechanic C. Certificate No. <input checked="" type="checkbox"/> Certificated Repair Station <u>E5VR306N</u> <input type="checkbox"/> Certificated Maintenance Organization <u>RAD-1, L-RAD, L-INS, L-AF</u>
--	---

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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <u>Daniel R. Casey</u> <u>[Signature]</u> <u>8/30/12</u>
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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	Manufacturer	Maintenance Organization	Person Approved by Canadian Department of Transport
	FAA Designee	X Repair Station	Inspection Authorization	Other (Specify)
Certificate or Designation No. <u>E5VR306N</u>		Signature/Date of Authorized Individual <u>Daniel R. Casey</u> <u>[Signature]</u> <u>8/30/12</u>		

NOTICE

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

8. Description of Work Accomplished

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

N454RB
Nationality and Registration Mark

08/23/2012
Date

Tach: 3647.37

The purpose of this alteration is to remove a stand lone King KLN89B GPS Receiver and install a used serviceable GNS-430 GPS/NAV/COM system. The existing KX155 Nav/Com is moved to the Nav/Com #2 position. The GNS-430 was installed IAW Garmin 400 Series Installation Manual #190-00140-02, Rev T, dated June 2010, and in accordance with AC 43.13-2B. The GNS 430 is installed as a follow on installation to STC SA00705WI and is approved for IFR enroute, terminal, and non-precision approach operations. The STC for this system covers all interfaces.

Removed:

King KLN89B GPS Receiver PN: 066-01148-0101
King KA91 GPS Antenna

Installed:

Garmin GNS 430 GPS/NAV/COM PN: 011-00280-10 TSO 129a Class A1, C37d, Class 4&6, C28d Class C&E
Garmin GA56 GPS Antenna PN: 011-00134-00 TSO C129a Class A1
Mid Continent MD41 Annunciator PN MD41-1484W

Installed the used serviceable Garmin GNS 430 GPS/NAV/COM in the 2 position of the instrument panel avionics stack. The GNS430 system was installed as Nav/Com/GPS #1 coupled to a used serviceable GA56 Antenna mounted on top of the cabin of the aircraft using existing GPS antenna location. The GNS 430 was interfaced to an existing NSD 360 HSI as the Primary GPS/ILS indicator, an existing King KA134 Audio Amp for Nav/Com #1 audio, and an existing Bendix Encoding Altimeter for Altitude data. The GNS430 sends RS232 position and flight plan data to an existing KMD150 MFD, a GTX327 transponder for and a Shadin Fuel flow. Nav/GPS lateral deviation and Glideslope deviations are sent to an existing Century III Autopilot system. Required Annunciations are provided by a newly installed MD41-1484W located in Pilot's panel in plain view of the pilot. All interface of this alteration is provided for in the Installation Manual PN 190-00140-02 Rev. S.

The system is coupled to aircraft avionics bus through a 5 amp circuit breaker labeled "COM 1" for COM power and a 5 amp circuit breaker labeled "GPS" for GPS power. A correlation check was completed IAW FAR 43 Appendix E.

An Electrical Load Analysis was performed IAW AC 43.13-2B, Chapter 2 and 11, and found not to exceed 80% of alternator systems maximum continuous output.

The aircraft's Weight and Balance and Equipment List were updated and placed into the aircraft's records.

In accordance with FAR 23-1301, 23.1431 and AC20-138B Chapter 20, a complete ground functional test was completed and the equipment performed satisfactorily and did not adversely affect existing components or systems in the aircraft.

The Garmin GNS 430 Pilot's Guide PN: 190-00140-00, Rev P, dated Dec 2009, was placed in the aircraft and must be available to the flight crew whenever navigation is predicated on the use of the system.

Also refer to the GNS 400/500 Series Optional Displays, Pilot's Guide Addendum P/N 190-00140-13 Rev. G dated January 2006, or later appropriate revision.

An FAA approved GNS 430 Flight Manual Supplement dated 8/24/2012, was prepared and placed in the aircraft. The Flight Manual must be available to the pilot during flight operation.

This GPS installation is not to be used for navigation until a functional flight evaluation has been successfully accomplished to verify equipment accuracy.

Instructions for continued airworthiness required a visual inspection and operational test of this equipment annually in accordance with manufacturer's recommendations and IAW FAR 43 Appendix D. Refer to Installation Manual PN 190-00140-02 Rev. S Appendix A.1 for Instructions for Continued Airworthiness. Periodic maintenance is not required.

-----END-----

A Functional Flight Evaluation was performed in accordance with AC 20.138B Par 20-2 and found to be within limits.

ACCURACY TEST ACCOMPLISHED ON 8/30/12
BY: [Signature] ESVR3DGN

Additional Sheets Are Attached



U.S. Department
of Transportation
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MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

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

Electronic Tracking Number

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1. Aircraft	Nationality and Registration Mark N454RB	Serial No. D8242	
	Make Raytheon	Model V35B-TC	Series Bonanza
2. Owner	Name (As shown on registration certificate) Kempkey Edwin Karl III Kempkey Kerry L	Address (As shown on registration certificate) Address 1055 Lorraine Dr. City Napa State CA Zip 94558-2121 Country USA	

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT	_____	_____	_____
<input type="checkbox"/>	<input checked="" type="checkbox"/>	PROPELLER	Hartzell	PHC-C3YF-1RF/F8068	QG12B
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type	_____	_____
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name	Michael Tillman c/o Mangon Aircraft Inc.	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	Manufacturer
Address	501 Sky Ranch Dr.	<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No. 2845176
City	Petaluma State CA	<input type="checkbox"/> Certificated Repair Station	
Zip	94954 Country USA	<input type="checkbox"/> Certificated Maintenance Organization	

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

Extended range fuel per 14 CFR Part 43 App. B: <input type="checkbox"/>	Signature/Date of Authorized Individual Michael Tillman 11/30/2010
---	---

7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Person Approved by Canadian Department of Transport
	FAA Designee	Repair Station	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)
Certificate or Designation No. 2845176		Signature/Date of Authorized Individual Michael Tillman 11/30/2010		

NOTICE

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

8. Description of Work Accomplished

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

N454RB

Nationality and Registration Mark

11/30/2010

Date

Installation of Hartzell Model Propeller

1. Removal of McCauley 3-blade propeller and spinner assembly.
2. Installed Hartzell Propeller and Spinner Assembly per Hartzell owners manual and D'Shannon Products STC number SA01561CH installation instructions.
3. Airplane Flight Manual Supplement added to POH.
4. Weight & Balance Revision calculated and added to POH.

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

Additional Sheets Are Attached

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

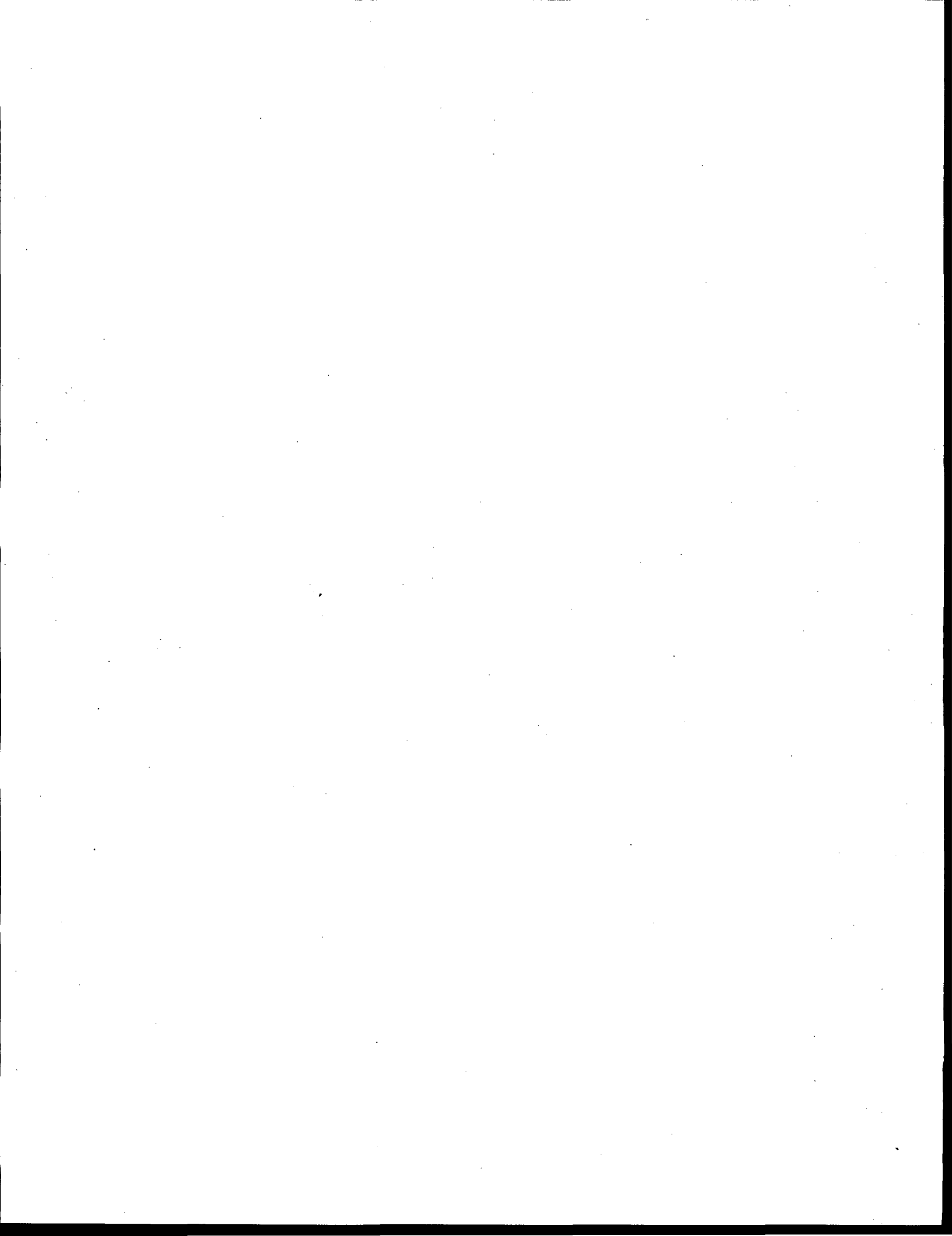
1. NATIONALITY AND REGISTRATION MARKS N454RB	2. MANUFACTURER AND MODEL BEECHCRAFT V-35	3. AIRCRAFT SERIAL NUMBER D-8242	4. CATEGORY UTILITY
5. AUTHORITY AND BASIS FOR ISSUANCE This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, this aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein. Exceptions: NONE			
6. TERMS AND CONDITIONS Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.			
DATE OF ISSUANCE R 07/29/1966	FAA REPRESENTATIVE <i>Michael A. Schaadt</i> Michael A. Schaadt	DESIGNATION NUMBER SJC FSDO WP15	
Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.			
FAA Form 8100-2 (8-82)			

* U.S. G.P.O.:2003 668-291

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

1. NATIONALITY AND REGISTRATION MARKS N222TB	2. MANUFACTURER AND MODEL BEECHCRAFT V-35	3. AIRCRAFT SERIAL NUMBER D-8242	4. CATEGORY UTILITY
5. AUTHORITY AND BASIS FOR ISSUANCE This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein. Exceptions: NONE			
6. TERMS AND CONDITIONS Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.			
DATE OF ISSUANCE REPLACEMENT 7-29-66	FAA REPRESENTATIVE <i>R. H. Beckley</i> R. H. BECKLEY	DESIGNATION NUMBER WE-GADO 4-0-04	
Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.			
AA Form 8100-2 (7-67) FORMERLY FAA FORM 1362			

GPO: 197-O-270 931





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
WPI DW

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 \$1,000.00 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make Beech	Model V35
	Serial No. D-8242	Nationality and Registration Mark N222TB
2. Owner	Name (As shown on registration certificate) Barber, Randy	Address (As shown on registration certificate) 20944 Woodside Way Groveland, CA 95321

3. For FAA Use Only

*THE DATA 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*

AUG 19 2004
DATE

4. Unit Identification

Don K. Newport
RNO FSDO

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.
Aviation Classics, Ltd. Reno-Stead Field 4825 Texas Avenue Reno, NV 89506	<input type="checkbox"/> U.S. Certificated Mechanic	NA3R703L
	<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 8/19/2004	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	Inspection Authorization	Other (Specify)
	FAA Designee	X	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 8/19/2004			Certificate or Designation No. NA3R703L	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.)

Removed a M-1 Loran.

Installed a King KMD150 Multi Function Display (MFD) for VFR use only, IAW Bendix King Installation Manual, p/n 006-00179-0006, Rev. 6, dated 10/94 at the top of the manufacturer's supplied avionics stack. Unit is protected by a new 3 Amp circuit breaker, p/n 7277-2-3, labeled "MFD", installed in copilots circuit breaker panel. An FAA Approved KMD150 Flight Manual Supplement, dated August 19, 2004 was provided to the customer.

Installed a King KLN89B IAW Bendix-King Installation Manual, p/n 006-10522-0003, Rev. 3, dated 5/99 in the center instrument panel. Unit is protected by a new 3 Amp Circuit Breaker, labeled "GPS", p/n 7277-2-3. The King KA-91 GPS antenna was mounted on the top of the fuselage at FS 98.0, utilizing new coax, routed up the left side of the cabin. The KLN89B is interfaced to the KMD-150 MFD via 232 for GPS position and data, and to the existing encoding altimeter with diode isolation for correct function, and to the existing pilots NSD-360 HSI via switching network which switches steering information between the #1 Nav and the KLN-89B. The unit is also interfaced to the KA-134 Audio Panel through unswitched audio for aural altitude warning.

A ground evaluation of the aircraft systems has been accomplished, and no interference with the normal operation of other equipment by the GPS installation was noted.

All work performed IAW AC 43.13-1B, Chapter 11, Section 4, Paragraph 11-48, 11-49, 11-50 (A, B), 11-51 and Section 10, Paragraph 11-137. AC43.13-2A Chapter 1, paragraph 1, 9, 12; Chapter 2, Paragraph 21, 22, 23 (A, B, C, F), Paragraph 27; and Chapter 3, Paragraph 36 (A,B). Also used as a reference in the installation of the IFR GPS Certified Unit was AC 20-138A.

Bus load computed not to exceed 80% of total alternator output.

The aircraft has been placarded "GPS NOT APPROVED FOR IFR NAVIGATION". IFR accuracy checks have not been flown.

Instructions for continued airworthiness for this installation will include periodic inspection IAW FAR 43, Appendix D, Paragraph (b)(2), (c)(1), (c)(7), and (i)(1) through (4). Additionally, inspection of the following areas should be performed:

1. Placards
 - The panel limitation placard described above must be legible and visible to the pilot.
 - The equipment circuit breaker placard must be present and legible
2. Antenna
 - Inspect for physical damage
 - Ensure that the antenna is free of dirt, paint or foreign matter

Aircraft Weight & Balance has been updated to reflect this alteration.

*****END*****

Additional Sheets are Attached

940
Verified by Operator #43

1116-2693 37 AUG 16

Form Approved
Budget Bureau No. 04-R058.2

FEDERAL AVIATION AGENCY APPLICATION FOR AIRWORTHINESS CERTIFICATE (FAR 21)		INSTRUCTIONS: Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use reverse side.	
I. AIRCRAFT DESCRIPTION	1. REGISTRATION MARK N222T	2. AIRCRAFT MAKE BEECHCRAFT	3. AIRCRAFT MODEL DESIGNATION V-35
	4. AIRCRAFT SERIAL NO. D-8242	5. ENGINE MAKE Continental	6. ENGINE MODEL DESIGNATION TSIO-520-D
	7. NO. OF ENGINES 1	8. PROPELLER MAKE Beech by McCauley	9. PROPELLER MODEL DESIGNATION 3A32C76
		10. YR. AIRC. MANUFACTURED 1966	FAA CODING 1157538 17038
II. CERTIFICATION REQUESTED	A. APPLICATION IS HEREBY MADE FOR:		
	<input checked="" type="checkbox"/> ORIGINAL CERTIFICATE—AIRCRAFT IS	<input checked="" type="checkbox"/> NEW	<input type="checkbox"/> USED
	<input type="checkbox"/> AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE	<input type="checkbox"/> IMPORT	
	<input type="checkbox"/> OTHER (Specify)		
	B. AIRWORTHINESS CLASSIFICATION (For multiple certification, check appropriate items)		
<input checked="" type="checkbox"/> STANDARD (Indicate category)	<input type="checkbox"/> NORMAL	<input checked="" type="checkbox"/> UTILITY	<input type="checkbox"/> ACROBATIC
<input type="checkbox"/> LIMITED	<input type="checkbox"/> TRANSPORT		
3. RESTRICTED (Indicate operation(s) to be conducted)	<input type="checkbox"/> 1 AGRICULTURE & PEST CONTROL	<input type="checkbox"/> 2 AERIAL SURVEYING	<input type="checkbox"/> 3 AERIAL ADVERTISING
	<input type="checkbox"/> 4 FOREST (Wild life conservation)	<input type="checkbox"/> 5 PATROLLING	<input type="checkbox"/> 6 WEATHER CONTROL
4. EXPERIMENTAL (Indicate operation(s) to be conducted)	<input type="checkbox"/> 1 RESEARCH AND DEVELOPMENT	<input type="checkbox"/> 2 AMATEUR BUILT	<input type="checkbox"/> 3 EXHIBITION
	<input type="checkbox"/> 4 RACING	<input type="checkbox"/> TO SHOW COMPLIANCE WITH FAR	
5. PROVISIONAL (Indicate class)	<input type="checkbox"/> 1 CLASS I	<input type="checkbox"/> 2 CLASS II	FAA CODING
III. OWNER'S CERTIFICATION	A. REGISTERED OWNER (As shown on Certificate of Aircraft Registration)		
	NAME BEECH AIRCRAFT CORPORATION		IF DEALER CHECK HERE <input checked="" type="checkbox"/>
	ADDRESS (Number, street, city, State and ZIP code) 9709 E. Central Wichita, Kansas 67201		
	B. AIRCRAFT CERTIFICATION BASIS		
	<input checked="" type="checkbox"/> AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Rev. No.) 3A15, Rev. 34	AIRWORTHINESS DIRECTIVE SUMMARY (Give year and last card No.)	
AIRCRAFT LISTING (Give page No(s.))	SUPPLEMENTAL TYPE CERTIFICATE (Give No(s.))		
C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS			
<input checked="" type="checkbox"/> AIRCRAFT NEW—NO PREVIOUS HISTORY		TOTAL AIRFRAME HOURS RECORDED	FAA CODING
<input type="checkbox"/> RECORDS MAINTAINED IN COMPLIANCE WITH FAR 91.173			
I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Agency in accordance with section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the classification(s) requested.			
DATE OF APPLICATION July 29, 1966	NAME AND TITLE (Print or Type) C. W. MYERS - Leadman Final & Flight Inspection.	SIGNATURE <i>C. W. Myers</i>	
IV. INSPECTION AGENCY VERIFICATION	IN ACCORDANCE WITH FAR 21.183, THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY:		
	<input type="checkbox"/> 2 CERTIFICATED AIR CARRIER (Give Certificate No.)	<input type="checkbox"/> 3 CERTIFICATED MECHANIC (IA) (Give Certificate No.)	<input type="checkbox"/> 6 CERTIFICATED DOMESTIC REPAIR STATION (Give Certificate No.)
	<input type="checkbox"/> 5 AIRCRAFT MANUFACTURER (Give name of firm)		
DATE		TITLE	SIGNATURE
V. AIRWORTHINESS DOCUMENTATION	<input type="checkbox"/> A. CURRENT OPERATING LIMITATIONS AVAILABLE IN AIRCRAFT		<input checked="" type="checkbox"/> G. THIS INSPECTION RECORDED IN AIRCRAFT RECORDS
	<input type="checkbox"/> B. CURRENT OPERATING LIMITATIONS ATTACHED		H. STATEMENT OF CONFORMITY, FAA FORM 317 (Attach when required)
	<input checked="" type="checkbox"/> C. CURRENT APPROVED FLIGHT MANUAL AVAILABLE IN AIRCRAFT		I. PREVIOUS AIRWORTHINESS CERTIFICATE ISSUED IN ACCORDANCE WITH FAR _____ CAR _____ (Orig. attached)
	<input checked="" type="checkbox"/> D. DATA, DRAWINGS, PHOTOGRAPHS, ETC. (Attach when required)		J. AIRWORTHINESS CERTIFICATE ISSUED IN ACCORDANCE WITH FAR 21.183 (a) _____ (Copy attached)
	<input checked="" type="checkbox"/> E. CURRENT WEIGHT & BALANCE INFORMATION AVAILABLE IN AIRCRAFT		
	<input checked="" type="checkbox"/> F. MAJOR REPAIR AND ALTERATION, FAA FORM 337 (Attach when req.)		
VI. FAA REPRESENTATIVE CERTIFICATION	<input checked="" type="checkbox"/> A. I have inspected the aircraft described above, and it conforms to its type certificate, and is in condition for safe operation.		
	<input type="checkbox"/> B. I have inspected the aircraft described above, and it is in condition for safe experimental operation.		
	<input type="checkbox"/> C. Current Airworthiness Certificate amended.		
DATE July 29, 1966	DESIGNATION NO. DOA CE-2	OFFICE NO.	SIGNATURE <i>C. Grace</i> Chester A. Remleske BEECH AIRCRAFT CORPORATION

FAA AIRCRAFT REGISTRY

CAMERA NO. 1 N DATE: 5-11-83

MICRO

UNITED STATES OF AMERICA — FEDERAL AVIATION AGENCY

STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS N222T	2. MANUFACTURER AND MODEL BEECHCRAFT - V-35	3. AIRCRAFT SERIAL NUMBER D-8242	4. CATEGORY Utility
5. AUTHORITY AND BASIS FOR ISSUANCE (This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein. Exceptions: None.			
6. TERMS AND CONDITIONS Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventive maintenance, and alterations are performed in accordance with Parts 21, 43, and 71 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.			
DATE OF ISSUANCE July 29, 1966	FAA DISTRICT OFFICE Chester A. Ventresca BEECH AIRCRAFT CORPORATION	DESIGNATION NUMBER DOA CE-2	
Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.			

FAA AIRCRAFT REGISTRY

CAMERA NO. 11 DATE: 5-11-83

MICRO

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

RECEIVED
JAN 16 1979

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

Form Approved
Budget Bureau No. 04-R060.1
FOR FAA USE ONLY

OFFICE IDENTIFICATION
WFGADG
4001

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

1. AIRCRAFT	MAKE BEECHCRAFT	MODEL V35TC
	SERIAL NO. D8242	NATIONALITY AND REGISTRATION MARK N222TB
2. OWNER	NAME (As shown on registration certificate) ERICKSON EQUIPMENT RENTAL	ADDRESS (As shown on registration certificate) P.O. BOX 12723 FRESNO, CA. 93779

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 SANTA BARBARA AVIONICS, INC. Santa Barbara Airport, Bldg. 276 Goleta, California 93017 ARS 417-32	B. KIND OF AGENCY <input type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	C. CERTIFICATE NO. ARS 417-32 CLASS 1 & 2 RADIO LIM. INSTR., AUTO- PILOT & AIRFRAME
---	--	---

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

DATE JANUARY 12, 1979	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>John S. Clark</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	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION JANUARY 12, 1979	CERTIFICATE OR DESIGNATION NO. 417-32		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Shelly</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.)

AREA NAVIGATION IFR APPROVAL

INSTALLATION, TESTS, AND CALIBRATION OF COLLINS ANS-351 AREA NAVIGATION SYSTEM TO COMPLY WITH THE REQUIREMENTS OF AC 90-45A, APPENDIX A, PARA. 2 & 3. PERFORMANCE AND CONFORMITY FLIGHTS THIS DATE.

FLIGHT CONTROL SYSTEM

INSTALLATION, TESTS AND CALIBRATION OF CENTURY 111 A/P MODEL# AK501 IN ACCORDANCE WITH STC SA3035FW-D. INSTALLATION OF IC388-2 RADIO COUPLER AND IC493 GLIDE-SLOPE COUPLER AND AUTOMATIC ELECTRIC ELEVATOR TRIM. ALL WORK ACCOMPLISHED PER F.A.A. 43.13.3 & 43.13.2. PERFORMANCE AND CONFORMITY FLIGHTS THIS DATE.

NOTHING FOLLOWS

ADDITIONAL SHEETS ARE ATTACHED

RECEIVED
MAY 25 1977
VINEGADO-1

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
VINEGADO
4-0-01

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

1. AIRCRAFT	MAKE Beech	MODEL V35TC
	SERIAL NO. D-8242	NATIONALITY AND REGISTRATION MARK N222TB
2. OWNER	NAME (As shown on registration certificate) Erickson Equipment, Co.	ADDRESS (As shown on registration certificate) P.O. Box 12723 Fresno, Ca. 93779

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 Beechcraft West 7240 Havenhurst Ave., Van Nuys, Ca.	B. KIND OF AGENCY		C. CERTIFICATE NO. 4095
	<input type="checkbox"/>	U.S. CERTIFICATED MECHANIC	
	<input type="checkbox"/>	FOREIGN CERTIFICATED MECHANIC	
	<input checked="" type="checkbox"/>	CERTIFICATED REPAIR STATION	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.			

DATE 5-24-77	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>[Signature]</i>
------------------------	--

7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	<input checked="" type="checkbox"/> REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 5-24-77	CERTIFICATE OR DESIGNATION NO. 4095	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>[Signature]</i>		

NOTICE

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

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

Install Walker Engineering Air Skeg Per STC SA3184WE ****

-50-11

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 Beech	MODEL V35TC		NATIONALITY AND REGISTRATION MARK N 222T	
	SERIAL NO. D-8242				
2. OWNER	NAME (As shown on registration certificate) S-K Ranch & Clarence Ritchie		ADDRESS (As shown on registration certificate) 12021 Avenue 328 Visalia, Calif.		
	3. FOR FAA USE ONLY				
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				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.
Len Jensen 4532 N. Teilman Fresno, Calif.			<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC		A&P 2173697
			<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 4-14-75		SIGNATURE OF AUTHORIZED INDIVIDUAL Len Jensen <i>Len Jensen</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 4-14-75		CERTIFICATE OR DESIGNATION NO. IA1398894		SIGNATURE OF AUTHORIZED INDIVIDUAL Lawson Barber <i>Lawson Barber</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.)

4-14-75 V35TC D-8242 N 222T

. Installed additional radio equipment this date.

1. Removed Narco MK-12 radio
2. Removed Narco UGR-2 marker receiver
3. Removed Narco VOA-4 indicator
4. Removed Narco VOA-5 indicator

Installed the following:

1. 2 ea. King KX-175B transponder
2. 1 ea. King KI-214C indicator
3. King KMA-20 audio
4. King KA-40
5. IC-707 omni converter
6. NSD-360 slaved gyro
7. IC-714 slaving amplifier
8. 1B-495 flux detector
9. Bendix encoding altimeter
10. Al-74 radar altimeter
11. Nav-10 antenna
12. Mark 10 T-R unit

All united installed I/A/W Manufacturers instruction & AC43-13.2, Chapter 2 & 3. Wired I/A/W AC43-12.1, Chapter 11, Section 7.

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

ADDITIONAL SHEETS ARE ATTACHED

MAKE Cessna

MODEL 185

REGISTRATION NO. N 222T

AIRCRAFT OPERATING LIMITATIONS WITH DOOR REMOVED

This aircraft may be flown with not more than one cabin door, removed for the purpose of Sport Parachute Jumping provided the aircraft is operated in accordance with the applicable Federal Aviation Regulations and the following limitations:

1. Maximum speed not to exceed any of the following:
 - The approved maneuvering speed
 - 70 percent maximum level flight speed
 - 70 percent maximum structural cruising speed
2. Acrobatic maneuvers are not permitted.
3. Maximum yaw angle 10 degrees; maximum bank angle 15 degrees.
4. An FAA (CAA) approved safety belt installation must be provided and worn by each occupant.
5. All occupants must wear parachutes when conducting intentional parachute jumping and sky diving operations.
6. Smoking not permitted with door removed.
7. When operations other than intentional parachute jumping and sky diving are conducted, a suitable guardrail or equivalent safety device must be provided for the doorway.
8. All loose articles must be tied down or stowed.
9. No baggage may be carried.
10. Parachutist's static lines must be kept free of pilot's controls and control surfaces.
11. Operations limited to VFR CONDITIONS.
12. Cabin door hold-open clips installed on wing brace struts and/or under surface of wing must be removed prior to conducting parachute jumping or sky diving operations. The co-pilot control wheel must also be removed if adjacent to the affected door.

[The main body of the document contains several paragraphs of extremely faint, illegible text. The text appears to be a technical report or a set of instructions, but the characters are too light and blurry to be transcribed accurately. There are some faint markings and lines visible throughout the page, suggesting a structured layout.]

13. When intentional parachute jumping, sky diving or other specified operations are being conducted, the pilot at the controls must hold at least a private pilot certificate.
14. This aircraft shall not be operated in solo flight by the holder of a student pilot certificate with a door removed.
15. Operation of this aircraft for any other purpose than for which it is certificated, with a door removed, is prohibited.
16. The following placard must be placed on the instrument panel in full view of the pilot:

For flight with door removed, see
aircraft operating limitations with door removed.

17. A copy of these limitations must be carried in the aircraft when flight operations are conducted with the door removed.
18. These operating limitations are a part of the airworthiness certificate.

DATE: 11/1/74

Edward E. Dannelly

FAA Inspector, ANS GADO 540-01

FAA AIRCRAFT REGISTRY

CAMERA NO. 1 N DATE: 5-11-83

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: PAT GADO
4-0-04

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

1. AIRCRAFT	MAKE Beechcraft	MODEL V35TC
	SERIAL NO. D-8242	NATIONALITY AND REGISTRATION MARK N222T
2. OWNER	NAME (As shown on registration certificate) Ranch S.K. Ritchie Clarence	ADDRESS (As shown on registration certificate) 12021 Avenue 328 Visalia, California

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Douglas A. Estermann 2738 E. College Avenue Visalia, California 93277	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&P2101588
--	--	---

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: **February 5, 1974**

SIGNATURE OF AUTHORIZED INDIVIDUAL: *Douglas A. Estermann*

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 February 5, 1974	CERTIFICATE OR DESIGNATION NO. 1381859	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Sam R. Maguire</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 Beechcraft brake kit 35-8004P, serial number 108. Installed I/A/W Beechcraft blueprint number 70898. Weight change is negligible.

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

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 **FAT GADO**
 4-0-04

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

1. AIRCRAFT	MAKE Beechcraft	MODEL V-35TC
	SERIAL NO. 8242	NATIONALITY AND REGISTRATION MARK N 222T
2. OWNER	NAME (As shown on registration certificate) S-K Ranch/Clarence Ritchie (partner)	ADDRESS (As shown on registration certificate) 12021 Avenue 328 Visalia, Calif. 93277

3. FOR FAA USE ONLY

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Thomas P. Healy 83 E. Andrews Fresno, Calif. 93705	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 1670444
---	--	--

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

DATE 10-26-71	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Thomas P. Healy</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 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 10-26-71	CERTIFICATE OR DESIGNATION NO. I A1398894	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Louise E. Baker</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.)

Beechcraft S/N 8242 Model V-35TC N 222T 10-26-71

10-26-71

Removed item 11 on special equipment list, constant co-pilot.

Installed Britain B-5 autopilot. Installation made I/A/W
STC #SAL762WE. See aircraft log book for weight & balance data.

NOTHING FOLLOWS

(Signature)

ATTEST: [Signature] [Title]
[Signature]
[Signature]
A-328C

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 **FAT GADO**
 4-0-04

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

1. AIRCRAFT	MAKE Beechcraft	MODEL V35TC
	SERIAL NO. D-8242	NATIONALITY AND REGISTRATION MARK N 222T
2. OWNER	NAME (As shown on registration certificate) Ranch S.K. ptr. Ritchie, Clarence	ADDRESS (As shown on registration certificate) 12021 Ave. 328 Visalia, Calif. 93277

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 Richard H. Thomasson 1317 Whitmore St. Hanford, Calif.	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 1643131
---	--	--

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

DATE 1-22-73	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Richard H. Thomasson</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 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 1-22-73	CERTIFICATE OR DESIGNATION NO. IA 1398894	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Louise Barber</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.)

Beechcraft V35TC D-8242 N 222T 1-22-73

Aircraft damaged due to gear up landing repairs made to lower fuselage right & left lower engine compartment side panel & left engine compartment lower keel section in accordance with AC 43.13-1 & by repairing with manufactured parts. The following is a list of parts:

35-410452-23 skin cabin bottom forward center
35-410452-79 skin cabin bottom center
35-410452-117 skin cabin bottom aft. center
35-410452-142 skin engine cowl L/H lower
35-410452-143 skin engine cowl R/H lower
35-415343-608 keel assy. fuselage forward L/H
35-410077-30 door assy. nose L/H
35-410077-31 door assy. nose R/H
35-815055-601 door assy. ~~RESECT~~ InBd L/H
35-815055-602 door assy. InBd. R/H
35-165050-605 flap assy. L/H
35-165050-606 flap assy. R/H

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

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 GAD 4-2-04	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-i (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE	Beechcraft		MODEL	V35
	SERIAL NO.	D-3242		NATIONALITY AND REGISTRATION MARK	N2221
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	S.A. Ranch and Clarence Ritchie			12021 Ave. 328 Visalia, California	
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.	
Nicholas Vitale 10961 Hume Ave. Hanford, California		<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		A&P 1800931	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE		SIGNATURE OF AUTHORIZED INDIVIDUAL			
2-2-70		<i>Nicholas Vitale</i>			
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL			
2-2-70	1381859	<i>Sam H. Meyer</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 one Hoskin IFO-I Strobe Light P/N 67-0001 S/N 2253 (F.A.A./PMA). The above installation was accomplished in accordance with FAA AC 43.12-2 chg. 6 chap. 4. Generator load draw change is negligible at this time.

WEIGHT AND BALANCE

	weight	arm	moment
A/C empty wt.	2159.0	78.9	170404.5
Strobe kit wt.	2.0	137.0	374
	<u>2160.0</u>		<u>170778.5</u>
New A/C empty wt.	2160		
New empty G.G.	79.0		
New empty moment		170778.5	

NOTHING FOLLOWS

ADDITIONAL SHEETS ARE ATTACHED

11-1009 37 SEP 19 66

FEDERAL AVIATION AGENCY
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 Beechcraft	MODEL V35
	SERIAL NO. D-8242	NATIONALITY AND REGISTRATION MARK N222T
2. OWNER.	NAME (As shown on registration certificate) S.K. Ranch and Clarence Ritchie	ADDRESS (As shown on registration certificate) 12021 Ave. 328 Visalia, California 93277

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME (As described in item 1 above)				XX
POWERPLANT	The alteration identified herein complies with applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43.7 (b).				
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER	Date: 8/25/66 WE-600-17			

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS NORMAN LARSON CO. 7240 Hayvenhurst Ave., Van Nuys, Calif. REPAIR STATION 2835 91406	B. KIND OF AGENCY		C. CERTIFICATE NO. Airframe, Class III Radio, Class I & II No Limitation; Ltd. Instrument
	<input type="checkbox"/>	U.S. CERTIFICATED MECHANIC	
	<input type="checkbox"/>	FOREIGN CERTIFICATED MECHANIC	
	<input checked="" type="checkbox"/>	CERTIFICATED REPAIR STATION	
		MANUFACTURER	

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

DATE 8/25/66	SIGNATURE OF AUTHORIZED INDIVIDUAL A. H. Jensen
-----------------	--

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 Agency and is APPROVED REJECTED

BY:	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	<input checked="" type="checkbox"/> REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	Verified by Operator #49
DATE OF APPROVAL OR REJECTION 8-26-66	CERTIFICATE OR DESIGNATION NO. L095	SIGNATURE OF AUTHORIZED INDIVIDUAL A. H. Jensen		

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.)

(I) Accomplished the installation of a Wilcox 811B transponder system as listed below, using the existing panel and structure plus an additional shelf made of 2024T3 .051 Alclad Alum. and secured to fore and AFT stringers with AN470AD-4-4 rivets, this shelf is to hold the 811B transponder receiver, wiring and cables are routed through protected holes in bulkheads to the units, all necessary switches and circuit breakers have been added to system, generator load draw change is negligible at this time.

Aircraft	2139.0	78.2	167187.0
Wilcox 811B transponder	13.5	190.0	2565.0
Wilcox 716 antenna	1.0	175.0	175.0
Wilcox transponder tester	1.0	183.0	183.0
Gable control head	1.5	63.0	94.5
Wiring & Plugs	2.0	100.0	200.0
New empty weight C.G.	2158.0	78.9	17044.5

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