



US Department  
of Transportation  
Federal Aviation  
Administration

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

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

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark <b>N20TY</b>	Serial No. <b>TC-254</b>	
	Make <b>BEECH</b>	Model <b>95-A55</b>	Series
2. Owner	Name (As shown on registration certificate) <b>KRIEG FRED W</b>	Address (As shown on registration certificate) <b>784 STEARMAN ST INDEPENDENCE, OREGON 97351-9413</b>	


3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address <b>Pacific Coast Avionics Corporation 22783 Airport Road NE Aurora Oregon, 97002</b>	B. Kind of Agency	Manufacturer
	<input type="checkbox"/> U.S. Certificated Mechanic	C. Certificate No. <b>OPXR455L</b>
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certified Repair Station	
	<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 <b>Jason Wallace</b>  <b>April 8, 2020</b>
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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 Transport Canada Airworthiness Group
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. <b>OPXR455L</b>	Signature/Date of Authorized Individual <b>Jason Wallace</b>  <b>April 8, 2020</b>
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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 aircraft nationality and registration mark and date work completed.)*

N20TY

April 8, 2020

Nationality and Registration Mark

Date

**Description of Type Design Change:**

Installation of Garmin GTX 345 ADS-B In/Out Transponder in accordance with FAA approved Garmin STC SA01714WI and Master Documents List 005-00734-04 Rev 16, dated Dec 2019, or later FAA approved revision.

Installation of two Garmin GNS 530W GPS/NAV/COM units in accordance with FAA approved Garmin STC SA01933LA-D and Master Documents List 005-C0221-01 Rev M, dated Feb 2020, or later FAA approved revision.

The FAA approved Garmin GTX 345 Airplane Flight Manual Supplement 190-00734-15 Rev 4, dated Aug 2019 and Garmin GNS 530W Airplane Flight Manual Supplement 190-00357-03 Rev G, dated Feb 2020 are required for in flight operation of these units and have been placed in the Aircraft.

**Alteration Notes:**

Removed Garmin GTX 327 Transponder, two Garmin GA 56 GPS Antennas, and all associated installation kits, trays and wiring to facilitate other maintenance.

The Garmin GTX 345 ADS-B In/Out Transponder has been installed at F.S. 68. It receives power from the Avionics buss using an existing 3 amp circuit breaker labeled XPDR. The GTX 345 was installed, inspected, configured and tested IAW the FAA approved Garmin GTX 345 document 190-00734-10 Rev 14, dated Dec 2019 approved under STC SA01714WI. The installed Garmin GTX 345 interfaced to the #1 and #2 Garmin GNS 530W GPS Position Sources was shown to meet the equipment performance specifications of 14 CFR 91.227.

The #1 and #2 Garmin GNS 530 units were upgraded to WAAS units, and reinstalled utilizing existing provisions. Both GNS 530W units were installed, inspected, configured, and tested IAW the FAA approved Garmin 530W document 190-00357-02 Rev M, dated June 2017 approved under STC SA01933LA-D.

The aircraft weight and balance, equipment list, and flight manual have been amended to reflect changes made to the aircraft. An electrical load analysis required by 14 CFR 23.1351(a)(2) was performed in accordance with AC 43.13-2B, Chapter 2, paragraph 208(b) and ASTM F2490-05 and the continuous load of the alternator system was found not to exceed 80% of its capacity.

**Instructions for Continued Airworthiness:**

The FAA approved Garmin GTX 345 Instructions for Continued Airworthiness 190-00734-11 Rev 7, dated Jul 2019 and Garmin GNS 530W Instructions for Continued Airworthiness 190-00357-65 Rev D, dated Oct 2014 have been included with the aircraft maintenance records.

-----  
End

Additional Sheets Are Attached



US Department of Transportation  
Federal Aviation Administration

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

Form Approval  
ONB No. 2120-0020

For FAA Use Only

Office Identification  
*R.10 AGL-05*

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

1. Aircraft	Make Beech	Model 95-A55
	Serial No. TC-254	Nationality and Registration Mark N20TY
2. Owner	Name (As shown on registration certificate) Krieg, Fred W trustee	Address (As shown on registration certificate) 1100 Carob Lane Norco, CA 92860

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 Dennis Wolter Air Mod 2025 Sporty's Dr Batavia, OH 45103	B. Kind of Agency		C. Certificate No. AP21535421A
	<input checked="" type="checkbox"/>	U.S. Certificated Mechanic	
	<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 <i>09.03.04</i>	Signature of Authorized Individual 
	Dennis Wolter

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 <i>09.03.04</i>		Certificate or Designation No. AP21535421A	Signature of Authorized Individual 		
			Dennis Wolter		

**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 aircraft nationality and registration mark and date work completed.)*

BEECH 95-A55 N20TY s/n TC-254 09/03/04

Install Beryl D'Shannon fiberglass cabin exhaust scoop system in accordance with DLB 1500 dated June 6, 1974 or later FAA-approved revision; STC SA838SO.

-- end --

Γ Additional Sheets Are Attached



US Department of Transportation  
Federal Aviation Administration

**MAJOR REPAIR AND ALTERATION**  
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Form Approval  
ONB No. 2120-0020

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Office Identification  
**R.H. AGL-05**

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 <b>Beech</b>	Model <b>95-A55</b>
	Serial No. <b>TC-254</b>	Nationality and Registration Mark <b>N20TY</b>
2. Owner	Name (As shown on registration certificate) <b>Krieg, Fred W trustee</b>	Address (As shown on registration certificate) <b>1100 Carob Lane Norco, CA 92860</b>

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>Dennis Wolter Air Mod 2025 Sporty's Dr Batavia, OH 45103</b>	B. Kind of Agency		C. Certificate No. <b>AP21535421A</b>
	<input checked="" type="checkbox"/>	U.S. Certificated Mechanic	
	<input type="checkbox"/>	Foreign Certificated Mechanic	
	<input type="checkbox"/>	Certificated Repair Station	
	<input type="checkbox"/>	Manufacturer	

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Date <b>09.03.04</b>	Signature of Authorized Individual 
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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 <b>09.03.04</b>	Certificate or Designation No. <b>AP21535421A</b>	Signature of Authorized Individual 
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**NOTICE**

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**8. Description of Work Accomplished**

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

BEECH 95-A55 N20TY s/n TC-254 09/03/04

Install Whelen A470A-S strobe light, A49TCCF14/28 power supply, 11-350519-001 mounting bracket and HT-10 installation package, per Whelen Engineering installation and service manual dated January 1, 1985 or later FAA-approved revision; STC SA800EA.

-- end --

Γ Additional Sheets Are Attached



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Federal Aviation Administration

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R.H. AGL-05

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1. Aircraft	Make Beech	Model 95-A55
	Serial No. TC-254	Nationality and Registration Mark N20TY
2. Owner	Name (As shown on registration certificate) Krieg, Fred W trustee	Address (As shown on registration certificate) 1100 Carob Lane Norco, CA 92860

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 Dennis Wolter Air Mod 2025 Sporty's Dr Batavia, OH 45103	B. Kind of Agency		C. Certificate No. AP21535421A
	<input checked="" type="checkbox"/>	U.S. Certificated Mechanic	
	<input type="checkbox"/>	Foreign Certificated Mechanic	
	<input type="checkbox"/>	Certificated Repair Station	
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Date 09 03 04	Signature of Authorized Individual 
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7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	<input type="checkbox"/>	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 09 03 04		Certificate or Designation No. AP21535421A	Signature of Authorized Individual 		

Dennis Wolter

**NOTICE**

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**8. Description of Work Accomplished**

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

BEECH 95-A55    N20TY    s/n TC-254    09/03/04

Install Alpha Aviation three-point inertia reel shoulder harness system for pilot and co-pilot seats in accordance with Alpha Aviation installation and maintenance manual AA14.5001 dated August 20, 2003 or later FAA-approved revision; STC SA1880CH.

-- end --

Γ Additional Sheets Are Attached



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1. Aircraft	Make <b>Beech</b>	Model <b>95-A55</b>
	Serial No. <b>TC-254</b>	Nationality and Registration Mark <b>N20TY</b>
2. Owner	Name (As shown on registration certificate) <b>Krieg, Fred W trustee</b>	Address (As shown on registration certificate) <b>1100 Carob Lane Norco, CA 92860</b>

**3. For FAA Use Only**

The data identified herein complied with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR 43.7.

  
**RICHARD J. HERMANN'S**  
PRINCIPAL AIRWORTHINESS INSPECTOR

**SEP 03 2004**

**GLOB ~~SEP 09 2004~~ R.H.**

**4. Unit Identification**

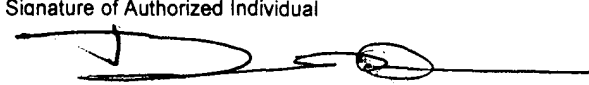
**5. Type**

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>Dennis Wolter Air Mod 2025 Sporty's Dr Batavia, OH 45103</b>	B. Kind of Agency		C. Certificate No. <b>AP21535421A</b>
	<input checked="" type="checkbox"/>	U.S. Certificated Mechanic	
	<input type="checkbox"/>	Foreign Certificated Mechanic	
	<input type="checkbox"/>	Certificated Repair Station	
	<input type="checkbox"/>	Manufacturer	

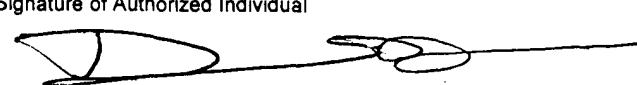
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation regulations and that the information furnished herein is true and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

Date <b>09.03.04</b>	Signature of Authorized Individual  <b>Dennis Wolter</b>
-------------------------	--

**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 <b>09.03.04</b>	Certificate or Designation No. <b>AP21535421A</b>	Signature of Authorized Individual  <b>Dennis Wolter</b>
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**NOTICE**

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**8. Description of Work Accomplished**

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

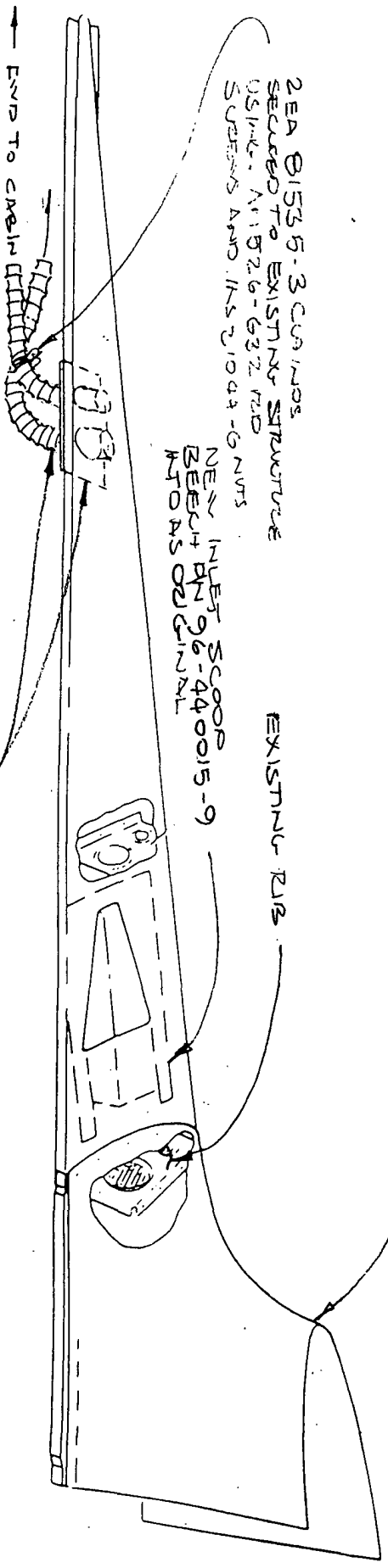
BEECH 95-A55 N20TY s/n TC-254 09/03/04

ICA 1, 2 Remove the original cabin top fresh air inlet scoop and install a late-model #96-440015-9 Baron scoop exactly as installed by Beech in the left side of the dorsal fin at station 220 The original rotating beacon was removed from the dorsal fin at station 203 to facilitate air feed to the cabin. A previously approved Beryl D'Shannon #B-1512 feed tube and #B-1511 doubler plate were installed at station 197 per Air Mod drawing 9-3-04-1. All work performed per FAA AC 43-13-1B, chapter 4, section 4, paragraphs 4-50 a, b, c, 4-51, 4-52 a (1) (2), b, c, 4-53 a, b, 4-57 a (1) (2) (3) (4), b, c (1), e (3) (4) (6), chapter 7, paragraphs 7-1 a, e, 7-14 a, b, c, 7-16 b, 7-17, 7-18, 7-63, 7-64 f.

ICA 5 To maintain continuing airworthiness for this installation, inspect the feed hose system for security and condition whenever the area behind the aft cabin bulkhead is accessed or at every annual inspection or every 100 hours. Also inspect water drain holes located at the base of the dorsal fin rib at every annual inspection.

ICA 18 See aircraft maintenance record entry.

The following ICA checklist items do not apply to this installation: ICA 3, 4, 6, 7, 9, 10, 11, 12, 13, 14, 15, 16, 17.



2EA B1535-3 CUP NUTS  
 SECURED TO EXISTING STRUCTURE  
 USING AN1B26-632 RIB  
 STRENGTH AND HAS21044-6 NUTS

NEW INLET SCOOP  
 BECH PN 96-440015-9  
 RIBS ORIGINAL

EXISTING SCOOP FAIRING

EXISTING RIB

→ END TO CABIN (L)

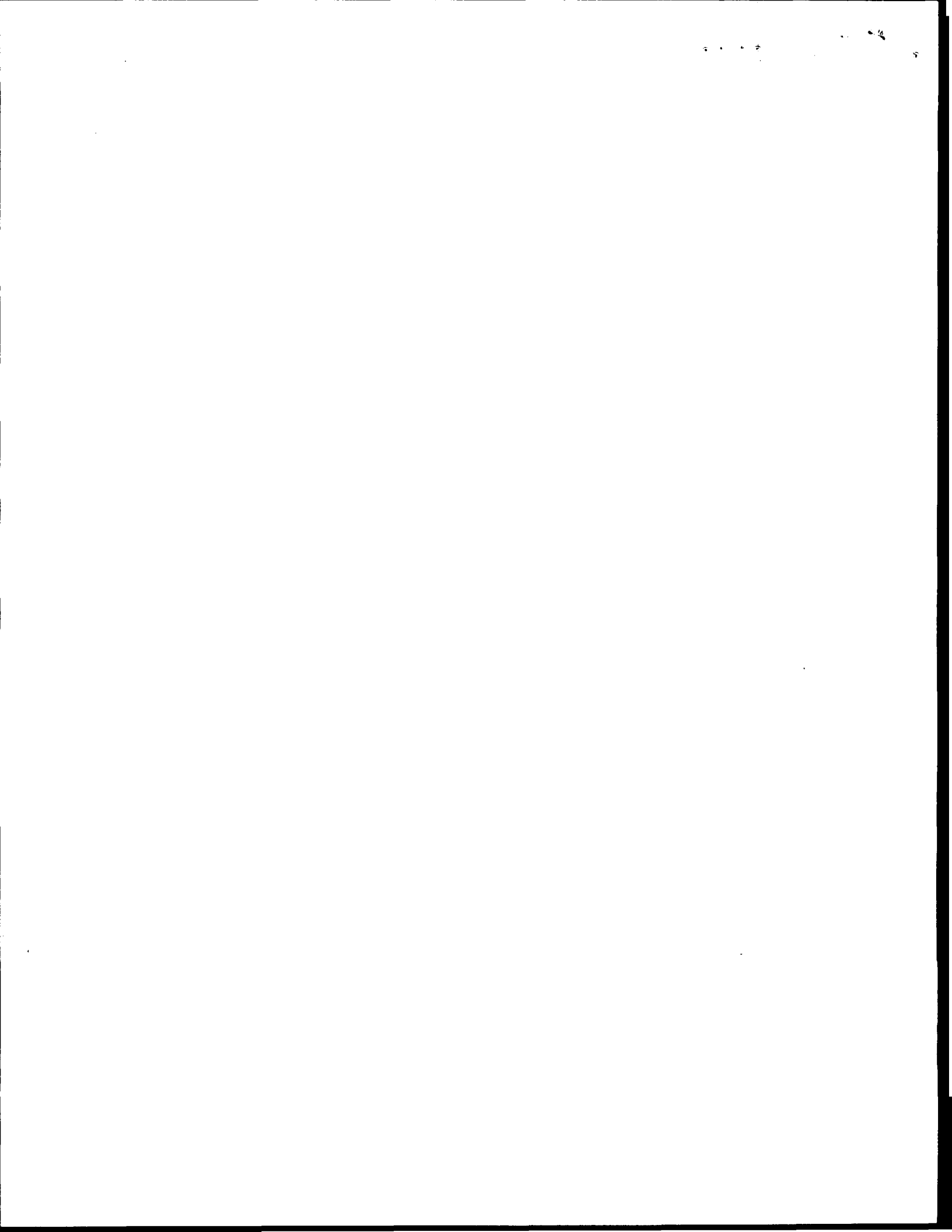
PREVIOUSLY APPROVED BECH D'S HANNON  
 INLET TUBES PN B-1512, MOUNTING PLATE  
 PN B-1511 MOUNTED USING AN 470407 AS 4-4  
 RIBS ON 1" CTS. HOOKED TO 1/2" CAT #12  
 VENT HOSE AND QS10014 28 S SCREEN CUP NUTS  
 THE CAT HOSE IS SECURED EVERY 3" INS 21919-F30  
 APPL CUP NUTS. AN 526 632 STRENGTH AND AN 364-632  
 NUTS.

Ⓢ 2004

AIR 140D

TOLERANCES (EXCEPT AS NOTED)	REVISIONS			DRAWN BY DORSAV	SCALE 1:1	DATE 9-03-04	MATERIAL
	NO.	DATE	BY				
DECIMAL	1			CHK'D DORSAV			DRAWING NO. 90304-1
FRACTIONAL	2			TRACED			
ANGULAR	3						
	4						
	5						
	6						

2025 STOPWASTE DRAWING 014 45103  
 BECH 95 A55, N2074, SNTC-254  
 DORSAV AIR SCOOP INSTALLATION





US Department  
of Transportation  
Federal Aviation  
Administration

**MAJOR REPAIR AND ALTERATION  
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Office Identification  
**B.H AGL-05**

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 <b>Beech</b>	Model <b>95-A55</b>
	Serial No. <b>TC-254</b>	Nationality and Registration Mark <b>N20TY</b>
2. Owner	Name (As shown on registration certificate) <b>Krieg, Fred W trustee</b>	Address (As shown on registration certificate) <b>1100 Carob Lane Norco, CA 92860</b>

**3. For FAA Use Only**

The data identified herein complied with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR-43.7.

  
**RICHARD J. HERMANN'S**  
PRINCIPAL AIRWORTHINESS INSPECTOR **GL05 SEP 03 2004**

**4. Unit Identification**

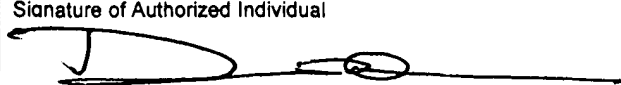
**5. Type**

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>Dennis Wolter Air Mod 2025 Sportv's Dr Batavia, OH 45103</b>	B. Kind of Agency		C. Certificate No. <b>AP21535421A</b>
	<input checked="" type="checkbox"/>	U.S. Certificated Mechanic	
	<input type="checkbox"/>	Foreign Certificated Mechanic	
	<input type="checkbox"/>	Certificated Repair Station	
	<input type="checkbox"/>	Manufacturer	

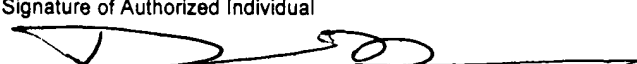
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Date <b>09.03.04</b>	Signature of Authorized Individual  Dennis Wolter
-------------------------	---

**7. Approval for Return To Service**

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

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

Date of Approval or Rejection <b>09.03.04</b>	Certificate or Designation No. <b>AP21535421A</b>	Signature of Authorized Individual  Dennis Wolter
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**8. Description of Work Accomplished**

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

BEECH 95-A55 N20TY s/n TC-254 09/03/04

ICA 1, 2 Install previously approved Beryl D'Shannon fresh air feed and outlet system per Air Mod drawings 9-1-04-1 and 9-1-04-2. All work performed per FAA AC 43-13-1B, chapter 4, section 4, paragraphs 4-50 a, b, c, 4-51, 4-52 a (1) (2), c, 4-53 a, 4-57 a (1) (2) (3), c (1), e, f.

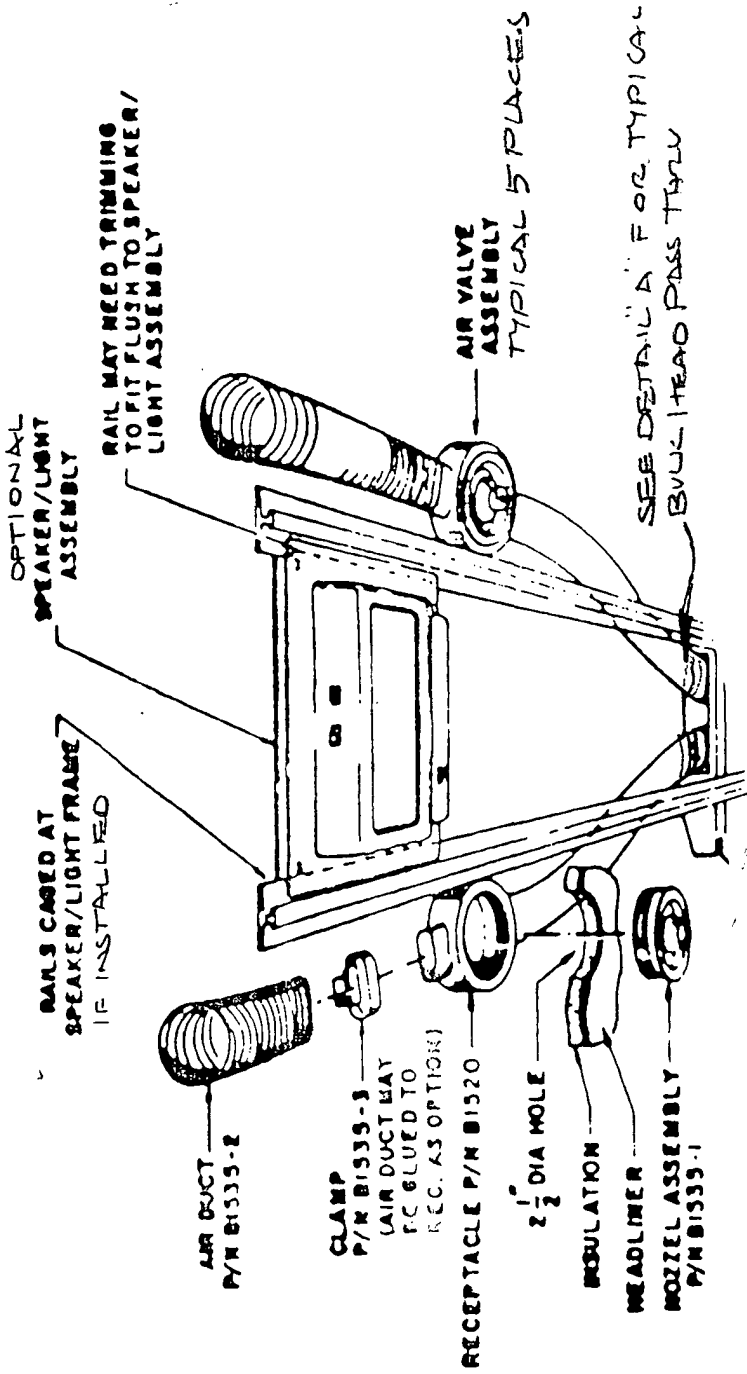
ICA 5 To maintain continuing airworthiness for this installation, check the security of all components whenever the headliner is removed. Clean the Wemac nozzles with isopropyl alcohol and lubricate with silicon spray every 100 hours or at every annual inspection.

ICA 7 To remove the nozzles, remove the adjoining outer headliner panel and rotate the bezel counter-clockwise until relieved from the threads. This will liberate both the mounting bezel and the nozzle. Reassemble in reverse order.

ICA 18 See aircraft maintenance record entry.

The following ICA checklist items do not apply to this installation: ICA 3, 4, 6, 9, 10, 11, 12, 13, 14, 15, 16, 17.

Γ Additional Sheets Are Attached



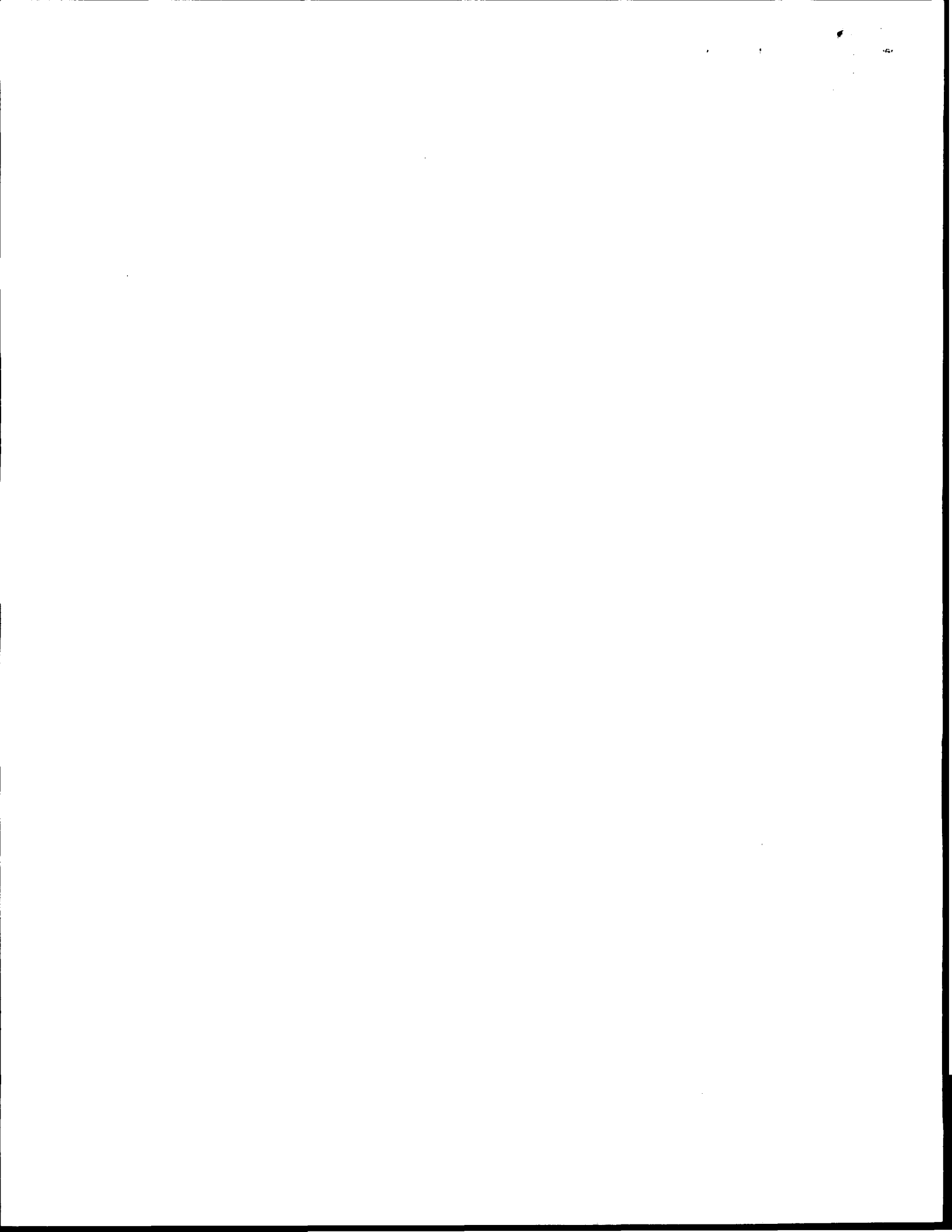
FRESH AIR DELIVERY SYSTEM  
SHOW N LOOKING AFT

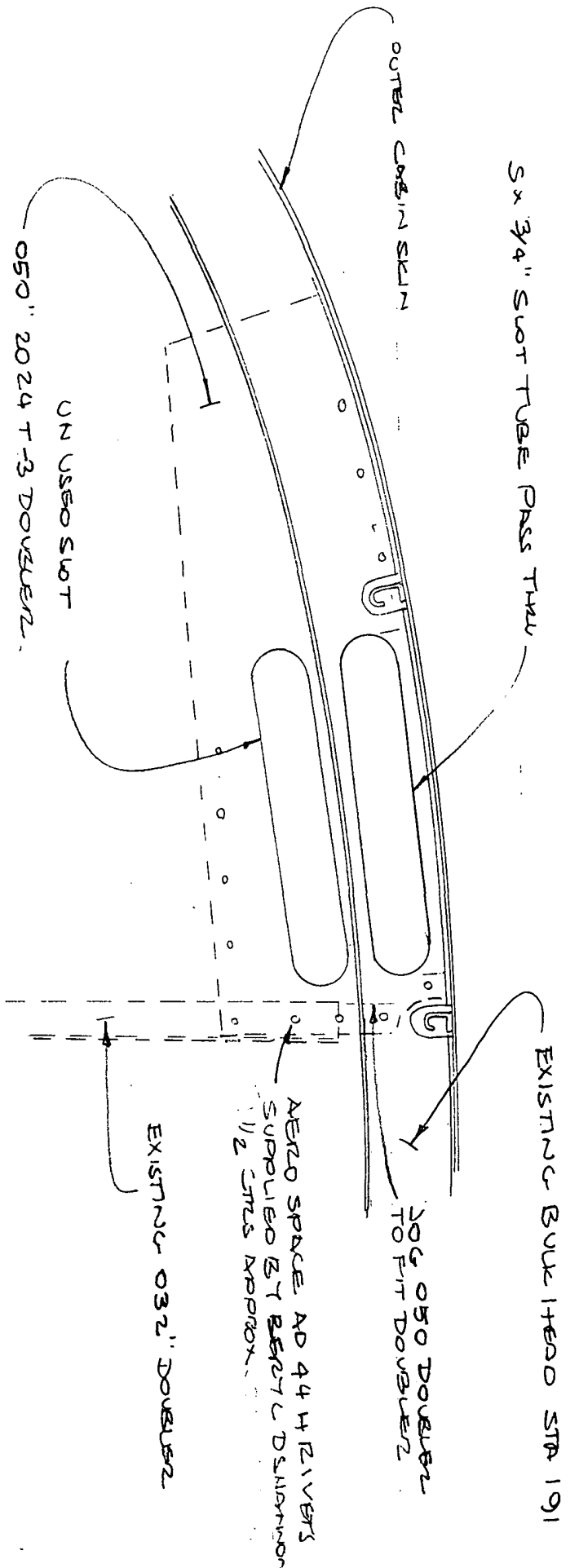


CLAMP P/N 1535-3  
FEED HOSE P/N B1535-2  
BULK HEAD  
2 1/2 x 3/4 ALUMINUM TUBE  
TYPICAL BULK HEAD PASS THRU  
DETAIL "A"

TOLERANCES (EXCEPT AS NOTED)	REVISIONS		SCALE	MATERIAL
	NO.	DATE		
DECIMAL ±	1			
FRACTIONAL ±	2			
ANGULAR ±	3			
	4			
	5			

AIR IN 00  
2025 SPOONYS DR., BATHYVA OH 45103  
BEECH 95A55, N 207Y, S N TC-254  
FRESH AIR DELIVERY SYSTEM  
DRAWN BY: DRY  
CHK'D: D.S.V.  
TRACED  
DATE: 9-01-04  
APP'D  
DRAWING NO.: 9.01-04-2

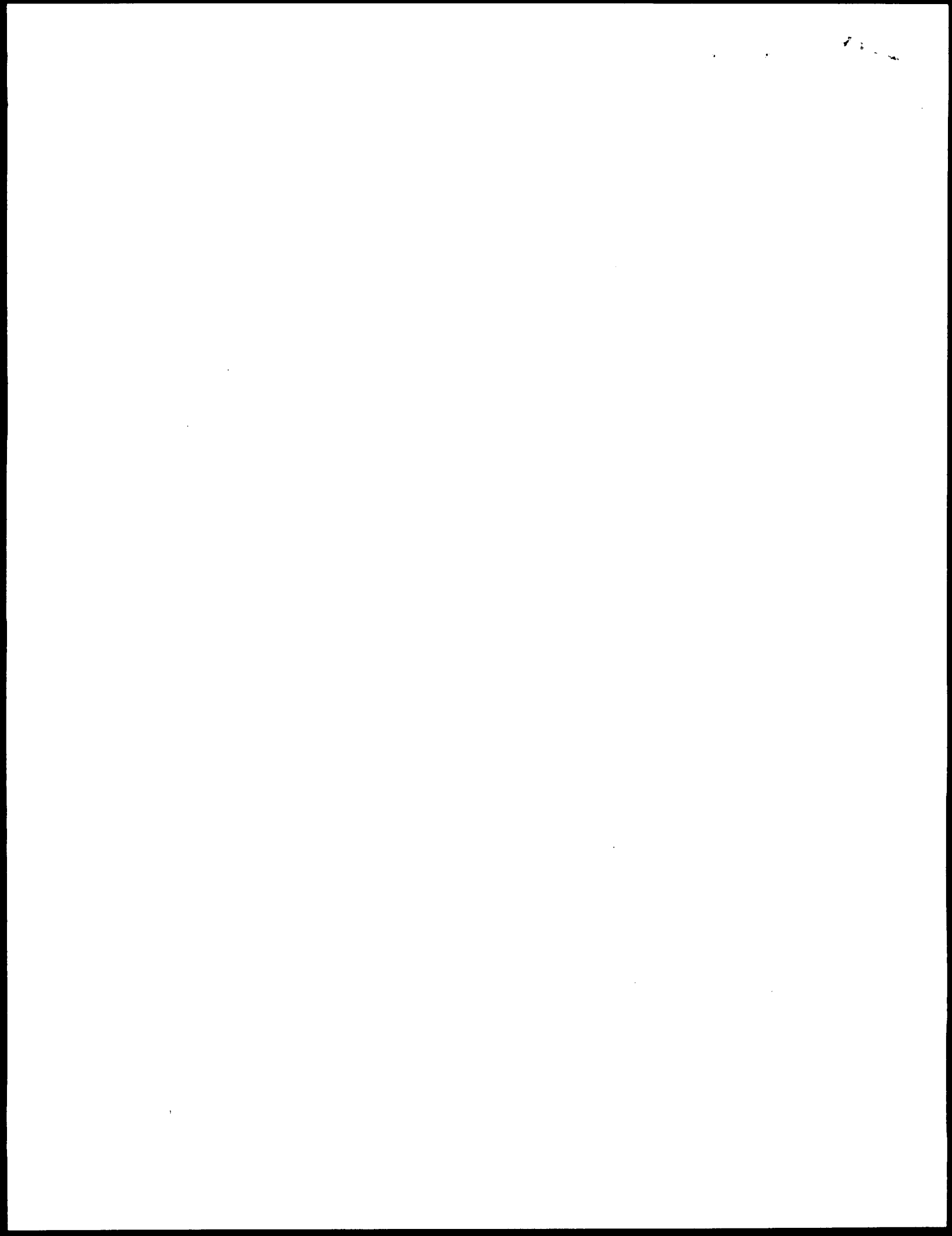




FRESH AIR FEED TUBE PASS THRU DOUBLER  
 STA 191  
 SHOWN LOOKING AFT.

C 2004

TOLERANCES (EXCEPT AS NOTED)	REVISIONS			DRAWN BY JDS	SCALE 1/2"	MATERIAL AS NOTED
	NO.	DATE	BY			
DECIMAL	1			CHK'D JDS	DATE 9-01-04	DRAWING NO. 9-01-04-1
FRACTIONAL	2					
ANGULAR	3					
	4					
	5					





US Department  
of Transportation  
Federal Aviation  
Administration

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

Form Approval  
ONB No. 2120-0020

For FAA Use Only

Office Identification

R.H. AGL-05

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

1. Aircraft	Make Beech	Model 95-A55
	Serial No. TC-254	Nationality and Registration Mark N20TY
2. Owner	Name (As shown on registration certificate) Krieg, Fred W trustee	Address (As shown on registration certificate) 1100 Carob Lane Norco, CA 92860

3. For FAA Use Only

The data identified herein complied with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR 43.7.

*Richard J. Hermann*  
RICHARD J. HERMANN

PRINCIPAL AIRWORTHINESS INSPECTOR

GL05 SEP 03 2004

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 Dennis Wolter Air Mod 2025 Sparty's Dr Batavia, OH 45103	B. Kind of Agency		C. Certificate No. AP21535421A
	<input checked="" type="checkbox"/>	U.S. Certificated Mechanic	
	<input type="checkbox"/>	Foreign Certificated Mechanic	
	<input 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 09.03.04	Signature of Authorized Individual <i>Dennis Wolter</i> Dennis Wolter
------------------	---

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 09.03.04		Certificate or Designation No. AP21535421A	Signature of Authorized Individual <i>Dennis Wolter</i> Dennis Wolter		

## 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 aircraft nationality and registration mark and date work completed.)*

BEECH 95-A55 N20TY s/n TC-254 09/03/04

ICA 1, 2 Fabricate and install compound shaped fiberglass/aluminum side panels per Air Mod drawings #8-29-04-1, -2, -3, -4, -5. All fiberglass is molded using three layers of Wicks RA5277 8.8oz fiberglass cloth and Schibley Chemical Co P10350 flame-retardant polyester resin activated with Evercoat 100-6-3 liquid hardener. This fiberglass lay-up was tested to pass FAR 25.853(a), appendix F part I (a) (1) (i) vertical burn test, and passed with no discrepancy noted per Skandia WO# 106469-04 and 8110-3 document ID # 48569 dated 03/24/04. Lower side panels are fabricated from .020" 2024T3 aluminum, and mounted as original. All sheet metal work as per FAA AC 43-13 1B, chapter 4, section 4, paragraphs 4-53 a, 4-53 b, 4-55 a, 4-55 b, 4-55 c, 4-56 a, 4-56 b (1) (2) (3), 4-57 a (1) (2) (3), 4-57 b, 4-57 c (1) (2), 4-57 e, 4-57 f (1) (2) (3) (5). All non-rivet type fasteners per FAA AC 43-13 1B, chapter 7, section 2, paragraphs 7-15, 7-17, 7-18, section 4, paragraphs 7-63, 7-64 f, g, 7-65 a. The upper side panels contain a total of five Osram gooseneck reading lights and a previously approved Cessna dimming rheostat, p/n S1904-2. These lights are connected to a 1 amp inline fuse located under the right side sub-panel with #20 Astro mil spec wire (MIL-W-22759E) as per AC 43-13-1B, chapter 11, section 3, paragraphs 11-30, 11-31, 11-32, 11-33, 11-37, section 4, paragraphs 11-47, 11-48, 11-49, 11-50 a, 11-51, section 5, paragraphs 11-66 b, c, d (1), fig 11-2, paragraphs 11-67 a, b, d, 11-68 d (1) (2), b (1) (2) (3) (4) (5) (6) (7), section 6, paragraphs 11-76 a, b, 11-77 a, b (2), c, d, e, 11-78, section 7, paragraphs 11-85 a, c, 11-86, table 11-11, section 8, paragraphs 11-96 a, b, c, d, e, f, g, h, j, k, l, n, o, q, r, s, w, aa, bb, cc, dd, ee (1) (2) (3) (4), 11-98 c, d, e, f, l, 11-104, 11-107 a, section 9, paragraphs 11-117 b, 11-118 a, b, c, 11-125, section 10, paragraphs 11-135, 11-137, 11-138, 11-139 a, b (1) (2) (3) (4), c, d, section 11, paragraphs 11-146 a, b, c, d, 11-147, fig 11-12, 11-13, 11-14. This light was tested at 220°F for 12 hours at 28 volts with no discrepancy noted. See logbook entry this date for additional details. All components were checked for security, clearance and function with no discrepancy noted.

ICA 5 For continuing airworthiness for this installation, check the security of these panels every 100 hours or at every annual inspection. Check the condition, security and clearance of the panels and wiring whenever the panels are removed.

ICA 7 To remove pilot's side upper side panel, remove the velcro-mounted armrest pad, allowing access to the two #6 flush head PK screws that must be removed. Then remove the upper side panel and disconnect the molex plug for the Osram reading light. Reassemble in reverse order. The lower leather side panels remove and install as original.

To remove the cabin door upper side panel, remove the velcro-mounted armrest pad and the two #6 flush head PK screws. Next remove the 2 machine screws that secure the door pull cup. Then remove the upper side panel in the traditional manner. Un-plug the molex plug for reading light power. Reassemble in reverse order.

To remove either aft upper side panels, remove the two upholstery screws located at the forward and aft upper ends of the side panels. Remove the side panel in the traditional way and disconnect the molex plug for the Osram reading light power. Reassemble in reverse order.

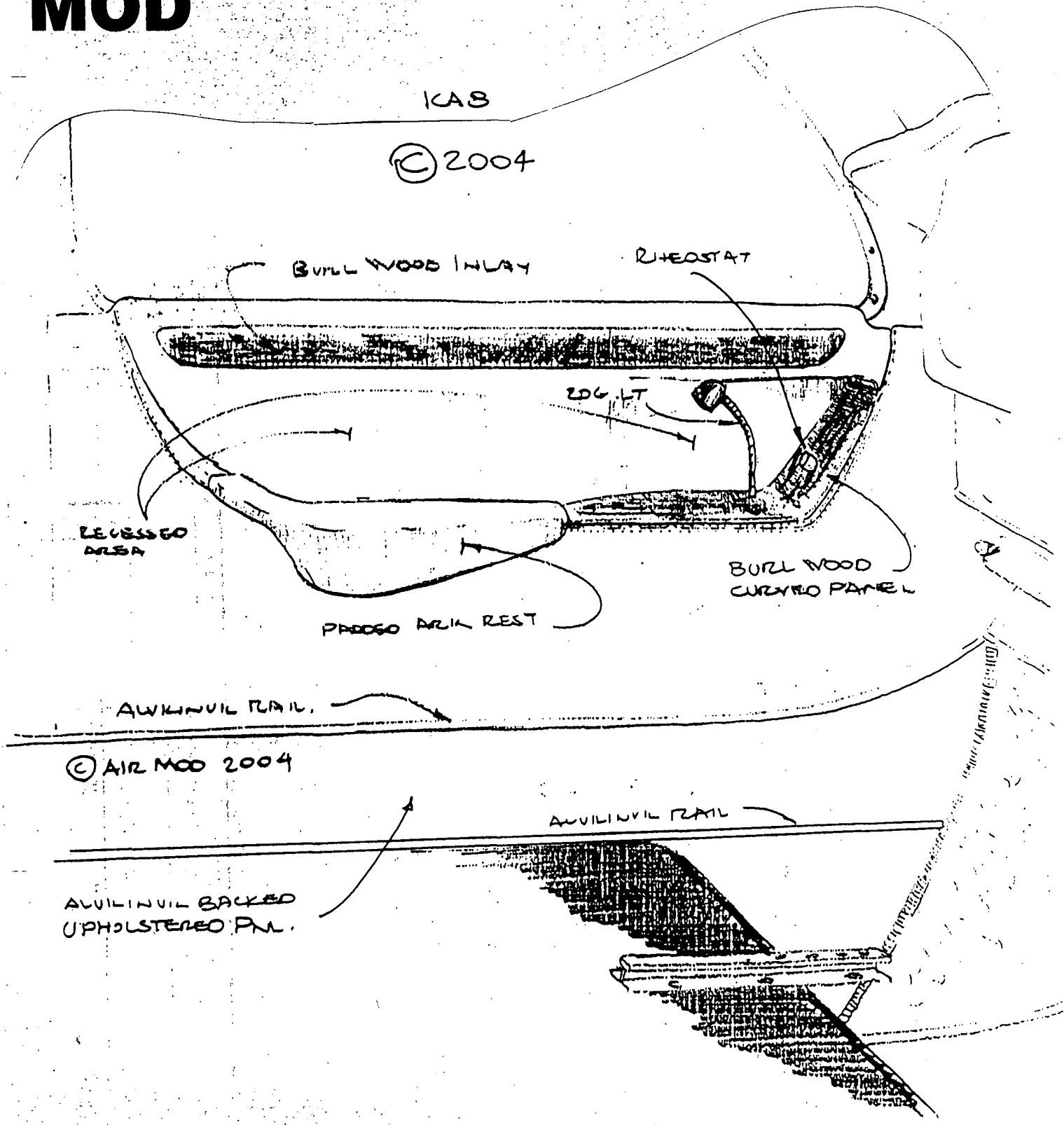
To change the bulb in the reading light, remove the snap-out lens. Rotate the switch cap until the index line on the cap lines up with the two triangle symbols, and remove the switch cap. Push the bulb out of its socket. Replace with an Osram 3797 bulb or equivalent. Reassemble in reverse order.

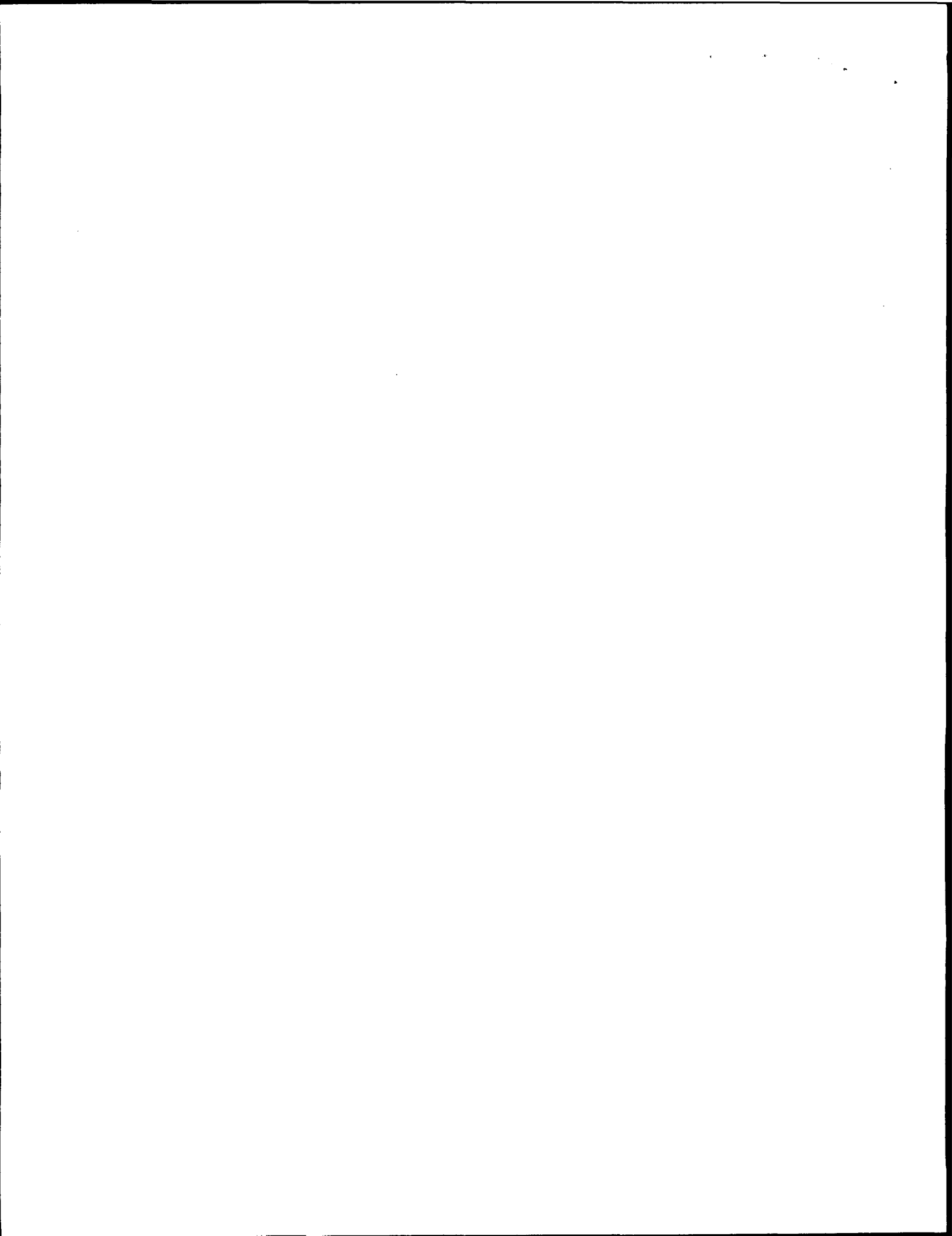
ICA 18 See aircraft maintenance record entry.

The following ICA checklist items do not apply to this installation: ICA 3, 4, 6, 9, 10, 11, 12, 13, 14, 15, 16, 17.

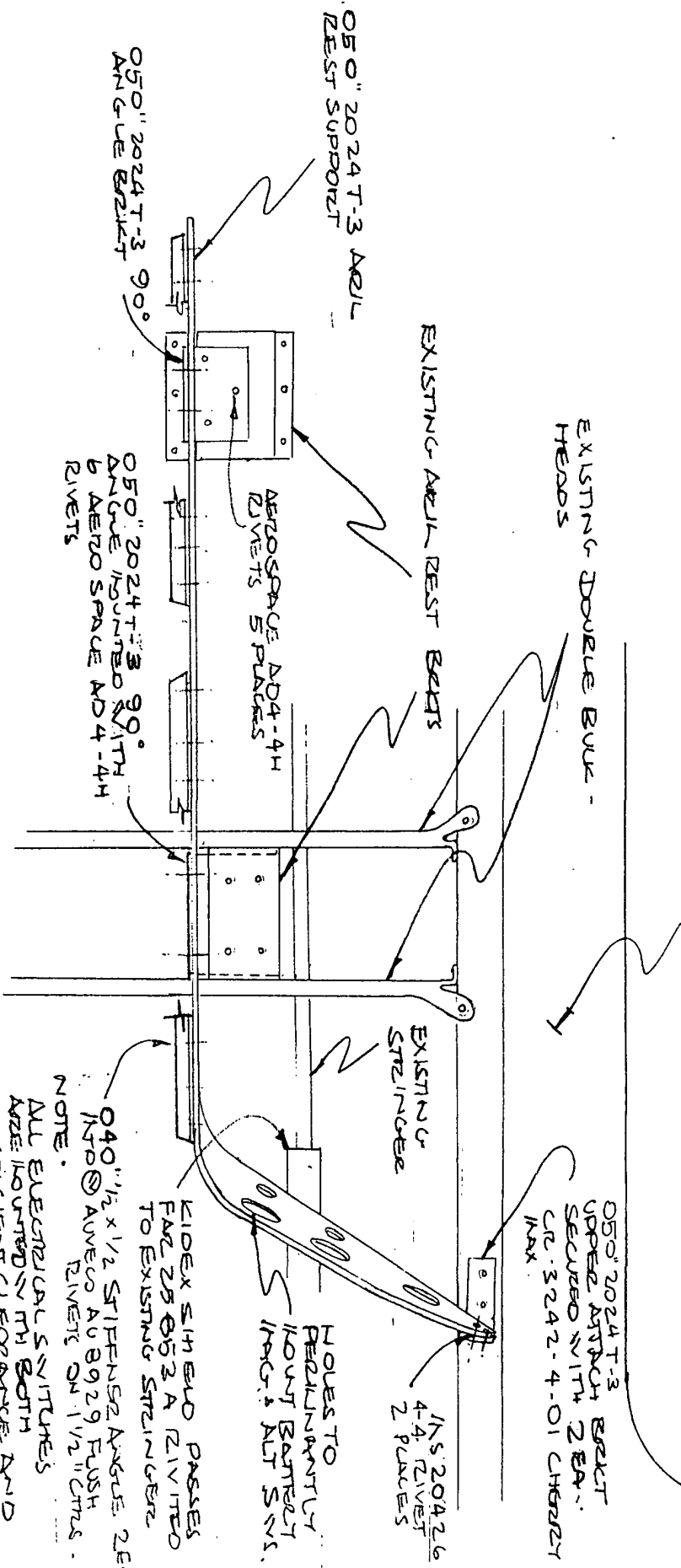
# AIR MOD

SETTING A NEW STANDARD IN AIRCRAFT RENOVATION





09-03-04 BEECU 95 A55 N20TY S/N TC254  
 PILOTS WINDOW FRAME  
 PART SECTION STRUCTURE  
 (EXISTING)



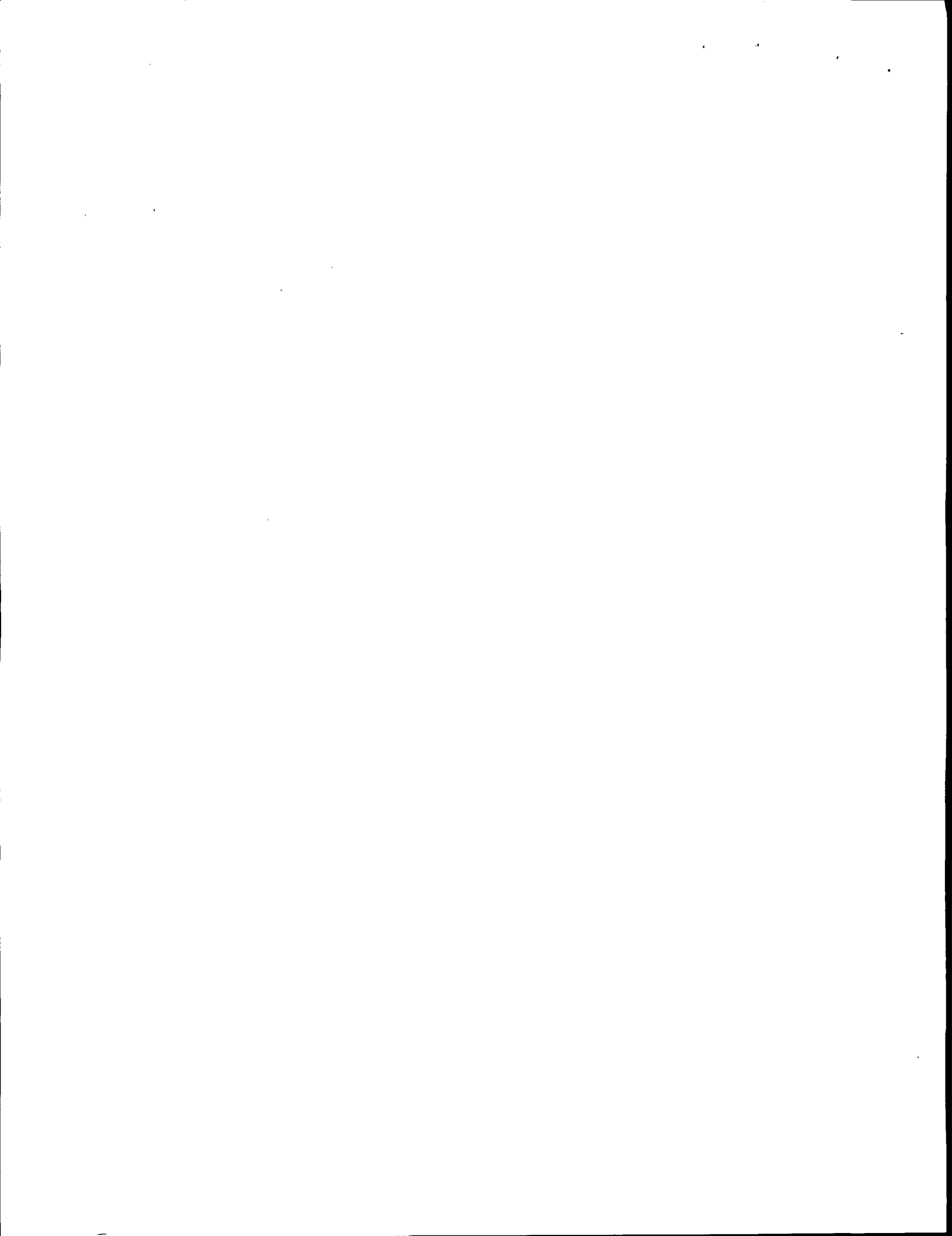
PRELIMINARILY MOUNTED PILOTS AIRL  
 REST ELECTRICAL SWITCH MOUNTING  
 BEAT REST

© 2004 ICAB

TOLERANCES (EXCEPT AS NOTED)		REVISIONS		
DECIMAL	FRACTIONAL	NO.	DATE	BY
±	±	1		
±	±	2		
±	±	3		
±	±	4		
±	±	5		
±	±	6		

2025 02/21/25	DRW	SCALE	MATERIAL
BEECU 95 A55, N20TY S/N TC254	CHK'D	DATE	AS NOTED
COLPORSIT SIDE PNL KOD. P. WALL REST	TRACED	APP'D	DRAWING NO.
			8-29-04-1



09-03-04  
 BEECH 95 A55  
 N207A

020 2024 T-3 ANGLE RIVETS TO THE TOP OF THE FIBERGLASS SIDE PNL. USING AVECO # B929 NON STRUCTURAL RIVETS.

AVECO AU 8929 RIVETS (1/2 CTGS (APPROX))

FLAME RETARDANT FIBERGLASS UPPER SIDE PNL. TYPICAL ALL PAGES.

BEECH DOOR PULL CAP P/N 106-530093-3

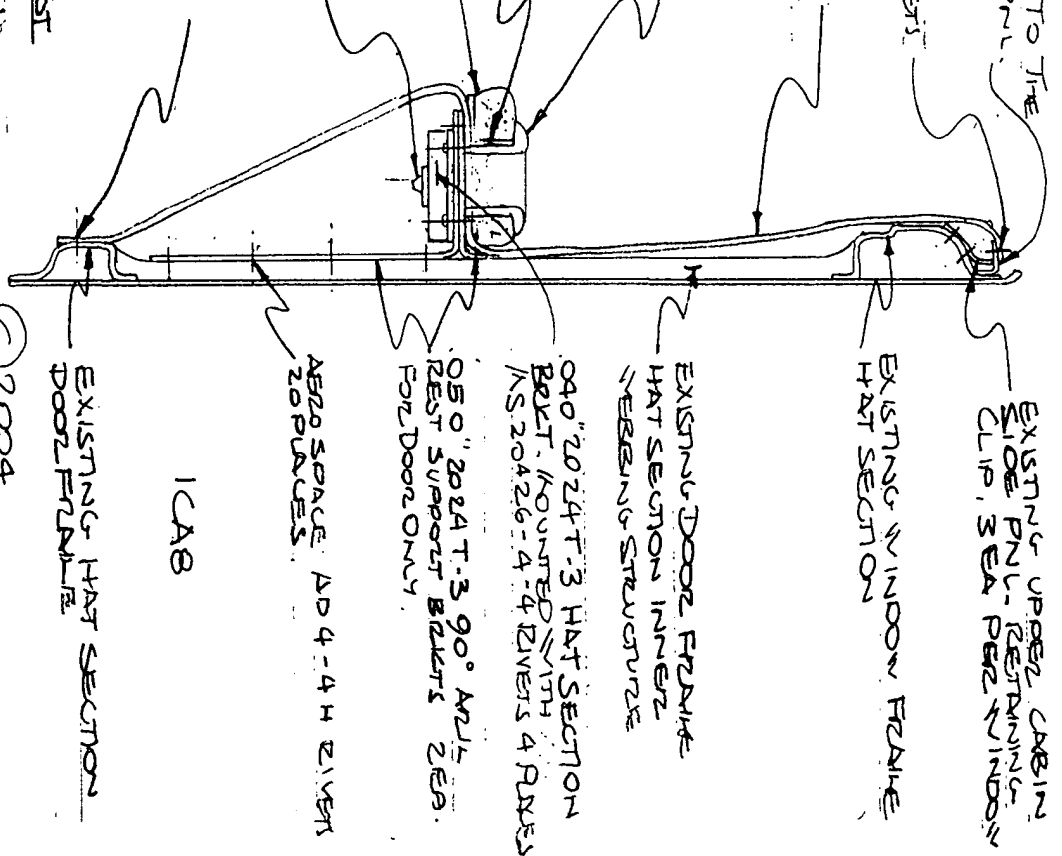
ANL REST DOOR PULL SUPPORT ANGLE 063 2024 T-3

PARO ANL REST DOOR 2024 T-3 BASE

KS21069 NVT PLATE (NOB) AND AN B25-832 DOOR PULL DOWN IN HANDWARE 2 PAGES ON CABIN DOOR ONLY.

AVECO # 6 C/S UPH SCREENS AS READ TO SECURE UPH.PNL.

CABIN DOOR UPH.PNL. ANL REST AND ANL REST DOOR PULL ASSY



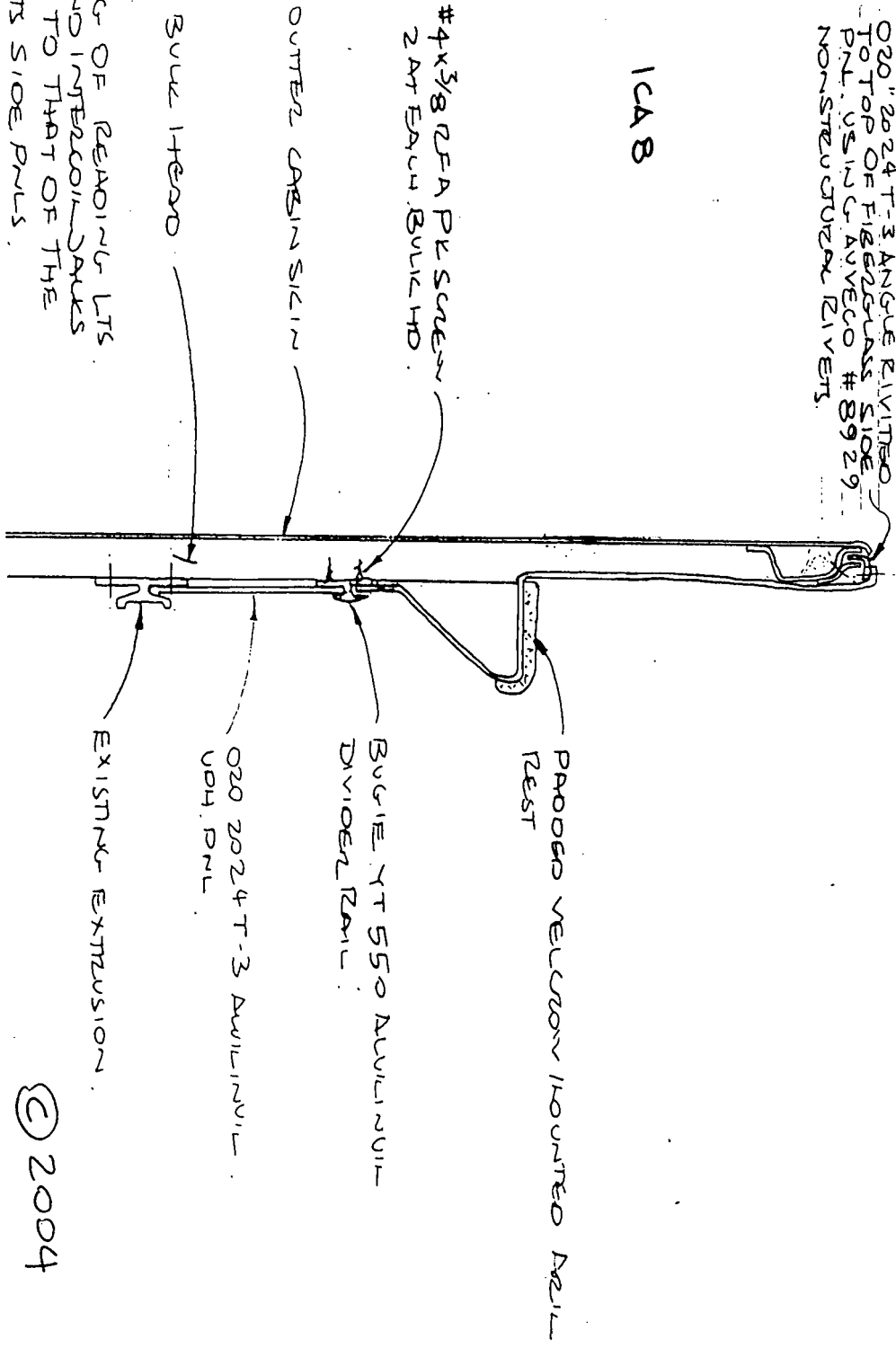
THE PILOTS SIDE UPPER SIDE PANNEL IS IDENTICAL TO THE CABIN DOOR LESS THE DOOR PULL ASSY. AND THE FACT THAT IT IS SECURED AT ITS BASE BY A BUNGIE Y T 550 DIVIDER RAIL SEE AIR KOD DNG. 8-29-04-3

TOLERANCES (EXCEPT AS NOTED)		REVISIONS			AIR KOD	
NO.	DATE	BY	NO.	DATE	SCALE	MATERIAL AS NOTED
1			1			2025 PORTS DR. BATAVIA OH 45P3
2			2			BEECH 95 A55, N207A SW 754
3			3			CABIN DOOR ANL REST
4			4			DRAWN BY
5			5			CHK'D
						TRACED
						DATE
						APP'D
						DRAWING NO.



020" 2024 T-3 ANGLE RIVETED TO TOP OF FIG 22 CLASS SIDE PNL USING AVECO # 8929 NON-STRUCTURAL RIVETS.

ICAB



NOTE:  
THE MOUNTING OF READING LITS  
REOSTERS AND INTERCOM DIALS  
IS IDENTICAL TO THAT OF THE  
PILOT & COPILOT SIDE PNLS.

SECTION VIEW  
TYPICAL SIDE PNL INSTALLATION FOR CENTER  
AND AFT SEAT SIDE PNL / RAIL REST INSTALLATION

TOLERANCES (EXCEPT AS NOTED)		REVISIONS		
DECIMAL	±	NO.	DATE	BY
FRACTIONAL	±	1		
ANGULAR	±	2		
		3		
		4		
		5		

DRAWN BY <i>DN</i>		SCALE <i>1:1</i>		MATERIAL	
CHK'D <i>DN</i>		DATE 8-29-04		DRAWING NO. 8-29-04-3	
TRACED		APP'D			

AIR/KOD

2025 SECURITY'S DR. BATHYIA OH 45103  
BEECH 075 AB55, N20TY, SNO T254.  
PI & COP1 ANZL REST VSP



OSWALD SW, UGUT DW 41508

1/5 24693 B3 SCREEN  
 2/5 2455-3-2 RIVETS  
 3/5 2462 PANEL ALL PLACES

CESSNA EHEODRAT  
 DW 51904-2

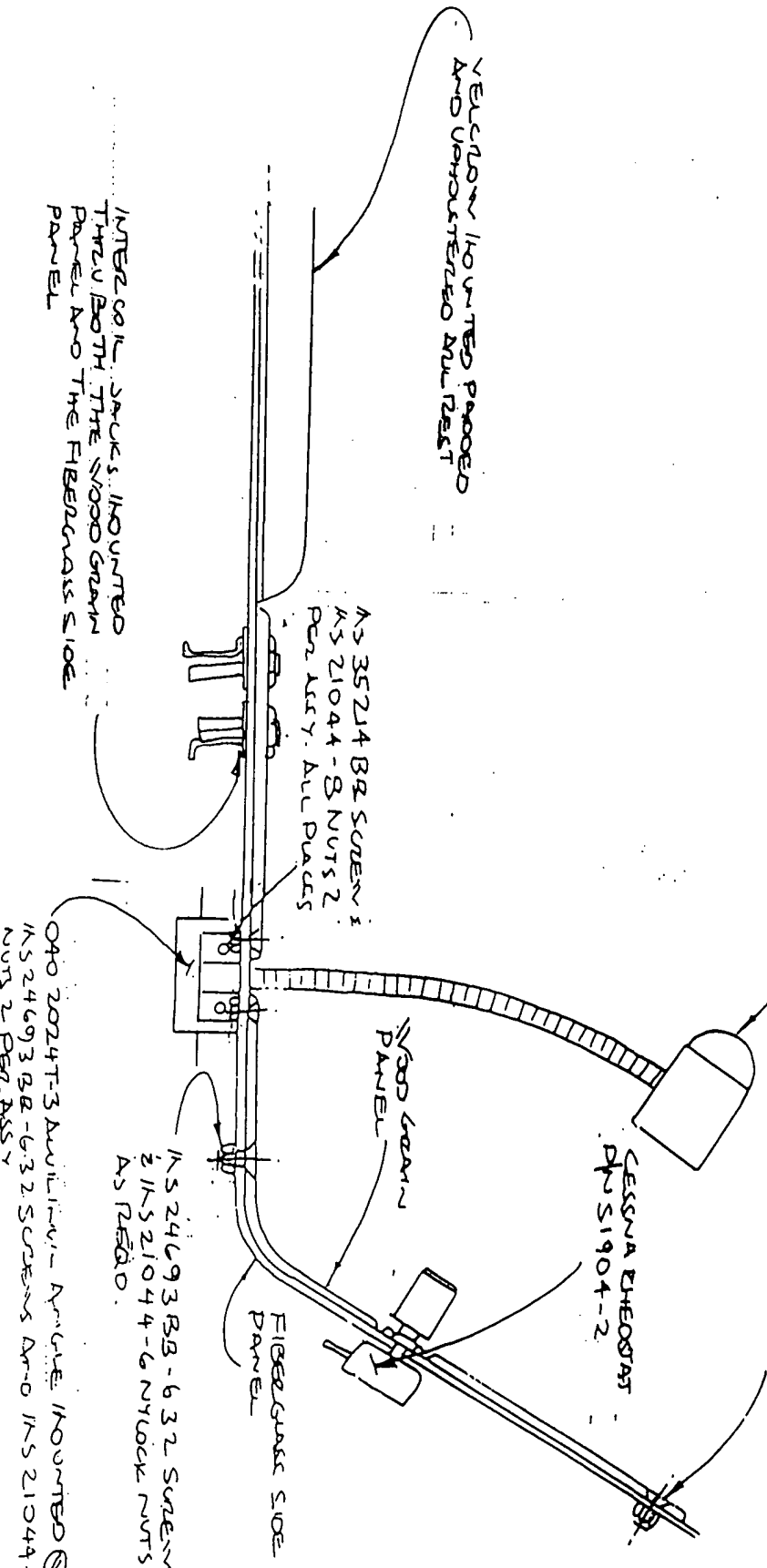
VELOCITIES MOUNTED PAGED  
 AND UNMOUNTED ALL REST

AS 35214 B2 SCREEN 1  
 AS 21044-8 NUTS 2  
 PER ASSY. ALL PLACES

1/5 24693 B3 -6 32 SCREENS  
 2/5 21044-6 NYLOCK NUTS  
 AS REQ'D.

040 2024T-3 AUVILIN - AIRLINE MOUNTED  
 1/5 24693 B3 -6 32 SCREENS AND 1/5 21044-6  
 NUTS 2 PER ASSY

INTERCOLL. JACKS MOUNTED  
 THRU BOTH THE SPEED GRAM  
 PANEL AND THE FIBERGLASS SIDE  
 PANEL



© 2004 ICAB

AIR INDO

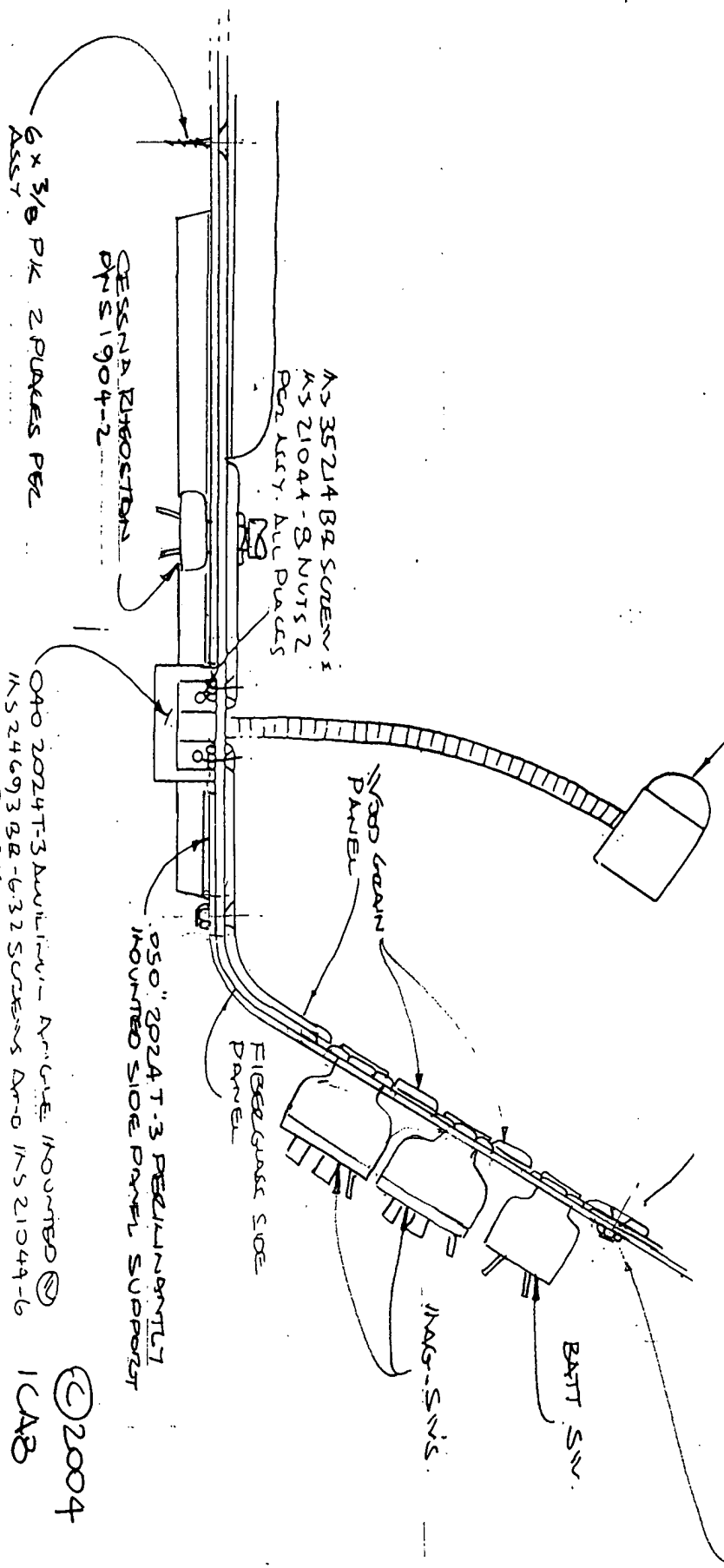
2025 SPORTS DR. RAVINA OH 45703  
 BECH 95A 55, N20TY, SNT 254  
 D1: COLL: CABIN DOOR AIRL REST.

TOLERANCES		REVISIONS			DRAWN BY		DATE		MATERIAL	
(EXCEPT AS NOTED)		NO.	DATE	BY	DRAWN BY		DATE		MATERIAL	
DECIMAL	±	1			CHK'D		8-29-04		DRAWING NO. 8-2904-4	
FRACTIONAL	±	2			TRACED		APP'D			
ANGULAR	±	3								
		4								
		5								



OSUNAL SW, LIGHT DM 41508

INS 21044-6 NYLOCK NUTS -  
 6 INS 24693 BG-3 OS SCREENS  
 3 PLACES MINIMUM PER PANEL.



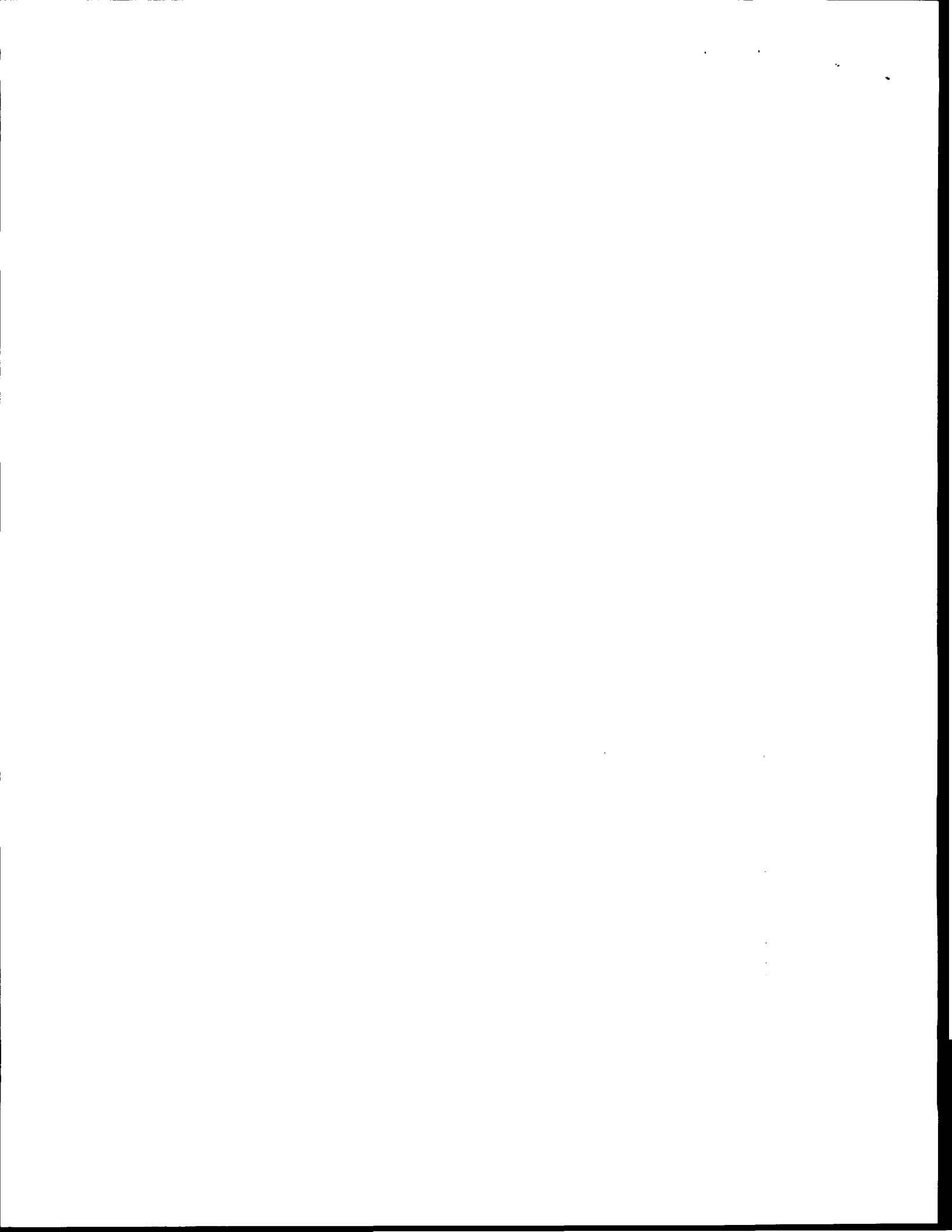
PILOT'S SIDE AREA REST WOOD GRAIN  
 \$ SWITCH HOUSING DETAIL

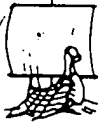
040 2024T-3 Auxiliary - Arrive Mounted  
 INS 24693 BG-6-32 SCREENS DM-O INS 21044-6  
 NUTS 2 PER ASSY

©2004

1 CAB

TOLERANCES (EXCEPT AS NOTED)		REVISIONS		AIR 1100	
DECIMAL	FRACTIONAL	NO.	DATE	BY	
±	±	1			2025 SPORTS DR. BATHVIA OH 45103
±	±	2			BEECH 95A55, NOTY, SNT 254
±	±	3			PILOTS REL REST
±	±	4			DRAWN BY [Signature]
±	±	5			SCALE [Symbol]
					DATE 8.29.04
					APPROD [Signature]
					MATERIAL AS NOTED
					DRAWING NO. 829.04-5





# SKANDIA

5000 N. Highway 251 ■ Davis Junction, IL 61020  
815.393.4600 ■ 800.945.7135  
www.SkandiaInc.com

09.03.04 BEECH 95A55, N207Y, SN T254

Client:  
AIR MOD  
2025 SPORTY'S DRIVE  
CLERMONT COUNTY AIRPORT  
BATAVIA OH 45103

WO #: 106469-04  
Date: 03/24/04  
Test Plan #:  
PO #: VERBAL/DENNIS

Aircraft:  
BEECH 35-C33  
N 9433S  
S/N CD-1002

S/N:  
1002

## VERTICAL FLAMMABILITY TEST RESULTS

FAR 25.853 (a) Appendix F Part I (a) (1) (i)

Conditioning Room: Time In: 03/23/04 9:00AM Time Out: 03/24/04 9:42AM

Specimen: AIR MOD PART #AM31703 SERIES, FIBERGLASS PANELS

Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drippings (seconds)
60	0.0	2.1	0.0
60	0.0	2.1	0.0
60	0.0	1.9	0.0
Average:	0.0	2.0	0.0


Comments:

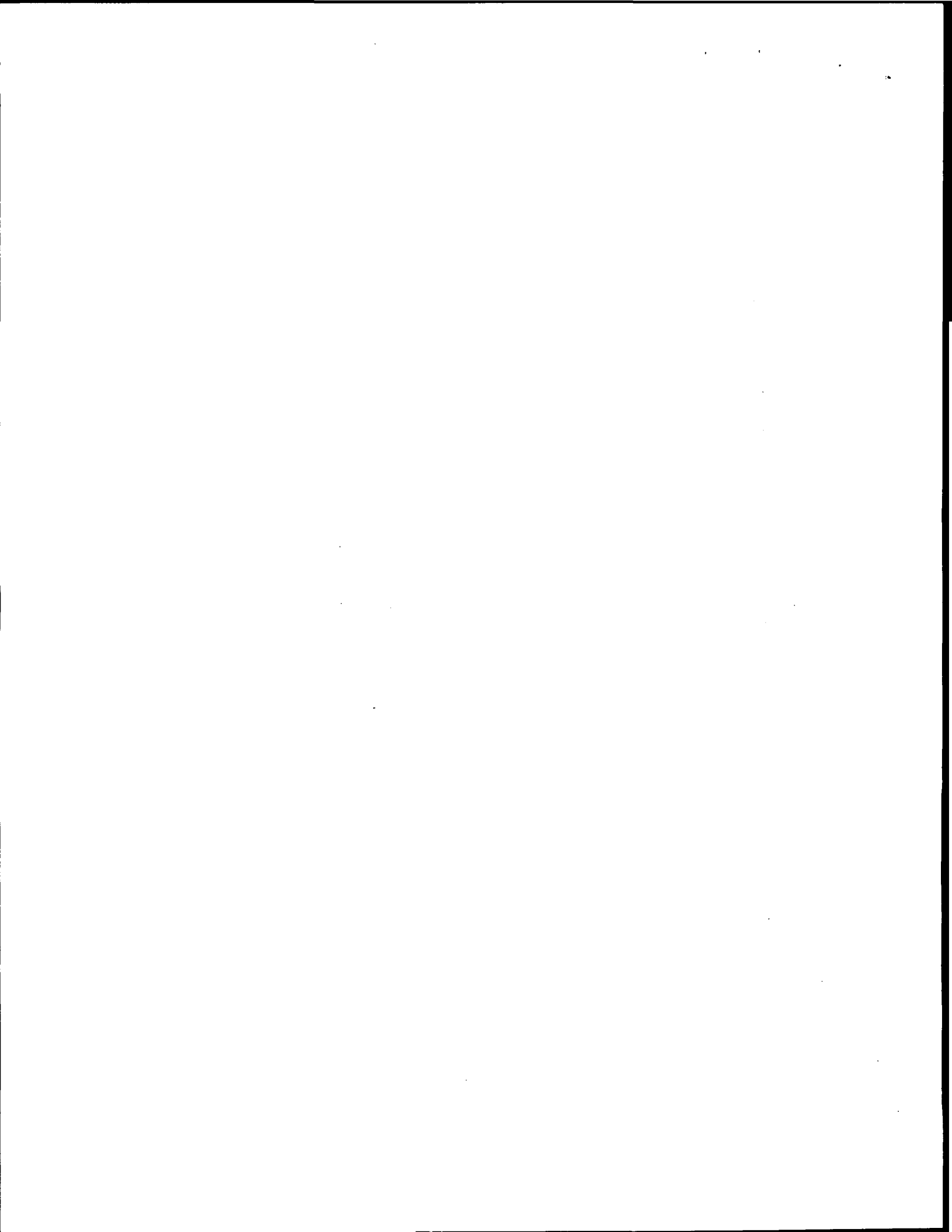
Vertical (60 sec.) Burn Test: Average Self-Extinguish time may not exceed 15 sec. Average Burn Length may not exceed 6". Average Dripping may not exceed 3 sec. after falling.

Passed:

Failed:

Signed:

  
Carin Demus







09.03.04 BEECH D5A55, N2074, S/N T254

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS</b>	DATE 03/24/04
--	------------------

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
MAKE  BEECH S/N 1002	MODEL NO.  35-C33	TYPE (Airplane, Radio, Helicopter etc.)  Airplane	NAME OF APPLICANT  Skandia, Inc. AIR MOD

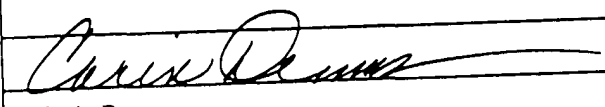
LIST OF DATA	
IDENTIFICATION	TITLE
Work Order # 106469-04 Document ID 48569  Purchase Order # VERBAL/DENNIS	AIR MOD PART #AM31703 SERIES, FIBERGLASS PANELS, REF TEST ID # 60NW-3125

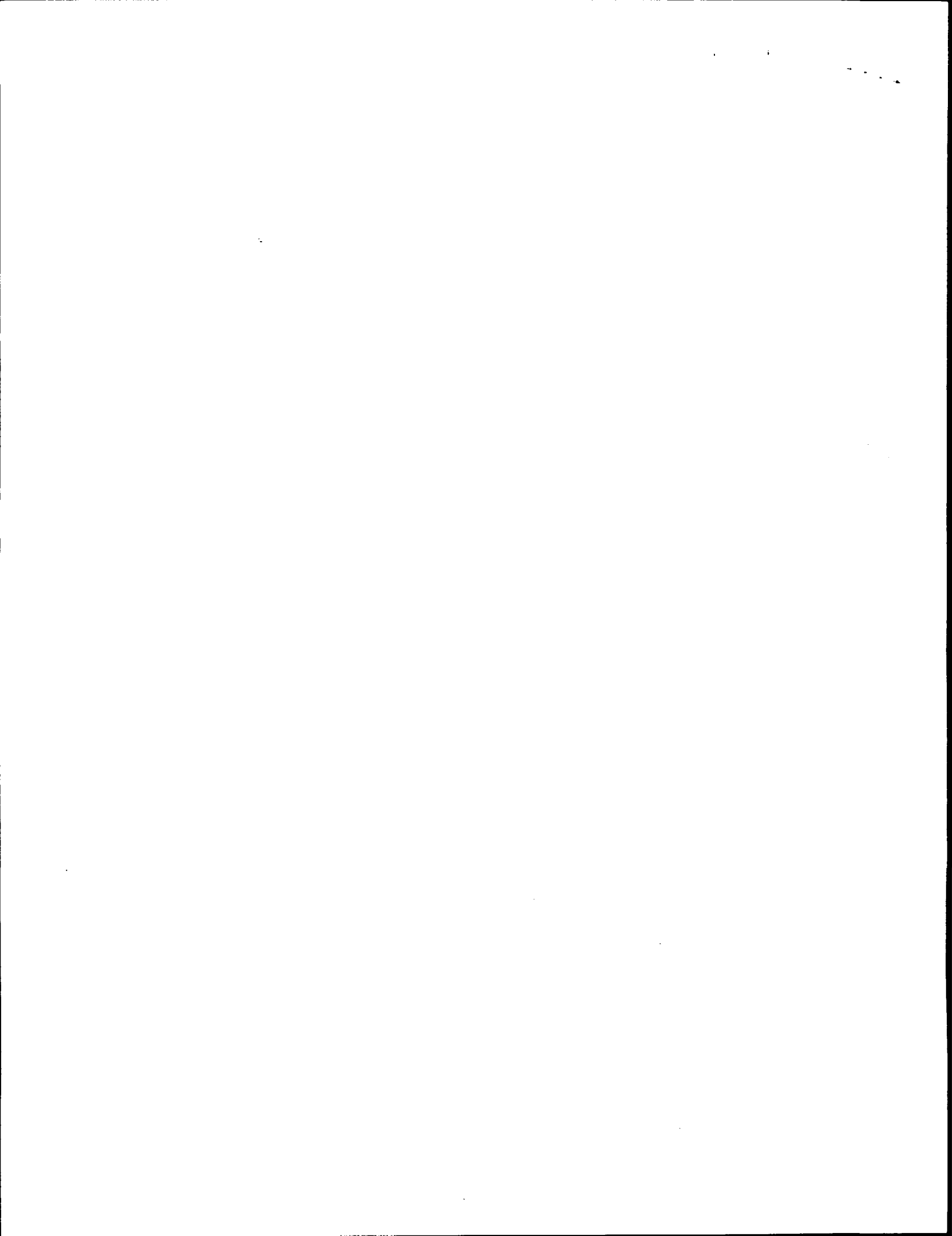
**PURPOSE OF DATA**  
 DEMONSTRATION OF COMPLIANCE WITH MATERIAL FLAMMABILITY REQUIREMENTS

**APPLICABLE REQUIREMENTS** (List specific sections)  
 FAR 25.853 (a) Appendix F Part I (a) (1) (i)

CERTIFICATION -Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered \_\_\_\_\_ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (We) Therefore  Recommend approval of these data  
 Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
 Carin Demus	DERY-405143-CE	Structural Special





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

**GL 25 CLEVELAND**

Aw  
8

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 <b>Beechcraft</b>	Model <b>95-A55</b>
	Serial No. <b>TC-254</b>	Nationality and Registration Mark <b>N20TY</b>
2. Owner	Name (As shown on registration certificate) <b>Krieg Fred W Trustee</b>	Address (As shown on registration certificate) <b>1100 Carob Ln Norco California 92860-1404</b>

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>Jerry E Peer 4555 Groves Rd Unit #8 Columbus, Ohio 43232</b>	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. <b>A&amp;P 1508371 IA</b>
---	--	---

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 <b>07/16/04</b>	Signature of Authorized Individual <b>Jerry E Peer</b> <i>Jerry E Peer</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 Authorization	Other (Specify)
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection <b>07/16/04</b>	Certificate or Designation No. <b>A&amp;P 1508371 IA</b>	Signature of Authorized Individual <b>Jerry E Peer</b> <i>Jerry E Peer</i>
--	---	--

**RECEIVED**

**AUG 16 2004**

**CLE-GL25**

**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.)

Repaired Beechcraft flap assembly P/N 95-160000-608

Installed the following factory new parts.

1ea	95-160000-60	Skin
1ea	95-160000-82	Skin
1ea	95-165050-84	Rib
1ea	95-160000-21	Rib
1ea	95-160000-31	Rib
1ea	95-160000-31	Rib
1ea	95-160000-58	Skin
1ea	35-165050-30	Bracket
1ea	35-165050-31	Bracket

Repaired Beechcraft flap assembly P/N 95-160005-607

Installed the following factory new parts.

1ea	95-160000-81	Skin
1ea	95-160000-82	Skin
1ea	95-160000-77	Skin

Repaired Beechcraft Rudder assembly P/N 96-610000-606

Installed the following factory new parts.

1ea	96-630000-29	Hinge
1ea	96-630000-87	Hinge
1ea	96-630000-89	Pin

Complied with AD67-29-01 in accordance with Beechcraft Service Bulletin 67-34 the 250hr inspections are no longer required.

Repaired Elevator P/N 95-610006-601 S/N 258

Installed the following factory new parts.

1ea	45-610005-5U	Skin Assembly
1ea	45-610005-16	Rib

Repaired Elevator P/N 95-610006-602 S/N 259

Installed the following factory new parts.

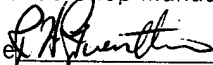
1ea	45-610006-4U	Skin Assembly
-----	--------------	---------------

AD 89-05-02 Elevator Control fittings was previously complied with per SB 2242 Rev 1 new fittings were installed.

The repairs conform to Advisory Circular A.C. 43.13-1B and the Beechcraft Model 55 Shop Manual

Flight Controls W/O 1621, 1622, 1626, 1623, 1624.

These control surfaces were installed in accordance with the Beechcraft Model 55 Shop Manual.

By   
Name J. P. Smith Certificate Number 4207305828 Date 8-16-04

.....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  
*WP-FSDO-09*

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)

<b>1. Aircraft</b>	Make <b>BEECH</b>	Model <b>95-A55</b>
	Serial No. <b>TC-254</b>	Nationality and Registration Mark <b>N20TY</b>
<b>2. Owner</b>	Name (As shown on registration certificate) <b>KRIEG FRED W TRUSTEE</b>	Address (As shown on registration certificate) <b>1100 CAROB LN NORCO CA 92860-1404</b>

**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 43.7. Compatibility of this design change with previously approved modifications must be determined by the installer.

*6/20/2003*  
Date

*[Signature]*  
Signature of FAA Inspector - SAN FSDO, WP 09

**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**

<b>A. Agency's Name and Address</b> CINEMA AIR AVIONICS JET SOURCE MANAGEMENT CARLSBAD, CA 92008 AMPR725C	<b>B. Kind of Agency</b> <input type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	<b>C. Certificate No.</b> AMPR725C RADIO 1,2,3 LIMITED AIRFRAME/INST.
---	--	--

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>June 23, 2003</i>	Signature of Authorized Individual <i>[Signature]</i>
------------------------------	--

**7. Approval for Return to Service**

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

<b>BY</b>	FAA Fit Standards Inspector		Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	X	Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection <i>June 23, 2003</i>	Certificate or Designation No. <b>AMPR725C</b>	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.)

INSTALLED THE FOLLOWING AVIONICS:  
BFGOODRICH AIM ATTITUDE INDICATOR

#### 1. BFG ATTITUDE INDICATOR IS INSTALLED AS FOLLOWS:

INSTALLED THE BFGOODRICH 3" ELECTRIC ATTITUDE INDICATOR MODEL NUMBER 1100-28(0F), P/N: 504-0111-905 IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS. THE ATTITUDE INDICATOR IS MOUNTED IN AN EXISTING 3" HOLE IN THE PILOT'S INSTRUMENT PANEL WITH THREE 6-32 SCREWS. THE ELECTRIC ATTITUDE INDICATOR SERVES AS A STANDBY INSTRUMENT IN THE EVENT THAT THE EXISTING VACUUM DRIVEN ATTITUDE INDICATOR SHOULD FAIL. THE INDICATOR IS INTERFACED TO THE AIRCRAFT'S PANEL LIGHTING SYSTEM AND IS CIRCUIT PROTECTED WITH A 2AMP CIRCUIT BREAKER CONNECTED TO THE AIRCRAFT'S 28VDC BATTERY BUSS. NOTE: THE INDICATOR IS MANUFACTURED TO FAA TSO C46.

2. AN ELECTRICAL LOAD CHECK WAS PERFORMED AND IT WAS FOUND THAT THE MAXIMUM ELECTRICAL LOAD DID NOT EXCEED 80% OF THE ELECTRICAL GENERATING SYSTEM. POST INSTALLATION GROUND AND FUNCTION CHECKS WERE PERFORMED ON ALL INSTALLED EQUIPMENT IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS. ALL SYSTEMS OPERATED NORMALLY AND DO NOT INTERFERE WITH THE OPERATION OF ANY OTHER EQUIPMENT.

3. ALL EQUIPMENT IS INSTALLED IN ACCORDANCE WITH MFG. INSTRUCTIONS AND ALL MATERIALS USED AND ALL WORK ACCOMPLISHED IS IN ACCORDANCE WITH THE ACCEPTABLE METHODS AND TECHNIQUES AS SET FORTH IN AC 43.13-1B AND AC 43.13-2A.

4. THE OWNER/OPERATOR OF THIS AIRCRAFT IS RESPONSIBLE FOR ENSURING THAT THESE INSTRUCTIONS FOR CONTINUED AIRWORTHINESS (ICA) IS MADE PART OF THE APPLICABLE INSPECTION PROGRAM AS REQUIRED BY FAR 91.409, 135 AND/OR 121.

THIS INSTALLATION MUST BE INSPECTED DURING EACH REQUIRED INSPECTION OF THE AIRCRAFT NOT TO EXCEED 12 CALENDAR MONTHS.

THIS INSTALLATION WILL BE INSPECTED FOR:

A. SECURITY AND CONDITION OF THE INSTALLED EQUIPMENT MENTIONED IN THIS FORM 337 ALONG WITH THE ASSOCIATED WIRING AND HARDWARE.

B. UNIT SELF-TEST IN ACCORDANCE WITH THE MANUFACTURER'S OPERATING HANDBOOK (PROVIDED TO THE OWNER/OPERATOR).

ANY CHANGES TO THE ICA'S WILL REQUIRE A REVISED FAA FORM 337 SUBMITTED TO THE LOCAL FLIGHT STANDARDS OFFICE FOR ACCEPTANCE IN BLOCK 3.

5. AN ENTRY IN THE AIRCRAFT LOGBOOK REFERENCING THIS FAA FORM 337 HAS BEEN MADE IN COMPLIANCE WITH FAR PART 43.9. PERTINENT DETAILS OF THIS ALTERATION ARE ON FILE AT THIS AGENCY UNDER WORK ORDER # 13823. THE AIRCRAFT WEIGHT AND BALANCE AND EQUIPMENT LIST HAVE BEEN REVISED TO REFLECT THESE CHANGES.

END

Additional Sheets Are Attached



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

Form Approved  
OMB No. 2120-0047  
**GEORGE T ERDEL**  
For FAA Use Only  
Office Identification **ASLAW PSDO-03**

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

1. Aircraft	Make <b>BEECH</b> Serial No. <b>TC-254</b>	Model <b>95-A55</b> Nationality and Registration Mark <b>U.S.A. N20TY</b>
2. Owner	Name (As shown on registration certificate) <b>.KRIEG FRED W. TRUSTEE</b>	Address (As shown on registration certificate) <b>1100 CARB LN NORCO, CA 92860</b>

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Ernest W. Colbert Post Office Box 60627 Nashville, Tn. 37206	<input checked="" type="checkbox"/> U.S. Certified Mechanic	445788A&P
	<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 <b>05-01-03</b>	Signature of Authorized Individual <b>Ernest W. Colbert</b> <i>Ernest W. Colbert</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	<input type="checkbox"/> FAA Fit Standards Inspector	<input type="checkbox"/> Manufacturer	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)
	<input type="checkbox"/> FAA Designee	<input type="checkbox"/> Repair Station	<input type="checkbox"/> Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection <b>05-01-03</b>	Certificate or Designation No. <b>247-92-4128 I/A</b>	Signature of Authorized Individual <b>J. B. Wallace</b> <i>J.B. Wallace</i>
--	--	--

Additional Sheets Are Attached

**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.)

DATE: 05-01-03 S/N TC-254 N20TY Hobbs: 901.3

1. Aircraft Modified to Colemill Enterprises Inc. President II with The Installation of two New Continental IO 550 E Engines and two New Hartzell Three Bladed Propellers Model EHC- G3YF-2UF/FC7663DB-4T. The Modification was done in accordance with Colemill Enterprises Inc. STC #SA432SO. FAA Approved Flight Manual Supplement was placed in the Aircraft Flight Manual or POH.

1a. Insatallation of aux fuel tanks in accordance with Colemill Enterprises Inc. STC SA2103SO.

2. Install a Shadin Fuel Flow System per Shadin STC# SA579GL and Fuel Transducers Per Shadin STC# SE1688GL

3. Install Woodward Governors A210788 Per STC# SA300CE

5. Aircraft Weight and Balance and Equipment list were revised and entered into the Pilots Operating Handbook.  
6. No change in the Electrical load.

7. It has been determined by test flight that the autopilot a King KFC 200 previously installed is compatible with the above STC and will produce no adverse effect on airworthiness.

-----END-----



U.S. Department of  
Transportation  
Federal Aviation  
Administration

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

Form Approved  
OMB No. 2120-0020

**GEORGE T. ERDEL**  
For FAA Use Only  
Office of Identification  
**ASAW FSDO-03**

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

1. Aircraft	Make <b>BEECH</b> Serial No. <b>TC-254</b>	Model <b>95-A55</b> Nationality and Registration Mark <b>U.S.A. N20TY</b>
2. Owner	Name (As shown on registration certificate) <b>KRIEG FRED W. TRUSTEE</b>	Address (As shown on registration certificate) <b>1100 CARB LN NORCO, CA 92860</b>

3. For FAA Use Only

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				<input type="checkbox"/>	<input type="checkbox"/>
APPLIANCE	Type			<input type="checkbox"/>	<input type="checkbox"/>
	Manufacturer			<input type="checkbox"/>	<input type="checkbox"/>

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
<b>Ernest W. Colbert</b> Post Office Box 60627 Nashville, Tn. 37206	<input checked="" type="checkbox"/> U.S. Certified Mechanic	<b>445788A&amp;P</b>
	<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 <b>05-01-03</b>	Signature of Authorized Individual <b>Ernest W. Colbert</b> <i>E. W. Colbert</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	<input type="checkbox"/> FAA Fit Standards Inspector	<input type="checkbox"/> Manufacturer	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)
	<input type="checkbox"/> FAA Designee	<input type="checkbox"/> Repair Station	<input type="checkbox"/> Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection <b>05-01-03</b>	Certificate or Designation No. <b>247-92-4128 I/A</b>	Signature of Authorized Individual <b>J. B. Wallace</b> <i>J. B. Wallace</i>
--	--	---

Additional Sheets Are Attached

-----END-----

7. It has been determined by test flight that the autopilot a King KFC 200 previously installed is compatible with the above STC and will produce no adverse effect on airworthiness.

6. No change in the Electrical load.

5. Aircraft Weight and Balance and Equipment list were revised and entered into the Pilots Operating Handbook.

3. Install Woodward Governors A210788 Per STC# SA300CE

2. Install a Shadin Fuel Flow System per Shadin STC# SA579GL and Fuel Transducers Per Shadin STC# SE1688GL

1a. Installation of aux fuel tanks in accordance with Colemill Enterprises Inc. STC SA2103SO.

1. Aircraft Modified to Colemill Enterprises Inc. President II with The Installation of two New Continental IO 550 E Engines and two New Hartzell Three Bladed Propellers Model EHC-G3YF-2UF/FC7663DB-4T. The Modification was done in accordance with Colemill Enterprises Inc. STC #SA432SO. FAA Approved Flight Manual Supplement was placed in the Aircraft Flight Manual or POH.

DATE: 05-01-03 S/N TC-254 N20TY Hobbs: 901.3

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

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.

**NOTICE**



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

CE038P

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 <b>Beechcraft</b>	Model <b>Beech Baron A55</b>
	Serial No. <b>TC-254</b>	Nationality and Registration Mark <b>N20TY</b>
2. Owner	Name (As shown on registration certificate) <b>Krieg Fred W.</b>	Address (As shown on registration certificate) <b>1100 Carob Ln Norco, CA. 928601404</b>

3. For FAA Use Only

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~(As described in Item 1 above)~~~~~				<b>XXX</b>
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
<b>DBM 3127 Creve Couer Rd. Hangar E-7 Creve Couer, MO. 63146</b>	<input type="checkbox"/> U.S. Certified Mechanic	<b>SH2R161L</b>
	<input type="checkbox"/> Foreign Certified Mechanic	
	<input checked="" 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	Signature of Authorized Individual
<b>01/26/2002</b>	 <b>James Klug</b>

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

FAA Flt Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
FAA Designee <input checked="" type="checkbox"/>	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual	
<b>01/26/2002</b>	<b>SH2R161L</b>	 <b>James Klug</b>	

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

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

Performed the following modifications and or replacements as per the STC numbers listed below.  
Replaced Pilot and Co-Pilot window as per STC SA01078NY  
See log book entry and new empty weight for this date.

Additional Sheets Are Attached



US Department of Transportation  
Federal Aviation Administration

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

Form Approved  
OMB No. 2120-0020

For FAA Use Only

Office Identification  
*CE03 JRP*

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 <b>Beechcraft</b>	Model <b>Beech Baron A55</b>
	Serial No. <b>TC-254</b>	Nationality and Registration Mark <b>N20TY</b>
2. Owner	Name (As shown on registration certificate) <b>Krieg Fred W.</b>	Address (As shown on registration certificate) <b>1100 Carob Ln Norco, CA. 928601404</b>

**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 Part 43, Section 43.7."

*Joel R. Petrus, Jr.*  
**Joel R. Petrus, Jr.**  
District Office      Date: **JAN 22 2002**      FAA Inspector

**4. Unit Identification**

**5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~				<b>XXX</b>
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

**6. Conformity Statement**

A. Agency's Name and Address <b>DBM 3127 Creve Couer Rd. Hangar E-7 Creve Couer, MO. 63146</b>	B. Kind of Agency	C. Certificate No. <b>SH2R161L</b>
	U.S. Certified Mechanic	
	Foreign Certified Mechanic	
	<input checked="" type="checkbox"/> Certified 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 <b>JAN 26 2002</b>	Signature of Authorized Individual <i>James Klug</i> <b>James Klug</b>
----------------------------	--

**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

FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <b>JAN 26 2002</b>	Certificate or Designation No. <b>SH2R161L</b>	Signature of Authorized Individual <i>James Klug</i> <b>James Klug</b>	

### 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.)*

**1.0 Replaced Windshield with FAA PMA windshield manufactured by L.P. Aero. Installed L.P. Aero windshield # 981.375 in accordance with D'Shannon Beech Mods DWG D0001 and DER engineering Report 0013 dated 2/05/1999.**

**1.1 The above DBM DWG was DER approved on FAA form 8110-3 dated 2/05/1999.**

**For continued Airworthiness see attached sheet.**

**See log book entry and new empty weight for this date**

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Additional Sheets Are Attached

## INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

A/C Make Beechcraft  
Revision: original

Model: 95-A55  
Date: JAN 22 2002

S/N: TC-254

Reg. #: N20TY

This sixteen item checklist are Instructions for Continued Airworthiness (ICA), to comply with FAA Handbook Bulletin for Airworthiness (HBAW 98- 18 Dated October 7, 1998), are applicable to the aircraft listed above when the following equipment is installed: Sloped late style windshield.

ITEM	CHECKLIST INFORMATION
1	<b>Introduction:</b> Modification of the above listed Raytheon Beechcraft windshield area to accommodate use of the same style window installed at the factory on all the Bonanza and Barons models starting with 1968 model year.
2	<b>Description:</b> This change is accomplished by using the FAA STC PMA windshield part number LP 981.375 that they have for replacement in the newer planes and modifying the bottom corners to allow it to fit the older aircraft. This along with a new relocated defroster, new style glare shield and formed aluminum lower windshield faring strip gives the aircraft better visibility and the newer look.
3	<b>Control:</b> Not Applicable.
4	<b>Servicing information:</b> Not Applicable
5	<b>Maintenance Instructions:</b> Windows should be kept clean using fresh water and a mild dish washing soap or an acrylic cleaner or polish. Never use paper towels to clean the window, use a soft cloth towel or Dupont Sontara window wipes. Do not use any organic solvents (Acetone, Methyl Ethyl Ketone, Toluene, Laquer thinner)
6	<b>Trouble shooting information:</b> Inspect the windshield before each flight if a crack or scratches are found repair as shown in AC 43.13-1B Chapter 3 Section 4.
7	<b>Removal and replacement information:</b> Use L.P. Aero Products 724.744.4448 replacement windshield part number LP 981.375 and trim to same size as old window. Follow L.P. Aero windshield replacement instructions CON 269/981 supplied with new windshield <b>Comments:</b> <u>Use care in removing windshield base strip this part must be reinstalled on the new windshield.</u>
8	<b>Diagrams:</b> Not Applicable
9	<b>Special inspection requirements:</b> Not Applicable
10	<b>Application of protective treatments:</b> Not Applicable
11	<b>Data:</b> Not Applicable
12	<b>List of special tools:</b> Not Applicable
13	<b>For commuter category aircraft:</b> Not Applicable
14	<b>Recommended overhaul periods:</b> No additional overhaul time limitations.
15	<b>Airworthiness Limitation Section:</b> No additional airworthiness limitations
16	<b>Revision:</b> A letter will be submitted to the local FSDO with a copy of the revised FAA Form 337 and revised ICA. The FAA inspector accepts the change by signing Block 3 and including the following statement: "The attached revised/new Instructions for Continued Airworthiness (date ) for the above aircraft major alteration have been accepted by the FAA, superseding the Instructions for Continued Airworthiness (date )." Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, its location, date of the Form 337.

### **Note:**

**Implementation and Record Keeping:** For major alterations performed in accordance with FAA Field Approval policy, the owner/ operator operating under part 91 is responsible for ensuring that the ICA is made part of the applicable section 91.409 inspection program for their aircraft. This is accomplished when a maintenance entry is made in the aircraft's maintenance record in accordance with section 43.9. This entry records the major alteration and identifies the original ICA location (e.g., Block 8 of FAA Form 337, dated 5/28/98) along with a statement that the ICA is now part of the aircraft's inspection/maintenance requirements.

For major alterations performed in accordance with a field approval on air carrier aircraft, the air carrier operator is Responsible for ensuring that the ICA is made part of the applicable inspection/maintenance program for their aircraft. If a procedure is not currently included in the operator's manual to incorporate ICA, this process will need to be appropriately addressed (i.e. the operator submits a revision to its maintenance program to the applicable certificate-holding district office (CHDO)).

For aircraft inspected under an Approved Aircraft Inspection Program (AAIP), the operator will submit a change to the CHDO in accordance with section 135.419 b).

For air carrier aircraft inspected using an annual/100 hour inspection program, a reference to the new ICA will be made in the aircraft's maintenance record in accordance with section 43.9. This entry records the major alteration and identifies the original ICA location (e.g., ICA is located/attached to Block 8 of FAA Form 337, dated 5/28/98). In addition, the operator will request a revision to the operator's Operations Specifications, additional maintenance requirements, which incorporates the ICA into the inspection program.



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  
*WP-09/01*

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. 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 BEECH	Model 95-A55
	Serial No. TC-254	Nationality and Registration Mark N20TY
2. Owner	Name (As shown on registration certificate) KRIEG FRED W	Address (As shown on registration certificate) 1100 CAROB LN NORCO CA 92860-1404

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 43.7. Compatibility of this design change with previously approved modifications must be determined by the installer.**

*11/30/01*  
Date

*[Signature]*  
Signature of FAA Inspector: SAN FSDO, WP 09  
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 CINEMA AIR AVIONICS JET SOURCE MANAGEMENT CARLSBAD, CA 92008 AMPR725C	B. Kind of Agency <input type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. AMPR725C RADIO 1,2,3 LIMITED AIRFRAME/INST.
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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>12/12/01</i>	Signature of Authorized Individual <i>Patrick Duen</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 Fit Standards Inspector		Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	X	Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection <i>12/12/01</i>	Certificate or Designation No. AMPR725C	Signature of Authorized Individual <i>Patrick Duen</i>
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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.)*

REMOVED GARMIN GNS-430 COMMUNICATIONS TRANSCEIVER VOR/ILS/GPS RECEIVER FROM AIRCRAFT.

BEECH 95-A55 TC-254 N20TY

INSTALLED THE FOLLOWING EQUIPMENT INTO AIRCRAFT: GARMIN GNS-530 NAV/COM/GPS SYSTEM AND BFGOODRICH SKYWATCH SYSTEM.

INSTALLED NEW GARMIN MODEL GNS 530 VHF COMMUNICATIONS TRANSCEIVER/ VOR/ILS RECEIVER/GPS RECEIVER IN THE RADIO CONSOLE IN ACCORDANCE WITH GARMIN INSTALLATION MANUAL #190-00181-02, REV. D, DATED APRIL, 2001, INSTRUCTIONS AND TO A SIMILAR INSTALLATION TO FAA APPROVED STC SA00864WI, DATED MARCH 21, 2000. THE UNIT IS 28VDC POWER PROTECTED WITH A 5.0 AMP CIRCUIT BREAKER LABELED "GPS/NAV 1" FOR THE GPS POWER INPUT. THE GARMIN GNS530 COMM IS 28VDC POWER PROTECTED WITH A 5.0 AMP CIRCUIT BREAKER LABELED "COM 1" AND BOTH ARE CONNECTED TO THE AVIONICS BUSS WITH 18 GAUGE TEFZEL WIRE. THE PANEL MOUNTING TRAY IS ATTACHED TO THE CENTER RAILS WITH (4) MS24693-528 #6/32 SCREWS AND (4) #6/32 NUTPLATES.

THE GARMIN MODEL GNS-530 INTERFACE AND UTILIZE INPUTS FROM AN INSTALLED ENCODER FOR ALTITUDE INFORMATION. THE GNS-530 INTERFACE TO THE EXISTING AUDIO PANEL FOR AUDIO AND MIC INPUTS. THE GNS-530 OUTPUTS AND RECEIVES DATA TO THE EXISTING SANDEL EHSI AND STEERING INFORMATION TO THE AUTOPILOT SYSTEM.

THE B.F. GOODRICH SKY-497 SKYWATCH, AN AIRBORNE TRAFFIC ADVISORY SYSTEM IS INSTALLED IN ACCORDANCE WITH THE MANUFACTURERS INSTALLATION MANUAL P/N 009-10800-001, (REV. B), DATED SEPTEMBER 28, 1998 AND IN A SIMILAR INSTALLATION WITH FAA APPROVED STC #SA00733CH, DATED AUGUST 20, 1997 AND AMENDED FEBRUARY 23, 1998.

INSTALLED B.F. GOODRICH TRC497 SKYWATCH TRANSMITTER/RECEIVER COMPUTER ON THE EXISTING AVIONICS EQUIPMENT SHELF. THIS UNIT IS MOUNTED WITH (4) 8/32 X 3/4" MACHINE SCREWS PROVIDED IN THE INSTALL KIT AND SCREWED INTO (4) MS21047-L08, 8/32 NUTPLATES MOUNTED TO THE EXISTING EQUIPMENT SHELF.

UNIT INSTALLED IN ACCORDANCE WITH B.F.G. INSTALLATION MANUAL #009-10800-001, REV B, DATED 09-28-98, AND CHANGE 1 DATED 12 MAY 2000.

INSTALLED B.F. GOODRICH MODEL NY164 DIRECTIONAL SKYWATCH ANTENNA ON THE TOP OF THE AIRCRAFT FUSELAGE PER THE INSTALLATION INSTRUCTIONS, AN INSIDE DOUBLER PLATE WAS INSTALLED OF 6061-T4, .063" ALUMINUM AND RIVETED IN PLACE WITH (14) MS20426AD-4 RIVETS. THE ANTENNA IS MOUNTED WITH (4) MS51958-67, 10/32 X 1.0" SCREWS AND (4) NUTPLATES MOUNTED ON THE INSIDE DOUBLER PLATE. THE ANTENNA INSTALLATION WAS PERFORMED IN ACCORDANCE WITH ACCEPTABLE METHODS AND TECHNIQUES AS SET FORTH IN AC 43.13-2A, CHAPTER 3, PARAGRAPH 44 AND FAA APPROVED STC #SA00733CH DATA PROVIDED BY B.F GOODRICH AND INSTALLED IN ACCORDANCE WITH B.F.G. INSTALLATION MANUAL #009-10800-001, REV B, DATED 28 SEPTEMBER 1998, AND CHANGE 1 DATED 12 MAY 2000.

THE SKYWATCH RECEIVES HEADING INFORMATION FROM THE SANDEL EHSI BOOTSTRAP, LANDING GEAR AND WEIGHT ON WHEELS LOGIC INPUTS, ALTITUDE INFO FROM THE ENCODING SYSTEM AND THREAT AIRCRAFT INFO FROM THE NY-164 ANTENNA. SKYWATCH TRAFFIC IS DISPLAYED ON THE GARMIN GNS-530 AND AN AUDIO WARNING IS SUPPLIED TO THE PILOT'S AUDIO PANEL.

Additional Sheets Are Attached

**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 PITOT/STATIC SYSTEM HAS BEEN CHECKED ACCORDING TO AND AS REQUIRED BY FAR 91.411(a)(2) AND HAS BEEN FOUND TO COMPLY WITH PART 43, APPENDIX E, ALL EQUIPMENT IS INSTALLED IN ACCORDANCE WITH MFG. INSTRUCTIONS. THE ATC TRANSPONDER AND AUTOMATIC PRESSURE REPORTING EQUIPMENT INTEGRATION TEST REQUIRED BY FAR 91.413(A) HAS BEEN PERFORMED AND FOUND TO COMPLY WITH FAR PART 43, APPENDIX F, PARAGRAPH (C).

ALL EQUIPMENT IS INSTALLED IN ACCORDANCE WITH MFG. INSTRUCTIONS AND ALL MATERIALS USED AND ALL WORK ACCOMPLISHED WAS IN ACCORDANCE WITH ACCEPTABLE METHODS AND TECHNIQUES AS SET FORTH IN AC 43.13-1B, CHAPTER 7 SECTIONS 2,4,5 CHAPTER 10 SECTIONS 1 & 2 CHAPTER 11, SECTION 1, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 15, 16, 17, 19, 20 CHAPTER 12 SECTION 1-4 AND AC 43.13-2A PARAGRAPHS 21 THROUGH 27 AND CHAPTER 3 PARAGRAPH 36 AND THE REQUIREMENTS OF AC20-138, PARAGRAPH 8.c.(2).

AN ELECTRICAL LOAD CHECK WAS PERFORMED. THE MAXIMUM CONTINUOUS ELECTRICAL LOAD DOES NOT EXCEED 80% OF THE CAPACITY OF THE ELECTRICAL SYSTEM.

THE OWNER OF THIS AIRCRAFT HAS BEEN ADVISED FOR CONTINUED AIRWORTHINESS REQUIREMENTS, THIS INSTALLATION MUST BE INSPECTED AT A MINIMUM OF EVERY 12 CALENDAR MONTHS IN ACCORDANCE WITH APPLICABLE MANUFACTURERS INSTRUCTIONS AND/OR MAINTENANCE MANUAL REQUIREMENTS AND PART 43, APPENDIX D.

AN ENTRY IN THE AIRCRAFT LOGBOOK REFERENCING THIS FAA FORM 337 HAS BEEN MADE IN COMPLIANCE WITH FAR PART 43.9. PERTINENT DETAILS OF THIS ALTERATION ARE ON FILE AT THIS AGENCY UNDER WORK ORDER #12552. THE AIRCRAFT WEIGHT AND BALANCE AND EQUIPMENT LIST HAVE BEEN REVISED TO REFLECT THESE CHANGES.

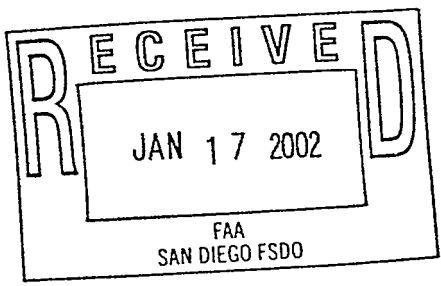
THE APPROVED GARMIN MODEL GNS-530 FLIGHT MANUAL SUPPLEMENT HAS BEEN INSTALLED INTO THE PILOT OPERATING HANDBOOK. THE GARMIN GNS-530 OWNERS/OPERATOR INSTRUCTION MANUAL FOR THE ABOVE EQUIPMENT HAS BEEN PROVIDED.

FOLLOWING APPROVAL FOR RETURN TO SERVICE BY COMPLETION OF SECTION 7 OF THIS FAA FORM 337, A FLIGHT TEST IS REQUIRED TO CONFIRM THAT ALL GPS RELATED SYSTEMS OPERATE NORMALLY, SAFELY, IN ACCORDANCE WITH MANUFACTURER SPECIFICATIONS, AND THE FUNCTIONAL FLIGHT EVALUATION REQUIREMENTS OF AC 20-138.

FLIGHT TEST SATISFACTORY: *Patrick Dineen*  
SIGNATURE

DATE OF FLIGHT TEST: *12/12/01*

-----END-----



Additional Sheets Are Attached

100



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

WP-23 PLJ

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 <b>Beechcraft</b>	Model <b>95-A55</b>
	Serial No. <b>TC-254</b>	Nationality and Registration Mark <b>N20TY</b>
2. Owner	Name (As shown on registration certificate) <b>Fred W. Krieg</b>	Address (As shown on registration certificate) <b>1100 Carob ln. Norco, Ca. 92860-1404</b>

### 3. For FAA Use Only

The data identified herein complies with applicable airworthiness requirements and is approved only for above described aircraft subject to conformity inspection by a person authorized in FAR 43.7

*[Signature]* WP-FSDO-23 Date 10-23-01

### 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.
Donald F. Allison 16238 Olalee rd. Apple Valley, Ca. 92307	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	A&P 1481667,
	<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 <b>11/09/01</b>	Signature of Authorized Individual <i>Donald F. Allison</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		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <b>11/09/01</b>		Certificate or Designation No. <b>IA 1481667</b>	Signature of Authorized Individual <i>Donald F. Allison</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.)

N20TY      Alternator installation      11/09/01

Modified the installed aircraft electrical charging system to accommodate alternators and electronic voltage regulators by installation of NATIONAL AIRPARTS "OPTION TC" alternator conversion kit. This conversion kit (STC SA01408AT) is STC'd for Cessna 310 and 320 aircraft which have the same basic engine and charging system configuration as this aircraft. Wiring changes are depicted in the attached wiring schematic and installation was performed in accordance with Beech Baron shop manual P/N 55-590000-13E, revised August 18, 1995 page 13-10, and the National Airparts installation manual P/N A1-1 rev. 7, dated September 30, 1996.

- 1) Removed original 40 amp generators from LH and RH engines.
- 2) Installed NATIONAL AIRPARTS FAA-PMA'd P324R OPTION TC alternators as per manufacturers instructions pertaining to the Beech Baron installation.
- 3) Removed original voltage regulators from LH and RH nacelles, paralleling relay and wiring, and installed Zeftronics ACU's P/N R25400 (equipped with built-in overvoltage and short circuit protection) as supplied in the STC'd National kit.
- 4) Installed 2 ea. 5 amp field circuit breakers at right hand bottom of instrument panel. Installed 2 ea. 70 amp circuit breakers in existing generator circuit breaker holes.
- 5) Wired Alternator circuit as per attached wiring diagram. Utilized #4 gauge wire for full 70 amp rating of alternators.
- 6) All wiring changes made in accordance with regulations of AC43.13-1B chapter 11, fig. 11.5 Copper Electric Wire Current Carrying Capacity and fig. 11.7 Conductor Chart, Continuous Flow Rating.
- 7) The aircraft was ground run and tested at all RPM, including full power. All electrical generating functions and avionics operations tested normal, and all operation was maintained within the limits of the aircraft wiring, circuit breakers and alternators rated output.
- 8) Aircraft weight & balance, as well as equipment list was revised.

NOTE: See document # NAP1B55 for continued airworthiness instructions.

-----END-----

Additional Sheets Are Attached

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

*Number* SA01408AT

*This certificate is issued to* National Air Parts, Inc.  
1140 Flightline Blvd.  
DoLand, FL 32724

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

*Original Product - Type Certificate Number:* 3A10  
*Make:* Cessna  
*Model:* 320; 310

*Description of Type Design Change:* Installation of National AirParts Model N300 alternators as replacement for belt-driven generators in accordance with National AirParts Inc., Document Number NAPI310, "Cessna 310/320 Alternator Conversion", Initial Revision, dated 9/30/96 or later FAA Approved Revision.

*Limitations and Conditions:* This approval should not be extended to other aircraft of this model on which other previously approved modifications are incorporated unless it is determined by the installer that the interrelationship between this change and any previously approved modifications will produce no adverse effect upon the airworthiness of that airplane. This approval applies only to the above type aircraft equipped with Teledyne Continental (T)O-470 engines.

*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:* September 25, 1996

*Date received:*

*Date of issuance:* July 01, 1997

*Date approved:*



*By direction of the Administrator*

*[Signature]*  
(Signature)

Clark Walker  
Acting Associate Manager, ACE-116A  
Atlanta Aircraft Certification Office

(Date)

*Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.*  
FAA Form 3376-2 (11-84) PAGE 1 of 2 PAGES *this certificate may be transferred in accordance with FAR 21.67.*

Permission to use, AS APPLICABLE, FOR NGDTY.



**National AirParts, Inc.**<http://www.nationalairparts.com>

1140 AirPort Terminal Drive, DeLand, Florida 32724 Phone: (386) 734-3365 FAX: (386) 734-8552

Friday, November 9, 2001

FAX: (909) 588-0418

Phone: (909) 772-8636

Kevin:

Copy of STC SA01408AT, for Cessna 310/320 alternator installation to replace original generators is attached. You have permission from National AirParts, Inc., to utilize this STC , as applicable, to Beech Baron N20TY.

If any further information is required, please feel free to call or FAX . This installation, in both 70 and 100 amps, has been installed on a number of Barons and has proved very successful.

Cordially,

  
Jack Miles  
VP Engineering

to ...

U.S. Department of Transportation

Federal Aviation Administration

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

For FAA Use Only

Office Identification

WP-FSDO-09

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This 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).

<b>1. Aircraft</b>	Make <b>BEECH</b>	Model <b>95-A55</b>
	Serial No. <b>TC-254</b>	Nationality and Registration Mark <b>USA N20TY</b>
<b>2. Owner</b>	Name (As shown on registration certificate) <b>Fred W. Krieg</b>	Address (As shown on registration certificate) <b>P.O. Box 1147 Perris, CA 92572-1147 USA</b>

**3. For FAA Use Only**

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

**6. Conformity Statement**

<b>A. Agency's Name and Address</b> Jet Source Management 2056 Palomar Airport Rd. #V Carlsbad, CA 92008	<b>B. Kind of Agency</b> <input type="checkbox"/> U. S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	<b>C. Certificate No.</b> AMPR725C RADIO 1,2,3 LIMITED AIRFRAME / INST.
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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 08-March-2001	Signature of Authorized Individual Patrick Tierney, Avionics Manager
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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

<b>BY</b>	FAA Fit. Standards Inspector		Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<b>X</b>	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 08-March-2001		Certificate or Designation No. AMPR725C		Signature of Authorized Individual Patrick Tierney, Avionics Manager	

## 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.)

#### N20TY BEECH 95-A55 TC-254

1. INSTALLED NEW S-TEC MODEL SYSTEM 55 TWO AXIS AUTOMATIC FLIGHT GUIDANCE SYSTEM, MODEL ST-539, WITH OPTIONAL AUTOTRIM SYSTEM AND OPTIONAL FLIGHT DIRECTOR/STEERING HORIZON PER FAA APPROVED STC #SA8403SW-D DATED 8-03-94 AMENDED 2-24-99, REVISION 1. THE FAA APPROVED FLIGHT MANUAL SUPPLEMENT, P/N 891089 DATED 8-03-94, HAS BEEN INSTALLED IN THE AIRPLANE FLIGHT MANUAL.
2. INSTALLED NEW S-TEC YAW DAMPER SYSTEM MODEL ST-083 PER FAA APPROVED STC #SA5107SW-D DATED 9-15-82 AMENDED 3-06-95, REVISION 3.
3. INSTALLED NEW S-TEC MANUAL ELECTRIC TRIM SYSTEM, MODEL ST-413 PER FAA APPROVED STC #SA7150SW-D DATED 5-11-87 AMENDED 10-01-87, REVISION 1.
4. INSTALLED NEW SHADIN FUEL FLOW TRANSDUCER IN ACCORDANCE WITH FAA APPROVED STC #SE552GL, DATED AUGUST 25, 1981, AMENDED JANUARY 24, 1991.
5. INSTALLED NEW J.P. INSTRUMENTS TWIN TEMPERATURE INDICATING SYSTEM MODEL 760 WITH FUEL FLOW IN ACCORDANCE WITH FAA APPROVED STC #SA00729SE, DATED AUGUST 31, 1999. THE FAA APPROVED FLIGHT MANUAL SUPPLEMENT DOCUMENT #760, DATED AUGUST 31, 1999, HAS BEEN INSTALLED IN THE AIRPLANE FLIGHT MANUAL.
6. ALL EQUIPMENT IS INSTALLED IN ACCORDANCE WITH MFG. INSTRUCTIONS AND ALL MATERIALS USED AND ALL WORK ACCOMPLISHED WAS IN ACCORDANCE WITH ACCEPTABLE METHODS AND TECHNIQUES AS SET FORTH IN AC 43.13-1B, CHAPTER 4 SECTION 4, CHAPTER 11, SECTION 3, 4, 8, 9, & 15 AND AC 43.13-2A PARAGRAPHS 21 THROUGH 27.
7. AN ELECTRICAL LOAD CHECK WAS PERFORMED. THE MAXIMUM CONTINUOUS ELECTRICAL LOAD DOES NOT EXCEED 80% OF THE CAPACITY OF THE ELECTRICAL SYSTEM. ALL INSTALLED EQUIPMENT HAVE CIRCUIT BREAKER PROTECTION PROVIDED. THE HSI SYSTEM AND CIRCUIT BREAKERS ARE MOUNTED AND LABELED IN THE LEFT HAND CIRCUIT BREAKER PANEL. POWER AND GROUND WIRING USE 20 GAUGE TEFLON WIRE.
8. POST-INSTALLATION FUNCTIONAL TESTS WERE PERFORMED IN ACCORDANCE WITH MANUFACTURER INSTRUCTIONS, DURING THE ENGINE RUNUP. NO INTERFERENCE WITH OTHER SYSTEMS WAS NOTED.
9. THE OWNER OF THIS AIRCRAFT HAS BEEN PROVIDED THE CONTINUED AIRWORTHINESS REQUIREMENTS PROVIDED BY THE APPLICABLE STC'S.
10. THE OWNER/OPERATOR INSTRUCTION MANUALS FOR THE ABOVE EQUIPMENT HAVE BEEN PROVIDED.
11. AN ENTRY IN THE AIRCRAFT LOGBOOK REFERENCING THIS FAA FORM 337 HAS BEEN MADE IN COMPLIANCE WITH FAR PART 43.9.
12. PERTINENT DETAILS OF THIS ALTERATION ARE ON FILE AT THIS AGENCY UNDER WORK ORDER #11983.
13. THE AIRCRAFT WEIGHT AND BALANCE AND EQUIPMENT LIST HAVE BEEN REVISED TO REFLECT THESE CHANGES.

-----END-----

ADDITIONAL SHEETS ARE ATTACHED

U.S. Department of Transportation  
Federal Aviation Administration

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

**For FAA Use Only**  
Office Identification  
*WP-FSDO-09*

**INSTRUCTIONS:** Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This 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).

<b>1. Aircraft</b>	Make <b>BEECH</b>	Model <b>95-A55</b>
	Serial No. <b>TC-254</b>	Nationality and Registration Mark <b>N20TY</b>
<b>2. Owner</b>	Name (As shown on registration certificate) <b>Fred W. Krieg</b>	Address (As shown on registration certificate) <b>P.O. Box 1147 Perris, CA 92572-1147 USA</b>

### 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 43.7. Compatibility of this design change with previously approved modifications must be determined by the installer.

Date 7 MAR 2001  
Signature of FAA Inspector - SAN FSDO, WP 09

### 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

<b>A. Agency's Name and Address</b> Jet Source Management 2056 Palomar Airport Rd. #V Carlsbad, CA 92008	<b>B. Kind of Agency</b> <input type="checkbox"/> U. S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	<b>C. Certificate No.</b> AMPR725C RADIO 1,2,3 LIMITED AIRFRAME / INST.
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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>3/09/01</i>	Signature of Authorized Individual <i>[Signature]</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 Fit. Standards Inspector		Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	X	Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection <i>3/09/01</i>	Certificate or Designation No. <i>AMPR725C</i>	Signature of Authorized Individual <i>[Signature]</i>
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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.)

**N20TY BEECH 95-A55 TC-254**

REMOVED THE FOLLOWING EQUIPMENT FROM AIRCRAFT:

KMA-20 MARKER BEACON RECEIVER  
C110 LORAN RECEIVER  
KX170B COM/NAV (2ea)  
ICS SPA-400 (2ea)  
REMOTE IND. MAGNETIC COMPASS  
KN-75 GLIDESLOPE RECEIVER  
KA-39 VOLTAGE CONVERTER (2ea)  
KEA-125 ENCODING ALTIMETER  
28VOLT RELAY BOX

KR85 ADF RECEIVER  
KN64 DME  
AT50A TRANSPONDER  
KI203 VOR/LOC CONVERTER  
KING ADF ANTENNA  
GWA 14-5V DC/DC CONVERTER  
LORAN ANTENNA  
DIPLEXER  
ROLL SERVO

INSTALLED THE FOLLOWING EQUIPMENT:

GARMIN GMA-340 AUDIO/MKR INTERCOM PANEL (TSO-C50c, C35d CLASS A)  
GARMIN GTX 327 TRANSPONDER (TSO C47c CLASS 1A)  
BFG WX 500 STORMSCOPE AND ANTENNA  
UNITE ENCODING ALTIMETER(TSO C-10b-C88)  
KING KN62A DME  
KING KMT 112 FLUX GATE  
AICD III CD/FM PLAYER  
AIS REMOTE RELAY SWITCH  
C.I. ANTENNA DIPLEXOR  
KING KI204 INDICATOR  
KING KG102A GYRO  
RAYTHEON INSTR. PANELS

INSTALLED NEW GARMIN MODEL GMA 340 AUDIO/MKR SWITCH PANEL/INTERCOM IN THE RADIO STACK AT STATION #65.0" IN ACCORDANCE WITH GARMIN INSTALLATION MANUAL #190-00149-01, REV. E, DATED MAY 1999. THE UNIT IS 28VDC POWER PROTECTED WITH A 5 AMP CIRCUIT BREAKER LABELED "AUDIO/BOSE" AND IS CONNECTED TO THE AVIONICS BUSS ON THE RIGHT SIDE, LOWER CONSOLE WITH 20 GAUGE TEFLON WIRE. THE PANEL MOUNTING TRAY IS ATTACHED TO THE SIDE RAILS WITH (4) MS24693-527 #6/32 SCREWS AND (4) #6/32 NUTPLATES.

INSTALLED NEW GTX 327 TRANSPONDER IN THE RADIO STACK AT STATION 63.0" IN ACCORDANCE WITH THE GARMIN INSTALLATION MANUAL #190-00187-02, REV B DATED FEBRUARY 2000. THE UNIT IS 28VDC POWER PROTECTED WITH A 3 AMP CIRCUIT BREAKER LABELED "XPNDR" AND IS CONNECTED TO THE AVIONICS BUSS ON THE RIGHT SIDE, LOWER CONSOLE WITH 20 GAUGE TEFLON WIRE. THE PANEL MOUNTING TRAY IS ATTACHED TO THE SIDE RAILS WITH (4) MS24693-527 #6/32 SCREWS AND (4) #6/32 NUTPLATES.

INSTALLED A NEW ALLIED SIGNAL KG102A AND KMT112 FLUX GATE AT STATION #200.0" AND #205.0", RESPECTIVELY IN ACCORDANCE WITH THE ALLIED INSTALLATION MANUAL NUMBER 006-00111-0007 REV 7, DATED SEPTEMBER 1997. THE UNITS ARE INTERFACED WITH THE SANDEL EHSI SN3308 UNIT.

INSTALLED AN OVERHAULED ENCODING ALTIMETER KEA-125 P/N 5035P2-P13 AT STATION #65.0". THIS UNIT REPLACES THE EXISTING ALTIMETER INDICATOR AND IS PLUMBED INTO THE AIRCRAFT STATIC SYSTEM.

INSTALLED A NEW ALLIED SIGNAL KN62A DME AT STATION #63.0" IN PLACE OF THE KN64 DME IN ACCORDANCE WITH THE ALLIED INSTALLATION MANUAL NUMBER 006-0-00144-0006 REV 6, DATED APRIL 1997. THE PANEL MOUNTING TRAY IS ATTACHED TO THE SIDE RAILS WITH (4) MS24693-527 #6/32 SCREWS AND (4) #6/32 NUTPLATES.

INSTALLED A NEW ALLIED SIGNAL KI204 NAV INDICATOR AT STATION #64.50" IN ACCORDANCE WITH THE ALLIED INSTALLATION MANUAL NUMBER 006-0-00144-0006 REV 6, DATED APRIL 1997 AND IS INTERFACED WITH THE GARMIN GNS 430.

THE WX-500 PROCESSOR IS A PASSIVE THUNDERSTORM DETECTION SENSOR CONSISTING OF A WX-500 PROCESSOR AND A NY-163 ANTENNA AND IS DISPLAYED ON THE GARMIN GNS 530 AND GNS 430 AND THE SANDEL EHSI. THE WX-500 IS INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTALLATION MANUAL P/N 009-11500-001 (REV B), DATED 16 MAY 2000. THE WX-500 PROCESSOR IS MOUNTED IN THE AFT BAY AT STATION #200.0" USING THE SUPPLIED MOUNTING RACK SECURED TO THE SHELF WITH (4) MS24693-271, 8/32 SCREWS INTO (4) MS21059-L08 NUTPLATES. INPUT 28VDC POWER IS SUPPLIED FROM THE AVIONICS

ADDITIONAL SHEETS ARE ATTACHED

## 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.)

### **N20TY BEECH 95-A55 TC-254**

BUSS 3 AMP CIRCUIT BREAKER LABELED "STORMSCOPE" ON THE LOWER C/B PANEL.

THE NY-163 STORMSCOPE ANTENNA WAS MOUNTED ON THE BOTTOM OF THE AIRCRAFT AT STATION #191.0", PER THE INSTALLATION MANUAL. AN INSIDE DOUBLER PROVIDED BY THE MANUFACTURER WAS RIVETED IN PLACE WITH (16) MS20426AD-4 RIVETS. THE ANTENNA IS MOUNTED WITH (2) MS35207-267, 10/32 X 1.0" SCREWS AND (2) MS21059-L3 NUTPLATES MOUNTED ON THE INSIDE DOUBLER PLATE.

INSTALLED THE AVIONICS INNOVATIONS CD PLAYER IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTION MANUAL #14000-00, REV A, DATED JUNE 6, 1997. THE UNIT WAS MOUNTED IN THE RIGHT HAND LOWER INSTRUMENT PANEL AT STATION # 63.0" UTILIZING THE MANUFACTURER PROVIDED MOUNTING TRAY AND HARDWARE. THE CD PLAYER WIRING WAS INTERFACED INTO THE GARMIN GMA 340 AUDIO PANEL AND CIRCUIT BREAKER PROTECTED BY A 3 AMP C/B LABELED "CD". THE CD PLAYER IS INSTALLED INTO THE MUTED INPUT OF THE GMA 340 AUDIO PANEL. WHENEVER COMMUNICATION OCCURS, THE CD PLAYER IS MUTED. PLACARDED THE AIRCRAFT "CD PLAYER NOT TO BE USED DURING TAKE-OFF AND LANDING".

REMOVED THE EXISTING INSTRUMENT PANELS AND REPLACED WITH RAYTHEON FACTORY DIRECT REPLACEMENT INSTRUMENT PANELS, PILOTS P/N 96-324033, R/H P/N 96-324033-3 AND CENTER P/N 96-340025 FOUND IN THE BEECHCRAFT ILLUSTRATED PARTS CATALOG CHAPTER 39-14-10 AND 30-10-01 FOR BARON 55 . MODIFIED THE INSTRUMENT PANELS FOR THE NEW EQUIPMENT INSTALLED IN THE AIRCRAFT. THE INSTRUMENT PANELS KEPT THE BASIC AIRCRAFT CONFIGURATION.

ALL EQUIPMENT IS INSTALLED IN ACCORDANCE WITH MFG. INSTRUCTIONS AND ALL MATERIALS USED AND ALL WORK ACCOMPLISHED WAS IN ACCORDANCE WITH ACCEPTABLE METHODS AND TECHNIQUES AS SET FORTH IN AC 43.13-1B, CHAPTER 4, SECTION 4, CHAPTER 11, SECTION 3, 4, 8, 9, & 15 AND AC 43.13-2A PARAGRAPHS 21 THROUGH 27.

THE PITOT/STATIC SYSTEM HAS BEEN CHECKED ACCORDING TO AND AS REQUIRED BY FAR 91.411(a)(2) AND HAS BEEN FOUND TO COMPLY WITH PART 43, APPENDIX E, PARAGRAPH (a). I CERTIFY THAT THE ATC TRANSPONDER AND AUTOMATIC PRESSURE REPORTING EQUIPMENT INTEGRATION TEST REQUIRED BY FAR 91.413(A) HAS BEEN PERFORMED AND FOUND TO COMPLY WITH FAR PART 43, APPENDIX F, PARAGRAPH (C).

AN ELECTRICAL LOAD CHECK WAS PERFORMED. THE MAXIMUM CONTINUOUS ELECTRICAL LOAD DOES NOT EXCEED 80% OF THE CAPACITY OF THE ELECTRICAL SYSTEM.

POST-INSTALLATION GROUND ACCURACY AND FUNCTION TESTS WERE PERFORMED, IN ACCORDANCE WITH MANUFACTURER INSTRUCTIONS, INCLUDING THE VHF TRANSMITTER HARMONIC INTERFERENCE TESTS REQUIRED BY FLIGHT STANDARDS AIRWORTHINESS BULLETIN 94-32A. ALL SYSTEMS OPERATED NORMALLY. ADEQUATE ISOLATION FROM HARMONIC INTERFERENCE OF VHF COMMUNICATION TRANSCEIVERS WAS VERIFIED.

THE OWNER OF THIS AIRCRAFT HAS BEEN ADVISED FOR CONTINUED AIRWORTHINESS REQUIREMENTS, THIS INSTALLATION MUST BE INSPECTED AT A MINIMUM OF EVERY 12 CALENDAR MONTHS IN ACCORDANCE WITH APPLICABLE MANUFACTURERS INSTRUCTIONS AND/OR MAINTENANCE MANUAL REQUIREMENTS AND PART 43, APPENDIX D.

THE OWNER/OPERATOR INSTRUCTION MANUALS FOR THE ABOVE EQUIPMENT HAS BEEN PROVIDED.

AN ENTRY IN THE AIRCRAFT LOGBOOK REFERENCING THIS FAA FORM 337 HAS BEEN MADE IN COMPLIANCE WITH FAR PART 43.9.

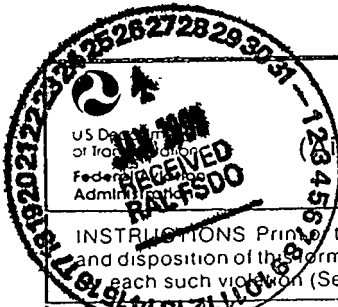
PERTINENT DETAILS OF THIS ALTERATION ARE ON FILE AT THIS AGENCY UNDER WORK ORDER #11983.

THE AIRCRAFT WEIGHT AND BALANCE AND EQUIPMENT LIST HAVE BEEN REVISED TO REFLECT THESE CHANGES.

END

ADDITIONAL SHEETS ARE ATTACHED

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MAR 15 7 2001  
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**MAJOR REPAIR AND ALTERATION**  
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved  
OMB No. 2120-0020  
For FAA Use Only  
Office Identification  
JRG WP-21

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

1. Aircraft	Make Beechcraft	Model 95-A55
	Serial No TC-254	Nationality and Registration Mark N20TY
2. Owner	Name (As shown on registration certificate) Fred Kreig	Address (As shown on registration certificate) PO BOX 1147 Perris, Ca. 92572-1147

3. For FAA Use Only

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 Kevin Booth 6779 #C Airport dr. Riverside, Ca. 92504	B Kind of Agency		C Certificate No A&P 564556177
	<input checked="" type="checkbox"/>	U.S. Certificated Mechanic	
	<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 1/13/99	Signature of Authorized Individual <i>Kevin Booth</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 FII 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 1/13/99	Certificate or Designation No IA 564556177	Signature of Authorized Individual <i>Kevin Booth</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.)

N20TY

1/13/99

Inspected the installation of (2) Hartzell model HC-A3VF-2B/V7636N propellers with Woodward model 210355 governors and found the installation to be in accordance with Hartzell manual 106B and Hartzell drawings D-1495 per STC SA126CE. Hartzell airplane flight manual supplement dated Sept. 19, 1978 was installed in the flight manual. and the equipment list and weight & balance were updated.

Additional Sheets Are Attached



US Department of Transportation  
Federal Aviation Administration

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

Form Approved  
OMB No. 2120-0020

For FAA Use Only

Office Identification

WR21 81

**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 <b>BEECHCRAFT</b> Serial No. <b>TC-254</b>	Model <b>95-A55</b> Nationality and Registration Mark <b>N20TY</b>
2. Owner	Name (As shown on registration certificate)  <b>Fred Krieg</b>	Address (As shown on registration certificate)  <b>PO Box 1147 Perris, Ca. 92572-1147</b>

**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**

<b>A. Agency's Name and Address</b>  Kevin Booth 6779 #C Airport Dr. Riverside, Ca. 92504	<b>B. Kind of Agency</b> <input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	<b>C. Certificate No.</b>  A&P 564556177
---	---	---

**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.

<b>Date</b>  5/11/98	<b>Signature of Authorized Individual</b> 
----------------------------	---

**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

<b>BY</b>	FAA Fit. Standards Inspector	Manufacturer	XX	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
<b>Date of Approval or Rejection</b>  5/11/98		<b>Certificate or Designation No.</b> IA 564556177		<b>Signature of Authorized Individual</b> 	

### 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 Vortex Generators on the wings and vertical tail and install supplement to the PILOT'S OPERATING HANDBOOK and FAA APPROVED AIRPLANE FLIGHT MANUAL in accordance with manufacturer's DRAWING LIST DL-100 per STC #SA4016NM.

Negligible weight change

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END

Additional Sheets Are Attached

UNITED STATES OF AMERICA  
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

# STANDARD AIRWORTHINESS CERTIFICATE

1 NATIONALITY AND REGISTRATION MARKS	2 MANUFACTURER AND MODEL	3 AIRCRAFT SERIAL NUMBER	4 CATEGORY
N20TY	BEECH 95-A55	TC-254	TRANSPORT

## 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	FAA REPRESENTATIVE	DESIGNATION NUMBER
R 07/07/75	DENNIS L. PARR	WP21

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.

100

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 WP-FSDO-8	
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	95-A55
	SERIAL NO.	TC-254		NATIONALITY AND REGISTRATION MARK	N20TY
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	Levitin Charles M			9022 W. 24th Street Los Angeles CA. 90034	
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.
Golden West Aircraft Radio 7000 Merrill Ave. Box 53 Chino, CA. 91710			U.S. CERTIFICATED MECHANIC		#408-78 Radio I&2 Airframe and Instrument Limited
			FOREIGN CERTIFICATED MECHANIC		
			XX CERTIFICATED REPAIR STATION		
			MANUFACTURER		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE			SIGNATURE OF AUTHORIZED INDIVIDUAL		
9-15-87			<i>[Signature]</i> Ch Insp		
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	XX REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
9-15-87		408-78	<i>[Signature]</i> Ch Insp		

**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.)

Checked installation of owner installed KN-64 DME and STS Loran. Installed equipment took the place of removed equipment King KN-60 DME and Appolo 612 Loran. New Equipment using existing aircraft antennas. Installation of equipment meets requirements of AC-43-13-2A Chapter 2 paragraph 21, 22, and 23. Weight and balance and equipment list amended this date. System checked for conducted and or radiated EMI. An electrical load analysis was performed and the probable continuous load does not exceed the rated capacity of the alternator.  
Nothing Follows

ADDITIONAL SHEETS ARE ATTACHED

*OKC*

RECEIVED FAA *W. J. Miller M. J. WRT*

DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION  
**MAJOR REPAIR AND ALTERATION**  
 (Airframe, Powerplant, Propeller, or Appliance)

Form Approved  
 Budget Bureau No. 04-R000.1  
 FOR FAA USE ONLY  
 OFFICE IDENTIFICATION  
*H-00001*

NOV 28 1985  
 ANY GADO

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	93A55
	SERIAL NO.	TC254	NATIONALITY AND REGISTRATION MARK	N20TY
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)	
	CHARLES M. LEVITIN		9022 W. 24TH STREET LOS ANGELES, CA. 90034	

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
VISTA AVIATION COMPANY 12653 OSBORNE STREET PACOIMA, CA. 91331	U.S. CERTIFICATED MECHANIC
	FOREIGN CERTIFICATED MECHANIC
	<input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION
	MANUFACTURER
C. CERTIFICATE NO.	
401-189 RADIO 1,2,3 SPEC. SERVICES	

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

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
6/26/85	<i>John D. Rhodes</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	F. 5 FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	<input checked="" type="checkbox"/> REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
6/26/85	401-189	<i>John D. Rhodes</i> JOHN D. RHODES		

### 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 II MORROW MODEL 612 LORAN C IN RIGHT SIDE OF INSTRUMENT PANEL (4.9 LBS @ 62 INS) IN ACCORDANCE WITH AC43.13-1A, CHAPTERS 11 AND 15, AND AC43.13-2A, CHAPTERS 2 AND 3.**

**THIS LORAN INSTALLATION:**

- 1. CONFORMS TO ACCEPTABLE METHODS, TECHNIQUES AND PRACTICES OF AC43.13-1A AND 2A.**
- 2. DOES NOT INTERFERE WITH THE NORMAL OPERATION OF OTHER EQUIPMENT INSTALLED IN AIRCRAFT. BOTH GROUND AND FLIGHT TESTS HAVE VERIFIED THAT OBJECTIONABLE EMI DOES NOT OCCUR AND THE EQUIPMENT PERFORMS TO MFRS. SPECS.**
- 3. IS NOT INTEGRATED WITH OTHER AIRCRAFT SYSTEMS EXCEPT SIMPLE AUTOPILOT HOOKUP.**
- 4. IS COMPLETELY ISOLATED FROM ALL IFR SYSTEMS.**
- 5. THE AIRCRAFT PANEL PLACARDED "LORAN C NOT APPROVED FOR IFR."**

**WEIGHT & BALANCE AMENDED**

NOTHING ELSE FOLLOWS

ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)			Form Approved Budget Bureau No. 04-R060.1 FOR FAA USE ONLY OFFICE IDENTIFICATION LCB FSDO 4065	
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 A55		
	SERIAL NO. TC-254	NATIONALITY AND REGISTRATION MARK N20TY		
2. OWNER	NAME (As shown on registration certificate) Robert F. Mohor		ADDRESS (As shown on registration certificate) 25070 Daisy St. Loma Linda, Ca. 92083	
	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			RECEIVED	
PROPELLER			FEB 22 1980	
APPLIANCE	TYPE		LCB FSDO 65	
	MANUFACTURER			
6. CONFORMITY STATEMENT				
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.
Continental Avionics, inc. 19711 S. Airport Way Santa Ana, Ca. 92707		U.S. CERTIFICATED MECHANIC		4708
		FOREIGN CERTIFICATED MECHANIC		Radio 1, 2, 3
		<input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION		Ltd. Inst.
		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 2/19/80		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Dean T. Spellman</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	<input checked="" type="checkbox"/> REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 2/19/80		CERTIFICATE OR DESIGNATION NO. 4708	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Dean T. Spellman</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 Edo Aire-Mitchell Century 1 flight control system

model AK330 in accordance with STC SA 1300 SW. Weight/balance

and equipment list revised. AFM supplement furnished.

\*\*\*\*\*NOTHING FOLLOWS\*\*\*\*\*

ADDITIONAL SHEETS ARE ATTACHED

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

1. NATIONALITY AND REGISTRATION MARKS <b>N20TY</b>	2. MANUFACTURER AND MODEL <b>BEECH 95-A55</b>	3. AIRCRAFT SERIAL NUMBER <b>TC254</b>	4. CATEGORY <b>NORMAL</b>
---	--	---	------------------------------

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:

6. TERMS AND CONDITIONS  
Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is valid as long as the maintenance, preventive maintenance, and alterations are performed in accordance with Parts 21, 43, and 81 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE: **7-7-75**  
FAA REPRESENTATIVE: **GEORGE A. BERNARD**  
DESIGNATION NUMBER: **WE FSDO 4-0-63**

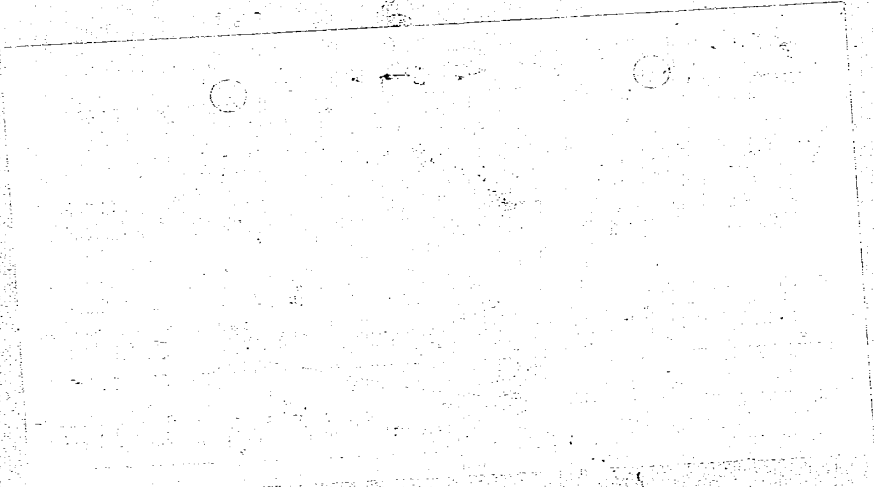
Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA Form 8100-2 (7-67) FORMERLY FAA FORM 1362  
GPO: 1967-O-270-931

FAA AIRCRAFT REGISTRY

CAMERA NO. 410

DATE: 3-7-83



DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION APPLICATION FOR AIRWORTHINESS CERTIFICATE		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 an attachment. For special flight permits complete Sections II and VI or VII as applicable.			
I. AIRCRAFT DESCRIPTION	1. REGISTRATION MARK <u>N-20TV</u>	2. AIRCRAFT BUILDER'S NAME (make) <u>Beechcraft</u>	3. AIRCRAFT MODEL DESIGNATION <u>95 A-55</u>	4. YR. MFG <u>1962</u>	FAA CODING
	5. AIRCRAFT SERIAL NO. <u>T-C-254</u>	6. ENGINE BUILDER'S NAME (make) <u>CONTINENTAL</u>	7. ENGINE MODEL DESIGNATION <u>IO-470-L</u>		
	8. NUMBER OF ENGINES <u>2</u>	9. PROPELLER BUILDER'S NAME (make) <u>HARTZELL</u>	10. PROPELLER MODEL DESIGNATION <u>HZ-A3VF-2B</u>		
				11. AIRCRAFT IS NEW <input checked="" type="checkbox"/> USED <input type="checkbox"/> IMPORT <input type="checkbox"/>	
APPLICATION IS HEREBY MADE FOR: (Check applicable item)					
A <input checked="" type="checkbox"/> STANDARD AIRWORTHINESS CERT. (Indicate category)		NORMAL <input checked="" type="checkbox"/> UTILITY <input type="checkbox"/> ACROBATIC <input type="checkbox"/> TRANSPORT <input type="checkbox"/> GLIDER <input type="checkbox"/> BALLOON <input type="checkbox"/>			
B <input type="checkbox"/> SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)					
II. CERTIFICATION REQUESTED <i>Orig ADP</i>	2	LIMITED			
	5	PROVISIONAL (Indicate class)			
	3	RESTRICTED (Indicate operation(s) to be conducted)			
	4	EXPERIMENTAL (Indicate operation(s) to be conducted)			
	8	SPECIAL FLIGHT PERMIT (Indicate operation to be conducted then complete Section VI or VII as applicable on reverse side)			
	1	CLASS I			
	2	CLASS II			
	1	AGRICULTURE & PEST CONTROL	2	AERIAL SURVEYING	3
4	FOREST (Wild life conservation)	5	PAIROLLING	6	WEATHER CONTROL
0	OTHER (Specify)				
1	RESEARCH AND DEVELOPMENT	2	AMATEUR BUILT	3	EXHIBITION
4	RACING	5	CREW TRAINING	6	MARK. SURVEY
0	TO SHOW COMPLIANCE WITH FAR				
1	FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE				
2	EVACUATE FROM AREA OF IMPENDING DANGER				
3	OPERATION IN EXCESS OF MAX. CERTIFICATED TAKE-OFF WEIGHT				
4	DELIVERING OR EXPORT	5	PRODUCTION FLIGHT TESTING		
C <input checked="" type="checkbox"/>	MULTIPLE AIRWORTHINESS CERTIFICATE (Check appropriate Restricted Operation and Standard or Limited as applicable above)				
A. REGISTERED OWNER (As shown on Certificate of Aircraft Registration)					
NAME <u>C.E. WILLIAMS JR.</u>			IF DEALER, CHECK HERE <input type="checkbox"/>		
ADDRESS <u>610 HEBB AIR INC. P.O. Box 400 - 26225 N.W. CORNELL RD. MILLS LAKE, OKLAHOMA 74123</u>					
B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)					
X AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Revision No.) <u>FA16 RWY-45</u>			AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.) <u>ADs checked thru 75-13</u>		
AIRCRAFT LISTING (Give Page No.)			SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated)		
C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS					
X CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173		TOTAL AIRFRAME HOURS—Enter for used aircraft only <u>2364.4</u>		3 EXPERIMENTAL ONLY—Enter hours flown since last certificate issued or renewed	
D. CERTIFICATION—I hereby certify that I am the owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.					
DATE OF APPLICATION <u>7-1-75</u>		NAME AND TITLE (Print or type) <u>AGENT - F.W. MARTIN</u>		SIGNATURE <u>R.W. Martin</u>	
IV. INSPECTION AGENCY VERIFICATION					
A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.183 (d) applies)					
2	FAR PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No.)	3	CERTIFICATED MECHANIC (Give Certificate No.) <u>LA-480425</u>	6	CERTIFICATED REPAIR STATION (Give Certificate No.)
5	AIRCRAFT MANUFACTURER (Give Name of Firm)				
DATE <u>7-1-75</u>		TITLE <u>Mechanic</u>		SIGNATURE <u>R.W. Martin</u>	
(Check ALL applicable blocks) I find that the aircraft described in Section I or VII meets the requirements for: <input checked="" type="checkbox"/> The certification requested, or <input type="checkbox"/> Amendment or modification of its current airworthiness certificate. Inspection for a special flight permit under Section VII was conducted by: <input type="checkbox"/> FAA Inspector; certificate holder under <input type="checkbox"/> FAR 65, <input type="checkbox"/> FAR 121 or 127, or <input type="checkbox"/> FAR 145.					
DATE <u>7-7-75</u>		DISTRICT OFFICE <u>WEFSDO</u>		DESIGNEE'S SIGNATURE AND NO. <u>4</u>	
				FAA INSPECTOR'S SIGNATURE <u>George A. Bernard</u>	

*Kel* *AG 050*

FAA AIRCRAFT REGISTRY

CAMERA NO. 410 DATE: 3-7-83

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1983

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Form Approved  
Budget Bureau No. 04-R0058

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION APPLICATION FOR AIRWORTHINESS CERTIFICATE		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 an attachment. For special flight permits complete Sections II and VI or VII as applicable.						
I. AIRCRAFT DESCRIPTION	1. REGISTRATION MARK <u>N 20TV</u>	2. AIRCRAFT BUILDER'S NAME (make) <u>Beechcraft</u>	3. AIRCRAFT MODEL DESIGNATION <u>95 A-55</u>	4. YR. MFG. <u>1962</u>	FAA CODING <u>1132704</u>			
	5. AIRCRAFT SERIAL NO. <u>T-C-254</u>	6. ENGINE BUILDER'S NAME (make) <u>CONTINENTAL</u>	7. ENGINE MODEL DESIGNATION <u>IO-470-L</u>	<u>17027</u>				
	8. NUMBER OF ENGINES <u>2</u>	9. PROPELLER BUILDER'S NAME (make) <u>Hartzell</u>	10. PROPELLER MODEL DESIGNATION <u>HZ-A3VF-2B</u>	11. AIRCRAFT IS:				
				NEW <input checked="" type="checkbox"/>	USED <input type="checkbox"/>	IMPORT <input type="checkbox"/>		
APPLICATION IS HEREBY MADE FOR: (Check applicable items)								
A <input checked="" type="checkbox"/> STANDARD AIRWORTHINESS CERT. (Indicate category) <input checked="" type="checkbox"/> NORMAL <input type="checkbox"/> UTILITY <input type="checkbox"/> ACROBATIC <input type="checkbox"/> TRANSPORT <input type="checkbox"/> GLIDER <input type="checkbox"/> BALLOON								
B SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)								
II. CERTIFICATION REQUESTED	2	LIMITED						
	5	PROVISIONAL (Indicate class)	1	CLASS I				
			2	CLASS II				
	3	RESTRICTED (Indicate operation(s) to be conducted)	1	AGRICULTURE & PEST CONTROL	2	AERIAL SURVEYING	3	AERIAL ADVERTISING
			4	FOREST (Wild life conservation)	5	PATROLLING	6	WEATHER CONTROL
			0	OTHER (Specify)				
	4	EXPERIMENTAL (Indicate operation(s) to be conducted)	1	RESEARCH AND DEVELOPMENT	2	AMATEUR BUILT	3	EXHIBITION
			4	RACING	5	CREW TRAINING	6	MKT. SURVEY
8	SPECIAL FLIGHT PERMIT (Indicate operation to be conducted then complete Section VI or VII as applicable on reverse side)	0	TO SHOW COMPLIANCE WITH FAR					
		1	FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE					
		2	EVACUATE FROM AREA OF IMPENDING DANGER					
		3	OPERATION IN EXCESS OF MAX. CERTIFICATED TAKE-OFF WEIGHT					
C <input checked="" type="checkbox"/> MULTIPLE AIRWORTHINESS CERTIFICATE (Check appropriate Restricted Operation and Standard or Limited as applicable above)								
A. REGISTERED OWNER (As shown on Certificate of Aircraft Registration) IF DEALER, CHECK HERE <input type="checkbox"/>								
NAME <u>C.E. WILLIAMS JR.</u>			ADDRESS <u>40 Aero Air Inc P.O. Box 400 - 26225 N.W. Cornell Rd. Millsboro, Oregon 97123</u>					
B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)								
<input checked="" type="checkbox"/> AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Revision No.) <u>3A16 RW-48</u>			<input type="checkbox"/> AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.) <u>ADs chkd thro. 75-13</u>					
<input type="checkbox"/> AIRCRAFT LISTING (Give page No(s).)			<input type="checkbox"/> SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated)					
C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS								
<input checked="" type="checkbox"/> CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173		TOTAL AIRFRAME HOURS—Enter for used aircraft only <u>2364.4</u>		<input type="checkbox"/> EXPERIMENTAL ONLY—Enter hours flown since last certificate issued or renewed				
D. CERTIFICATION—I hereby certify that I am the owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.								
DATE OF APPLICATION <u>7-1-75</u>		NAME AND TITLE (Print or type) <u>AGENT - R.W. MARTIN</u>		SIGNATURE <u>R.W. Martin</u>				
IV. INSPECTION AGENCY VERIFICATION								
A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.183 (d) applies)								
<input checked="" type="checkbox"/> FAR PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No.)		<input type="checkbox"/> CERTIFICATED MECHANIC (Give Certificate No.) <u>IA-480425</u>		<input type="checkbox"/> CERTIFICATED REPAIR STATION (Give Certificate No.)				
<input checked="" type="checkbox"/> AIRCRAFT MANUFACTURER (Give Name of Firm)								
DATE <u>7-1-75</u>		TITLE <u>Mechanic</u>		SIGNATURE <u>R.W. Martin</u>				
V. FAA REPRESENTATIVE CERTIFICATION								
(Check ALL applicable blocks) I find that the aircraft described in Section I or VII meets the requirements for: <input checked="" type="checkbox"/> The certification requested, or <input type="checkbox"/> Amendment or modification of its current airworthiness certificate. Inspection for a special flight permit under Section VII was conducted by: <input type="checkbox"/> FAA Inspector; certificate holder under <input type="checkbox"/> FAR 65, <input type="checkbox"/> FAR 121 or 127, or <input type="checkbox"/> FAR 145.								
DATE <u>7-7-75</u>		DISTRICT OFFICE <u>WE-FSDO 4-0-63</u>		DESIGNEE'S SIGNATURE AND NO. <u>[Signature]</u>				
				FAA INSPECTOR'S SIGNATURE <u>[Signature]</u>				

*Handwritten:* Noel

*Handwritten:* A# 050

VI. PRODUCTION FLIGHT TESTING	A. MANUFACTURER		ADDRESS		
	NAME				
	B. PRODUCTION BASIS (Check applicable item)				
	<input type="checkbox"/> PRODUCTION CERTIFICATE (Give production certificate number) <input type="checkbox"/> TYPE CERTIFICATE ONLY <input type="checkbox"/> APPROVED PRODUCTION INSPECTION SYSTEM				
C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS:					
DATE OF APPLICATION		NAME AND TITLE (Print or type)		SIGNATURE	
VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST	A. DESCRIPTION OF AIRCRAFT		ADDRESS		
	REGISTERED OWNER		MODEL		
	BUILDER (Make)		REGISTRATION MARK		
	SERIAL NUMBER				
	B. DESCRIPTION OF FLIGHT		TO		
	FROM		DEPARTURE DATE		
	VIA		DURATION		
	C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT				
	<input type="checkbox"/> PILOT <input type="checkbox"/> CO-PILOT <input type="checkbox"/> NAVIGATOR <input type="checkbox"/> OTHER (Specify)				
	D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:				
E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION (Use attachment if necessary):					
9th 10 pages					
F. CERTIFICATION—I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.					
DATE		NAME AND TITLE (Print or type)		SIGNATURE	
VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)	<input checked="" type="checkbox"/> A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable	G. Statement of Conformity, FAA Form 317 (Attach when required)			
	<input type="checkbox"/> B. Current Operating Limitations Attached	H. Foreign Airworthiness Certification for Import Aircraft (Attach when required)			
	<input type="checkbox"/> C. Data, Drawings, Photographs, etc. (Attach when required)	I. Previous Airworthiness Certificate Issued in Accordance with FAR <u>MEXICAN REGISTRY</u> (Original attached)			
	<input checked="" type="checkbox"/> D. Current Weight and Balance Information Available in Aircraft	J. Current Airworthiness Certificate Issued in Accordance with FAR <u>21183</u> (Copy attached)			
	<input checked="" type="checkbox"/> E. Major Repair and Alteration, FAA 337 (Attach when required)				
	<input checked="" type="checkbox"/> F. This Inspection Recorded in Aircraft Records				

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form Approved, Budget Bureau No. 41-R041.6
<b>APPLICATION FOR AIRWORTHINESS CERTIFICATE                  AND/OR ANNUAL INSPECTION OF AN AIRCRAFT</b>		<b>INSTRUCTIONS</b> Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.
<b>1. TYPE OF APPLICATION (Check which)</b>		
a. <input checked="" type="checkbox"/> ORIGINAL ISSUANCE OF CERTIFICATE b. <input type="checkbox"/> ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE c. <input type="checkbox"/> AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE		d. <input type="checkbox"/> RECERTIFICATION UNDER THE PROVISIONS OF CAR 8 e. <input type="checkbox"/> MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8 f. <input type="checkbox"/>
<b>2. AIRWORTHINESS CLASSIFICATION (Check appropriate item(s))</b> It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following airworthiness classification(s):		
a. <input checked="" type="checkbox"/> STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES)		
b. <input type="checkbox"/> LIMITED (SEE CAR 9) c. <input type="checkbox"/> RESTRICTED (SEE CAR 5) (Check the restricted special purpose operation(s) to be conducted)		
<input type="checkbox"/> AGRICULTURAL AND PEST CONTROL <input type="checkbox"/> AERIAL ADVERTISING <input type="checkbox"/> AERIAL SURVEYING <input type="checkbox"/> GLIDER TOWING		<input type="checkbox"/> PATROLLING <input type="checkbox"/> FOREST AND WILDLIFE CONSERVATION <input type="checkbox"/> WEATHER CONTROL <input type="checkbox"/> OTHER
d. <input type="checkbox"/> EXPERIMENTAL (Check the type of experimental operation(s) to be conducted)		<input type="checkbox"/> RACING <input type="checkbox"/> EXHIBITION <input type="checkbox"/> OTHER
<b>3. AIRCRAFT IDENTIFICATION (Complete all items)</b>		
a. AIRCRAFT MAKE	b. AIRCRAFT MODEL	c. AIRCRAFT SERIAL NO.
BEECHCRAFT	95-A55	TC-254
d. ENGINE MAKE	e. ENGINE MODEL	
Continental	IO-470-L	
<b>4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)</b>		
a. REGISTERED OWNER'S FULL NAME	b. PERMANENT MAILING ADDRESS	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK
BEECH AIRCRAFT CORPORATION	Wichita, Kansas	N-1472G
<b>5. AIRCRAFT OWNER'S CERTIFICATION (Check and complete appropriate item)</b> I hereby certify that I am the registered owner (or his agent) of the aircraft identified in Item 3 above which is registered* with the Civil Aeronautics Administration as required by the Regulations of the Administrator, Part 501 or 502 and when operated displays the following evidence of registration:		
a. <input type="checkbox"/> CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A), DATE OF ISSUE _____		
b. <input type="checkbox"/> APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B), FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON _____ (DATE)		
c. <input checked="" type="checkbox"/> DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED <u>Sept. 18, 1962</u>		
*In order to be eligible for registration an aircraft must be owned by a citizen of the United States, as defined by Section 1 (13) of the Civil Aeronautics Act of 1938, as amended.		
<b>ATTACHMENTS (Check which)</b>		<i>G. F. Grace</i> G. F. Grace (SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)
<input type="checkbox"/> ACA-319 <input type="checkbox"/> WEIGHT AND BALANCE REPORT <input type="checkbox"/> ACA-337 <input type="checkbox"/> DATA, DRAWINGS, ETC. <input type="checkbox"/> ACA-317 <input type="checkbox"/> UNAPPROVED DEVIATION DATA		
		Feb. 13, 1962 (DATE)
		Foreman - Final & Flight Inspection. (TITLE)

MAR 16 1962

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RECORDS BRANCH  
AIRCRAFT AND ENGINE RECORDS

U. S. DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

FEB 16 1962

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

The aircraft described in Item 3 on the reverse of this form has been inspected and found to conform to the following:

(Check and complete applicable items)

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

- a.  AIRCRAFT SPECIFICATION NO. 3A16 THROUGH SHEET REVISION NO. 17
- b.  AIRCRAFT LISTING PAGE NO. \_\_\_\_\_
- c.  AIRWORTHINESS DIRECTIVE SUMMARY 1960-26 THROUGH CARD NO. 62-3
- d.  CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

- a.  AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
- b.  COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
- c.  AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF \_\_\_\_\_ HOURS
- d.  ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:
 

SERIAL NO. _____	TOTAL HOURS _____
SERIAL NO. _____	TOTAL HOURS _____
SERIAL NO. _____	TOTAL HOURS _____
SERIAL NO. _____	TOTAL HOURS _____

3. PREVIOUS INSPECTION RECORD (INSPECTION RECORDED ON FORM ACA-319)

- a. LAST AIRWORTHINESS INSPECTION CONDUCTED \_\_\_\_\_ (DATE)
  - BY AIRCRAFT MANUFACTURER
  - BY APPROVED REPAIR STATION, CERTIFICATE NO. \_\_\_\_\_
  - BY MECHANIC, CERTIFICATE NO. \_\_\_\_\_
- b.  PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

- a.  OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
  - b.  CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
  - c.  CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
  - d.  CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
  - e.  THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
  - f.  CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE Indefinite (DATE)
  - g.  PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE \_\_\_\_\_ (DATE)
- BY \_\_\_\_\_ (NAME OF ISSUING REPRESENTATIVE) \_\_\_\_\_ (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

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

- AIRWORTHY
  - UNAIRWORTHY
- (REPAIR STATION AUTHORIZED SIGNATURE) \_\_\_\_\_ (DATE) \_\_\_\_\_

6. CAA REPRESENTATIVE CERTIFICATION

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

DESIGNER'S SIGNATURE <i>C. W. Myers</i> for Chester A. Rembicki AVIATION SAFETY AGENT'S SIGNATURE	DESIGNATION NO. DMCR 3-2 CAA DESIGNATION NO.	DATE Feb. 13, 1962 DATE	<input type="checkbox"/> ACCEPTED <input type="checkbox"/> REINSPECTED <input type="checkbox"/> SPOT CHECKED
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ATTACHMENT