



US Department  
of Transportation  
Federal Aviation  
Administration

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

OMB No. 2120-0020  
Exp: 01/31/2023

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 N2130L	Serial No. TK-25
	Make <b>Beechcraft</b>	Model <b>B-58TC</b> Series
2. Owner	Name (As shown on registration certificate) CHAB DEVELOPMENT LLC	Address (As shown on registration certificate) Address 10018 S RACETRACK RD
		City Mineral Point      State MO
		Zip 63660      Country U.S.A.

**3. For FAA Use Only**

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	<u>Beechcraft</u>	<i>(As described in Item 1 above)</i>	<u>TK-25</u>
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

**6. Conformity Statement**

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No. <b>3965513</b>
Name Adam Piepke		<input checked="" type="checkbox"/> U. S. Certificated Mechanic	Manufacturer	
Address 7444 Williams Ln.		<input type="checkbox"/> Foreign Certificated Mechanic		
City Bonne Terre      State MO		<input type="checkbox"/> Certificated Repair Station		
Zip 63628      Country		<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 <i>Adam Piepke</i> 7/8/21
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**7. Approval for Return to Service**

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

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

Certificate or Designation No. <b>3965513</b>	Signature/Date of Authorized Individual <i>Adam Piepke</i> 7/8/21
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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.)

N2130L

7/8/21

Nationality and Registration Mark

Date

Removed left and right landing lights and replaced with P/N 01-1030-4596 AERO LEDs lights. work done IAW STC SA02386AK.

Additional Sheets Are Attached



US Department of Transportation  
Federal Aviation Administration

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

1. Aircraft	Nationality and Registration Mark U.S.A. N2130L	Serial No. TK-25
	Make <b>BEECHCRAFT</b>	Model <b>B-58TC</b>
2. Owner	Name (As shown on registration certificate) <b>CHAB DEVELOPMENT LLC</b>	
	Address (As shown on registration certificate) Address 10018 S RACETRACK RD	
	City MINERAL POINT	State MO
	Zip 63660	Country U.S.A.

**3. For FAA Use Only**

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	<u>BEECHCRAFT</u>	(As described in Item 1 above)	<u>TK-25</u>
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

**6. Conformity Statement**

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No. <b>3965513</b>
Name ADAM PIEPKE	Address 7444 WILLIAMS LN. City BONNE TERRE State MO Zip 63628 Country U.S.A.	<input type="checkbox"/> U. S. Certificated Mechanic	Manufacturer	
<input checked="" type="checkbox"/> Foreign Certificated Mechanic				
<input type="checkbox"/> Certificated 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 5/25/21
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**7. Approval for Return to Service**

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

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)
Certificate or Designation No. <b>3965513</b>		Signature/Date of Authorized Individual 5/25/21		

NOTICE

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

8. Description of Work Accomplished

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

U.S.A. N2130L

5/25/2021

Nationality and Registration Mark

Date

Removed the Following instrumentation: L&R oil temp/pressure/cylinder temp cluster gauges P/Ns 2-804032-15 S/N ' s25240B, 24738B; L& R TIT gauges P/Ns EGT-100c-o-t-a—i-e, S/N ' s 0145, 0146. L&R load meters P/Ns A-1155-3, S/Ns 1374, 1273. L&R Fuel level gauges W/ Printed Circuit boards. P/Ns 58-380051-13 S/Ns 622, 638. Tachometer P/N106-389005-3 S/N 2504. Fuel Flow Gauge P/N 5709-3006 S/N 300. Manifold Pressure Gauge P/N 6020-E67. S/N 84353. Installed CGR30P & CGR30C Engine monitor system with the following parts. Two P/N CGR-30P, S/N 252146 for left engine. S/N 252147 for right engine. P/N CGR-30C S/N 252148 As Cluster gauge. P/N EDC-33P-4/6 S/N 252149 RFLM-4-24 S/N 252153PT-60ABS S/N 252151, for left engine and left fuel tanks, located behind left engine firewall. P/N EDC-33P-4/6 S/N 252150, PT-60ABS S/N 252152, RFLM-4-24 S/N 252154 for right engine and right fuel tanks, located behind right engine firewall. Weight and balance, and equipment list updated to reflect this change this date. Performed an electrical load analysis and determined that the total continuous load does not exceed 80% of rated system capacity. Inserted FAA-APPROVED POH/AFM Supplement, No. AFM022513, Rev. F for CGR-30P ' s. Inserted FAA-APPROVED POH/AFM Supplement, No. AFM1030131, Rev. B For CGR-30C. Reference CGR-30P & CGR-30C Instructions for Continued Airworthiness Document No: 06211301 Revision: E, March 28, 2014 or latest revision. Work done IAW CGR-30C CGR-30C Installation Instructions, Document II. Rev: B, 5/11/15. And CGR-30P Installation Instructions Document II 02151301 Rev. F: 5/8/15. And STC ' s SA02402SE, SA02283SE.

Additional Sheets Are Attached



U.S. Department  
of Transportation  
Federal Aviation  
Administration

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

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

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See 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))

<b>1. Aircraft</b>	Nationality and Registration Mark <b>USA N2130L</b>	Serial No. <b>TK-25</b>	
	Make <b>BEECH</b>	Model <b>58TC</b>	Series <b>BARRON</b>
<b>2. Owner</b>	Name (As shown on registration certificate) <b>JAMES HOWARD</b>		Address (As shown on registration certificate) <b>50 NORTHCREST WAY POWDER SPRINGS, GA 30127 USA</b>

### 3. For FAA Use Only

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

### 6. Conformity Statement

<b>A. Agency's Name and Address</b> Precision Avionics Specialists 207 Barry Whatley Way Griffin, GA 30224 USA	<b>B. Kind of Agency</b> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"><input type="checkbox"/> U. S. Certificated Mechanic</td> <td style="width: 70%;"><input type="checkbox"/> Manufacturer</td> </tr> <tr> <td><input type="checkbox"/> Foreign Certificated Mechanic</td> <td><b>C. Certificate No.</b></td> </tr> <tr> <td><input checked="" type="checkbox"/> Certificated Repair Station</td> <td>PAOR-392K</td> </tr> <tr> <td><input type="checkbox"/> Certificated Maintenance Organization</td> <td>RADIO LIMITED INSTRUMENT</td> </tr> </table>	<input type="checkbox"/> U. S. Certificated Mechanic	<input type="checkbox"/> Manufacturer	<input type="checkbox"/> Foreign Certificated Mechanic	<b>C. Certificate No.</b>	<input checked="" type="checkbox"/> Certificated Repair Station	PAOR-392K	<input type="checkbox"/> Certificated Maintenance Organization	RADIO LIMITED INSTRUMENT
<input type="checkbox"/> U. S. Certificated Mechanic	<input type="checkbox"/> Manufacturer								
<input type="checkbox"/> Foreign Certificated Mechanic	<b>C. Certificate No.</b>								
<input checked="" type="checkbox"/> Certificated Repair Station	PAOR-392K								
<input type="checkbox"/> Certificated Maintenance Organization	RADIO LIMITED INSTRUMENT								

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 <div style="text-align: center;"><i>Scott Collin</i></div>	<b>SCOTT COLLINS</b> 26-August-2016
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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

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

Certificate or Designation No. PAOR-392K	Signature/Date of Authorized Individual <div style="text-align: center;"><i>Scott Collin</i></div>	<b>Scott Collins</b> 26-August-2016
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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.)

USA N2130L

Aug-26-2016

Nationality and Registration Mark

Date

INSTALLED THE GARMIN GDL-88 ADSB TRANSCIEVER P/N 010-00859-00 IAW STC# SA02119SE.  
EQUIPMENT INSTALLED; GARMIN GDL-88 TRANSCIEVER

1. THE FOLLOWING IS THE INSTALLATION OF A GDL-88 ADSB TRANSCIEVER SYSTEM AND IS INSTALLED IAW STC# SA02119SE. SYSTEM ACCURACY IS WITHIN SPECIFIED LIMITS PER THE GARMIN INSTALLATION MANUAL P/N 190-01122-00 REV H DATED DEC. 2014.

2. THE FOLLOWING IS THE INSTALLATION OF A GARMIN GDL-88 ADSB TRANSCIEVERS. THIS SYSTEM IS COMPATIBLE WILL ALL OTHER AIRCRAFT SYSTEMS. THE GDL 88 IS INTERFACED TO THE GARMIN GNS-430W. THIS INSTALLATION HAS BEEN EVALUATED IAW THE CRITERIA CONTAINED IN AC-20-138B. THIS INSTALLATION IS PER THE GARMIN INSTALLATION MANUAL P/N 190-01122-00 REV H DATED DEC. 2014.

3. CONTROL AND OPERATION PROCEDURES FOR THIS SYSTEM CAN BE OBTAINED IN THE GARMIN PILOTS GUIDE P/N 190-01122-03 REV H DATED DEC. 2014.

4. SERVICING OF THE GDL-88 SYSTEM IS NOT APPLICABLE.

5. PERIODIC MAINTENANCE INSTRUCTIONS CAN BE FOUND IN THE GDL-88 INSTALLATION MANUAL P/N 190-01122-00 REV H DATED DEC. 2014.

6. TROUBLESHOOTING INFORMATION CAN BE FOUND IN THE GDL-88 INSTALLATION MANUAL P/N/ 190-01122-00 REVH DATED DEC. 2014.

7. FOR REMOVAL AND REPLACEMENT INFORMATION REFER TO THE GDL-88 INSTALLATION MAMUAL P/N 190-01122-00 REV H DATED DEC. 2014.

8. DIAGRAMS FOR ACCESS PLATES ARE NOT REQUIRED/NONE APPLICABLE.

9. THERE ARE NO SPECIAL INSPECTIONS FOR THIS SYSTEM.

10. APPICATION OF PROTECTIVE TREATMENTS IS NOT APPLICABLE.

11. DATA FOR STRUCTUAL FASTENERS CAN BE FOUND IN THE GDL-88 INSTALLATION MAMUAL P/N 190-01122-00 REV H DATED DEC. 2014.

12. THERE IS NO SPECIAL TOOLS REQUIRED.

13. COMMUTER AIRCRAFT INFORMATION IS NOT APPLICABLE.

14. THERE ARE NO RECOMMENDED OVERHAUL PERIODS FOR THIS SYSTEM.

15. THERE ARE NO ADDITIONAL AIRWORTHINESS LIMITATIONS.

16. REVISION: TO THE INSTRUCTIONS FOR CONTINUED AIRWORTHINESS ARE TO BE SUBMITTED VIA LETTER FORM AND REVISED F.A.A. FORM 337 TO LOCAL FSDO FOR APPROVAL.

END

ADDITIONAL SHEETS ARE ATTACHED



U.S. Department  
of Transportation  
Federal Aviation  
Administration

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

Form Approved  
OMB No. 2120-0020

For FAA Use Only

Office Identification

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

<b>1. Aircraft</b>	Make BEECH	Model 58TC
	Serial No. TK-25	Nationality and Registration Mark N2130L
<b>2. Owner</b>	Name (As shown on registration certificate) A36 LEASING CORP	Address (As shown on registration certificate) 3511 SILVERSIDE RD STE 105 WILMINGTON DE 19810-4902

### 3. For FAA Use Only

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

2/9/07 *Wayne K. Foster*  
Date Signature of FAA Inspector

### 4. Unit Identification

### 5. Type

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

### 6. Conformity Statement

<b>A. Agency's Name and Address</b>	<b>B. Kind of Agency</b>	<b>C. Certificate No.</b>
William J. Price for Hortman Aviation Service, Inc. 9800 Ashton Rd. Philadelphia, PA 19114-1018	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	A&P143423552
	<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 Feb. 10, 2007	Signature of Authorized Individual <i>William J. Price</i> William J. Price
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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		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection Feb. 10, 2007		Certificate or Designation No. 143423552		Signature of Authorized Individual <i>William J. Price</i>	

## NOTICE

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

### 8. Description of Work Accomplished

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

Removed existing rudder mount Grimes oscillating beacon and installed a Whelen recommended solid-state halogen flasher, Model 9004457 red, FAA/TSO-C96A P/N 01-0790044-57. Removed existing Grimes oscillating beacon on underside of the fuselage and installed a Whelen recommended solid-state halogen flasher, Model 9004458 white, FAA/TSO-C96A P/N 01-0790044-58. Installation per Whelen Installation Guide for model 90044-( ), using existing mounting holes and adapter plates.

The electrical load is less than the original installed equipment.

All avionics systems were checked for EMF interference.

No weight and balance change, equipment list revised.

### ICA CHECKLIST

1. Introduction: Aircraft registration No N2130L, Manufacture: Raytheon/Beech, Model 58TC, S/N TK-25.
2. Discription: Whelen Flashing Anti-Collision Light Assembly, TSO-C96A.
3. Control/Operation Information: Uses existing mounting holes, wires, switches and breaker.
4. Service Information: Use Beech and Whelen Maintenance Manuals.
5. Maintenance Instructions: Use Beech and Whelen Maintenance Manuals. Inspect at normal Inspection periods, 100 Hr/Annual.
6. Trouble Shooting Information: Use Beech and Whelen Maintenance Manuals.
7. Diagrams: Whelen Installation Guide Model 90044-( ).
8. Removal and Replacement Information: Use Beech and Whelen Maintenance Manuals.
9. Special Inspections Requirements: N/A
10. Application of Protective Treatments: When necessary, waterproof the flasher base with RTV sealant.
11. Data Units Installed with standard AN/MS hardware.
12. Special Tools: N/A
13. Commuter Caterogy: N/A
14. Recommended Overhaul Period: No additional overhaul time limitations.
15. Airworthiness Limition Section: N/A
16. Revision: A letter will be submitted to the local FSDO with a copy of the revised FAA form 337 and revised ICA.

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

Additional Sheets Are Attached





US Department  
of Transportation

Federal Aviation  
Administration

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OMB No. 2120-0020

**For FAA Use Only**

Office Identification

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

<b>1. Aircraft</b>	Make <b>Beech</b>	Model <b>58TC</b>
	Serial No. <b>TK-25</b>	Nationality and Registration Mark <b>N2130L</b>
<b>2. Owner</b>	Name (As shown on registration certificate) <b>A36 Leasing Corp.</b>	Address (As shown on registration certificate) <b>3511 Silverside Rd Suite 105 Wilmington, DE 19810-4902</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>X</b>
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

### 6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
<b>RONSON AVIATION, INC. MERCER COUNTY AIRPORT TRENTON, NJ 08628</b>	<input type="checkbox"/> U.S. Certified Mechanic	<b>CRS EHHR538D</b> Airframe Class 3 Radio Class 1&2
	<input type="checkbox"/> Foreign Certified Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> Manufacturer	

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

Date <b>4-3-07</b>	Signature of Authorized Individual <b>Alexander Eder</b>
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### 7. Approval for Return to Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <b>4-3-07</b>		Certificate or Designation No. <b>CRS EHHR538D</b>	Signature of Authorized Individual <b>Alexander Eder</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 accomplished.)*

Validated that the previous installation of one GNS-530 was installed IAW Garmin instructions and approved via an FAA stamped field approval document on FAA Form 337. Verified this aircraft and all interfaced equipment are covered under the STC AML. The unit was removed and upgraded to a GNS-530W unit. The existing location of the unit was determined to meet the field of view requirements without the need for external annunciation. Verified that RG-142 antenna cable was used for the GPS antenna. The existing GA-56 antenna interfaced with the GNS-530 was removed and replaced with a GA-35 GPS antenna using the approved mounting provisions of the previous installation. Sealed the GPS antenna with RTV.

- A. Removed a Garmin GA-56 antenna P/N 011-00134-00 and installed a new GA-35 GPS/WAAS antenna P/N 013-00235-00 using provisions left behind from the standard antenna IAW Garmin upgrade manual P/N 190-00357-06 Rev A and STC SA01933LA.
- B. Removed Garmin GNS-530 P/N 011-00550-10 and installed Garmin GNS-530W P/N 011-01064-40 S/N 78485419, using provision left behind from the standard 530 unit. Installation done IAW Garmin upgrade installation manual P/N 190-00357-06 Rev A and STC SA01933LA.
- C. The GNS-530W was configured identical to the original 530 unit. Each interface was checked out IAW the 530W Installation Manual P/N 190-00357-02.
- D. Removed the Aircraft Flight Manual Supplement for the GNS-530 and installed a GNS-530W AFMS P/N 190-00357-63, FAA Approved dated 12/21/2006 into the Aircraft Flight Manual.
- E. Updated aircraft equipment list, weight and balance change is negligible.
- F. Reference Ronson Aviation Inc. W/O 323760.

### Instructions for Continued Airworthiness (ICA):

Reference Attached document P/N 190-00356-65

-----  
END  
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U.S. Department of Transportation  
Federal Aviation Administration

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

Form Approved  
OMB No. 2120-0020

For FAA Use Only

Office Identification

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

<b>1. Aircraft</b>	Make BEECH	Model 58TC
	Serial No. TK-25	Nationality and Registration Mark N2130L
<b>2. Owner</b>	Name (As shown on registration certificate) A36 LEASING CORP	Address (As shown on registration certificate) 3511 SILVERSIDE RD STE 105 WILMINGTON, DE 19810-4902

### 3. For FAA Use Only

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

### 6. Conformity Statement

<b>A. Agency's Name and Address</b>	<b>B. Kind of Agency</b>	<b>C. Certificate No.</b>
William J. Price for Hortman Aviation Services, Inc. 9800 Ashton Rd. Philadelphia, PA 19114	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	A&P 143423552
	<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 March 3, 2006	Signature of Authorized Individual 	William J. Price
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### 7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA Fit. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection March 3, 2006		Certificate or Designation No. 143423552		Signature of Authorized Individual 	
				William J. Price	

**NOTICE**

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

**8. Description of Work Accomplished**

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

Installation of Teledyne Continental Motors TSIO-540-WB engines and increase maximum takeoff and landing weights to 6200 pounds in accordance with CenTex Aerospace, Inc. Drawing Number CTA58-1001, dated January 12, 2000, or later FAA approved revision. FAA approved Airplane Flight Manual Supplement Number AFMS 1000, dated September 7, 2000, or later FAA approved revision was installed in Flight Manual. STC SA09618SC.

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

Additional Sheets Are Attached

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

*Number* SA09618SC

*This Certificate issued to* CenTex Aerospace, Inc.  
7805 Airport Drive  
P. O. Box 5803  
Waco, TX 76708

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

*Original Product Type Certificate Number:* A23CE  
*Make:* Beech  
*Model:* 58P; 58TC

STC SA09618SC AND SUPPLEMENT AFMS 1000  
ARE PROVIDED FOR MODIFICATION OF ONLY  
THE AIRCRAFT LISTED BELOW. UNAUTHORIZED  
USE FOR OTHER AIRCRAFT IS THEFT AND WILL  
BE SUBJECT TO PROSECUTION BY LAW.  
AIRCRAFT SERIAL NO. TK-25  
REGISTRATION NO. N2130L

*Description of Type Design Change:* Installation of Teledyne Continental Motors TSIO-520-WB engine and increase maximum takeoff and landing weights to 6200 pounds in accordance with CenTex Aerospace, Inc. Drawing Number CTA58-1001, dated January 12, 2000, or later FAA approved revision. FAA approved Airplane Flight Manual Supplement Number AFMS 1000, dated September 7, 2000, or later FAA approved revision is required.

*Limitations and Conditions:* Compatibility of this design change with previously approved modifications must be determined by the installer. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

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

*Date of application:* January 12, 2000

*Date reissued:*

*Date of issuance:* October 20, 2000

*Date amended:*



*By direction of the Administrator*

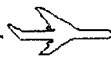
*S. Frances Cox*  
(Signature)

S. Frances Cox  
Manager, Special Certification Office  
Southwest Region

(Title)

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

# CenTex Aerospace Inc



AFMS 1000

**FAA APPROVED AIRPLANE FLIGHT MANUAL SUPPLEMENT  
FOR STC SA09618SC  
TSIO-520-WB ENGINE INSTALLATION  
IN  
BEECH MODELS 58P and 58TC AIRPLANES**

Registration No.     N2130L      
Serial No.     TK-25      
Model No.     58TC    

*This supplement is FAA approved and must be attached to the FAA-approved Airplane Flight Manual when the aircraft has been modified by the installation of a Teledyne-Continental Motors TSIO-520-WB engine in accordance with S.T.C. SA09618SC. The information contained in this document supplements or supersedes the Airplane Flight Manual only in those areas listed herein. For limitations, procedures, and performance not contained in this supplement, consult the Airplane Flight Manual.*

FAA APPROVED

S. Frances Cox, Manager  
Special Certification Office, ASW-190  
Federal Aviation Administration  
Fort Worth, Texas 76193-0190

DATED September 7, 2000

STC SA09618SC AND SUPPLEMENT AFMS 1000  
ARE PROVIDED FOR MODIFICATION OF ONLY  
THE AIRCRAFT LISTED BELOW. UNAUTHORIZED  
USE FOR OTHER AIRCRAFT IS THEFT AND WILL  
BE SUBJECT TO PROSECUTION BY LAW.

AIRCRAFT SERIAL NO: TK-25  
REGISTRATION NO: N2130L

CENTEX AEROSPACE INC.  
P. O. Box 5803  
Waco, Texas 76708

REVISION	CHANGE DESCRIPTION	BY	APPROVAL	DATE
IR	initial release	GB	<i>G.R.B.</i>	01/12/ 2000

**DWG ELIGIBILITY:**

BEECH MODEL 58P SERIAL NOS: TJ-3 THROUGH TJ-168  
 BEECH MODEL 58TC SERIAL NOS: TK-1 THROUGH TK-84

**NOTES**

- A. PERFORM ALL PROCEDURES PER THE CURRENT BEECH SHOP MANUAL, MODEL 58 AND/OR TELEDYNE CONTINENTAL MOTORS MAINTENANCE MANUAL (MODEL TSIO-520); UNLESS OTHERWISE NOTED.
- B. UNLESS OTHERWISE LISTED HEREIN, USE HARDWARE AS SPECIFIED IN THE CURRENT BEECH PARTS CATALOG.
- C. ALL PARTS OTHER THAN NEW MUST BE SERVICEABLE, CLEANED, DIE-CHECKED, AND INSPECTED PRIOR TO INSTALLATION.
- D. INSTRUMENT RE-MARKING MUST BE PERFORMED BY AN FAA AUTHORIZED REPAIR STATION.

PROPRIETARY INFORMATION

THIS DOCUMENT CONTAINS TRADE SECRET INFORMATION OWNED BY CENTEX AEROSPACE INC. UNAUTHORIZED DISCLOSURE OR USE OF THE INFORMATION CONTAINED IN THE DOCUMENT TO GROUPS OR INDIVIDUALS WILL BE TREATED AS THEFT OF A TRADE SECRET. DISCLOSURE OR USE OF THE INFORMATION CONTAINED IN THIS DOCUMENT TO SPECIFIC GROUPS OR INDIVIDUALS IS AUTHORIZED ONLY BY MEANS OF A LETTER OF AUTHORIZATION SIGNED BY THE PRESIDENT OF CENTEX AEROSPACE INC.

**PREPARATION PROCEDURE:**

1. REMOVE MANIFOLD PRESSURE GAGE, AIRSPEED INDICATOR, AND TACHOMETER (IF REQ'D).
2. INSTALL TAIL STAND (OR EQUIVALENT) ON AIRCRAFT PRIOR TO ENGINE REMOVAL.
3. INSPECT ENGINES AND PROPELLERS FOR ELIGIBLE MODEL (see page no. 2 this dwg). IF ENGINES ARE TCM MODEL TSIO-520-LB AND WILL BE MODIFIED TO TSIO-520-WB, PERFORM MODIFICATION PER TCM SERVICE BULLETIN NO. 75-6. IF ENGINES ARE TCM MODEL TSIO-520-L, REPLACE WITH ELIGIBLE MODEL ENGINES.

**MODIFICATION PROCEDURE:**

1. REMARK MANIFOLD PRESSURE GAGE AS FOLLOWS:  
 Normal Operating Range (Green Arc) ..... 14 to 39.5 in. Hg  
 Maximum (Red Radial) ..... 39.5 in. Hg
2. CHECK AIRSPEED INDICATOR MARKINGS. REMARK AS SHOWN:

MARKING	IAS VALUE (knots)	SIGNIFICANCE
White Arc	78-143	Full Flap Operating Range
White Triangle	177	Maximum Flap Approach Position 15°
Blue Radial	115	Single-Engine Best Rate-of-Climb
Red Radial	81	Minimum Single-Engine Control (V <sub>MCA</sub> )
Green Arc	84-196	Normal Operating Range
Yellow Arc	196-235	Operate With Caution, Only In Smooth Air
Red Radial	235	Maximum Speed For All Operations (Never Exceed)



P.O. BOX 5803 - WACO, TX 76708 - 254/752-4290

<b>TITLE:</b> BEECH 58TC & 58P ENGINE UPGRADE	<b>DWG NO:</b> CTA58-1001	<b>REV:</b> -
<b>BY:</b> G BARNES	<b>SCALE:</b> NONE	<b>DATE:</b> 01/12/00
<b>CKD BY:</b>	<b>PAGE</b> 1 of 2	

3. VERIFY OR REMARK TACHOMETER AS FOLLOWS:  
 Normal Operating Range (Green Arc) ..... 2000 to 2700 rpm  
 Maximum (Red Radial) ..... 2700 rpm
4. INSTALL TSIO-520-WB ENGINES OR VERIFY MODIFIED PER TCM SB75-6.
5. INSTALL PROPELLERS OR VERIFY MODEL (see eligible propeller models listed below; matched pairs only):

**Eligible propeller models**

**Propeller Limits**

McCaughey  
 3AF32C511-/X//G-82NEA-4  
 P/N P5115358-01 or  
 P/N P5115358-0152

Diameter: 78 in. ( 77.5 in. min. allowed for repair )  
 Pitch setting (at 30 in. Sta.): low  $16.1^{\circ} \pm 2^{\circ}$   
 high  $82.5^{\circ} \pm 5^{\circ}$

Hartzell  
 PHC-J3YF-2F/FC7663DR or  
 PHC-J3YF-2F/FC7663DRB or  
 PHC-J3YF-2UF/FC7663DR or  
 PHC-J3YF-2UF/FC7663DRB or  
 PHC-J3YF-2UF/FC7663DRK

Diameter: 78 in. ( 77.5 in. min. allowed for repair )  
 Pitch setting (at 30 in. Sta.): low  $15.3^{\circ}$   
 high  $84^{\circ}$

6. INSTALL PROPELLER GOVERNOR; Eligible part numbers: Beech 96-380030 or Beech 96-106-389001 or equivalent Woodward governor.

**PREFLIGHT PREPARATION PROCEDURE:**

1. SETUP ENGINE FUEL INJECTION SYSTEM AND PROPELLER GOVERNOR.
2. CHECK POWERPLANT CONTROL SYSTEMS, ELECTRICAL SYSTEMS, AND ENGINE INSTRUMENTS FOR PROPER OPERATION.
3. UPDATE AIRPLANE WEIGHT & BALANCE RECORDS. COMPUTE NEW EMPTY WEIGHT, MOMENT ARM, AND USEFUL LOAD BASED ON NEW MAX. TAKEOFF WEIGHT OF 6200 POUNDS.
4. COMPLETE AIRCRAFT LOGBOOK ENTRIES AND FORM 337.
5. ATTACH CENTEX AEROSPACE INC. AIRPLANE FLIGHT MANUAL SUPPLEMENT P/N AFMS 1000 TO THE AIRPLANE FLIGHT MANUAL.

**INSTRUCTIONS FOR CONTNUED AIRWORTHINESS**

This modification does not alter the manufacturer's instructions for continued airworthiness. Follow instructions contained in the Beech Shop Manual for the model 58P or model 58TC, as applicable.

PROPRIETARY INFORMATION

THIS DOCUMENT CONTAINS TRADE SECRET INFORMATION OWNED BY CENTEX AEROSPACE INC. UNAUTHORIZED DISCLOSURE OR USE OF THE INFORMATION CONTAINED IN THE DOCUMENT TO GROUPS OR INDIVIDUALS WILL BE TREATED AS THEFT OF A TRADE SECRET. DISCLOSURE OR USE OF THE INFORMATION CONTAINED IN THIS DOCUMENT TO SPECIFIC GROUPS OR INDIVIDUALS IS AUTHORIZED ONLY BY MEANS OF A LETTER OF AUTHORIZATION SIGNED BY THE PRESIDENT OF CENTEX AEROSPACE INC.



P.O. BOX 5803 - WACO, TX 76708 - 254/752-4290

<b>TITLE:</b> BEECH 58TC & 58P ENGINE UPGRADE	<b>DWG NO:</b> CTA58-1001	<b>REV:</b> -
<b>BY:</b> G BARNES	<b>SCALE:</b> NONE	<b>DATE:</b> 01/12/00
	<b>CKD BY:</b>	<b>PAGE</b> 2 of 2



US Department of Transportation  Federal Aviation Administration	<b>MAJOR REPAIR AND ALTERATION</b> <b>(Airframe, Powerplant, Propeller, or Appliance)</b>	Form Approved OMB No. 2120-0020
		For FAA Use Only
		Office Identification

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

1. Aircraft	Make <b>BEECH</b>	Model <b>58TC</b>
	Serial No. <b>TK-25</b>	Nationality and Registration Mark <b>N2130L</b>
2. Owner	Name (As shown on registration certificate) <b>A36 LEASING CORP</b>	Address (As shown on registration certificate) <b>3511 SILVERSIDE RD. STE 105 WILMINGTON, DE 19810</b>

3. For FAA Use Only

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME					
POWERPLANT	<b>Teledyne Continental Motors</b>	<b>TSIO-520-WB</b>	<b>274261-R</b>		<b>X</b>
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
<b>RAM Aircraft, Limited Partnership P. O. Box 5219 Waco, Texas 76708</b>	<input type="checkbox"/> U. S. Certificated Mechanic	<b>Airframe Class III Powerplant Class I VA1R551K</b>
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> Manufacturer	

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

Date <b>January 23, 2006</b>	Signature of Authorized Individual <b>Daniel L. Bailey</b> <i>Daniel L. Bailey</i>
---------------------------------	--

7. Approval for Return To Service

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

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

Date of Approval or Rejection <b>January 23, 2006</b>	Certificate or Designation No. <b>VA1R551K</b>	Signature of Authorized Individual <b>Daniel L. Bailey</b> <i>Daniel L. Bailey</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.)*

Dated 01-23-06 Engine Previous Total:1600.0 (Est.)

Installed locknuts and cylinder brackets on cylinder attachment studs per Dwg. 2197, Rev. AF dated 3/11/04 I/AW STC SE3630SW.

Installed Slick pressurized magneto system per Dwg. 1069, Rev. G dated 2/12/02 I/AW STC SE5535SW.

Installation mechanic must complete Block 1 and 2 on reverse side and mail one copy to their local FSDO.

Negligible weight and balance change.

Customer furnished with FAA approved Overhaul and Parts Manual Supplements with Instructions for Continued Airworthiness for all alterations.

Pertinent details of the above installations are on file under Project No. 2549/24325.

-----END-----

United States Of America  
Department of Transportation - Federal Aviation Administration

# Supplemental Type Certificate

Number SE3630SW

This Certificate issued to RAM Aircraft, Limited Partnership  
7505 Karl May Drive  
Waco, TX 76708

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 13 of the Civil Air Regulations.

Original Product Type Certificate Number: E8CE  
Make: Teledyne Continental Motors.  
Model: TS10-520 -B, C, D, E, G, H, J, K, L, M, N, P, R, T, BB,  
EB, JB, KB, LB, NB, VB, WB, and AF

### Description of Type Design Change:

Crankcase modifications in accordance with RAM Aircraft Corporation Drawing No. 1157, Rev. E, dated July 9, 1986, or later FAA approved revision.

### Limitations and Conditions:

The following supplements or later FAA Approved revisions are required:

1. Overhaul Manual Supplement dated June 1986.
2. Parts Manual Supplement dated June 1986.

Compatibility of this design change with previously approved modifications must be determined by the installer. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

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

Date of application: June 05, 1985

Date reissued: October 8, 2001

Date of issuance: July 10, 1986

Date amended:



By direction of the Administrator

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

(Title)

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

United States Of America  
Department of Transportation - Federal Aviation Administration

# Supplemental Type Certificate

*Number* SE5535SW

*This Certificate issued to* RAM Aircraft, Limited Partnership  
7505 Karl May Drive  
Waco, TX 76708

*certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 13 of the Civil Air Regulations.*

*Original Product Type Certificate Number:* E8CE  
*Make:* Teledyne Continental Motors  
*Model:* TSIO-520-L, -LB, -WB

*Description of Type Design Change:*

Install Slick Pressurized Magneto System in accordance with Drawing 1069, Rev. A, dated 6/28/83, or later FAA approved revision.

*Limitations and Conditions:*

Compatibility of this design change with previously approved modifications must be determined by the installer. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

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

*Date of application:* June 22, 1983

*Date reissued:* October 08, 2001

*Date of issuance:* September 15, 1983

*Date amended:* January 9, 1984  
Revision 1



*By direction of the Administrator*

*Jürgen E. Priester for*  
(Signature)  
S. Frances Cox, Manager  
Special Certification Office,  
Southwest Region

(Title)

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

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

US Department  
of Transportation  
Federal Aviation  
Administration

Form Approved  
OMB No. 2120-0020

For FAA Use Only

Office Identification

*AEA-FS DO-23 JLL*

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 form 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>58TC</b>
	Serial No. <b>TK25</b>	Nationality and Registration Mark <b>2130L</b>
2. Owner	Name (As shown on registration certificate) <b>A36 Leasing Corp</b>	Address (As shown on registration certificate) <b>3511 Silverside Rd STE 105 Wilmington DE 19810-4902</b>

3. For FAA Use Only

**THE TECHNICAL DATA IDENTIFIED HEREIN HAS BEEN FOUND TO COMPLY WITH APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS HEREBY APPROVED FOR USE ONLY ON THE ABOVE DESCRIBED AIRCRAFT, SUBJECT TO CONFORMITY INSPECTION BY A PERSON IN 14 CFR PART 43.7.**

DATE 5/20/03 APPROVING INSPECTOR *[Signature]*  
AEA FSDO 23

4. Unit Identification

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

6. Conformity Statement

A. Agency's Name and Address <b>Dunkirk Avioncs L.L.C. CRS# DKZR372X 3389 Middle Road Dunkirk, NY 14048</b>	B. Kind of Agency <input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. <b>DKZR372X</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 <i>23 May 03</i>	Signature of Authorized Individual <i>[Signature]</i> Garry B. Mitcham
--------------------------	--

7. Approval for Return to Service

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

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

Date of Approval or Rejection <i>23 May 03</i>	Certificate or Designation No. <b>DKZR372X</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 Garmin GDL 49 Datalink Weather System.

Installation work was performed in accordance with the instructions contained in the Garmin GDL 49 Installation Manual# 190-00231-00 Rev A dated May 02, recommendations contained in FAA Advisory Circulars 43.13.1B, Chapters 11 and 12, and 43.13.2A, Chapters 1, 2, 3, and current accepted industry standards.

The GDL 49 is interfaced to the GNS 530.

An electrical system load analysis was conducted to insure that the load does not exceed 80% of the charging system capacity.

This installation has been functionally tested and found to operate normally and is in compliance with FAR 23.1301.

These units will be maintained in accordance with the manufacturer's maintenance instructions and inspected in accordance with FAR Part 43 Appendix D(j).

The aircraft Weight and Balance and Equipment List have been updated to reflect these changes. An entry was made in the airframe logbook referring to alterations detailed on this FAA Form 337.

A copy of the GNS 400/500 Series Weather Datalink Pilot's Guide FN 190-00231-05 Rev A or later, and an FAA Approved GDL 49 Aircraft Flight Manual Supplement dated 5/20/03 must be in the aircraft and immediately available to the flight crew, whenever flight is predicated on use of the system.

Instructions For Continued Airworthiness:

ICA Checklist; Reference FAA Order 8300.10 Change 15.

Item 1 and 2: Introduction and Description of the Alteration are adequately detailed above.

Item 3. Controls, Operation Information: Operation of the Systems is described in the FAA Approved Aircraft Flight Manual Supplement.

Item 4. Servicing: Servicing of the installed equipment is required if equipment failures occur, or mandatory service bulletins are issued. Servicing must be accomplished by an appropriately rated facility.

Item 5. Maintenance Instructions: To insure integrity, the system must be checked in accordance with the manufacturer's post-maintenance procedures following any maintenance performed on the system. This functional check must follow the maintenance and precede any IFR operational use of the system.

Item 6. Troubleshooting: Appropriately rated facilities will be capable of troubleshooting the installed equipment with manufacturer documents.

Item 7. Removal and Replacement: Appropriately rated facilities will be capable of removing and installing equipment with manufacturer documents.

Item 8-15: N/A

Item 16: To revise this ICA, submit a letter, a copy of the FAA 337, and the revised ICA to the local FAA FSDO. After acceptance of the revision, a maintenance entry will be made identifying the revision, its location, and the date on the FAA 337 form.

Details of work performed are on file under work order #1207.

----- E N D -----

Additional Sheets Are Attached

US Department of Transportation  Federal Aviation Administration	<b>MAJOR REPAIR AND ALTERATION</b> <b>(Airframe, Powerplant, Propeller, or Appliance)</b>	Form Approved OMB No. 2120-0020
		For FAA Use Only <b>DVA</b>
		Office Identification <b>EA-17</b>

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>RAYTHEON</b>	Model <b>58TC</b>
	Serial No. <b>TK-25</b>	Nationality and Registration Mark <b>N2130L</b>

2. Owner	Name (As shown on registration certificate) <b>A36 LEASING CORP.</b>	Address (As shown on registration certificate) <b>271 GRAY LANE HAVERFORD, PA 19041</b>
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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>				
POWERPLANT	<b>Teledyne Continental Motors</b>	<b>TSIO-520-LB</b>	<b>518132</b>		<b>X</b>
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

**6. Conformity Statement**

A. Agency's Name and Address  <b>RAM Aircraft, Limited Partnership P. O. Box 5219 Waco, Texas 76708</b>	B. Kind of Agency		C. Certificate No.  <b>Airframe Class III Powerplant Class I VA1R551K</b>
	<input type="checkbox"/>	U. S. Certificated Mechanic	
	<input type="checkbox"/>	Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/>	Certificated Repair Station	
	<input type="checkbox"/>	Manufacturer	

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

Date  <b>July 24, 2002</b>	Signature of Authorized Individual  <b>Ronnie Veselka</b> <i>Ronnie Veselka</i>
----------------------------------	---

**7. Approval for Return To Service**

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

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

Date of Approval or Rejection  <b>July 24, 2002</b>	Certificate or Designation No.  <b>CRS VA1R551K</b>	Signature of Authorized Individual  <b>Ronnie Veselka</b> <i>Ronnie Veselka</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.)*

Cessna S/N TK-25 N2130L

Dated 7-24-02 Engine Previous Total: 3033.5

Engine crankcase modified per Dwg. 1157, Rev. AE dated 2/1/00 I/A/W STC SE3630SW.

Installed Slick pressurized magneto system per Dwg. 1069, Rev. F dated 11/5/92 I/A/W STC SE5535SW.

Installed spring loaded induction hose clamps per Dwg. 1171, Rev. B dated 5/24/00 I/A/W STC SE3632SW.

Installation mechanic must complete Block 1 and 2 on reverse side and mail one copy to their local FSDO.

Negligible weight and balance change.

Customer furnished with FAA approved Overhaul and Parts Manual Supplements for all alterations,

Pertinent details of the above installations are on file under Project #303/2479.

-----END-----



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  
**JLL AEA-FSDO-23**

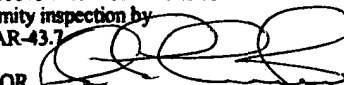
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This form is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation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

1. Aircraft	Make <b>Beechcraft</b>	Model <b>58TC</b>
	Serial No. <b>TK25</b>	Nationality and Registration Mark <b>2130L</b>
2. Owner	Name (As shown on registration certificate) <b>A36 Leasing Corp</b>	Address (As shown on registration certificate) <b>3511 Silverside Rd STE 105 Wilmington DE 19810-4902</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

This approval is only for this aircraft make, model and serial number.

APPROVING INSPECTOR  **AEA-FSDO-23**  
DATE 6/21/02

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.
<b>Dunkirk Aviation Sales and Services, Inc. 3389 Middle Road Dunkirk, NY 14048</b>	<input type="checkbox"/> U.S. Certificated Mechanic	<b>IC1R213K</b>
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> Manufacturer	


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

Date <b>21 June 02</b>	Signature of Authorized Individual  Dunkirk Aviation Sales
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7. Approval for Return to Service

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

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

Date of Approval or Rejection <b>21 June 02</b>	Certificate or Designation No. <b>IC1R213K</b>	Signature of Authorized Individual 
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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: Collins VHF 251 Com, Collins VIR 351 Nav, Collins ADF 650, Foster RNAV 511  
Installed: Garmin GNS 530 VOR/LOC/GS/GPS/COMM System, RC Allen Electric Gyro**

The units were mounted in the aircraft manufacturer radio stack, and instrument panel. The GNS 530 is connected to the HSI and autopilot, and is connected to channel the DME.

This installation was accomplished in accordance with Garmin GNS 530 Installation Manual #190-00181-02 Rev D dated April 2001, AC43.13-1B, chapters , AC43.13-2A, chapters 1, 2, 3, FAR 23.1431, and current accepted industry standards.

The GNS unit was connected in parallel to the existing encoding altimeter. The altitude reporting equipment was tested in accordance with FAR 91.413, and Part 43 Appendix "F".

An electrical system load analysis was conducted to insure that the load does not exceed 80% of the charging system capacity.

This installation has been functionally tested and found to operate normally and is in compliance with FAR 23.1301.

These units will be maintained in accordance with the manufacturer's maintenance instructions and inspected in accordance with FAR Part 43 Appendix D(j).

The aircraft Weight and Balance and Equipment List have been updated to reflect these changes. An entry was made in the airframe logbook referring to alterations detailed on this FAA Form 337.

The Garmin GNS530 is TSO approved under category C129-A1 as a Global Positioning System. The system has been previously approved for VFR/IFR Enroute, Terminal Area, and Non-Precision Approach Navigation under STC SA00864WI in a Piper PA32, which is the basis for this request for approval for this aircraft. This installation was tested IAW AC20-138, Paragraph 8.c.(2).

GPSs placarded "GPS NOT APPROVED FOR IFR".

NOTE: The VFR only placard is a temporary placard and will be replaced with a "IFR Approved for Enroute, Terminal, and Non-Precision Approach" placard following successful completion of the flight evaluation program in accordance with AC 20-138 paragraph 8 and flown in accordance with FAR 91.407(b). The pilot must enter the results of the flight evaluation, the date, the pilot signature, and the pilot certificate number in the airframe logbook in accordance with FAR 91.107(b), which will then certify the GPS installation for IFR use for enroute, terminal and non-precision approach.

ADDITIONAL NOTE: This VFR/IFR 337 approval is only valid if the aircraft is flight evaluated on the first flight immediately following the GPS installation.

A copy of the Garmin GNS530 is in the aircraft and must be immediately available to the pilot whenever navigation is predicated on the use of the GPS System.

An FAA approved Aviation Flight Manual Supplement dated 6/20/02 is in the aircraft and must be immediately available to the pilot whenever navigation is predicated on the use of the Garmin GPS System.

**Instructions for Continued Airworthiness:**

To insure integrity, the system must be checked in accordance with the manufacturer's post-maintenance procedures following any maintenance performed on the system. This functional check must follow the maintenance and precede any IFR operational use of the system.

Details of work performed are on file under work order #1181

----- E N D -----

Additional Sheets Are Attached



U.S. Department of Transportation  
Federal Aviation Administration

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

Form Approved OMB  
No. 2120-0020

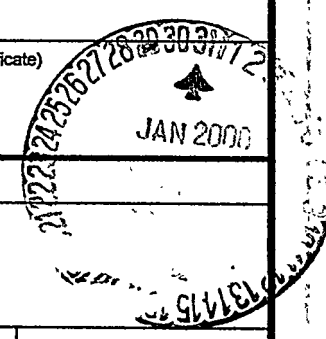
For FAA Use Only

Office Identification

359-FS-00-05

**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 1958).

1. Aircraft	Make Raytheon	Model 58TC
	Serial No. TK-25	Nationality and Registration Mark 2130L
2. Owner	Name (As shown on registration certificate) A36 LEASING CORP.	Address (As shown on registration certificate) 271 GRAY LANE HAVERFORD, PA 19041



**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**

<b>A. Agency's Name and Address</b>	<b>B. Kind of Agency</b>	<b>C. Certificate No.</b>
CHRIS ETMANCZYK 824 AVIATION DR. NEW BERN, NC. 28562	<input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	A/P 592366871

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

Date 11/21/1999	Signature of Authorized Individual <i>Chris Etmanczyk</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	<input type="checkbox"/> FAA Flt. 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 11/22/1999	Certificate or Designation No. I/A 592366871	Signature of Authorized Individual <i>Chris Etmanczyk</i>
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**MAJOR REPAIR AND ALTERATION**  
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB  
No. 2120-0020

For FAA Use Only

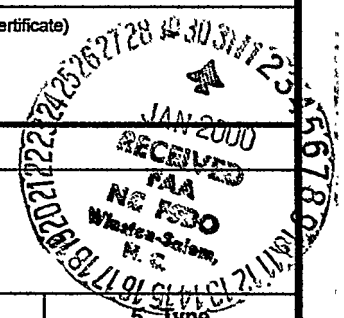
Office Identification

SO-FS DADS DE

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 Raytheon	Model 58TG
	Serial No. TK-25	Nationality and Registration Mark 2130L
2. Owner	Name (As shown on registration certificate) A36 LEASING CORP.	Address (As shown on registration certificate) 271 GRAY LANE HAVERFORD, PA 19041

3. For FAA Use Only



4. Unit Identification

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	----- (As described in item 1 above) -----				
POWERPLANT	CONTINENTAL	TSIO-520-L	508699-R		X
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
CHRIS ETMANCZYK 824 AVIATION DR. NEW BERN, NC. 28562	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	A/P 592366871
	<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 11/21/1999	Signature of Authorized Individual <i>Chris Etmanczyk</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	<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 11/22/1999	Certificate or Designation No. I/A 592366871	Signature of Authorized Individual <i>Chris Etmanczyk</i>				

**NOTICE**

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

**8. Description of Work Accomplished**

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

REMOVED SIX (6) TCM FUEL NOZZLES P/N 632748-14C AND INSTALLED GENERAL AVIATION MODIFICATIONS, INC. TURBOGAMI JECTORS KIT NO. GT14C-S/N-6508, I/AW S.T.C # SE09289SC-PMA NO. PQ821SW PER TURBOGAMI JECTOR INSTALLATION PROCEDURE NO. IP-97-002 REV. 2, DATED FEBRUARY 6, 1997. NO CHANGE IN WEIGHT AND BALANCE.

END

**End Report**

1. Description of Work Accomplished		2. Date of Work	
3. Name of Repair Station		4. Name of Pilot	
5. Name of Owner		6. Name of Inspector	
7. Signature of Pilot		8. Signature of Inspector	
9. Signature of Owner		10. Signature of Repair Station	
11. Signature of FAA Representative		12. Signature of FAA Representative	
13. Signature of FAA Representative		14. Signature of FAA Representative	
15. Signature of FAA Representative		16. Signature of FAA Representative	
17. Signature of FAA Representative		18. Signature of FAA Representative	
19. Signature of FAA Representative		20. Signature of FAA Representative	
21. Signature of FAA Representative		22. Signature of FAA Representative	
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89. Signature of FAA Representative		90. Signature of FAA Representative	
91. Signature of FAA Representative		92. Signature of FAA Representative	
93. Signature of FAA Representative		94. Signature of FAA Representative	
95. Signature of FAA Representative		96. Signature of FAA Representative	
97. Signature of FAA Representative		98. Signature of FAA Representative	
99. Signature of FAA Representative		100. Signature of FAA Representative	

Additional Sheets Are Attached



U.S. Department of Transportation  
Federal Aviation Administration

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

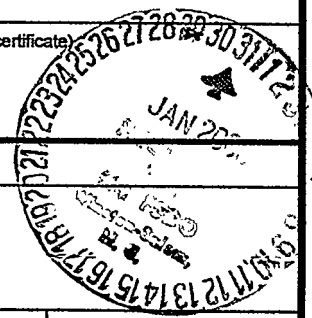
Form Approved OMB No. 2120-0020

For FAA Use Only  
Office Identification

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

1. Aircraft	Make: Raytheon	Model: 58TC
	Serial No. TK-25	Nationality and Registration Mark 2130L
2. Owner	Name (As shown on registration certificate) A36 LEASING CORP.	Address (As shown on registration certificate) 271 GRAY LANE HAVERFORD, PA 19041

3. For FAA Use Only



4. Unit Identification

5. Type

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in item 1 above)				
POWERPLANT	CONTINENTAL	TSIO-520-L	508505-R		X
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
CHRIS ETMANCZYK 824 AVIATION DR. NEW BERN, NC. 28562	<input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	A/P 592366871

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

Date 11/21/1999	Signature of Authorized Individual <i>[Signature]</i>
--------------------	--

7. Approval for Return To Service

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

BY	<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 11/22/1999	Certificate or Designation No. I/A 592366871	Signature of Authorized Individual <i>[Signature]</i>
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RECEIVED

AUG 8 1996

ACE-F800-61  
DES MOINES, IOWA

Form Approved  
OMB No. 2120-0020  
For FAA Use Only  
Office Identification *and*  
CE-01



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

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

1. Aircraft	Make BEECHCRAFT	Model 58TC
	Serial No. TK-25	Nationality and Registration Mark N2130L
2. Owner	Name (As shown on registration certificate) GLINZ, MARK	Address (As shown on registration certificate) RR 2 BOX 81 BOTTINEAU, ND 58318

3. For FAA Use Only

4. Unit Identification

5. Type

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

6. Conformity Statement

A. Agency's Name and Address DAVE HEISTERKAMP A/C SALES P.O. Box 13 Onawa, IA 51040	B. Kind of Agency <input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. VXJR876L (58 SERIES)
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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 8-5-96	Signature of Authorized Individual <i>Richard S. Bower</i>
----------------	---

7. Approval for Return To Service

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

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

Date of Approval or Rejection 8-5-96	Certificate or Designation No. VXJR876L	Signature of Authorized Individual <i>Richard S. Bower</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 ACRYLIC WINDOW LINERS IN ACCORDANCE WITH FAA APPROVED GALE  
R. CALHOON REPORT NO. 1, REV. "A", DATED JUNE 15, 1988, AND IN ACCORDANCE  
WITH STC # SA4487NM INSTRUCTIONS. WT AND BALANCE REVISED.

----- END -----

Additional Sheets Are Attached

RECEIVED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		Form Approved Budget Bureau No. 04-R060.1
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)		FOR FAA USE ONLY
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.		OFFICE IDENTIFICATION AND CE-01

JAN 20 1995  
ACE-FSDO-61  
DES MOINES, IOWA

1. AIRCRAFT	MAKE BEECHCRAFT	MODEL 58TC Baron
	SERIAL NO. TK-25	NATIONALITY AND REGISTRATION MARK N2130L
2. OWNER	NAME (As shown on registration certificate) MARK GLINZ	ADDRESS (As shown on registration certificate) R.R. 2, Box 81 Bottineau, North Dakota 58318

3. FOR FAA USE ONLY

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

A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.
DAVE HEISTERKAMP AIRCRAFT SALES, INC. P.O. Box 13 - Municipal Airport Onawa, Iowa 51040		U.S. CERTIFICATED MECHANIC		Limited Beechcraft VXJR876L
		FOREIGN CERTIFICATED MECHANIC		
		<input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION		
		MANUFACTURER		

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

DATE 11-30-94	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Richard D. Bowen</i> (D)
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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	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	<input checked="" type="checkbox"/> REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 11-30-94	CERTIFICATE OR DESIGNATION NO. VXJR876L	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Richard D. Bowen</i> (D)		

**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 ROSEN PRODUCT DEVELOPMENT INC. COCKPIT SUN VISORS IN ACCORDANCE WITH FAA APPROVED ROSEN DRAWING LIST NUMBER RBB-00DL, DATED AUGUST 25, 1986, OR LATER FAA APPROVED REVISION, AND IN ACCORDANCE WITH STC SA3599NM.

-----  
-END-  
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ADDITIONAL SHEETS ARE ATTACHED

DEC 23 1994

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.				OFFICE IDENTIFICATION FL 21 CR	
1. AIRCRAFT	MAKE	Beechcraft		MODEL	Baron 58TC
	SERIAL NO.	TK-25		NATIONALITY AND REGISTRATION MARK	N2130L
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	Glinz, Mark			RR #2, Box 81 Bottineau, ND 58318	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT					X
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
Way-Point Avionics, Inc. 2301 University Drive #38 Bismarck, ND 58504			U.S. CERTIFICATED MECHANIC		PS5R130N
			FOREIGN CERTIFICATED MECHANIC		
			<input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION		
			MANUFACTURER		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE			SIGNATURE OF AUTHORIZED INDIVIDUAL		
12-19-94			<i>[Signature]</i>		
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL			
12-19-94	PS5R130N	<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.)**

Removed Apollo 604 loran with A16 antenna and installed GPS155 in same panel location using existing NAT RS08 transfer switch to hook to HSI and existing PB08 switch/annunciator for Nav 1/GPS. Installed LLO8 annunciator for GPS MSG/GPS WPT. Installed mfg supplied GA56 GPS ant using existing ant location. Installation done per mfg installation manual PN 190-00065-02 Rev E dated March 1994 and AC43.13-2A Chp 2 par 21, 22 & 23 and chapter 3 as applicable. Installation done in compliance with AC20-138. This is done as a follow on to STC SA 00133WI.

Flight test dated 12-19-94 found system to meet accuracy requirements of AC20-138 and is hereby certified for IFR enroute and terminal. Weight & balance amended, logbook entry made, FAA approved flight manual supplement provided and operators handbook supplied. Placarded panel GPS not approved for Instrument Approaches.

\*\*\*\*\* END \*\*\*\*\*

ADDITIONAL SHEETS ARE ATTACHED

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

Number SA00133WI

This certificate issued to **GARMIN International**  
9875 Widmer Road  
Lenexa, KS 66215

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

Original Product — Type Certificate Number: 2A3  
Make: Mooney  
Model: M20J

Description of Type Design Change: Installation of GARMIN Global Positioning  
System GPS 155 in accordance with (1) GARMIN Master Drawing List, GPS 155  
Installation in Mooney Model M20J, Rev F, dated February 7, 1994, and (2)  
FAA Approved Airplane Flight Manual Supplement (AFMS) for Mooney M20J  
with GARMIN GPS 155 Global Positioning System, dated February 14, 1994,  
or later FAA approved revisions to (1) or (2).

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

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

Date of application: July 16, 1993  
Date of issuance: February 16, 1994

Date issued:  
Date amended:  
By direction of the Administrator  
*James M. Peterson*  
(Signature)  
James M. Peterson  
Manager, Systems & Equipment  
Wichita Aircraft Certification Office  
(Title)



Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.  
This certificate may be transferred in accordance with FAR 21.47.

ENROUTE AND TERMINAL DATA SHEET

referance  
only  
GROUND CHECKOUT  
113° .59  
096° 4.03  
BRG DIST  
WP  
KBIS  
BIS

AIRCRAFT N#  
N 2130L

FLIGHT DATA DIRECT TO Y19 MANDAN ND  
XTK .1 ATK .01 Y19 Error in NM

PILOTS GUIDE \_\_\_\_\_

Y19 DIRECT TO 08D STANLEY ND  
TEST AUTOPILOT PERFORMANCE HERE

PANEL PLACARDS

CDI SENS 1 NM 1/2 NM 1/4 NM 1/8 NM *deft sens*  
DIRECTION Pass \_\_\_\_\_ \_\_\_\_\_ \_\_\_\_\_ *per dot*  
INTERCEPT Pass \_\_\_\_\_ \_\_\_\_\_ \_\_\_\_\_  
TRACK Pass \_\_\_\_\_ \_\_\_\_\_ \_\_\_\_\_ *pass/fail*

GPS not approved for instrument approach

No loss of receiver lock  
30 DEGREE BANK RIGHT OK  
ONE MIN TURN LEFT OK

ANNUNCIATOR TEST *Basic function and readability*  
DIMMER OK  
MESSAGE OK  
WARNING OK  
WAYPOINT ALERT OK  
INTEGRITY WARN OK

DIRECT BIS VOR *Error in NM*  
IRST XTK .01 ATK .01 BIS  
2ND XTK .02 ATK .02 BIS

DIRECT KBIS *Error in NM*  
XTK .07 ATK .07 KBIS

ILS DISABLE OK *indicator reverts to ILS when ILS is tuned*  
COM INTERFERENCE TEST *pass/fail*

DIRECT KBIS *AT OR BELOW 100 FEET AGL*  
DATA  
ENWY 13 LAT 4647.075 LON 100 45 58 *Error in NM*  
ARP LAT 4646.50 LON 100 4.4 .80 *.095NM*  
ENWY 31 LAT 46.04 LON 100 4.4 .32 *.078NM*  
*.13NM*

COM 1 COM 2  
121.150MHZ Pass Pass  
121.175MHZ Pass Pass  
121.200MHZ Pass Pass  
131.250MHZ Pass Pass  
131.275MHZ Pass Pass  
131.300MHZ Pass Pass

DIRECT COLLJ *Error in NM*  
IRST ATK .02 XTK .01 BI  
2ND ATK .01 XTK .01 BI

HSI SWITCH ANNUN OK

DIRECT KBIS *AT OR BELOW 100 FEET AGL*  
DATA  
RNWY 31 LAT 4645.97 LON 100 44 23 *Error in NM*  
RNWY 13 LAT 47.075 LON 100 45 60 *.05NM*  
*.085NM*

DATA BASE DATE January 5, 1995 Exp

DATA BASE COVERAGE  
North American

referance  
only  
GROUND CHECK  
.113 .58 KBIS  
.090 4.01 BIS  
BRG DIST

WAY-POINT AVIONICS INC  
CRS P5R130N  
*[Signature]*  
INSPECTOR  
12-19-1994  
FLIGHT TEST DATE

FLIGHT TECHNICAL ERROR (FTE)  
FTE SHALL NOT EXCEED 1.0 NMI FOR IFR ENROUTE AND TERMINAL  
AND 0.25 NMI FOR APPROACH ON A 95% BASIS



DEC 23 1994

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		Form Approved Budget Bureau No. 04-R060.1 FOR FAA USE ONLY	
<b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)			
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	MODEL	
	Beechcraft	Baron 58TC	
	SERIAL NO.	NATIONALITY AND REGISTRATION MARK	
	TK-25	N2130L	
2. OWNER	NAME (As shown on registration certificate)	ADDRESS (As shown on registration certificate)	
	Glinz, Mark	RR #2, Box 81 Bottineau, ND 58318	
3. FOR FAA USE ONLY			
This alteration/data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft subject to conformity inspection by a person authorized in FAR 43, section 43.7. Date: 12/14/94 Signature: <i>[Signature]</i> FSDO GL 21			
4. UNIT IDENTIFICATION			
UNIT	MAKE	MODEL	SERIAL NO.
AIRFRAME	***** (As described in item 1 above) *****		
POWERPLANT			
PROPELLER			
APPLIANCE	TYPE		
	MANUFACTURER		
5. TYPE			
			REPAIR ALTERATION
			X
6. CONFORMITY STATEMENT			
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY	
Way-Point Avionics, Inc. 2301 University Drive #38 Bismarck, ND 58504		<input type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	
		C. CERTIFICATE NO.	
		PS5R130N	
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	
12-19-94		<i>[Signature]</i>	
7. APPROVAL FOR RETURN TO SERVICE			
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED			
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT
	X		OTHER (Specify)
DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL	
12-19-94	PS5R130N	<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.)**

Removed IND650 ADF indicator and installed Argus 5000 hooked to ADF 650, Garmin GPS 155, and KCS 55A. Installed ADF/Remote switch, SEL switch, and INFO switch as required per mfg installation manual. Installed per mfg installation manual PN 5003 Rev 3.06 dated July 8, 1994 and AC43.13-1A Chapter 2 par 21, 22 & 23.

Removed standby DG and installed Strike Finder 2000 Weather Avoidance System using KCS 55A stepper output for heading source as recommended by mfg. Installation done per mfg installation manual Drawing No 2000-10 dated Nov. 1991 and AC43.13-2A chapter 2 par 21, 22 & 23. Strike Finder ant installed per mfg installation manual and AC43.13-1A Chapter 15 Sec 6 par 842 & 846 and AC43.13-2A Chapter 3 as applicable. Weight & balance amended, logbook entry made & operator's manuals supplied.

\*\*\*\*\* END \*\*\*\*\*

FAA Form 337 (Rev. 10-19-82) - Description of Work Accomplished. The form contains a large grid for describing the work, with columns for 'Description of Work', 'Date', and 'Signature'. The 'Description of Work' column contains the text from the previous blocks. The 'Date' column contains '4-27-95'. The 'Signature' column is empty. At the bottom of the form, there is a checkbox labeled 'ADDITIONAL SHEETS ARE ATTACHED' which is currently unchecked.

RECEIVED  
 For F.A.A.  
 MAY 24 1989  
 WP FSDO 14

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.				OFFICE IDENTIFICATION OAK-FSDO	
1. AIRCRAFT	MAKE	BEECHCRAFT	MODEL	58TC	
	SERIAL NO.	TK-25	NATIONALITY AND REGISTRATION MARK	N2130L	
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	KEVIN C. WELLS		725 Loma Verde Ave. Unit E Palo Alto, CA 94303		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT				XX	
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
Beechcraft West 19990 Skywest Drive Beechcraft Dealer Hayward, CA 94541			<input type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		4556
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE			SIGNATURE OF AUTHORIZED INDIVIDUAL		
5/23/89			<i>John J. [Signature]</i>		
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		OTHER (Specify)
	FAA DESIGNEE	X REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL			
5/23/89	4556	<i>Chas. Elgin #718348</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.)

The following components were replaced:

- 1) R.H. forward keel P/N 002-410032-30
- 2) Former fuselage sta. 6.00, P/N 96-410032-68
- 3) Former fuselage sta. 3.00, P/N 96-410032-54
- 4) Channel, R/H P/N 96-410032-90
- 5) Fuselage skin, BTM Fwd R/H P/N 002-410060-19
- 6) Nose gear door, L/H P/N 96-410024-601
- 7) Nose gear door, R/H P/N 96-410024-602
- 8) Nose cone assy. P/N 58-410015-5

Repaired Web P/N 002-410065-3 at fuselage station - 10.00.  
All work performed in accordance with Beechcraft model 58TC  
maintenance manual and AC 43.13-1A.

END

ADDITIONAL SHEETS ARE ATTACHED

RECEIVED

13

FEB 1 1988 WP ESDO 14		U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		Form Approved Budget Bureau No. 04-R060.1 FOR FAA USE ONLY	
<b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)				OFFICE IDENTIFICATION NP-ESDO-14	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT		MAKE <i>Beechcraft</i> SERIAL NO. <i>TK-25</i>	MODEL <i>58TC</i>	NATIONALITY AND REGISTRATION MARK <i>N2130L</i>	
2. OWNER		NAME (As shown on registration certificate) <i>Kevin Wells</i>	ADDRESS (As shown on registration certificate) <i>725 Loma Verde Ave. Unit E                  Palo Alto, CA 94303</i>		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT					XX
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
19990 Skywest Drive Beechcraft Dealer Hayward, CA 94541 F.A.A. Approved Repair Sta. No. 4556		<input type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		4556	
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			
28 JAN 88		<i>Vito L. Culej</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		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
28 JAN 88		4556	<i>David E. Green</i>		

**NOTICE**

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

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

Beechcraft Baron 58TC TK-25 N2130L

Installed Cleveland Conversion kit, part number 199-73, Revision B, in accordance with installation drawing 50-42, Revision C, per STC SA178GL.

-----END-----

ADDITIONAL SHEETS ARE ATTACHED

RECEIVED  
 AUG 3 1987

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		Form Approved Budget Bureau No. 04-RO60.1	
<b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)		FOR FAA USE ONLY	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.		OFFICE IDENTIFICATION WP FSDO-2	
1. AIRCRAFT	MAKE BEECH SERIAL NO. 22 TK-25	MODEL S8TC	NATIONALITY AND REGISTRATION MARK N2130T
2. OWNER	NAME (As shown on registration certificate) WELLS, KEVIN C	ADDRESS (As shown on registration certificate) 725 LOMA VERDE AVENUE UNIT B PALO ALTO, CA 94303	
3. FOR FAA USE ONLY			
4. UNIT IDENTIFICATION			
UNIT	MAKE	MODEL	SERIAL NO.
AIRFRAME	***** (As described in item 1 above) *****		
POWERPLANT			
PROPELLER			
APPLIANCE	TYPE		
	MANUFACTURER		
5. TYPE			
			REPAIR
			ALTERATION
			X
6. CONFORMITY STATEMENT			
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY	
ADVANCED AVIATION SERVICES, INC. 1311 Airport Blvd., San Jose Muni Airport San Jose, Calif. 95110 F.A.A. Repair Sta. #402-30		<input type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	
		C. CERTIFICATE NO. 402-30 RADIO CLASS I&2 INSR CLASS L&3	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.			
DATE	7/31/87	SIGNATURE OF AUTHORIZED INDIVIDUAL	
		<i>[Signature]</i>	
7. APPROVAL FOR RETURN TO SERVICE			
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED			
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION
	FAA DESIGNEE	<input checked="" type="checkbox"/> REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT
DATE OF APPROVAL OR REJECTION	7/31/87	CERTIFICATE OR DESIGNATION NO. 402-30	SIGNATURE OF AUTHORIZED INDIVIDUAL
			<i>[Signature]</i>

FAA Form 337 (7-67)

RADIO CLASS I&2  
 INSR CLASS L&3

(8320)

### 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 HI Morrow Inc. Model 604 Loran Receiver in Radio Stack at F. S. 58 and Antenna/preamp on top of fuselage at F.S. 231.8 Loran system has been ground and flight checked in accordance with manufacturer's Installation manual. Loran C is placarded "Loran C not approved for IFR"  
All work accomplished in accordance with:

- 1) AC43.13-2A Chapter 2 Paragraph 21, 22, 23 and Chapter 3 Paragraph 36.
- 2) Manufacturer's 604 series installation manual
- 3) AC 20-121, Appendix 1.

ADDITIONAL SHEETS ARE ATTACHED



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 N2130L	2. AIRCRAFT BUILDER'S NAME (make) BEECH AIRCRAFT CORP.	3. AIRCRAFT MODEL DESIGNATION 5BTC	4. YR. MFG. 1976	FAA CODING 1152746
	5. AIRCRAFT SERIAL NO. TK-25	6. ENGINE BUILDER'S NAME (make) Continental	7. ENGINE MODEL DESIGNATION TSIO-520-L	17040	
	8. NUMBER OF ENGINES 2	9. PROPELLER BUILDER'S NAME (make) Hartzell	10. PROPELLER MODEL DESIGNATION PHC-J3YF-2UF	11. AIRCRAFT IS <input type="checkbox"/> NEW <input type="checkbox"/> USED <input type="checkbox"/> IMPORT	
	APPLICATION IS HEREBY MADE FOR: (Check applicable items)				
II. CERTIFICATION REQUESTED	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)				
	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 when complete Section VI or VII as applicable on reverse side)				
	1. CLASS I				
	2. CLASS II				
	1. AGRICULTURE & PEST CONTROL 2. AERIAL SURVEYING 3. AERIAL ADVERTISING				
4. FOREST (Wild life conservation) 5. PATROLLING 6. WEATHER CONTROL					
0. OTHER (Specify)					
1. RESEARCH AND DEVELOPMENT 2. AMATEUR BUILT 3. EXHIBITION					
4. RACING 5. CREW TRAINING 6. MKT. 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)					
III. OWNER'S CERTIFICATION	A. REGISTERED OWNER (As shown on Certificate of Aircraft Registration) IF DEALER, CHECK HERE <input checked="" type="checkbox"/>				
	NAME BEECH AIRCRAFT CORP.		ADDRESS 9709 E. Central Wichita, Kansas 67201		
	B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)		AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.) Issue 76-15		
	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Revision No.) A23CE, Rev. 3		AIRCRAFT LISTING (Give page No.) N/A		
	C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS		EXPERIMENTAL ONLY—Enter hours flown since last certificate issued or renewed N/A		
D. CERTIFICATION—I hereby certify that I am the owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.					
DATE OF APPLICATION 8-9-76		NAME AND TITLE (Print or type) C. F. Grace - Foreman Flight Inspection		SIGNATURE C. F. Grace	
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.)	6. CERTIFICATED REPAIR STATION (Give Certificate No.)		
	5. AIRCRAFT MANUFACTURER (Give Name of Firm)				
DATE		TITLE		SIGNATURE	
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 8-9-76	DISTRICT OFFICE ACE EMDO 3-0-43	DESIGNEE'S SIGNATURE AND NO. C. F. Grace, DOA, PC#8		FAA INSPECTOR'S SIGNATURE

TE# 4q pec

VI. PRODUCTION FLIGHT TESTING	<b>A. MANUFACTURER</b>			
	NAME	ADDRESS		
	<b>B. PRODUCTION BASIS (Check applicable item)</b>			
	PRODUCTION CERTIFICATE (Give production certificate number)			
	TYPE CERTIFICATE ONLY			
	APPROVED PRODUCTION INSPECTION SYSTEM			
<b>C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS:</b>				
DATE OF APPLICATION	NAME AND TITLE (Print or type)	SIGNATURE		
VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST	<b>A. DESCRIPTION OF AIRCRAFT:</b>			
	REGISTERED OWNER	ADDRESS		
	BUILDER (Make)	MODEL		
	SERIAL NUMBER	REGISTRATION MARK		
	<b>B. DESCRIPTION OF FLIGHT</b>			
	FROM	TO		
	VIA	DEPARTURE DATE	DURATION	
	<b>C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT</b>			
	PILOT	CO-PILOT	NAVIGATOR	OTHER (Specify)
	<b>D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:</b>			
	<b>E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION (Use attachment if necessary)</b>			
	<b>F. CERTIFICATION</b> —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 301 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	<input type="checkbox"/> G. Statement of Conformity, FAA Form 317 (Attach when required)		
	<input type="checkbox"/> B. Current Operating Limitations Attached	<input type="checkbox"/> H. Foreign Airworthiness Certification for Import Aircraft (Attach when required)		
	<input type="checkbox"/> C. Data, Drawings, Photographs, etc. (Attach when required)	<input type="checkbox"/> I. Previous Airworthiness Certificate Issued in Accordance with FAR _____ CAR _____ (Original attached)		
	<input checked="" type="checkbox"/> D. Current Weight and Balance Information Available in Aircraft	<input type="checkbox"/> J. Current Airworthiness Certificate Issued in Accordance with FAR 21.273 (a) per 21.273 (Copy attached)		
	<input type="checkbox"/> E. Major Repair and Alteration, FAA 337 (Attach when required)			
	<input checked="" type="checkbox"/> F. This Inspection Recorded in Aircraft Records			



RFF

DEF. DEPT. OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>RECEIVED</b> MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				Form Approved Budget Bureau No. 04-R060.1 FOR FAA USE ONLY OFFICE SACCORDO 4-0-12	
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 <b>BEECH</b>	MODEL <b>58 TC</b>	NATIONALITY AND REGISTRATION MARK <b>N 2130 L</b>	
		SERIAL NO. <b>TK-25</b>			
2. OWNER		NAME (As shown on registration certificate) <b>Margraf Explosives, Inc.</b>		ADDRESS (As shown on registration certificate) <b>P.O. Box 367, Rancho Cordova, 95670</b>	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS <b>Stiverado Avionics, Inc.</b> <b>P.O. Box 758</b> <b>Napa, Ca. 94558</b>		B. KIND OF AGENCY		C. CERTIFICATE NO.	
		<input type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		<b>412-2</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>8/13/76</b>		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Larry Zloczewski</i> <b>Larry Zloczewski 2248438</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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION <b>8/13/76</b>		CERTIFICATE OR DESIGNATION NO. <b>2248438</b>		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Larry Zloczewski</i> <b>Larry Zloczewski 2248438</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.)

INSTALLED KING KE-126 ENCODING ALTIMETER, EQUIPMENT INSTALLED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS AND AC 43-13 1 & 2. SYSTEM TESTED IN ACCORDANCE WITH FAR 91.36 (b) AND AC 43-6. STATIC LEAK TEST O.K. NEW WEIGHT AND BALANCE COMPUTED AND ENTERED IN AIRCRAFT LOG BOOK.

\*\*\*\*\*END\*\*\*\*\*

ADDITIONAL SHEETS ARE ATTACHED