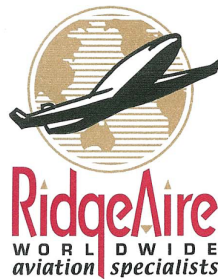


N5765M

1969 Cessna T310P

FAA Form 337s



MSN: 310P0065

Prepared by the worldwide aviation specialists at RidgeAir, Inc.



US Department of Transportation
Federal Aviation Administration

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

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

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark N5765M	Serial No. 310P0065	
	Make CESSNA	Model T-310P	Series
2. Owner	Name (As shown on registration certificate) AIC ADVOCATES LLC	Address (As shown on registration certificate) Address 118 GREER LANE	
		City TOCCOA State GA	Zip 30577 Country USA

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.
Name John W. Wood	Address 793 Brookdale rd City TOCCOA State GA Zip 30577 Country USA	<input checked="" type="checkbox"/> U. S. Certificated Mechanic	Manufacturer	
		<input type="checkbox"/> Foreign Certificated Mechanic	Certificated Repair Station	3687810
		<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 John W. Wood - JUN 02, 2020
--	---

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

Certificate or Designation No. 3687810	Signature/Date of Authorized Individual John W. Wood - AUG 20, 2020
--	---

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.)

N5765M

Jun 02, 2020

Nationality and Registration Mark

Date

Aircraft S/N: 310P0065

REMOVE: GARMIN 430W (UNIT ONLY); TRAY/HARNESS REMAINS IN AIRCRAFT.

INSTALL: NEW AVIDYNE IFD-440 (SN-194768465) Integrated Flight Display in above Garmin tray I/A/W Avidyne Install Manual (PN-600-00299-000) and STC#SA00343BO.

Description: The new Avidyne IFD-440 Integrated Flight Display is a direct replacement for the obsolete Garmin GNS-430W unit.

FAA Approved Flight Manual Supplement for Avidyne IFD-440 (PN-600-00298-000) is placed in aircraft POH. Instructions for Continued Airworthiness for Avidyne IFD-440 has been included in the aircraft records. Weight/Balance data updated and logbook entries completed per FAR 43.9 and FAR 91.407.

END

Additional Sheets Are Attached



US Department of Transportation
Federal Aviation Administration

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

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

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark N5765M	Serial No. 310P0065	
	Make CESSNA	Model T-310P	Series
2. Owner	Name (As shown on registration certificate) AIC ADVOCATES LLC	Address (As shown on registration certificate) Address 118 GREER LANE	
		City TOCCOA State GA	Zip 30577 Country USA

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No. 3687810
Name John W. Wood	Address 793 Brookdale rd City TOCCOA State GA Zip 30577 Country USA	<input checked="" type="checkbox"/> U. S. Certificated Mechanic	Manufacturer	
		<input 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 John W. Wood - JUN 02, 2020
--	---

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

Certificate or Designation No. 3687810	Signature/Date of Authorized Individual John W. Wood - AUG 20, 2020
--	---

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.)

N5765M

Jun 02, 2020

Nationality and Registration Mark

Date

Aircraft S/N: 310P0065

REMOVE: GARMIN 430W (UNIT ONLY); TRAY/HARNESS REMAINS IN AIRCRAFT.

INSTALL: NEW AVIDYNE IFD-440 (SN-194768465) Integrated Flight Display in above Garmin tray I/A/W Avidyne Install Manual (PN-600-00299-000) and STC#SA00343BO.

Description: The new Avidyne IFD-440 Integrated Flight Display is a direct replacement for the obsolete Garmin GNS-430W unit.

FAA Approved Flight Manual Supplement for Avidyne IFD-440 (PN-600-00298-000) is placed in aircraft POH. Instructions for Continued Airworthiness for Avidyne IFD-440 has been included in the aircraft records. Weight/Balance data updated and logbook entries completed per FAR 43.9 and FAR 91.407.

END

Additional Sheets Are Attached

AVIDYNE

IFD540 & IFD440 FMS/GPS/NAV/COM INSTALLATION MANUAL



**Avidyne 700-00182-XXX and 700-00179-XXX
GPS/Nav/Comm
Approved Model List for STC SA00343BO**

**AVIDYNE
CORPORATION**

**4 Middlesex Green, Suite 221
561 Virginia Road
Concord MA 01742**

FAA Approved: _____

Manager
Boston Aircraft Certification Office
Federal Aviation Administration
Burlington, MA

<i>Document Number</i>	AVIFD-318	<i>Control Category</i>	N/A
<i>Revision</i>	<i>Description</i>	<i>ECO</i>	<i>Date</i>
00	Initial Release	ECO-14-200	07/11/14
01	Added 700-00179-XXX	ECO-15-129	03/20/15
02	Updated Table	ECO-16-185	06/02/16
03	Updates for 10.2	ECO-16-326	12/21/16
04	Fixed tables, added Quest Kodiak, Dornier 228, top cub CC19, Extra EA300LC	ECO-18-067	04/10/18

Aircraft Make	Aircraft Model(s)	Type Certificate Number	Certification Basis	Model Specific Information
Symphony Aircraft Industries Inc.	OMF-100-160, SA 160	A46CE	14 CFR Part 23	Wire Harness overbraid is required for IFR installations. Reference the Installation Manual for installation requirements.
Textron Aviation Inc. (Cessna)	T-50 (Army AT-17, UC-78 series, and Navy JRC-1)	A-722	CAR 4a	Wire Harness overbraid is required for IFR installations. Reference the Installation Manual for installation requirements.
	120, 140	A-768	CAR 3	
	190, 195, 195A, 195B	A-790	CAR 3	
	170, 170A, 170B	A-799	CAR 3	
	310, 310A (USAF U-3A), 310B, 310C, 310D, 310E (USAF U-3B), 310F, 310G, 310H, 310I, 310J, 310J-1, 310K, 310L, 310N, 310P, E310H, E310J, T310P, 310Q, T310Q, 310R, T310R	3A10	CAR 3	
	172, 172A, 172B, 172C, 172D, 172E, 172F, 172G, 172H, 172I, 172K, 172L, 172M, 172N, 172P, 172Q, 172R, 172S,	3A12	CAR 3, 14 CFR Part 23	
	182, 182A, 182B, 182C, 182D, 182E, 182F, 182G, 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, 182R, 182S, 182T, R182, T182, T182T, TR182	3A13	CAR 3, 14 CFR Part 23	
	172RG, P172D, R172E, R172F, R172G, R172H, R172J, R172K 175, 175A, 175B, 175C	3A17	CAR 3	
	150, 150A, 150B, 150C, 150D, 150E, 150F, 150G, 150H, 150J, 150K, 150L, A150L, 150M, A150K, A150M, 152, A152	3A19	CAR 3 14 CFR Part 23	
	210, 210A, 210B, 210C, 210D, 210E, 210F, 210G, 210H, 210J, 210K, 210L, 210M, 210N, 210R, 210-5 (205), 210-5A (205A), P210N, P210R, T210F, T210G, T210H, T210J, T210K, T210L, T210M, T210N, T210R	3A21	CAR 3	
	185, 185A, 185B, 185C, 185D, 185E, A185E, A185F	3A24	CAR 3	

FAA Approved Date: _____

AVIFD-318

Revision: 04, Date: 04/10/18

Avidyne Corporation
4 Middlesex Green - Suite 221
561 Virginia Road
Concord MA 01742

FAA Approved
Airplane Flight Manual Supplement

For

BESNA 310P
Make and Model Airplane

with

Avidyne Integrated Flight Displays p/n 700-00182-XXX and 700-00179-XXX

Registration No. N576SM

Serial No. 0065

This supplement must be attached to the applicable FAA Approved Airplane Flight Manual when Avidyne 700-00182-XXX Integrated Flight Display (IFD) and/or 700-00179-XXX Integrated Flight Display installed in accordance with STC SA00343B0. The information contained herein supplements or supersedes the basic manual only in those areas listed. For limitations and procedures not contained in this supplement consult the basic Airplane Flight Manual.

FAA Approved

WILLIAM P WITZIG
Digitally signed by
WILLIAM P WITZIG
Date: 2019.10.01
12:53:23 -04'00'

William Witzig, Manager
Northeast Flight Test Section
Federal Aviation Administration
Burlington, MA

FAA APPROVED
Date: 01 Oct 2019

Page 1 of 26
P/N 600-00298-000
Rev. 08

**Avidyne 700-00182-XXX and 700-00179-XXX
Integrated Flight Display
Instructions for Continued Airworthiness**

As installed in

CESNA 310P
(Make and Model Airplane)

Reg. No. N5765M S/N 0065

**AVIDYNE
CORPORATION**

Avidyne Corporation
4 Middlesex Green, Suite 221
561 Virginia Road
Concord MA 01742

Important Notice

With respect to the AML STC, the physical mounting of antennas are specifically excluded from the approval in the case of installations on the pressure vessel of pressurized aircraft or composite aircraft unless approved data is listed in the Master Document List of the STC.

*Confidential property of Avidyne Corporation
Not to be disclosed without permission*



US Department of Transportation
Federal Aviation Administration

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

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

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark N5765M	Serial No. 310P0065	
	Make CESSNA	Model T-310P	Series
2. Owner	Name (As shown on registration certificate) AIC ADVOCATES LLC		Address (As shown on registration certificate)
	Address 118 GREER LANE		
	City TOCCOA	State GA	
	Zip 30577	Country USA	

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	<u>CESSNA</u>	<i>(As described in Item 1 above)</i>	<u>310P0065</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.	
Name	JOHN W. WOOD	<input checked="" type="checkbox"/>	U. S. Certified Mechanic		Manufacturer
Address	783 BROOKDALE RD	<input type="checkbox"/>	Foreign Certificated Mechanic		3687810
City	TOCCOA State GA	<input type="checkbox"/>	Certificated Repair Station		
Zip	30577 Country USA	<input type="checkbox"/>	Certificated Maintenance Organization		

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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <i>John W. Wood - Jun 10, 20</i>
--	---

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 Ft. 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. 3687810	Signature/Date of Authorized Individual <i>John W. Wood - Aug 20, 20</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.)

USA N5765M

JUN 10, 2020

Nationality and Registration Mark

Date

AIRCRAFT S/N: 310P0065

Removed: Garmin GTX-330 Transponder, Altitude Encoder, and harness.

Install: New Garmin GTX-345 Transponder SN 3EG402357; with new GA-35 GPS-WAAS Position Antenna installed as a "Minor Alteration"; (PN013-00235-00). Installation completed I/A/W the Garmin STC # SA01714WI, Garmin GTX 3XX Part 23 AML STC installation manual PN: 190-00734-10, revision 14, dated Jan 2020; with reference to AC 43.13-1B-2B, as described in above-referenced installation manual. Install new Garmin integral Altitude Encoder, PN GAE-12. Installation has been configured and tested as described in the above-referenced installation manual for proper operation. The FAA Approved Airplane Flight Manual Supplement, Garmin PN: 190-00734-15, revision 34 dated 9-09-2019, has been completed and placed in the aircraft.

Description: This Garmin GTX-345 is a Mode S transponder and meets the ATC ADS-B OUT requirement. It also provides the pilot with ADS-B IN for display of traffic and weather information.

Instructions for Continued Airworthiness can be found in the Garmin GTX-345 Maintenance Manual P/N: 190-00734-11, revision 7, dated Sep 2019 or later applicable revision. A copy of the current ICA has been placed in the aircraft maintenance records.

Weight/Balance and logbook entries completed per FAR 43.9 and FAR 91.407.

END

Additional Sheets Are Attached



US Department of Transportation
Federal Aviation Administration

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

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

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 N5765M	Serial No. 310P0065	
	Make CESSNA	Model T-310P	Series
2. Owner	Name (As shown on registration certificate) AIC ADVOCATES LLC		Address (As shown on registration certificate)
			Address 118 GREER LANE
			City TOCCOA State GA
			Zip 30577 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	<u>CESSNA</u>	<i>(As described in Item 1 above)</i>	<u>310P0065</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		
Name JOHN W. WOOD		<input checked="" type="checkbox"/>	U. S. Certificated Mechanic	Manufacturer
Address 793 BROOKDALE RD			Foreign Certificated Mechanic	C. Certificate No.
City TOCCOA State GA			Certificated Repair Station	3687810
Zip 30577 Country USA			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>John W. Wood - JUN 10, 20 - [Signature]</i>
--	---

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. 3687810	Signature/Date of Authorized Individual <i>John W. Wood - Aug 20, 20 - [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.)

USA N5765M

JUN 10, 2020

Nationality and Registration Mark

Date

AIRCRAFT S/N: 310P0065

Removed: Garmin GTX-330 Transponder, Altitude Encoder, and harness.

Install: New Garmin GTX-345 Transponder SN 3EG402357; with new GA-35 GPS-WAAS Position Antenna installed as a "Minor Alteration"; (PN013-00235-00). Installation completed I/A/W the Garmin STC # SA01714WI, Garmin GTX 3XX Part 23 AML STC installation manual PN: 190-00734-10, revision 14, dated Jan 2020; with reference to AC 43.13-1B-2B, as described in above-referenced installation manual. Install new Garmin integral Altitude Encoder, PN GAE-12. Installation has been configured and tested as described in the above-referenced installation manual for proper operation. The FAA Approved Airplane Flight Manual Supplement, Garmin PN: 190-00734-15, revision 34 dated 9-09-2019, has been completed and placed in the aircraft.

Description: This Garmin GTX-345 is a Mode S transponder and meets the ATC ADS-B OUT requirement. It also provides the pilot with ADS-B IN for display of traffic and weather information.

Instructions for Continued Airworthiness can be found in the Garmin GTX-345 Maintenance Manual P/N: 190-00734-11, revision 7, dated Sep 2019 or later applicable revision. A copy of the current ICA has been placed in the aircraft maintenance records.

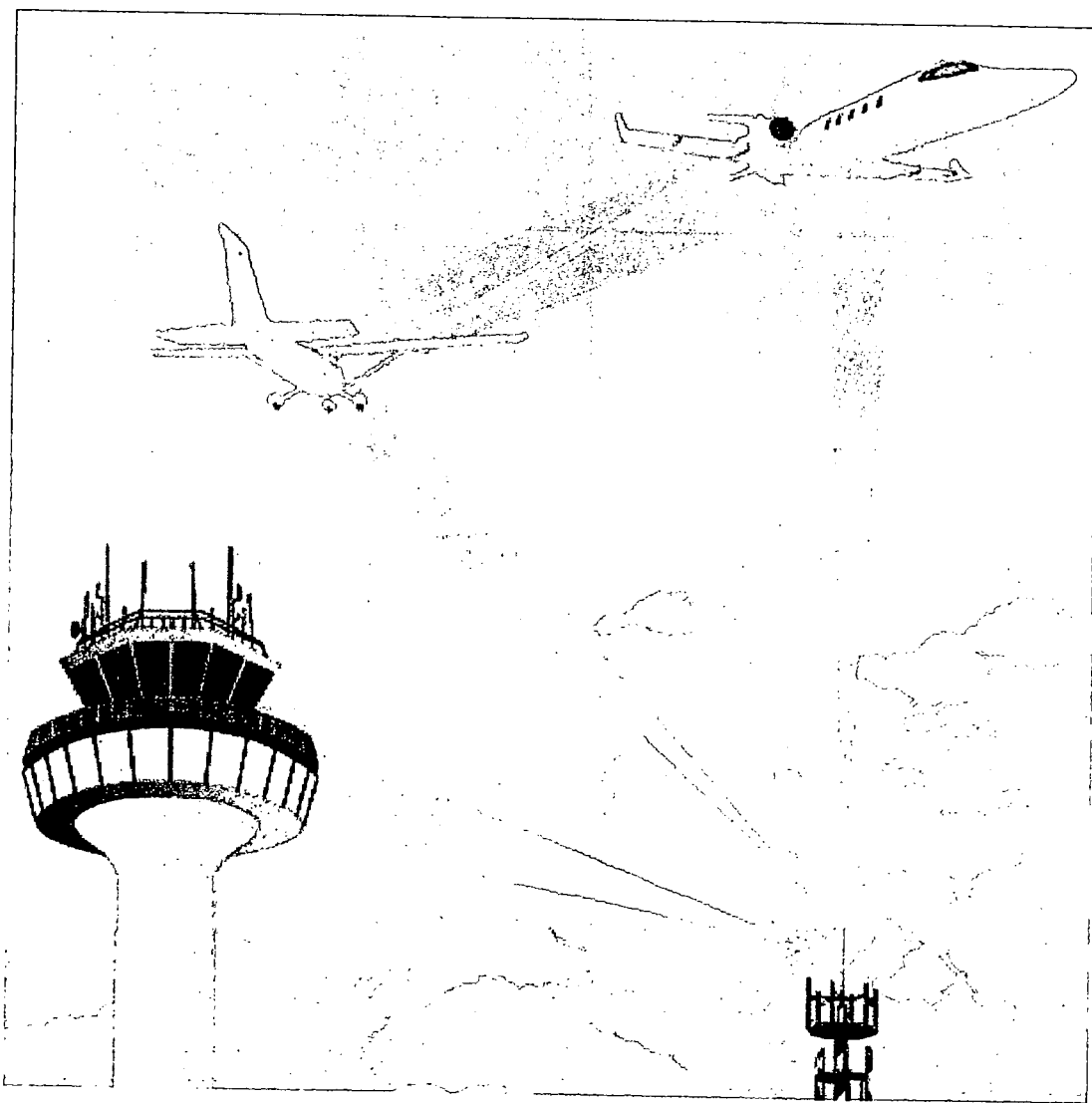
Weight/Balance and logbook entries completed per FAR 43.9 and FAR 91.407.

END

Additional Sheets Are Attached



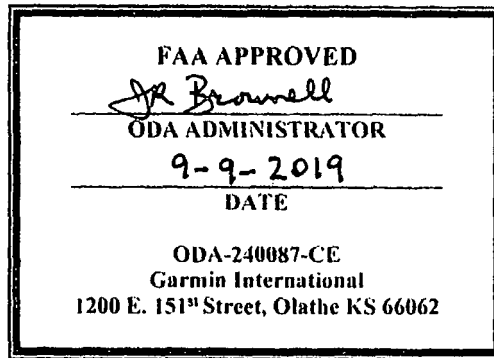
GTX 3XX Part 23 AML STC Installation Manual



FAA Approved Model List (AML)

STC Number SA01714WI

Installation of Garmin Transponder GTX 33X and GTX 3X5 with ADS-B



Issued Date:	May 1, 2013
Amended Date:	August 27, 2013, March 8, 2016 July 21, 2016 December 21, 2017 February 6, 2019 September 9, 2019

FAA Approved Model List (AML) STC SA01714WI

Airplane Make (TCDS Holder) [common name or previous make]	Airplane Model Designation	Type Certificate Number	TC Certification Basis (t)	Master Drawing List Revision (005-00734-04)	AML Amendment/Date
Textron Aviation (Textron Aviation Inc) [Beechcraft Corporation]	T-34C (T-34C-1) (34C)	A26CE	FAR 23	1	Original 5/1/2013
	76	A29CE	FAR 23	1	Original 5/1/2013
	F90	A31CE	FAR 23	1	Original 5/1/2013
	18A, S18A	TC 630	AB 7A	1	Original 5/1/2013
	G17S	TC 779	AB 7A CAR 4	6	Amendment 2 08-Mar-2016
Textron Aviation Inc (Textron Aviation Inc.) [Beechcraft Corporation]	77	A30CE	FAR 23	1	Original 5/1/2013
	200, 200C, 200T, 200CT, B200, B200T, B200C (C-12F, C-12R, UC-12F, UC- 12M), A200CT (C-12D, C-12F, FWC-12D, RC-12D, RC-12G, RC-12H, RC-12K, RC-12P, RC-12Q), B200CT, 1900, 1900D, 1900C (C-12J) 300, 300LW,	A24CE	FAR 23, FAR 25	1	Original 5/1/2013
	A200, A200C, B200GT	A24CE	FAR 23, FAR 25	12	Amendment 5 06-Feb-2019
Textron Aviation Inc. (Textron Aviation Inc.) [Cessna Aircraft Company]	B300, B300C (MC-12W)	A24CE	FAR 23, FAR 25	1	Original 5/1/2013
	310, 310A (USAF U-3A), 310B, 310C, 310D, 310E (USAF U-3B), 310F, 310G, 310H, E310H, 310I, 310J, 310J-1, E310J, 310K, 310L, 310N, 310P, T310P, 310Q, T310Q, 310R, T310R	3A10	CAR 3 FAR 23	1	Original 5/1/2013



1200 East 151st Street
Olathe, KS 66062
P: 913-397-8200 F: 913-397-8282

July 11, 2018

Subject: Authorization for STC Use
AML STC SA01714WI

Garmin authorized dealers are hereby granted permission to use Garmin AML STC SA01714WI data to modify aircraft.

A handwritten signature in black ink, appearing to read "Emmett Griffith", with a long horizontal line extending to the right.

Emmett Griffith
Director of Engineering
Garmin International, Inc.

United States of America
Department of Transportation -- Federal Aviation Administration

Supplemental Type Certificate

Number SA01714WI

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

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

Original Product--Type Certificate

Number:
Make:
Model:

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

Description of Type Design Change:

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

Data Required:

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

Limitations and Conditions:

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

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

Date of application: August 7, 2012

Date reissued:

Date of issuance: May 1, 2013

Date amended: April 29, 2014; March 8, 2016;
September 9, 2019



By direction of the Administrator

JR Brownell
(Signature)

JR Brownell
ODA STC Unit Administrator
ODA-240087-CE
Garmin International, Inc.

(Title)

Garmin International, Inc.
1200 E. 151st Street
Olathe, Kansas 66062 U.S.A.

FAA APPROVED

AIRPLANE FLIGHT MANUAL SUPPLEMENT
or
SUPPLEMENTAL AIRPLANE FLIGHT MANUAL
for the
Garmin GTX 33X and GTX 3X5 Transponders with ADS-B
as installed in

Cessna 310P
Make and Model Airplane

Registration Number: N5765M Serial Number: 0065

This document serves as an FAA Approved Airplane Flight Manual Supplement or Supplemental Airplane Flight Manual when the GTX 33X or GTX 3X5 with ADS-B is installed in accordance with Supplemental Type Certificate SA01714W1. This document must be incorporated into the FAA Approved Airplane Flight Manual or provided as an FAA Approved Supplemental Airplane Flight Manual.

The information contained herein supplements the FAA approved Airplane Flight Manual. For limitations, procedures, loading and performance information not contained in this document, refer to the FAA approved Airplane Flight Manual, markings, or placards.

FAA Approved By: JR Brownell

JR Brownell
ODA STC Unit Administrator
Garmin International, Inc.
ODA-240087-CE

Date: 9-9-2019



GTX 33X and GTX 3X5 ADS-B Maintenance Manual

**Contains Instructions for Continued Airworthiness for
STC SA01714WI**

**Aircraft make, model, registration number, and serial
number and accompanying STC configuration
information in Appendix A must be completed and saved
with aircraft permanent records.**

AIRCRAFT SPECIFIC INFORMATION

GENERAL INFORMATION

Date: 06/10/2020 By: Juan

AIRCRAFT

AIRCRAFT MAKE: Cessna

AIRCRAFT MODEL: T-310P

AIRCRAFT SERIAL #: 310P0065

AIRCRAFT REG. #: N5765M

HEX ADDRESS: A767C6

GTX #1

Unit P/N: GARMIN 010-01216-01 Mod Level: _____

Unit Model: GARMIN GTX 345 Serial #: 3EG402357

GTX #2 [N/A]

Unit P/N: _____ Mod Level: _____

Unit Model: _____ Serial #: _____

EQUIPMENT INTERFACED TO THE GTX

Document the equipment which is interfaced to the GTX. Use the following guidance when filling out the information.

- **Model(s):** Write in the model number or numbers of the equipment which is interfaced to the GTX.
- **GTX Port Numbers:** When applicable, write in the GTX port number or numbers used for the interface. This column is generally applicable only to serial ports such as RS-232 and ARINC 429.



NOTE

This information is optional and is not required to be completed or maintained with the aircraft records.

GTX #1 INTERFACED EQUIPMENT

Audio Panel

Model: MODEL 7000 P/S ENG . GTX Port Number: _____

Display

Model: AVIDYNE IFD-440 GTX Port Number: _____

Altitude Encoder

Model: GARMIN GAE-12 GTX Port Number: _____

GPS #1

Model: AVIDYNE IFD 440 GTX Port Number: _____

GPS #2

Model: _____ GTX Port Number: _____

Heading

Model: _____ GTX Port Number: _____

Air Data

Model: _____ GTX Port Number: _____

Traffic

Model: _____ GTX Port Number: _____

GDL

Model: _____ GTX Port Number: _____



US Department of Transportation
Federal Aviation Administration

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

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

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark N5765M	Serial No. 310P0065
	Make Cessna	Model T-310P Series 300
2. Owner	Name (As shown on registration certificate) TRAYAC LLC	Address (As shown on registration certificate) Address 108 W 13TH ST
		City Wilmington State DE
		Zip 19801 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	<u>Cessna</u>	<i>(As described in Item 1 above)</i>	<u>310P0065</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. 3583426
Name	Jimmy Garrison	<input checked="" type="checkbox"/>	U. S. Certificated Mechanic	Manufacturer	
Address	510 N Airport Dr	<input type="checkbox"/>	Foreign Certificated Mechanic		
City	Foley State AL	<input type="checkbox"/>	Certificated Repair Station		
Zip	36535 Country USA	<input type="checkbox"/>	Certificated Maintenance Organization		

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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <i>Jimmy Garrison</i> 7/18/2018
--	--

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. 30305611A	Signature/Date of Authorized Individual <i>Donald W. Rutledge</i> 7/18/2018
---	--

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.)

N5765M

7/18/2018

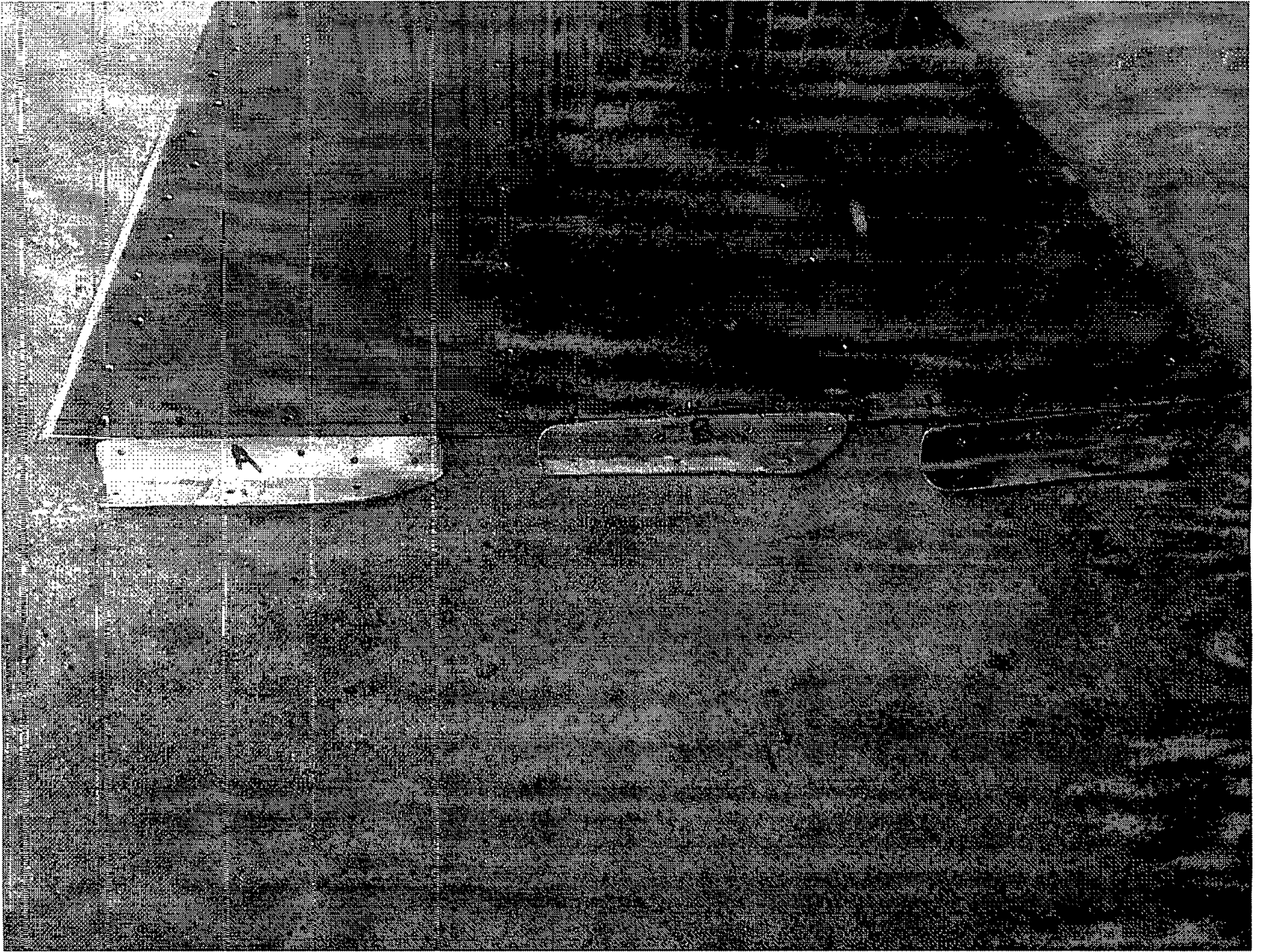
Nationality and Registration Mark

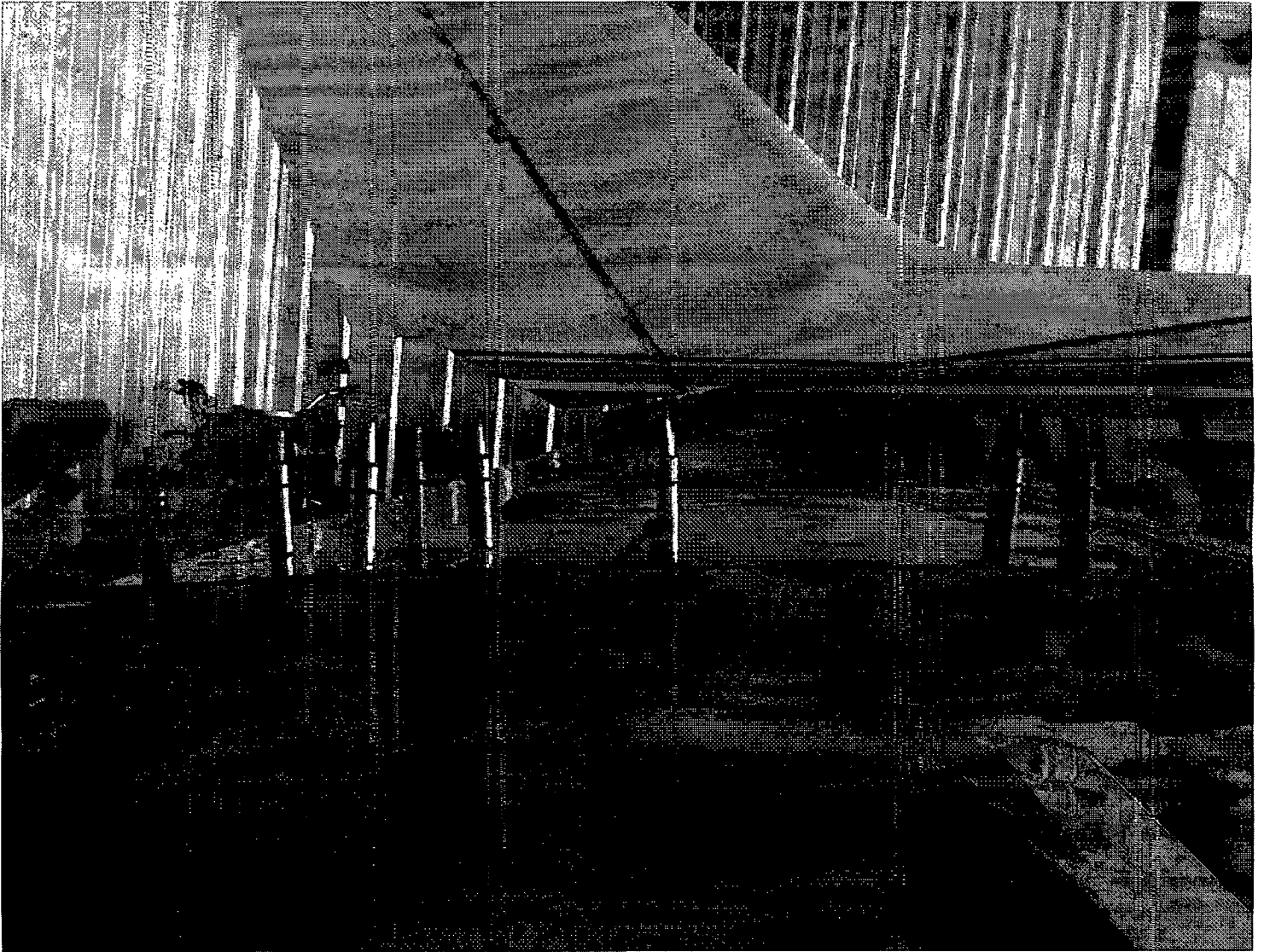
Date

- 1) Repair made to right horizontal stabilizer tip.
- 2) Removed skin on bottom of horizontal stabilizer from station RBL 76.5 to RBL 96.5.
- 3) Removed rib, P/N 0832111-7 at station RBL 96.5.
- 4) Installed serviceable rib, P/N 0832111-7.
- 5) Installed new skin panel from station RBL 76.5 to RBL 96.5.
- 6) Used existing rivet pattern. Installed with 1/8" rivets.
- 7) Made repair IAW AC 43.13-1B, Chap. 4, Sec. 4 and Cessna SM Sec 16-4 Horizontal Stabilizer.
- 8) Painted horizontal stabilizer.
- 9) No change in weight and balance.

-----END-----

Additional Sheets Are Attached







US Department
of Transportation
Federal Aviation
Administration

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

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

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark <p style="text-align: center; font-size: 1.2em;">N5765M</p>	Serial No. <p style="text-align: center; font-size: 1.2em;">310P0065</p>	
	Make <p style="text-align: center; font-size: 1.2em;">Cessna</p>	Model <p style="text-align: center; font-size: 1.2em;">T310P</p>	Series
2. Owner	Name (As shown on registration certificate) <p style="text-align: center; font-size: 1.2em;">Freedom Rentals</p>		
	Address (As shown on registration certificate) Address <u>P.O. Box 6099</u>		
	City <u>Bozeman</u>		State <u>MT</u>
	Zip <u>59715</u>	Country <u>USA</u>	

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name <u>ARLIN C WASS</u>		<input checked="" type="checkbox"/> U. S. Certificated Mechanic	Manufacturer
Address <u>BOX 2</u>		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
City <u>BELGRADE</u> State <u>MT</u>		<input type="checkbox"/> Certificated Repair Station	<u>A/P 1340061</u>
Zip <u>59714</u> Country <u>USA</u>		<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
--	---

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. <u>IA1340061</u>	Signature/Date of Authorized Individual 	DATE: 15 DECEMBER 2015
--	---	------------------------

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.)

N5765M

15 DEC 2015

Nationality and Registration Mark

Date

Installed air filters in accordance with AML No. SA71GL, dated April 17, 1995 or later FAA approved revision.

Additional Sheets Are Attached



US Department of Transportation
Federal Aviation Administration

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

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

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark N5765M	Serial No. 310P0065	
	Make CESSNA	Model T-310P	Series
2. Owner	Name (As shown on registration certificate) RGS SYSTEMS LLC	Address (As shown on registration certificate) Address 1819 LENOX RD NE	
		City ATLANTA	State GEORGIA
		Zip 30306-3032	Country UNITED STATES

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name EPPS AIR SERVICE INC	Address 1 AVIATION WAY	<input type="checkbox"/> U. S. Certificated Mechanic	<input type="checkbox"/> Manufacturer
City ATLANTA	State GEORGIA	<input checked="" type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
Zip 30341	Country UNITED STATES	<input checked="" type="checkbox"/> Certificated Repair Station	ESMR688D
		<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 Eddie S. Taylor 4/22/11
--	---

7. Approval for Return to Service

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

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

Certificate or Designation No. ESMR688D	Signature/Date of Authorized Individual Eddie S. Taylor 4/22/11
---	---

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.)

N5765M	4/22/11
Nationality and Registration Mark	Date

Installation of a modified exhaust tail pipe in accordance with Knisley Welding, Inc. Master Drawing List (MDL) #3, Revision C dated December 18, 1994, as listed on AML No. SA00040LB, or later FAA approved revision. Change in weight and balance is negligible.

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

Additional Sheets Are Attached

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

Number SA00040LB

This certificate, issued to: KNISLEY WELDING, INC.
3450 Swetzer Road
Loomis, California 95650

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

Regulations:

Original Product — Type Certificate Number: * * See attached FAA Approved Model List (AML)
Make: * No. SA00040LB for list of approved aircraft
Model: * models and applicable airworthiness regulations.

Description of Type Design Change: Installation of a modified exhaust tail pipe in accordance with Knisley Welding, Inc. Master Drawing List (MDL) #3, Revision C dated December 18, 1994, as listed on AML No. SA00040LB, or later FAA approved revision.

Limitations and Conditions: Approval of this change in type design applies to the above aircraft model(s) only. This approval should not be extended to aircraft of this model on which other previously approved modifications are incorporated unless it is determined that the interrelationship between this change and any of those other previously approved modifications will introduce no adverse effect upon the airworthiness of that aircraft. A copy of this Certificate and FAA Approved Model List (AML) No. SA00040LB dated February 16, 1995, or later FAA approved revision must be maintained as part of the permanent records for the modified aircraft. See Continuation Sheet 3.

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

Date of application: October 29, 1994

Date issued:

Date of issuance: February 16, 1995

Date amended: November 27, 1996



By direction of the Administrator

Robert Schuster
(Signature)

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

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

This certificate may be transferred in accordance with FAR 21.47.

1. The first part of the document discusses the importance of maintaining accurate records of all transactions and activities. It emphasizes that this is essential for ensuring transparency and accountability in the organization's operations.

2. The second part of the document outlines the various methods and tools used to collect and analyze data. It highlights the need for consistent and reliable data collection processes to support informed decision-making.

3. The third part of the document focuses on the role of technology in data management and analysis. It discusses how modern software solutions can streamline data collection, storage, and reporting, thereby improving efficiency and accuracy.

4. The fourth part of the document addresses the challenges associated with data security and privacy. It provides guidance on implementing robust security measures to protect sensitive information from unauthorized access and breaches.

5. The fifth part of the document discusses the importance of data quality and integrity. It outlines strategies for identifying and addressing data errors, inconsistencies, and missing information to ensure the reliability of the data used for analysis.

6. The sixth part of the document explores the various applications of data analysis in different business contexts. It provides examples of how data insights can be used to optimize marketing campaigns, improve customer service, and enhance operational efficiency.

7. The seventh part of the document discusses the ethical considerations surrounding data collection and analysis. It emphasizes the need for transparency, informed consent, and responsible data handling practices to protect individual privacy and build trust.

8. The eighth part of the document provides a summary of the key findings and recommendations. It reiterates the importance of a data-driven approach and offers practical advice for implementing effective data management and analysis practices.

9. The final part of the document includes a list of references and resources for further reading. It provides links to relevant articles, books, and industry reports that offer additional insights into the field of data management and analysis.

FAA APPROVED MODEL LIST (AML) NO. SA00040LB

KNISLEY WELDING, INC.

FOR

INSTALLING AN EXHAUST TAIL PIPE

Issue Date: February 16, 1995

Item	Aircraft Make	Aircraft Model	Original Type Certificate Number	Certification Basis for Alteration	Master Drawing List		AFM Supplement Number/Date	AML Amendment Date
					Number	Revision No. & Date		
1	Cessna	T310P/Q/R	3A10	CAR 3	MDL #3	C 12/18/94	N/A	-----
2	Cessna	320D/E/F	3A25	CAR 3	MDL #3	C 12/18/94	N/A	-----
3	Cessna	401/A/B, 402/A/B	A7CE	CAR 3	MDL #3	C 12/18/94	N/A	-----
4	Cessna	335	3A25	CAR 3	MDL #3	D 05/29/96	N/A	11/27/96

FAA Approved: 
 Manager, Propulsion Branch

Amended Date: November 27, 1996

Handwritten text, possibly a title or header, located at the top center of the page. The text is faint and difficult to decipher.

Handwritten text, possibly a date or a specific reference, located in the middle section of the page.

Handwritten text, possibly a name or a subject, located in the lower middle section of the page.

Handwritten text, possibly a signature or a note, located in the bottom right corner of the page.



KNISLEY EXHAUST SYSTEMS

KNISLEY WELDING, INC.

FAA Certified Repair Station No. N3R712L

4-22-11

I WALTER KNISLEY GRANT EPPS AIR
SERVICE PERMISSION TO INSTALL TAILPIPE
PN. K0850711-44 PER OUR STL # SA00040LB

REGARDS

Walt Knisley



US Department of Transportation
Federal Aviation Administration

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

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

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark N5765M	Serial No. 310P0065	
	Make CESSNA	Model T-310P	Series
2. Owner	Name (As shown on registration certificate) RGS SYSTEMS LLC	Address (As shown on registration certificate) Address 1819 LENOX RD NE City ATLANTA State GEORGIA Zip 30306-3032 Country UNITED STATES	

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input type="checkbox"/>	AIRFRAME		(As described in Item 1 above)	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	POWERPLANT	Teledyne Continental Motors	TSIO-520-B	145679-8-B
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name	EPPS AIR SERVICE INC	U. S. Certified Mechanic	Manufacturer
Address	1 AVIATION WAY	Foreign Certified Mechanic	C. Certificate No.
City	ATLANTA State GEORGIA	<input checked="" type="checkbox"/> Certified Repair Station	ESMR688D
Zip	30341 Country UNITED STATES	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 Eddie S. Taylor 4/22/11
--	--

7. Approval for Return to Service

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

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

Certificate or Designation No. ESMR688D	Signature/Date of Authorized Individual Eddie S. Taylor 4/22/11
--	--

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

Number SE09289SC

This Certificate issued to General Aviation Modifications, Inc.
2800 Airport Road, Hangar A
Ada Municipal Airport
Ada, OK 74820

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

Original Product Type Certificate Number: [see attached FAA Approved Model List (AML) for list of
Make: approved models and applicable airworthiness regulations]
Model:

Description of Type Design Change: Installation of modified fuel injector nozzles in accordance with General Aviation Modifications, Inc. "Data List", Revision 002, dated February 13, 1997, and Installation Procedure No. IP-97-002, "TurboGAMIjector Installation Procedure", Revision 002, dated February 6, 1997, or later FAA approved revisions.

Limitations and Conditions: Compatibility of this design change with previously approved modifications must be determined by the installer. This STC only applies to Teledyne Continental Motors (TCM) engine models listed on the FAA approved model list on the attached continuation sheet.

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

Date of application: September 20, 1996

Date received:

Date of issuance: February 06, 1997

Date amended: April 8, 1997, Rev. 1



By direction of the Administrator

A. J. Merrill
(Signature)

A. J. Merrill
Manager, Special Certification Office
Southwest Region

(Title)

FAA APPROVED MODEL LIST (AML)

STC No. SE09289SC

Date of issuance: February 06, 1997

Date amended: April 8, 1997

General Aviation Modifications, Inc.

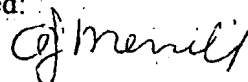
2800 Airport Road, Hangar A

Ada Municipal Airport

Ada, OK 74820

Item	Aircraft Make	Aircraft Model	Original Type Certificate Number	Regulation /Part
1	Teledyne Continental Motors	TSIO-520-A, -B, -BB, -C, -D, -DB, -E, -EB, -G, -H, -J, -JB, -K, -KB, -L, -LB, -N, -NB, -M, -P, -R, -T, -U, -UB, -AE, -AF, -VB, -WB, & -CE	E8CE	CAR 13
2	Teledyne Continental Motors	IO-520-B, -BA, -BB (with STC SE5222NM)	E5CE	CAR 13
3	Teledyne Continental Motors	IO-550-B (with STC SE5222NM)	E3SO	FAR 33
4	Teledyne Continental Motors	IO-520-D (with STC SE00215DE)	E5CE	CAR 13

FAA Approved:

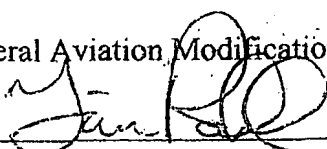


Date: April 8, 1997

Pursuant to Title 49 United States Code § 44704 (b) (3) (effective October 19, 1996) the signature below constitutes the agreement and permission of General Aviation Modifications, Inc., allowing the registered owner of N 5765M, to alter that certain Teledyne Continental Motors Engine:

Model TSIO-520-B, SN 145679-8-B and NA, and ONLY that serial number (or numbers), by application of STC No. SE09289SC, to that specific engine(s), for the purpose of installing the fuel injector nozzles which are the subject of that STC.

General Aviation Modifications, Inc.



By Tim Roehl, President
Or George W. Braly, CEO

[SEAL]

Date

4-19-11

General Aviation Modifications, Inc.

2800 Airport Rd. Hangar A
Ada, OK 74820
(580) 436-4833
Fax (580) 436-6622

MANUFACTURER RELEASE CERTIFICATE

KIT NO. GT15C

Product Name: **turboGAMIjectors**®
Fuel Injection Nozzles

STC No. : SE09289SC
FAA-PMA

P/N:GA231 Qty. 1 Installation Location Cylinder: 1 Replaces TCM P/N 632748-15C
P/N:GA231 Qty. 1 Installation Location Cylinder: 2 Replaces TCM P/N 632748-15C
P/N:GM216 Qty. 1 Installation Location Cylinder: 3 Replaces TCM P/N 632748-15C
P/N:GM216 Qty. 1 Installation Location Cylinder: 4 Replaces TCM P/N 632748-15C
P/N:GF206 Qty. 1 Installation Location Cylinder: 5 Replaces TCM P/N 632748-15C
P/N:GF206 Qty. 1 Installation Location Cylinder: 6 Replaces TCM P/N 632748-15C

Applicable to:

Engine Manufacturer :Teledyne Continental Motors

Engine Model(s): TSIO-520-B

turboGAMIjectors® Kit No. GT15C S/N 20860

THE AERONAUTICAL PRODUCT DESCRIBED HEREON CONFORMS TO APPROVED
TYPE DESIGN AND IS IN A CONDITION FOR SAFE OPERATION



Karen Weddle
GAMI AUTHORIZED INSPECTOR

Date: 4-19-11

1. The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that this is crucial for ensuring the integrity of the financial statements and for providing a clear audit trail. The text also mentions that proper record-keeping is essential for identifying and correcting errors in a timely manner.

2. The second part of the document focuses on the role of internal controls in preventing fraud and misstatements. It highlights that a strong internal control system is necessary to ensure that all transactions are properly authorized, recorded, and reviewed. The text also notes that internal controls should be designed to be cost-effective and to provide a reasonable level of assurance.

3. The third part of the document discusses the importance of segregation of duties. It explains that this principle is essential for preventing fraud and misstatements by ensuring that no single individual has control over all aspects of a transaction. The text also mentions that segregation of duties should be implemented in a way that is practical and efficient.

4. The fourth part of the document focuses on the importance of regular reconciliations. It explains that reconciling accounts is a key component of the accounting process and is essential for ensuring that the financial statements are accurate. The text also notes that reconciliations should be performed regularly and by someone other than the person who prepared the original entries.

5. The fifth part of the document discusses the importance of maintaining up-to-date records. It explains that records should be kept for a sufficient period of time to allow for a complete audit. The text also mentions that records should be stored in a secure and accessible location.

6. The sixth part of the document focuses on the importance of training and education. It explains that all personnel involved in the accounting process should receive appropriate training and education to ensure that they are able to perform their duties accurately and efficiently. The text also notes that training should be ongoing and should cover both technical and ethical aspects of the profession.



US Department of Transportation
Federal Aviation Administration

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

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

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark N5765M	Serial No. 310P0065
	Make CESSNA	Model T-310P
2. Owner	Name (As shown on registration certificate) RGS.SYSTEMS LLC	Address (As shown on registration certificate) Address 1819 LENOX RD NE City ATLANTA State GEORGIA Zip 30306-3032 Country UNITED STATES

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input checked="" type="checkbox"/>	POWERPLANT	Teledyne Continental Motors	TSIO-520-B	145681-8-B
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name	EPPS AIR SERVICE INC.	U. S. Certificated Mechanic	Manufacturer
Address	1 AVIATION WAY	Foreign Certificated Mechanic	C. Certificate No.
City	ATLANTA State GEORGIA	<input checked="" type="checkbox"/> Certificated Repair Station	ESMR688D
Zip	30341 Country UNITED STATES	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 Eddie S. Taylor 4/22/11
--	--

7. Approval for Return to Service

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

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

Certificate or Designation No. ESMR688D	Signature/Date of Authorized Individual Eddie S. Taylor 4/22/11
--	--

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.)

N5765M

4/22/11

Nationality and Registration Mark

Date

Removed six (6) TCM fuel nozzles P/N 632748-15B and installed General Aviation Modifications, Inc. turboGAMjectors Kit No. GT15B S/N 20841 STC No. SE09289SC PMA No. PQ821SW per turboGAMjector Installation Procedure No. IP-97-002 (rev 001) dated February 6, 1997. No change in weight and balance.

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

Additional Sheets Are Attached

United States Of America
Department of Transportation - Federal Aviation Administration

Supplemental Type Certificate

Number SE09289SC

This Certificate issued to General Aviation Modifications, Inc.
2800 Airport Road, Hangar A
Ada Municipal Airport
Ada, OK 74820

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

Original Product Type Certificate Number: [see attached FAA Approved Model List (AML) for list of
Makes: approved models and applicable airworthiness regulations]
Model:

Description of Type Design Change: Installation of modified fuel injector nozzles in accordance with General Aviation Modifications, Inc. "Data List", Revision 002, dated February 13, 1997, and Installation Procedure No. IP-97-002, "TurboGAMIjector Installation Procedure", Revision 002, dated February 6, 1997, or later FAA approved revisions.

Limitations and Conditions: Compatibility of this design change with previously approved modifications must be determined by the installer. This STC only applies to Teledyne Continental Motors (TCM) engine models listed on the FAA approved model list on the attached continuation sheet.

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

Date of application: September 20, 1996

Date reissued:

Date of issuance: February 06, 1997

Date amended: April 8, 1997, Rev. 1



By direction of the Administrator

A. J. Merrill
(Signature)

A. J. Merrill
Manager, Special Certification Office
Southwest Region

(Title)

FAA APPROVED MODEL LIST (AML)

STC No. SE09289SC

Date of issuance: February 06, 1997

Date amended: April 8, 1997

General Aviation Modifications, Inc.
 2800 Airport Road, Hangar A
 Ada Municipal Airport
 Ada, OK 74820

Item	Aircraft Make	Aircraft Model	Original Type Certificate Number	Regulation /Part
1	Teledyne Continental Motors	TSIO-520-A, -B, -BB, -C, -D, -DB, -E, -EB, -G, -H, -J, -JB, -K, -KB, -L, -LB, -N, -NB, -M, -P, -R, -T, -U, -UB, -AE, -AF, -VB, -WB, & -CE	E8CE	CAR 13
2	Teledyne Continental Motors	IO-520-B, -BA, -BB (with STC SE5222NM)	E5CE	CAR 13
3	Teledyne Continental Motors	IO-550-B (with STC SE5222NM)	E3SO	FAR 33
4	Teledyne Continental Motors	IO-520-D (with STC SE00215DE)	E5CE	CAR 13

FAA Approved:



Date: April 8, 1997

Pursuant to Title 49 United States Code § 44704 (b) (3) (effective October 19, 1996) the signature below constitutes the agreement and permission of General Aviation Modifications, Inc., allowing the registered owner of N 5965M, to alter that certain Teledyne Continental Motors Engine:

Model TSIO-520-B, SN 145681-8-B and NA, and ONLY that serial number (or numbers), by application of STC No. SE09289SC, to that specific engine(s), for the purpose of installing the fuel injector nozzles which are the subject of that STC.

General Aviation Modifications, Inc.



By Tim Roehl, President
 Or George W. Braly, CEO

[SEAL]

4-19-11

Date

General Aviation Modifications, Inc.

2800 Airport Rd. Hangar A
Ada, OK 74820
(580) 436-4833
Fax (580) 436-6622

MANUFACTURER RELEASE CERTIFICATE

KIT NO. GT15B

Product Name: **turboGAMIjectors[®]**
Fuel Injection Nozzles

STC No. : **SE09289SC**
FAA-PMA

P/N:GA226 Qty. 1 Installation Location Cylinder: 1 Replaces TCM P/N 632748-15B
P/N:GA226 Qty. 1 Installation Location Cylinder: 2 Replaces TCM P/N 632748-15B
P/N:GM211 Qty. 1 Installation Location Cylinder: 3 Replaces TCM P/N 632748-15B
P/N:GM211 Qty. 1 Installation Location Cylinder: 4 Replaces TCM P/N 632748-15B
P/N:GF201 Qty. 1 Installation Location Cylinder: 5 Replaces TCM P/N 632748-15B
P/N:GF201 Qty. 1 Installation Location Cylinder: 6 Replaces TCM P/N 632748-15B

Applicable to:
Engine Manufacturer :Teledyne Continental Motors

Engine Model(s): TS10-520-B

turboGAMIjectors[®] Kit No. GT15B S/N 20841

THE AERONAUTICAL PRODUCT DESCRIBED HEREON CONFORMS TO APPROVED
TYPE DESIGN AND IS IN A CONDITION FOR SAFE OPERATION



Adrian W. Little
GAMI AUTHORIZED INSPECTOR

Date: 4-19-11

**RIGHT
ENGINE**

1. The first part of the document discusses the importance of maintaining accurate records of all transactions and activities. It emphasizes that this is crucial for ensuring transparency and accountability in the organization's operations.

2. The second part of the document outlines the various methods and tools used to collect and analyze data. It highlights the need for consistent data collection practices and the use of advanced analytical techniques to derive meaningful insights from the data.

3. The third part of the document focuses on the role of technology in data management and analysis. It discusses how modern software solutions can streamline data collection, storage, and analysis processes, thereby improving efficiency and accuracy.

4. The fourth part of the document addresses the challenges associated with data management, such as data quality, security, and privacy. It provides strategies to mitigate these risks and ensure that the data remains reliable and secure throughout its lifecycle.

5. The fifth part of the document concludes by summarizing the key findings and recommendations. It stresses the importance of a data-driven approach in decision-making and the need for continuous monitoring and improvement of data management practices.

6. The sixth part of the document provides a detailed overview of the data collection process, including the identification of data sources, the design of data collection instruments, and the implementation of data collection procedures. It also discusses the importance of pilot testing and validation to ensure the reliability of the data.

7. The seventh part of the document discusses the various methods used for data analysis, such as descriptive statistics, inferential statistics, and regression analysis. It explains how these methods can be used to identify patterns, trends, and relationships within the data.

8. The eighth part of the document focuses on the interpretation of data results. It discusses the importance of contextualizing the findings and the need to consider potential limitations and biases in the data. It also provides guidance on how to communicate the results effectively to stakeholders.

9. The ninth part of the document discusses the ethical considerations surrounding data management and analysis. It emphasizes the need for transparency, informed consent, and data protection to ensure that the data is used responsibly and in compliance with relevant regulations.

10. The tenth part of the document provides a final summary and conclusions. It reiterates the key findings and recommendations and emphasizes the importance of a data-driven approach in achieving organizational goals and improving decision-making.

11. The eleventh part of the document discusses the role of data in strategic planning and decision-making. It explains how data can be used to identify opportunities, assess risks, and make informed decisions that align with the organization's long-term goals.

12. The twelfth part of the document discusses the importance of data literacy and the need for training and development. It emphasizes that all employees should have a basic understanding of data and be able to use it effectively in their work.

13. The thirteenth part of the document discusses the future of data management and analysis. It highlights emerging trends such as big data, artificial intelligence, and cloud computing, and discusses how these technologies will impact the way data is managed and analyzed.

14. The fourteenth part of the document provides a final summary and conclusions. It reiterates the key findings and recommendations and emphasizes the importance of a data-driven approach in achieving organizational goals and improving decision-making.

15. The fifteenth part of the document discusses the importance of data governance and the need for a clear framework of policies and procedures. It emphasizes that data governance is essential for ensuring the quality, security, and privacy of the data.

16. The sixteenth part of the document discusses the role of data in customer relationship management (CRM). It explains how data can be used to understand customer needs, preferences, and behaviors, and to provide personalized and targeted marketing and sales efforts.

17. The seventeenth part of the document discusses the importance of data in supply chain management. It explains how data can be used to optimize inventory levels, improve logistics, and reduce costs throughout the supply chain.

18. The eighteenth part of the document discusses the role of data in human resources management. It explains how data can be used to identify talent, improve recruitment, and enhance employee performance and engagement.

19. The nineteenth part of the document discusses the importance of data in financial management. It explains how data can be used to analyze financial performance, identify trends, and make informed decisions about budgeting and investment.

20. The twentieth part of the document provides a final summary and conclusions. It reiterates the key findings and recommendations and emphasizes the importance of a data-driven approach in achieving organizational goals and improving decision-making.

21. The twenty-first part of the document discusses the importance of data in risk management. It explains how data can be used to identify potential risks, assess their impact, and develop effective risk mitigation strategies.

22. The twenty-second part of the document discusses the role of data in innovation and research and development. It explains how data can be used to identify new market opportunities, develop new products, and improve existing ones.

23. The twenty-third part of the document discusses the importance of data in sustainability and environmental management. It explains how data can be used to monitor and reduce the organization's carbon footprint, improve resource efficiency, and promote sustainable practices.

24. The twenty-fourth part of the document discusses the role of data in corporate social responsibility (CSR). It explains how data can be used to measure and report on the organization's social and environmental impact, and to identify areas for improvement.

25. The twenty-fifth part of the document provides a final summary and conclusions. It reiterates the key findings and recommendations and emphasizes the importance of a data-driven approach in achieving organizational goals and improving decision-making.

26. The twenty-sixth part of the document discusses the importance of data in compliance and legal management. It explains how data can be used to ensure that the organization is compliant with relevant laws and regulations, and to manage legal risks effectively.

27. The twenty-seventh part of the document discusses the role of data in mergers and acquisitions (M&A). It explains how data can be used to identify potential acquisition targets, assess their value, and integrate them into the organization's operations.

28. The twenty-eighth part of the document discusses the importance of data in crisis management. It explains how data can be used to identify potential crisis situations, assess their impact, and develop effective crisis response plans.

29. The twenty-ninth part of the document discusses the role of data in organizational performance management. It explains how data can be used to track and measure organizational performance, identify areas for improvement, and implement effective performance management strategies.

30. The thirtieth part of the document provides a final summary and conclusions. It reiterates the key findings and recommendations and emphasizes the importance of a data-driven approach in achieving organizational goals and improving decision-making.

31. The thirty-first part of the document discusses the importance of data in organizational culture and change management. It explains how data can be used to understand organizational culture, identify areas for change, and implement effective change management strategies.

32. The thirty-second part of the document discusses the role of data in organizational learning and development. It explains how data can be used to identify learning needs, develop training programs, and measure the effectiveness of learning and development initiatives.

33. The thirty-third part of the document discusses the importance of data in organizational communication. It explains how data can be used to understand communication needs, develop effective communication strategies, and measure the effectiveness of communication efforts.

34. The thirty-fourth part of the document discusses the role of data in organizational innovation. It explains how data can be used to identify innovation opportunities, develop new products, and improve existing ones.

35. The thirty-fifth part of the document provides a final summary and conclusions. It reiterates the key findings and recommendations and emphasizes the importance of a data-driven approach in achieving organizational goals and improving decision-making.

36. The thirty-sixth part of the document discusses the importance of data in organizational strategy. It explains how data can be used to identify strategic opportunities, assess risks, and make informed decisions about the organization's long-term direction.

37. The thirty-seventh part of the document discusses the role of data in organizational performance. It explains how data can be used to track and measure organizational performance, identify areas for improvement, and implement effective performance management strategies.

38. The thirty-eighth part of the document discusses the importance of data in organizational risk management. It explains how data can be used to identify potential risks, assess their impact, and develop effective risk mitigation strategies.

39. The thirty-ninth part of the document discusses the role of data in organizational innovation. It explains how data can be used to identify innovation opportunities, develop new products, and improve existing ones.

40. The fortieth part of the document provides a final summary and conclusions. It reiterates the key findings and recommendations and emphasizes the importance of a data-driven approach in achieving organizational goals and improving decision-making.

41. The forty-first part of the document discusses the importance of data in organizational compliance. It explains how data can be used to ensure that the organization is compliant with relevant laws and regulations, and to manage legal risks effectively.

42. The forty-second part of the document discusses the role of data in organizational communication. It explains how data can be used to understand communication needs, develop effective communication strategies, and measure the effectiveness of communication efforts.

43. The forty-third part of the document discusses the importance of data in organizational learning and development. It explains how data can be used to identify learning needs, develop training programs, and measure the effectiveness of learning and development initiatives.

44. The forty-fourth part of the document discusses the role of data in organizational innovation. It explains how data can be used to identify innovation opportunities, develop new products, and improve existing ones.

45. The forty-fifth part of the document provides a final summary and conclusions. It reiterates the key findings and recommendations and emphasizes the importance of a data-driven approach in achieving organizational goals and improving decision-making.

46. The forty-sixth part of the document discusses the importance of data in organizational risk management. It explains how data can be used to identify potential risks, assess their impact, and develop effective risk mitigation strategies.

47. The forty-seventh part of the document discusses the role of data in organizational performance management. It explains how data can be used to track and measure organizational performance, identify areas for improvement, and implement effective performance management strategies.

48. The forty-eighth part of the document discusses the importance of data in organizational communication. It explains how data can be used to understand communication needs, develop effective communication strategies, and measure the effectiveness of communication efforts.

49. The forty-ninth part of the document discusses the role of data in organizational innovation. It explains how data can be used to identify innovation opportunities, develop new products, and improve existing ones.

50. The fiftieth part of the document provides a final summary and conclusions. It reiterates the key findings and recommendations and emphasizes the importance of a data-driven approach in achieving organizational goals and improving decision-making.



US Department
of Transportation
Federal Aviation
Administration

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

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

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark N5765M	Serial No. 310P0065	
	Make CESSNA	Model T-310P	Series
2. Owner	Name (As shown on registration certificate) RGS SYSTEMS LLC	Address (As shown on registration certificate) Address 1819 LENOX RD NE	
		City ATLANTA State GA	Zip 30306 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	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name	STARK AVIONICS	<input type="checkbox"/> U. S. Certificated Mechanic	<input type="checkbox"/> Manufacturer
Address	5290 EAST ARMOUR ROAD	<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
City	COLUMBUS State GA	<input checked="" type="checkbox"/> Certificated Repair Station	S8JR933J
Zip	31909 Country U.S.A.	<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 JOHN STARK 2-3-2011
--	--

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	X Repair Station	Inspection Authorization	

Certificate or Designation No. S8JR933J	Signature/Date of Authorized Individual 2-3-2011 JOHN STARK
--	--

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.)

N5765M

2-3-2011

Nationality and Registration Mark

Date

INSTALLED OPT-1 OIL PRESSURE AND TEMP GAGE PER STC SA5925NM AND G500 PER STC SA02015SE-D, J. WORK PERFORMED UNDER WORK ORDER #4769 THIS INSTALLATION COMPLIES WITH THE PRACTICES, METHODS, AND TECHNIQUES AS OUTLINED IN AC43.13-1B AND AC43.13-2B. THE OPT-1 AND G500 SYSTEMS WERE GROUND TESTED PER MANUFACTURER'S SPECIFICATIONS. PART NUMBERS FOR INSTALLTION MANUALS AND OTHER REFERENCED WRITTEN MATERIAL USED IN THE INSTALLTION OF THESE PRODUCTS ARE LISTED IN THE ASSOCIATED ICA'S. WEIGHT AND BALANCE AND LOG BOOK ENTRIES WERE MADE PER FAR 43.9 AND FAR 91.407 .

-----END-----

Additional Sheets Are Attached

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1. INTRODUCTION

1.1 Purpose

This document is designed for use by the installing agency of the Garmin G500 PFD/MFD System as Instructions for Continued Airworthiness in response to Federal Aviation regulation (FAR) Part 23.1529, and Part 23 Appendix G. This ICA includes information required by the operator to adequately maintain the Garmin G500 system installed under Approved Model List (AML) STC.

1.2 Scope

This document identifies the Instruction for Continued Airworthiness for the modification of the aircraft for installation of the Garmin G500 PFD/MFD System installed under Approved Model List (AML) STC.

1.3 Document Control

This document shall be released, archived, and controlled in accordance with the Garmin document control system. When this document is revised, refer to Section 2.15 for information on how to gain FAA acceptance or approval and how to notify customers of changes.

1.4 Airworthiness Limitations Section

There are no additional Airworthiness Limitations as defined in 14 CFR § 23, Appendix G. G23.4 that result from this modification. The Airworthiness Limitations section is FAA approved and specifies maintenance required under §§43.16 and 91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved.

1.5 Permission to Use Certain Documents

Permission is granted to any corporation or person applying for approval of a Garmin G500 system to use and reference appropriate STC documents to accomplish the Instructions for Continued Airworthiness and show compliance with STC engineering data. This permission does not construe suitability of the documents. It is the responsibility of the applicant to determine the suitability of the documents for the ICA.

1.6 Definitions

The following terminology is used within this document:

- 1) **AC:** Advisory Circular
- 2) **ACO:** Aircraft Certification Office
- 3) **ADC:** Air Data Computer
- 4) **AEG:** Aircraft Evaluation Group
- 5) **AHRS:** Attitude Heading Reference System
- 6) **CFR:** Code of Federal Regulations
- 7) **FAA:** Federal Aviation Administration
- 8) **ICA:** Instructions for Continued Airworthiness
- 9) **MFD:** Multi-Function Display

- 10) **PFD**: Primary Flight Display
- 11) **PMI**: Primary Manufacturing Inspector
- 12) **STC**: Supplemental Type Certificate
- 13) **TSO**: Technical Standard Order
- 14) **TVS**: Transient Voltage Suppressor

2. INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

2.1 Introduction

Content, Scope, Purpose and Arrangement:	This document identifies the Instructions for Continued Airworthiness for the modification of the aircraft by installation of the Garmin G500 PFD/MFD System.
Applicability:	Applies to aircraft altered by installation of the Garmin G500 PFD/MFD System.
Definition of Abbreviations:	See Section 1.6
Precautions:	None
Units of measurement:	None
Referenced publications:	Garmin 190-01102-06 Rev. 2 "G500 AML STC Installation Manual" or later FAA Approved Revisions Garmin 190-01102-02 Rev. B "G500 Pilot's Guide" or later FAA Approved Revisions Mid Continent Instruments 9015762 Rev. G "4300-4XX Series Installation Manual" Mid Continent Instruments 9016391 Rev. G "MD420 Installation Manual"
Retention:	This document, or the information contained within, will be included in the aircraft's permanent records.

2.2 Description of Alteration

The Garmin G500 PFD/MFD System is a combination of Garmin LRUs designed to provide both a PFD and MFD in the primary field of view. The system consists of a GDU 620 display, GRS 77 AHRS, GDC 74A ADC, GMU 44 magnetometer, and GTP 59 outside air temperature probe. This modification may also include a Garmin GAD 43 Adapter and/or Mid Continent Instruments attitude indicator (models 4300-4(), or 4200-() with MD420). Installation of the Garmin G500 system, specific for the aircraft installation, is documented in the G500 AML STC Installation Manual.

2.3 Control, Operating Information

See the G500 Pilot's Guide or the G500 AML STC Installation Manual, listed under the reference documentation in paragraph 2.1 of this document, for system operation and self-test information.

2.4 Servicing Information

None. In the event of system failure, troubleshoot the G500 system in accordance with Section 2.6 Troubleshooting Information.

2.5 Periodic Maintenance Instructions

All G500 system LRUs are designed to detect internal failures. A thorough self-test is executed automatically upon application of power to the units, and built-in tests are continuously executed. Detected errors are indicated on the GDU 620 display via failure annunciations.

Operation of the G500 system is not permitted unless an inspection as described in this section has been completed within the preceding 12 calendar months. Conduct a visual inspection (look for signs of wear, deterioration, or damage to wires, backshells, or connectors) of the G500 system LRUs and wiring harnesses to ensure installation integrity:

1. Inspect all units for security of attachment.
2. Inspect all knobs and buttons for legibility.
3. Visually inspect each unit's wiring for chafing or wear at each termination.

2.5.1 Transient Voltage Suppressors (non-metallic aircraft only)

The GDU 620 #1, GRS 77 #1, GDC 74A #1, and GAD 43 (if installed) will have a TVS located at each LRU. The optional electronic Mid Continent Instrument standby Attitude Indicator will have a TVS located at the indicator and at the attitude indicator power bus. These components must be inspected every 24 calendar months in accordance with section 8.3.1 of the G500 AML STC Installation Manual.

2.5.2 Aluminum Foil Tape (non-metallic aircraft only)

Any aluminum foil tape used in the G500 installation (see section 3.1 of this document) must be inspected every 24 calendar months in accordance with section 8.3.2 of the G500 AML STC Installation Manual.

2.5.3 GDU 620 – Display Unit

Maintenance of the GDU 620 is 'on condition' only.

2.5.4 GRS 77 – Attitude, Heading Reference System (AHRS)

The GRS 77 utilizes an Earth magnetic field model which is updated once every five years as part of the Aviation Database maintained by the owner/operator. If the magnetic model is not up to date, the unit will issue an alert upon startup indicating the model has expired. The model can be updated in accordance with the database update section of the G500 AML STC Installation Manual.

Otherwise maintenance of the GRS 77 is 'on condition' only.

2.5.5 GMU 44 – Magnetometer

Maintenance of the GMU 44 is 'on condition' only.

2.5.6 GDC 74A – Air Data Computer

Test according to Title 14 CFR §§ 91.411 and 91.413 as well as 14 CFR §§ 43 Appendix E. See the pitot-static checkout procedure in Section 5 of the G500 AML STC Installation Manual for the testing procedure.

2.5.7 GTP 59 – OAT Probe

Maintenance of the OAT Probe is 'on condition' only.

2.5.8 GAD 43 – Adapter

Maintenance of the GAD 43 is 'on condition' only.

2.5.9 Mid Continent Instruments Attitude Indicator Models 4300-4(), or 4200-() with MD420

If a Mid Continent Instruments Attitude Indicator is installed as part of the G500 AML STC, the battery pack must be tested by one of the following means:

1. Manual:
 - a. Disconnect the battery pack from the Attitude Indicator.
 - b. Ensure the battery pack is completely charged and at or near room temperature.
 - c. Connect the battery to a load of 90 ohms (rated for 10 watts) for 60 minutes while monitoring the battery voltage level.
 - i. If the battery voltage is at or above 15.0 volts while under load at the end of the 60 minute test, the battery may be recharged in accordance with the Mid Continent Instruments Installation Manual and re-installed in the aircraft.
 - ii. If the battery voltage is below 15.0 volts while under load at the end of the 60 minute test the battery must be replaced.
2. Automatic:
 - a. Use the Mid Continent Instruments Battery Charger/Tester P/N 36029 to test the battery.
 - i. If the time required for discharge is 60 minutes or greater, the battery may be recharged in accordance with the Mid Continent Instruments Installation Manual and re-installed in the aircraft.
 - ii. If the time required for discharge is less than 60 minutes, the battery must be replaced.

Proper operation of the attitude instrument must be verified with the following procedure:

1. Apply aircraft power to the unit and verify that the invalid flag is removed from view and the STBY PWR indicator is not illuminated.
2. Remove aircraft power from the unit and verify that the invalid flag is not visible and the STBY PWR indicator is flashing.
3. Press the STBY PWR button and verify that the invalid flag is not visible and the STBY PWR indicator is not flashing.
4. Press the STBY PWR button a second time and verify that the invalid flag is displayed.

Otherwise maintenance of the Mid Continent Instruments attitude indicator is 'on condition' only.

2.6 Troubleshooting Information

If error indications are displayed on the GDU 620 display unit, and/or the optional Mid Continent Instruments standby attitude indicator, consult the Troubleshooting section contained in the G500 AML STC Installation Manual. The 'G500 System Post-Installation Checkout Log' in the aircraft permanent records includes the configuration information for the installation. (See Section 5 in the G500 System Installation Manual for a sample Log).

2.7 Removal and Replacement Information

If any G500 LRUs are removed and reinstalled, verify that the LRU unit power-up self-test sequence is successfully completed and no failure messages are annunciated on the GDU 620 display. See the unit replacement procedure in Section 3 of the G500 AML STC Installation Manual.

If any work has been done on the aircraft that could affect the system wiring, antenna cable, or any interconnected equipment, verify the G500 system unit power-up self-test sequence is successfully completed and no failure messages are annunciated on the GDU 620 display.

Refer to the G500 AML STC Installation Manual (listed under reference documentation in Section 2.1 of this document) for particular LRU removal/installation procedures and special handling precautions.

2.8 Diagrams

Aircraft specific LRU locations and wire routing diagram are contained in Appendix A of this document. Refer to the G500 AML STC Series Installation Manual (listed under reference documentation in Section 2.1 of this document) for drawings applicable to this installation. Point to point wiring diagrams are in Appendix F of the G500 AML STC Installation Manual. Refer to the G500 Post-Installation Checkout Log retained in the aircraft permanent records for a list of the interfaced equipment and port configurations.

2.9 Special Inspection Requirements

After a suspected lightning strike, non-metallic aircraft must have all Transient Voltage Suppressors inspected or replaced in accordance with section 2.5.1 of this document. Tube and fabric aircraft must replace the OAT bond strap (if installed) in accordance with section 8.3.3 of the G500 AML STC Installation Manual.

2.10 Application of Protective Treatments

None, N/A.

2.11 Data Relative to Structural Fasteners

Data relative to structural fasteners, such as type, torque, and installation requirements can be found in Section 3 of the G500 AML STC Installation Manual.

2.12 Special Tools

No special tools are required for system checkout. See G500 AML STC Installation Manual listed in reference documentation in Section 2.1 of this document.

2.13 Additional Instructions

None

2.14 Overhaul Period

The system does not require overhaul at a specific time period. Power on self-test and continuous BIT will monitor the health of the G500 system. If any LRU indicates an internal failure, the unit may be removed and replaced. See the troubleshooting section contained in the G500 AML STC Installation Manual, listed under reference documentation in paragraph 2.1 of this document.

2.15 ICA Revision and Distribution

To revise this ICA, a letter must be submitted to the ACO along with the revised ICA. The ACO will obtain AEG acceptance, and approve any revision to the Airworthiness Limitations in Section 1.4. After FAA acceptance/approval, Garmin will release the revised ICA for customer use, and provide any required notification of the revision.

The latest revision of this document will be available on the Garmin website (www.garmin.com). A Garmin Service Bulletin, describing ICA revision, will be sent to dealers if revision is determined to be significant.

2.16 Assistance

Flight Standards Inspectors or the certificate holder's PMI have the required resources to respond to questions regarding this ICA. In addition, the customer may refer questions regarding this equipment and its installation to the manufacturer, Garmin. Garmin customer assistance may be contacted during normal business hours via telephone 913-397-8200 or email from the Garmin web site at www.garmin.com.

2.17 Implementation and Record Keeping

Modification of an aircraft by this Supplemental Type Certificate obligates the aircraft operator to include the maintenance information provided by this document in the operator's aircraft maintenance manual and/or the operator's aircraft scheduled maintenance program.

3. APPENDIX A

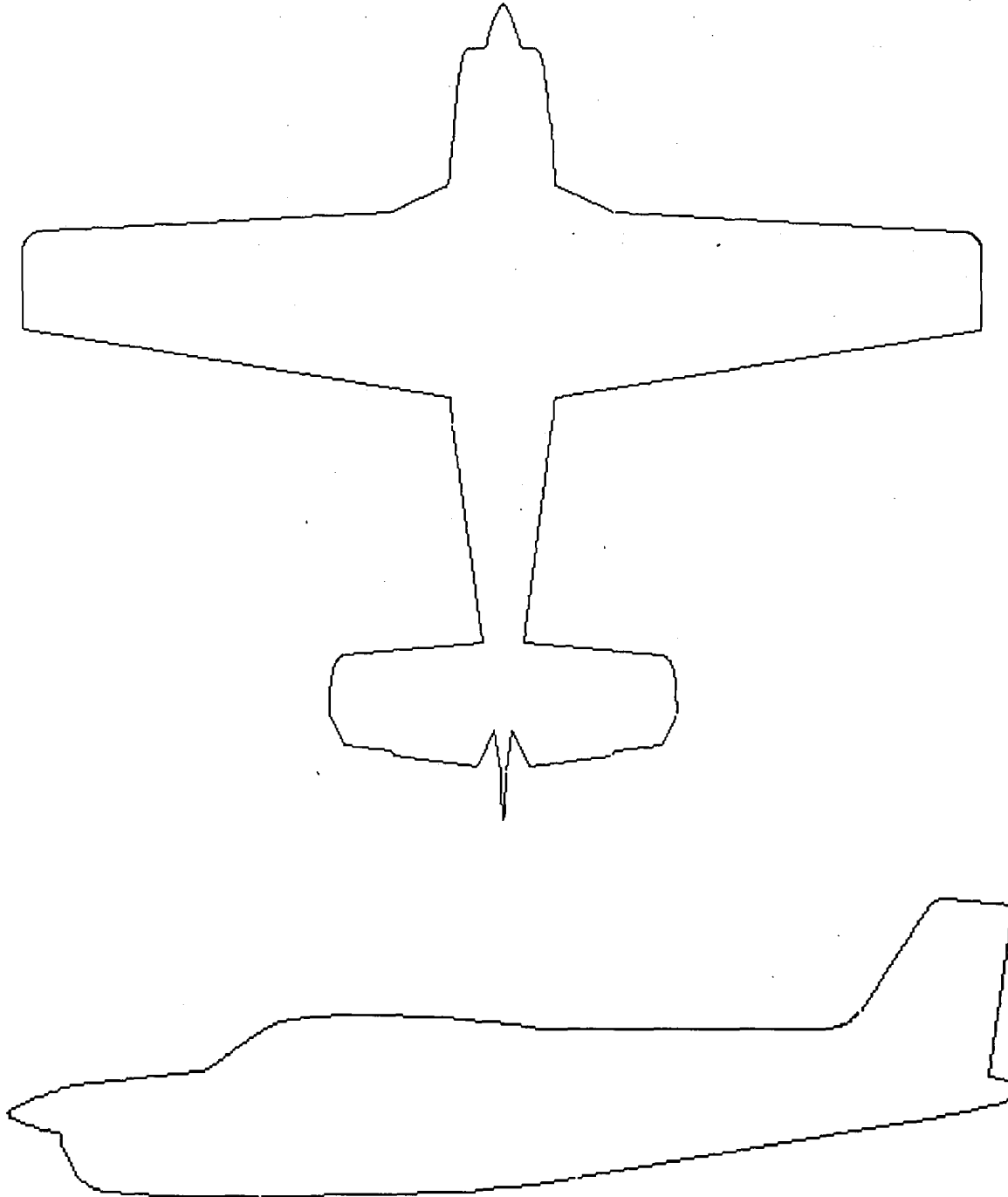
3.1 LRU Locations

The following table describes the locations of the G500 LRUs:

LRU	LRU included in this installation?	Aluminum foil tape used for grounding?	Description of Location
GDU 620 #1	<input checked="" type="checkbox"/> Yes	N/A	Pilots Panel
GRS 77 #1	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Nose
GDC 74A #1	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Nose
GMU 44 #1	<input checked="" type="checkbox"/> Yes	N/A	Tail
GTP 59 #1	<input checked="" type="checkbox"/> Yes	N/A	Tail
GAD 43	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
MCI 4300-4 ()	<input type="checkbox"/> Yes <input type="checkbox"/> No	N/A	
MCI 4200-()	<input type="checkbox"/> Yes <input type="checkbox"/> No	N/A	
MCI MD420	<input type="checkbox"/> Yes <input type="checkbox"/> No	N/A	
GDU 620 #2 (dual installations only)	<input type="checkbox"/> Yes <input type="checkbox"/> No	N/A	
GRS 77 #2 (dual installations only)	<input type="checkbox"/> Yes <input type="checkbox"/> No	N/A	
GDC 74A #2 (dual installations only)	<input type="checkbox"/> Yes <input type="checkbox"/> No	N/A	
GMU 44 #2 (dual installations only)	<input type="checkbox"/> Yes <input type="checkbox"/> No	N/A	
GTP 59 #2 (dual installations only)	<input type="checkbox"/> Yes <input type="checkbox"/> No	N/A	

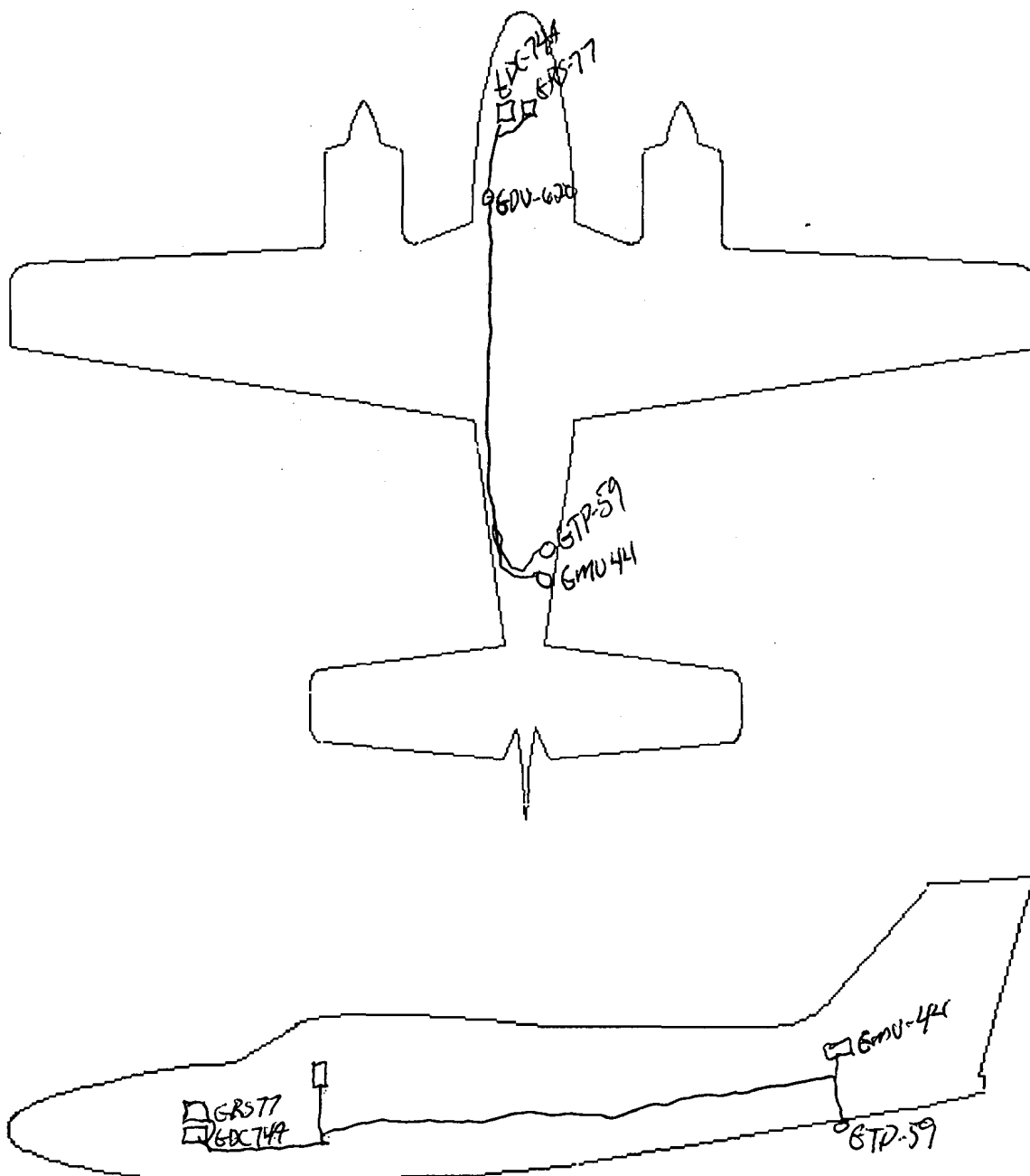
3.2 Wire Routing – Single-Engine

The following diagram depicts the wire routing for the G500 LRUs throughout the aircraft structure for a single-engine aircraft.



3.3 Wire Routing – Twin-Engine

The following diagram depicts the wire routing for the G500 LRUs throughout the aircraft structure for a twin-engine aircraft:







U.S. Department
of Transportation
Federal Aviation
Administration

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

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

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark USA N5765M	Serial No. 310P0065	
	Make CESSNA	Model T310P	Series
2. Owner	Name (As shown on registration certificate) RGS SYSTEMS LLC		Address (As shown on registration certificate) 1819 LENOX ROAD NE ATLANTA, GA 30306 USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	<i>(As described in Item 1 above)</i>	_____
<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 Georgia Avionics Inc. 841B Ronald Wood Road Winder, GA 30680 770-867-0002	B. Kind of Agency <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"><input type="checkbox"/> U. S. Certified Mechanic</td> <td style="width: 70%;">Manufacturer</td> </tr> <tr> <td><input type="checkbox"/> Foreign Certified Mechanic</td> <td>C. Certificate No.</td> </tr> <tr> <td><input checked="" type="checkbox"/> Certified Repair Station</td> <td>RS #GX4R222M</td> </tr> <tr> <td><input type="checkbox"/> Certified Maintenance Organization</td> <td>Instrument</td> </tr> </table>	<input type="checkbox"/> U. S. Certified Mechanic	Manufacturer	<input type="checkbox"/> Foreign Certified Mechanic	C. Certificate No.	<input checked="" type="checkbox"/> Certified Repair Station	RS #GX4R222M	<input type="checkbox"/> Certified Maintenance Organization	Instrument
<input type="checkbox"/> U. S. Certified Mechanic	Manufacturer								
<input type="checkbox"/> Foreign Certified Mechanic	C. Certificate No.								
<input checked="" type="checkbox"/> Certified Repair Station	RS #GX4R222M								
<input type="checkbox"/> Certified Maintenance Organization	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;"> H. C. SWINDELL JR. 16-July-2009 </div>
--	--

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 Fit. 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. GX4R222M	Signature/Date of Authorized Individual <div style="text-align: center;"> H. C. SWINDELL JR. 16-July-2009 </div>
---	--

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 N5765M

Jul-15-2009

Nationality and Registration Mark

Date

1. INTRODUCTION: THE FOLLOWING INFORMATION PROVIDES ADEQUATE GUIDANCE TO DETERMINE THAT THESE SYSTEMS ARE AIRWORTHY.
2. DESCRIPTION: THE FOLLOWING ITEM/ITEMS WERE ADDED TO THE AIRCRAFT'S AVIONICS EQUIPMENT. GARMIN GLD69A THE DATALINK SYSTEM IS A FULLY INTEGRATED REMOTE MOUNTED INSTRUMENT LOCATED ON THE RADIO SHELF IN LEFT NOSE. THE MODIFICATIONS LISTED, MEET THE FOLLOWING FAR'S: 21.303; 21.305; 23.611; 23.627; 23.1301; 23.1309; 23.1357; 23.1367; 23.1431; 23.1525; 23.1541; AC20-67B. THE EQUIPMENT WAS INSTALLED I/A/W MANUFACTURER'S INSTRUCTIONS AND I/A/W AIRCRAFT MANUFACTURER'S MAINTENANCE MANUALS. ALL WORK WAS ACCOMPLISHED PER AC43.13-1B AND AC43.13-2A.
3. CONTROL, OPERATION INFORMATION: OPERATION MANUALS SUPPLIED BY NAV-COMM EQUIPMENT MANUFACTURER HAVE BEEN PROVIDED.
4. SERVICING INFORMATION: ALL INTERNAL SERVICING OF ITEMS INCLUDED IN THIS INSTALLATION MUST BE ACCOMPLISHED BY APPROVED DEALERS.
5. MAINTENANCE INSTRUCTION: THE EQUIPMENT DOES NOT REQUIRE USER MAINTENANCE. OTHER MAINTENANCE AS DESCRIBED IN FAR PART 43 APPENDIX D(I) 1,2,4.
6. TROUBLESHOOTING INFORMATION: TROUBLESHOOTING THIS EQUIPMENT SHOULD ONLY BE ACCOMPLISHED BY AN AUTHORIZED SERVICE CENTER.
7. REMOVAL AND REPLACEMENT INFORMATION: ALL COMPONENTS CAN BE REMOVED WITH COMMON TOOLS AND PRACTICES.
8. DIAGRAMS: SEE INSTALLATION MANUAL
9. SPECIAL INSPECTIONS: NOT APPLICABLE
10. APPLICATIONS OF PROTECTIVE TREATMENTS: PANEL MOUNTED COMPONENTS SHOULD NOT BE EXPOSED TO PROTECTIVE TREATMENTS.
11. STRUCTURAL FASTENERS: ALL FASTENERS AND HARDWARE PER AC43.13-1B/2A
12. SPECIAL TOOLS: NOT APPLICABLE
- 13A. ELECTRICAL LOADS: POWER IS SUPPLIED THROUGH A 5 AMP CIRCUIT BREAKER IN THE AIRCRAFT/AVIONICS BUSS. THE AIRCRAFT EQUIPMENT HAS BEEN TESTED AND DOES NOT EXCEED 80% OF THE AIRCRAFT'S AVAILABLE ELECTRICAL POWER. ALL FUNCTIONS ARE COMPATIBLE TO OTHER AIRCRAFT SYSTEMS.
14. OVERHAUL TIME LIMITATIONS: NO ADDITIONAL OVERHAUL TIME LIMITATIONS.
15. AIRWORTHINESS LIMITATIONS: NO ADDITIONAL AIRWORTHINESS LIMITATIONS.
16. REVISION: A LETTER WILL BE SUBMITTED TO THE LOCAL FSDO WITH A COPY OF THE REVISED FAA FORM 337.

AIRCRAFT RECORDS REVISED IN ACCORDANCE WITH FAR43.5 AND AC43.9B. DETAILS ARE ON FILE AT GEORGIA AVIONICS INC. UNDER WORK ORDER# 21428

***** 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
11/30/2007

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark USA N5765M	Serial No. 310P0065	
	Make CESSNA	Model T310P	Series
2. Owner	Name (As shown on registration certificate) RGS SYSTEMS LLC		Address (As shown on registration certificate) 1819 LENOX ROAD NE ATLANTA, GA 30306 USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	<i>(As described in Item 1 above)</i>	_____
<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 Georgia Avionics Inc. 841B Ronald Wood Road Winder, GA 30680 770-867-0002	B. Kind of Agency <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;"><input type="checkbox"/> U. S. Certified Mechanic</td> <td style="width: 33%;"><input type="checkbox"/> Manufacturer</td> </tr> <tr> <td><input type="checkbox"/> Foreign Certified Mechanic</td> <td>C. Certificate No.</td> </tr> <tr> <td><input checked="" type="checkbox"/> Certified Repair Station</td> <td>RS #GX4R222M</td> </tr> <tr> <td><input type="checkbox"/> Certified Maintenance Organization</td> <td>Instrument</td> </tr> </table>	<input type="checkbox"/> U. S. Certified Mechanic	<input type="checkbox"/> Manufacturer	<input type="checkbox"/> Foreign Certified Mechanic	C. Certificate No.	<input checked="" type="checkbox"/> Certified Repair Station	RS #GX4R222M	<input type="checkbox"/> Certified Maintenance Organization	Instrument
<input type="checkbox"/> U. S. Certified Mechanic	<input type="checkbox"/> Manufacturer								
<input type="checkbox"/> Foreign Certified Mechanic	C. Certificate No.								
<input checked="" type="checkbox"/> Certified Repair Station	RS #GX4R222M								
<input type="checkbox"/> Certified Maintenance Organization	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>HCS</i></div>	H. C. SWINDELL JR. 16-July-2009
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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 Fit. 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. GX4R222M	Signature/Date of Authorized Individual <div style="text-align: center;"><i>HCS</i></div>	H. C. SWINDELL JR. 16-July-2009
---	--	---

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 N5765M

Jul-15-2009

Nationality and Registration Mark

Date

VALIDATED THAT THE PREVIOUS INSTALLATION OF ONE GNS430 WAS INSTALLED IAW WITH 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 GNS430W UNIT. THE EXISTING LOCATION OF THE UNIT WAS DETERMINED TO MEET THE FIELD-OF-VIEW REQUIREMENTS WITHOUT THE NEED FOR EXTERNAL ANNUNCIATION. THE EXISTING WIRING AND SHIELDING WAS INSPECTED AND DETERMINED TO BE IAW THE STC AML INSTALLATION DATA. THE EXISTING GA56 ANTENNA WAS REMOVED AND REPLACED WITH A WAAS ANTENNA USING THE APPROVED MOUNTING PROVISIONS OF THE PREVIOUS INSTALLATION.

A SUMMARY OF THE MODIFICATION DONE TO THE AIRCRAFT IS AS FOLLOWS:

1. REMOVED ONE (1) GARMIN GA56 ANTENNA AND INSTALLED ONE NEW GPS/WAAS ANTENNA USING THE PROVISION LEFT BEHIND FROM THE STANDARD ANTENNA IAW WITH GARMIN UPGRADE MANUAL PN 190-00357-06 REV A AND STC NO. SA01933LA.
2. REMOVED GARMIN GNS430 UNIT AND INSTALLED GARMIN GNS430W. USING THE PROVISION LEFT BEHIND FROM THE STANDARD 430 UNIT. INSTALLATION DONE IAW GARMIN UPGRADE INSTALLATION MANUAL P/N 190-00357-06 REV A AND STC NO SA01933LA.
3. THE GNS430W WAS CONFIGURED IDENTICAL TO THE ORIGINAL GNS430 UNIT. EACH INTERFACE WAS CHECKED OUT IAW THE GNS430W INSTALLATION MANUAL.
4. REMOVED THE AIRCRAFT FLIGHT MANUAL SUPPLEMENT FOR THE GNS430 AND INSTALLED A GNS430W AFMS P/N 190-00356-03, FAA APPROVED DATE 11/20/2007 INTO THE AIRCRAFT FLIGHT MANUAL.
5. THE CURRENT ELECTRICAL LOAD ANALYSIS REMAINS VALID SINCE THE NEW UNIT DRAWS THE SAME OR LESS CURRENT THAN THE ORIGINAL UNIT.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS (ICA)

1. GNS430W - INCLUDED GARMIN DOCUMENT P/N 190-00356-65, GNS430W INSTRUCTIONS FOR CONTINUED AIRWORTHINESS IN THE AIRCRAFT MAINTENANCE RECORDS.

NOTE: THIS SUPERSEDES ICAW DATA FOR THE PREVIOUSLY INSTALLED GNS430.

ADDITIONAL SHEETS ARE ATTACHED

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

GL07



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 Cessna	Model T-310-P
	Serial No. 310P0065	Nationality and Registration Mark N5765M
2. Owner	Name (As shown on registration certificate) RGS Systems LLC	Address (As shown on registration certificate) 727 Cherokee Ave SE Atlanta GA 30315-1417

3. For FAA Use Only

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

JUN 29 2004  GL-CMH FSDO
Date Signature of FAA Inspector

4. Unit Identification


5. Type

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

6. Conformity Statement

A. Agency's Name and Address Meyers Avionics Inc 20311 Airport Road Defiance OH 43512	B. Kind of Agency	C. Certificate No. OF5R091N
	U.S. Certificated Mechanic	
	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 7-6-2004	Signature of Authorized Individual Douglas Stuckey 
-------------------------	--

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 7-6-04	Certificate or Designation No. OF5R091N	Signature of Authorized Individual Douglas Stuckey 
--	---	---

NOTICE

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

8. Description of Work Accomplished

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

1. The following equipment was installed in the aircraft:

<u>Part No</u>	<u>Part Name</u>	<u>UNIT TYPE</u>	<u>Location</u>	<u>Data</u>
011-00280-10	Garmin GNS430	GPS-NAV/COM	12.0	IM#190-00140-02 Rev L Dec 2002
011-00134-00	Garmin GA56	GPS Antenna	51.0	IM#190-00094-00 Rev E June 2003

- The above work was accomplished IAW AC43.13-1B, Chapter 11, AC43.13-2A, Chapters 1, 2 and 3, AC20-138A and Meyers Drawing #5094-310P0065.
- GNS430 Regulatory Compliance: TSO-C37d Class 4&6, TSO-C38d Class C&E, JTSO-2C37e, JTSO-2C38e, RTCA DO-186a, ICAO Annex 10 Volume III, Par 2.3.3. GA-56 Regulatory Compliance: TSO-C129a, RTCA DO-160C.
- The GNS430 GPS/Com/VOR/ILS has been previously installed in an aircraft under STC SA00705WI. STC SA00705WI referenced for installation.
- Electric load check completed IAW AC43.13-2A, Chapter 2, Paragraph 27 and found to be within limits.
- The GPS is approved for IFR Terminal/Enroute and Non-Precision Approaches.
- The installation complies with the provisions of AC20-138A. The aircraft has been test flown and was found to meet the IFR Terminal/Enroute and Approach requirements of AC20-138A.

Certificate-Number: OF5R091N

- An approved Flight Manual Supplement dated JUN 29 2004 is required for this installation.
- Interfaced GNS430 to existing KI-525A HSI, GTX330, Shadin Digiflo, Garmin AT MX20, S-Tec System 55X Autopilot and PS Engineering PMA7000B Audio Panel.
- New Weight and Balance Data calculated and entered in aircraft logs and weight change form.
- Aircraft must be loaded IAW the prescribed loading information from the manufacturer.
- Pilots Guide PN-190-00140-00 Rev G dated April 2003 and Pilot's Guide Addendum PN-190-00140-10 Rev D dated March 2003 has been placed in aircraft for pilot reference.

-----END-----

03-15-04 N5765M

0-1	M-1	M-2	C-1	S-A	S-0	A-1	A-2
0-2							A-3
0-3	RECEIVED						A-4
0-4	JUN 28 2004						A-5
0-5							A-6
0-6	CMH FSDO		COLUMBUS, OH				A-7
0-7	0-9	A-14	A-13	A-12	A-11	A-10	A-8
0-8							A-9

0-1	M-1	M-2	C-1	S-A	S-0	A-1	A-2
0-2							A-3
0-3	RECEIVED						A-4
0-4	JUL 9 2004						A-5
0-5							A-6
0-6	CMH FSDO		COLUMBUS, OH				A-7
0-7	0-9	A-14	A-13	A-12	A-11	A-10	A-8
0-8							A-9

Additional Sheets Are Attached

GPS NON-PRECISION APPROACH FLIGHT TEST

Aircraft: Cessna GPS Mfg: Garmin Date Completed: 3-15-04
Reg #: N5765M Model: GNS430 Software Level: 4.02
S/N: 310P0065 S/N: 97118409 Database Exp Date: 4-11-04

APPROACH #1

Monitor the displayed cross-track and distance-to-waypoint during the approach operations of the flight and verify the flight technical error (FTE) is less than .25nm without the autopilot.

Pass: X Fail:

Approach Name: GPS27 AOH Cross Track Error: +0.01 Along Track Error: 0.0

APPROACH #2

Monitor the displayed cross-track and distance-to-waypoint during the approach operations of the flight and verify the flight technical error (FTE) is less than .25nm with the autopilot.

Pass: X Fail:

Approach Name: GPS27 0WX Cross Track Error: 0.0 Along Track Error: -0.2

APPROACH #3

Monitor the displayed cross-track and distance-to-waypoint during the approach operations of the flight and verify the flight technical error (FTE) is less than .25nm with the autopilot.

Pass: X Fail:

Approach Name: GPS12 DFI Cross Track Error 0.0 Along Track Error: 0.0

Equipment has been functionally tested and we hereby attest to its operation.

Signed: 

Pilot: Steve Johnston


Certificate #: 2688795

 GL07

11

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 GL07 

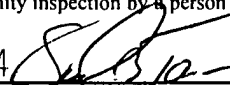
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This form is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation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

1. Aircraft	Make Cessna	Model T-310-P
	Serial No. 310P0065	Nationality and Registration Mark N5765M
2. Owner	Name (As shown on registration certificate) RGS Systems LLC	Address (As shown on registration certificate) 727 Cherokee Ave SE Atlanta GA 30315-1417

3. For FAA Use Only

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

MAR - 9 - 2004


Signature of FAA Inspector

GL-CMH FSDO


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 Meyers Avionics Inc 20311 Airport Road Defiance OH 43512	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. OF5R091N
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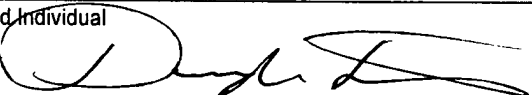
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date 3-12-2004	Signature of Authorized Individual Douglas Stuckey 
--------------------------	---

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 3-12-04	Certificate or Designation No. OF5R091N	Signature of Authorized Individual Douglas Stuckey 
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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.)

1. Installed the following equipment:

<u>Part No</u>	<u>Part Name</u>	<u>Unit Type</u>	<u>Location</u>	<u>Data</u>
011-00455-00	GTX330	Mode S Transponder	10.0	IM#190-00207-02 Rev E October 2003

2. The above work was accomplished IAW AC43.13-1B, Chapter 1 and AC43.13-2A Chapters 1, 2 and 3 and Meyers Drawing #5095-310P0065.
3. Regulatory Compliance: GTX330 TSO-C112 Class 2A, JTSO-2C112a Level 2s.
4. The GTX330 Transponder has been previously installed in an aircraft under STC ST01125WI. STC ST01125WI referenced for installation.
5. Used existing Transponder antenna.
6. Performed 91.413 and 91.217.
7. Electric load check completed IAW AC43.13-2A, Chapter 2, Paragraph 27 and found to be within limits.
8. Interfaced the GTX330 to the Garmin GNS430, PS Engineering PMA7000B Audio Panel, Garmin AT 428-2003 encoder and MX20 MFD.
9. The GTX330 is connected to aircraft power through a 5-amp breaker off the avionics buss.
10. New weight and balance data calculated and entered in aircraft logs and weight change form.
11. Aircraft must be loaded IAW the prescribed loading information from the manufacturer.
12. Instructions for Continued Airworthiness dated 2-25-04 placed in aircraft logs. (See attached)
13. Confirmed GNS430 software level to be at 4.02. Level 4.0 or later is compatible with the GTX330.
14. Pilots Guide PN-190-00207-00 Rev A Dated September 2002 placed in aircraft for pilot reference.
15. An approved GNS530 Flight Manual Revision dated MAR - 9 2004 is required for this installation.

-----END-----

0-1		M-1	M-2	C-1	S-A	S-0	A-1	A-2		
0-2								A-3		
0-3		RECEIVED							A-4	
0-4		MAR 22 2004							A-5	
0-5								A-6		
0-6		CMH FSDO COLUMBUS, OH							A-7	
0-7		0-9	A-14	A-13	A-12	A-11	A-10	A-8		
0-8								A-9		

0-1		M-1	M-2	C-1	S-A	S-0	A-1	A-2		
0-2								A-3		
0-3		RECEIVED							A-4	
0-4		FEB 27 2004							A-5	
0-5								A-6		
0-6		CMH FSDO COLUMBUS, OH							A-7	
0-7		0-9	A-14	A-13	A-12	A-11	A-10	A-8		
0-8								A-9		

2-25-04 N5765M

Additional Sheets Are Attached

Instructions for Continued Airworthiness for Garmin GTX330 Dated 2-25-04

N5765M CESSNA T310P SN-310P0065

1. Introduction

Content, Scope, Purpose and Arrangement:	This document identifies the Instructions for Continued Airworthiness for the modification of the above aircraft by installation of a Garmin GTX330.
Applicability:	Applies to aircraft altered by installation of the Garmin GTX330.
Definitions and Abbreviations:	None, N/A
Precautions:	None, N/A
Units of measurement:	None, N/A
Referenced Publications:	Garmin GTX330 Series Installation Manual, P/N 190-00207-02 Garmin GTX330 Maintenance Manual, P/N 190-00207-05 Garmin STC# ST01125WI, refer to Appendix B of above Installation Manual. Garmin GTX330 Pilot's Guide, P/N 190-00207-00
Distribution:	This document must be a permanent aircraft record.

2. Description of the Alteration

Installation of the Garmin GTX330, with interface to external Garmin AT 428-2003 Encoder, MX20 MFD, Garmin GNS430 and PS Engineering PMA7000B. Refer to section 4, figures 4-1 and 4-2 of the installation manual for interconnect information. Antenna installation, removal and replacement should be in accordance with applicable provisions of AC43.13-1B and 43.13-2A.

3. Control, Operation Information

Refer to the GTX330 Pilot's Guide

4. Servicing Information

N/A

5. Maintenance Instructions

Maintenance of the GTX330 is 'on condition' only. Periodic maintenance is not required. Refer to the GTX330 Maintenance Manual.

6. Troubleshooting Information

Refer to the GTX330 Maintenance Manual.

7. Removal and Replacement Information

Refer to section 2 of the Installation Manual. If the unit is removed and reinstalled, a functional check of the equipment should be conducted in accordance with section 5 of the manual.

8. Diagrams

Refer to sections 3 and 4 of the Installation Manual.

9. Special Inspection Requirements

N/A

10. Application of Protective Treatments

N/A

N5765M CESSNA T310P SN-310P0065

11. Data: Relative to Structural Fasteners

Antenna installation, removal and replacement should be in accordance with applicable provisions of AC43.13-1B and AC43.13-2A. Also, refer to section 3.7 of the Installation Manual.

12. Special Tools

N/A

13. Overhaul Period

No additional overhaul time limitations.

14. Airworthiness Limitation Section

No additional Airworthiness Limitations.

15. Revision

To revise this ICA, a letter must be submitted to the local FSDO with a copy of the revised FAA Form 337, and revised ICA. The FAA inspector accepts the change by signing Block 3 and including the following statement:

"The attached revised/new Instructions for Continued Airworthiness (date _____) for the above aircraft or component major alteration have been accepted by the FAA, superseding the Instructions for Continued Airworthiness (date _____)."

16. Assistance

Flight Standards Inspectors have the resources to respond to questions regarding the ICA.

17. Implementation and Record Keeping

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



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

For FAA Use Only

Office Identification

GL07



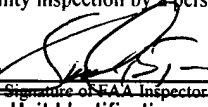
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This form is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation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

1. Aircraft	Make Cessna	Model T-310-P
	Serial No. 310P0065	Nationality and Registration Mark N5765M
2. Owner	Name (As shown on registration certificate) RGS Systems LLC	Address (As shown on registration certificate) 727 Cherokee Ave SE Atlanta GA 30315-1417

3. For FAA Use Only

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

MAR - 9 2004



GL-CMH FSDO

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.
Meyers Avionics Inc 20311 Airport Road Defiance OH 43512	<input type="checkbox"/> U.S. Certificated Mechanic	OF5R091N
	<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 3-12-2004	Signature of Authorized Individual Douglas Stuckey 
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7. Approval for Return to Service

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

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

Date of Approval or Rejection 3-12-04	Certificate or Designation No. OF5R091N	Signature of Authorized Individual Douglas Stuckey 
---	---	---

NOTICE

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

8. Description of Work Accomplished

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

1. The following equipment was installed in the aircraft:

<u>PART NO</u>	<u>PART NAME</u>	<u>UNIT TYPE</u>	<u>LOCATION</u>	<u>DATA</u>
011-00280-10	Garmin GNS430	GPS-NAV/COM	10.5	Garmin IM#190-00140-02 Rev L Dec 2002
011-00134-00	Garmin GA56	GPS Antenna	42.0	Garmin IM#190-00094-00 Rev E June 2003

2. The above work was accomplished IAW AC43.13-1B, Chapter 11, AC43.13-2A, Chapters 1, 2 and 3, AC20-138 and Meyers Drawing #5094-310P0065.

3. GNS430 Regulatory Compliance: TSO-C37d Class 4&6, TSO-C38d Class C&E, JTSO-2C37e, JTSO-2C38e, RTCA DO-186a, ICAO Annex 10 Volume III, Par 2.3.3. GA-56: DO-160C.

4. The GNS430 has been previously installed in an aircraft under STC SA00705WI. STC SA00705WI referenced for installation.

5. Installed GPS Antenna on top of aircraft 42.0" aft of datum.

6. Electric load check completed IAW AC43.13-2A, Chapter 2, Paragraph 27 and found to be within limits.

7. The GPS is not approved for IFR. The instrument panel has been placarded:

"GPS LIMITED TO VFR ONLY"

8. The GPS/NAV is connected to aircraft power through a 5-amp breaker off the avionics buss.
The Com is connected to aircraft power through a 5-amp breaker off the avionics buss.

9. Interfaced GNS430 to King KI525A HSI, Garmin GTX330, Shadin Digiflo, Garmin AT MX20, S-Tec System 55X Autopilot and PS Engineering PMA7000B Audio Panel.

10. The GPS needs to be flight tested after field approval.

11. New Weight and Balance Data calculated and entered in aircraft logs and weight change form.

12. Aircraft must be loaded IAW the prescribed loading information from the manufacturer.

13. Instructions for Continued Airworthiness Dated 2-25-04 placed in aircraft logs. (See attached)

14. Pilots Guide PN-190-00140-00 Rev G, April 2003 placed in aircraft for pilot reference.

-----END-----

0-1		M-1	M-2	C-1	S-A	S-0	A-1	A-2		
0-2								A-3		
0-3		RECEIVED							A-4	
0-4		MAR 22 2004							A-5	
0-5		CMH FSDO COLUMBUS, OH							A-6	
0-6								A-7		
0-7		0-9	A-14	A-13	A-12	A-11	A-10	A-8		
0-8								A-9		

02-25-04 N5765M

0-1		M-1	M-2	C-1	S-A	S-0	A-1	A-2		
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0-3		RECEIVED							A-4	
0-4		FEB 27 2004							A-5	
0-5		CMH FSDO COLUMBUS, OH							A-6	
0-6								A-7		
0-7		0-9	A-14	A-13	A-12	A-11	A-10	A-8		
0-8								A-9		

Additional Sheets Are Attached

Instructions for Continued Airworthiness for Garmin GNS430 Dated 2-25-04

N5765M CESSNA T310P SN-310P0065

1. Introduction

Content, Scope,
Purpose and Arrangement: This document identifies the Instructions for Continued Airworthiness for the modification of the above aircraft by installation of a Garmin GNS430.

Applicability: Applies to aircraft altered by installation of the Garmin GNS430.

Definitions and Abbreviations: None, N/A

Precautions: None, N/A

Units of measurement: None, N/A

Referenced Publications: Garmin 400 Series Installation Manual, P/N 190-00140-02
Garmin GNS430 Maintenance Manual, P/N 190-00140-05
Garmin STC# SA00705WI, refer to Appendix B of above Installation Manual.
Garmin Sample Flight Manual Supplement, P/N 190-00140-04, refer to section 3.1 of above installation manual.
Garmin GNS430 Pilot's Guide, P/N 190-00140-00

Distribution: This document must be a permanent aircraft record.

2. Description of the Alteration

Installation of the Garmin GNS430, with interface to external King KI525A HSI, Garmin GTX330, Shadin Digiflo, Garmin AT MX20, S-Tec System 55X Autopilot and PS Engineering PMA7000B Audio Panel. Refer to section 1.2, and section 4, System Interconnect of the Installation manual for interconnect information. Antenna installation, removal and replacement should be in accordance with applicable provisions of AC43.13-1B and 43.13-2A.

3. Control, Operation Information

Refer to the GNS430 Pilot's Guide

4. Servicing Information

N/A

5. Maintenance Instructions

Maintenance of the GNS430 is 'on condition' only. Periodic maintenance is not required. Refer to the GNS430 Maintenance Manual. The GA-56 GPS antenna must be inspected in accordance with CFR 14, Part 43, Appendix D.

6. Troubleshooting Information

Refer to the GNS430 Maintenance Manual.

7. Removal and Replacement Information

Refer to section 3.8 of the Installation Manual. If the unit is removed and reinstalled, a functional check of the equipment should be conducted in accordance with section 5.3 of the manual.

8. Diagrams

Refer to sections 3 and 4 of the Installation Manual.

9. Special Inspection Requirements

N/A

10. Application of Protective Treatments

N/A



N5765M CESSNA T310P SN-310P0065

11. Data: Relative to Structural Fasteners

Antenna installation, removal and replacement should be in accordance with applicable provisions of AC43.13-1B and AC43.13-2A. Also, refer to section 3.7 of the Installation Manual.

12. Special Tools

N/A

13. Overhaul Period

No additional overhaul time limitations.

14. Airworthiness Limitation Section

No additional Airworthiness Limitations.

15. Revision

To revise this ICA, a letter must be submitted to the local FSDO with a copy of the revised FAA Form 337, and revised ICA. The FAA inspector accepts the change by signing Block 3 and including the following statement:

"The attached revised/new Instructions for Continued Airworthiness (date _____) for the above aircraft or component major alteration have been accepted by the FAA, superseding the Instructions for Continued Airworthiness (date _____)."

16. Assistance

Flight Standards Inspectors have the resources to respond to questions regarding the ICA.

17. Implementation and Record Keeping

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



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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

GL07



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 Cessna	Model T-310-P
	Serial No. 310P0065	Nationality and Registration Mark N5765M
2. Owner	Name (As shown on registration certificate) RGS Systems LLC	Address (As shown on registration certificate) 727 Cherokee Ave SE Atlanta GA 30315-1417

3. For FAA Use Only

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

MAR - 9 2004

Signature of FAA Inspector

GL-CMH FSDO

Date

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 Meyers Avionics Inc 20311 Airport Road Defiance OH 43512	B. Kind of Agency U.S. Certificated Mechanic Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station Manufacturer	C. Certificate No. OF5R091N
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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 3-12-2004	Signature of Authorized Individual Douglas Stuckey
--------------------------	--

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 3-12-04	Certificate or Designation No. OF5R091N	Signature of Authorized Individual Douglas Stuckey
---	---	--

NOTICE

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

8. Description of Work Accomplished

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

1. The following equipment was installed in the aircraft:

Part No	Part Name	UNIT TYPE	Location	Data
805-11500-001	BFG WX500	Stormscope Processor	140.0	IM#009-11500-001 Rev E September 2003
805-10930-001	BFG NY-163	Stormscope Antenna	137.0	IM#009-11500-001 Rev E September 2003

2. The above work was accomplished IAW AC43.13-1B, Chapter 11 and AC43.13-2A, Chapters 1, 2 and 3, and Meyers Drawing #5096-310P0065.

3. Regulatory Compliance: TSO-C110a, RTCA DO-160C, DO-178B, Level D and DO-160C.

4. Electric load check completed IAW AC43.13-2A, Chapter 2, Paragraph 27 and found to be within limits.

5. Interfaced WX500 system to King KI525A HSI, Garmin GNS430, Garmin AT MX20 MFD and 428-2003 Encoder.

6. Confirmed GNS430 software level to be at 4.02. Level 2.05 or later is compatible with the WX500.

7. Placed placard "Navigation Not To Be Predicated On Use Of The WX500" on the instrument panel.

8. New Weight and Balance Data calculated and entered in aircraft logs and weight change form.

9. Aircraft must be loaded IAW the prescribed loading information from the manufacturer.

10. Instructions for Continued Airworthiness Dated 2-24-04 placed in aircraft logs. (See attached)

11. Placed Pilots Guide PN-009-11501-001 Rev B dated 08/14/01 in aircraft for pilot reference.

-----END-----

0-1		M-1	M-2	C-1	S-A	S-0	A-1	A-2		
0-2								A-3		
0-3		RECEIVED							A-4	
0-4		MAR 22 2004							A-5	
0-5								A-6		
0-6		CMH FSDO COLUMBUS, OH							A-7	
0-7		0-9	A-14	A-13	A-12	A-11	A-10	A-8		
0-8								A-9		

0-1		M-1	M-2	C-1	S-A	S-0	A-1	A-2		
0-2								A-3		
0-3		RECEIVED							A-4	
0-4		FEB 27 2004							A-5	
0-5								A-6		
0-6		CMH FSDO COLUMBUS, OH							A-7	
0-7		0-9	A-14	A-13	A-12	A-11	A-10	A-8		
0-8								A-9		

2-24-04 N5765M

Additional Sheets Are Attached

Instructions for Continued Airworthiness for BF Goodrich WX500 Dated 2-24-04

N5765M CESSNA 310P SN-310P0065

1. Introduction

Content, Scope,
Purpose and Arrangement: This document identifies the Instructions for Continued Airworthiness for the modification of the above aircraft by installation of a BF Goodrich WX500.

Applicability: Applies to aircraft altered by installation of the BF Goodrich WX500

Definitions and Abbreviations: None, N/A

Precautions: None, N/A

Units of measurement: None, N/A

Referenced Publications: BF Goodrich WX500 Installation Manual, P/N 009-11500-001
BF Goodrich WX500 Pilot's Guide, P/N 009-11501-001

Distribution: This document must be a permanent aircraft record.

2. Description of the Alteration

Installation of the BF Goodrich WX500, with interface to external King KI525A HSI, Garmin GNS430, Garmin AT MX20 MFD and 428-2003 Encoder. Refer to section 2.1, System Interconnect of the Installation manual for interconnect information. Antenna installation, removal and replacement should be in accordance with applicable provisions of AC43.13-1B and 43.13-2A.

3. Control, Operation Information

Refer to the WX500 Pilot's Guide

4. Servicing Information

N/A

5. Maintenance Instructions

Maintenance of the WX500 is 'on condition' only. Periodic maintenance is not required. Refer to the WX500 Installation Manual, Chapter 4. The NY-163 antenna must be inspected in accordance with CFR 14, Part 43, Appendix D.

6. Troubleshooting Information

Refer to the WX500 Installation Manual.

7. Removal and Replacement Information

Refer to section 4.1 of the Installation Manual. If the unit is removed and reinstalled, a functional check of the equipment should be conducted in accordance with section 3.1 of the manual.

8. Diagrams

Refer to sections 2.1 of the Installation Manual.

9. Special Inspection Requirements

N/A

10. Application of Protective Treatments:

N/A



N5765M CESSNA 310P SN-310P0065

11. Data: Relative to Structural Fasteners

Antenna installation, removal and replacement should be in accordance with applicable provisions of AC43.13-1B and AC43.13-2A. Also, refer to section 2.5 of the Installation Manual.

12. Special Tools

N/A

13. Overhaul Period

No additional overhaul time limitations.

14. Airworthiness Limitation Section

No additional Airworthiness Limitations.

15. Revision

To revise this ICA, a letter must be submitted to the local FSDO with a copy of the revised FAA Form 337, and revised ICA. The FAA inspector accepts the change by signing Block 3 and including the following statement:

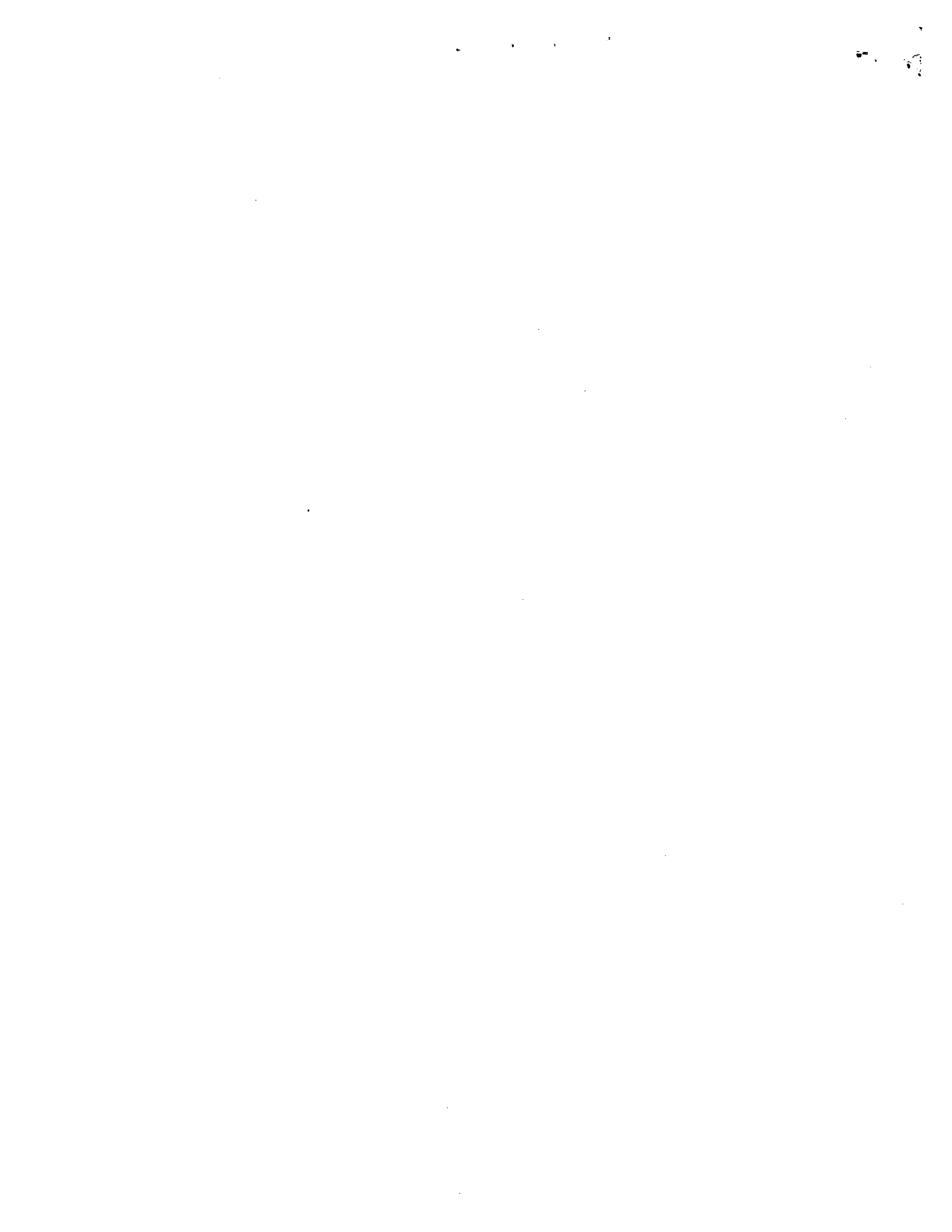
"The attached revised/new Instructions for Continued Airworthiness (date _____) for the above aircraft or component major alteration have been accepted by the FAA, superseding the Instructions for Continued Airworthiness (date _____)."

16. Assistance

Flight Standards Inspectors have the resources to respond to questions regarding the ICA.

17. Implementation and Record Keeping

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



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

GL07

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 Cessna	Model T-310-P
	Serial No. 310P0065	Nationality and Registration Mark N5765M
2. Owner	Name (As shown on registration certificate) RGS Systems LLC	Address (As shown on registration certificate) 727 Cherokee Ave SE Atlanta GA 30315-1417

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Meyers Avionics Inc 20311 Airport Road Defiance OH 43512	<input type="checkbox"/> U.S. Certificated Mechanic	OF5R091N
	<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 March 12, 2004	Signature of Authorized Individual
-------------------------------	--

7. Approval for Return to Service

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

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

Date of Approval or Rejection 3-12-04	Certificate or Designation No. OF5R091N	Signature of Authorized Individual
---	---	--

NOTICE

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

8. Description of Work Accomplished

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

1. Installed the following equipment:

<u>PART NO</u>	<u>PART NAME</u>	<u>UNIT TYPE</u>	<u>LOCATION</u>	<u>DATA</u>
430-0270-700	Garmin AT MX20	Multi-Function Display	11.5	IM#560-1025-07a September 2003

2. Installation of the MX20 Multi-Function display according to STC SA02154AK, Garmin AT, Apollo MX20 Master Drawing List PN-560-5050-05 Rev C dated August 27 2003.

3. Regulatory Compliance: TSO C63c, C110a, C113, C118, C147 and C151.

4. Interfaced MX20 with GNS430 and GTX330.

5. Electric load check completed IAW AC43.13-2A, Chapter 2, Paragraph 27 and found to be within limits.

6. Instructions for Continued Airworthiness Document PN-560-1048-00 dated 6-26-02 placed in aircraft logs.

7. Approved Supplemental Flight Manual PN-560-1032-05 Rev C dated 8-27-03 placed in aircraft for pilot reference.

8. New Weight and Balance Data calculated and entered in aircraft logs and weight change form.

9. Aircraft must be loaded IAW the prescribed loading information from the manufacturer.

10. Pilots Guide PN-560-1026-05c dated September 2003 has been placed in aircraft for pilot reference.

-----END-----

3-12-04 NS765M

0-1		M-1	M-2	C-1	S-A	S-0	A-1	A-2	
0-2								A-3	
0-3		RECEIVED						A-4	
0-4		MAR 22 2004						A-5	
0-5		CMH FSDO COLUMBUS, OH						A-6	
0-6								A-7	
0-7		0-9	A-14	A-13	A-12	A-11	A-10	A-8	
0-8								A-9	

Additional Sheets Are Attached

US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

GLO7



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 Cessna	Model T-310-P
	Serial No. 310P0065	Nationality and Registration Mark N5765M
2. Owner	Name (As shown on registration certificate) RGS Systems LLC	Address (As shown on registration certificate) 727 Cherokee Ave SE Atlanta GA 30315-1417

3. For FAA Use Only

4. Unit Identification

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Meyers Avionics Inc 20311 Airport Road Defiance OH 43512	<input type="checkbox"/> U.S. Certificated Mechanic	OF5R091N
	<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 March 12, 2004	Signature of Authorized Individual Douglas Stuckey
-------------------------------	---

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 3-12-04	Certificate or Designation No. OF5R091N	Signature of Authorized Individual Douglas Stuckey		

NOTICE

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

8. Description of Work Accomplished

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

1. The following equipment was found installed in aircraft without paperwork:

<u>PART NO</u>	<u>UNIT TYPE</u>	<u>LOCATION</u>	<u>DATA</u>
PMA7000B	Audio/I-Com	12.5	IM#200-780-0004 February 2004

2. The above work was accomplished IAW AC43.13-1B, Chapter 11 and AC43.13-2A, Chapters 1, 2 and 3.
3. Regulatory Compliance: TSO C50c, TSO C35d.
4. Electric load check completed IAW AC43.13-2A, Chapter 2, Paragraph 27 and found to be within limits.
5. New Weight and Balance Data calculated and entered in aircraft logs and weight change form.
6. Following any maintenance or removal of the PMA7000B the unit must be checked in accordance with the manufacturers specifications. Other than for regulatory periodic functional checks, maintenance of the PM7000B is "on condition" only.
7. The aircraft must be loaded IAW the prescribed loading information from the manufacturer.

-----END-----

3-12-04 N5765M

0-1		M-1	M-2	C-1	S-A	S-0	A-1	A-2	
0-2								A-3	
0-3		RECEIVED						A-4	
0-4		MAR 22 2004						A-5	
0-5								A-6	
0-6		CMH: FSDO COLUMBUS, OH						A-7	
0-7		0-9	A-14	A-13	A-12	A-11	A-10	A-8	
0-8								A-9	

Additional Sheets Are Attached

US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
GLO7

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 Cessna	Model T-310-P
	Serial No. 310P0065	Nationality and Registration Mark N5765M
2. Owner	Name (As shown on registration certificate) RGS Systems LLC	Address (As shown on registration certificate) 727 Cherokee Ave SE Atlanta GA 30315-1417

3. For FAA Use Only

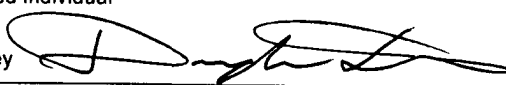
4. Unit Identification

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

6. Conformity Statement

A. Agency's Name and Address Meyers Avionics Inc 20311 Airport Road Defiance OH 43512	B. Kind of Agency U.S. Certificated Mechanic Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station Manufacturer	C. Certificate No. OF5R091N
---	---	---------------------------------------


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 12, 2004	Signature of Authorized Individual Douglas Stuckey 
-------------------------------	---

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 3-12-04	Certificate or Designation No. OF5R091N	Signature of Authorized Individual Douglas Stuckey 
---	---	---

NOTICE

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

8. Description of Work Accomplished

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

1. Installed S-TEC System 55X Autopilot.
2. Installation of S-TEC System 55X two axis automatic flight guidance system, Model ST-594, according to STC SA09001AC-D, Bulletin No. 694, Revision 4 dated 5-11-01 and Master Drawing List No. 92794, Revision D, dated 5-11-01.
3. Electric load check completed IAW AC43.13-2A, Chapter 2, Paragraph 27 and found to be within limits.
4. New Weight and Balance Data calculated and entered in aircraft logs and weight change form.
5. Aircraft must be loaded IAW the prescribed loading information from the manufacturer.
6. Instructions for Continued Airworthiness PN-8170 Rev 6 placed in aircraft logs.
7. Approved Supplemental Flight Manual, PN 891180 dated 8-2-95 has been placed in aircraft for pilot reference.
8. Pilot's Operating Handbook PN 87109 Rev 2 Dated 5-31-02 placed in aircraft for pilot reference.

-----END-----

3-12-04 N5765M

0-1		M-1	M-2	C-1	S-A	S-0	A-1	A-2	
0-2								A-3	
0-3		RECEIVED						A-4	
0-4		MAR 22 2004						A-5	
0-5		CMH FSDO COLUMBUS, OH						A-6	
0-6								A-7	
0-7		0-9	A-14	A-13	A-12	A-11	A-10	A-8	
0-8								A-9	

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

LIA **GL07**

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

1. Aircraft	Make Cessna	Model 310P
	Serial No. 310P0065	Nationality and Registration Mark N5765M
2. Owner	Name (As shown on registration certificate) RGS Systems LLC	Address (As shown on registration certificate) 727 Cherokee Ave SE Atlanta GA 30315-1417

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Anthony R. Saxton 20399 Airport Rd. Defiance, OH 43512	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	AP270560767IA
	<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 3/15/2004	Signature of Authorized Individual <i>Anthony R. Saxton</i> Anthony R. Saxton
-------------------	---

7. Approval for Return To Service

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

BY	FAA Flt. Standards Inspector	Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection Anthony R. Saxton		Certificate or Designation No. AP270560767IA		Signature of Authorized Individual <i>Anthony R. Saxton</i> Anthony R. Saxton	

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.)

N5765M

3/15/2004

(Aircraft Total Time 1929.6)

Removed original factory fuel flow gauge #C662020109 and related plumbing.

Installed Shadin Company #910532P Fuel Flow Indicating System and left and right transducers #680501A left s/n 130623/ rgt 130553 in accordance with Shadin Company Report No. 4027, dated May 10, 1983.

Wired using Shadin provided wiring harness as called out in instructions. Wired to aircraft main buss through 2 amp circuit breaker (Klixon 7822-2-5). All wiring accomplished utilizing various techniques per AC43.13-1B dated September 8, 1998 Chapter 11 "Aircraft Electrical Systems" section 8 "Wiring Installation Inspection Requirments" pages 11-43 through 11-50.

Installed panel mounted instrument in same location as removed units.

This installation approved Per Supplemental Type Certificate # SA573GL.

Changed equipment list as necessary.

Weight and balance change negligible.

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

0-1		M-1	M-2	C-1	S-A	S-0	A-1	A-2	
0-2								A-3	
0-3		RECEIVED						A-4	
0-4		MAR 18 2004						A-5	
0-5		COLUMBUS, OH						A-6	
0-6		COLUMBUS, OH						A-7	
0-7		0-9	A-14	A-13	A-12	A-11	A-10	A-8	
0-8								A-9	

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

[Signature]

GLO7

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

1. Aircraft	Make Cessna	Model 310P
	Serial No. 310P0065	Nationality and Registration Mark N5765M
2. Owner	Name (As shown on registration certificate) RGS Systems LLC	Address (As shown on registration certificate) 727 Cherokee Ave SE Atlanta GA 30315-1417

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Anthony R. Saxton 20399 Airport Rd. Defiance, OH 43512	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	AP270560767IA
	<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 3/15/2004	Signature of Authorized Individual <i>[Signature]</i> Anthony R. Saxton
-------------------	---

7. Approval for Return To Service

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

BY	FAA Flt. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection Anthony R. Saxton		Certificate or Designation No. AP270560767IA		Signature of Authorized Individual <i>[Signature]</i> Anthony R. Saxton	

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.)

N5765M
3/15/2004
 (Aircraft TT 1929.6)

Repaired aircraft main landing gear side brace rib due to cracks per **Cessna Service Bulletin ME76-2**.

Installed Cessna Main Landing Gear Side Brace Wing Rib Modification kit #**SK414-8E**. Installed per Service Kit directions dated December 9, 1975.

All riveting accomplished using AC43.13-1B, Chapter 4 "Metal Structure, Welding and Brazing" Section 4, "Metal Repair Procedures" used various fabrication techniques presented in Para 4-50 through 4-62, Pages 4-11 through 4-51.

and

Cessna 310P Maintenance Manual Section 15 "Structural Repair" as a guide.

Reinstalled all removed parts landing gear parts and re-rigged landing gear as required per Cessna 310P Maintenance Manual Section 4 "Landing Gear and Brake System".

Weight and balance change negligible.

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

0-1		<i>M-1</i>	<i>M-2</i>	C-1	S-A	S-0	A-1	A-2	
0-2								A-3	
0-3	RECEIVED								A-4
0-4	MAR 18 2004								A-5
0-5	CMH FSDO COLUMBUS, OH								A-6
0-6								A-7	
0-7		0-9	A-14	A-13	A-12	A-11	A-10	A-8	
0-8								A-9	

Additional Sheets Are Attached

6510



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

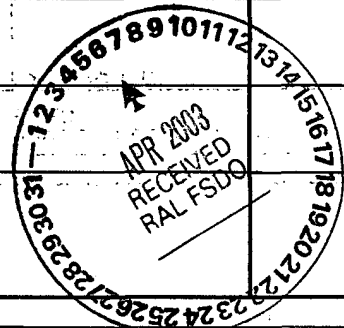
Form Approved
OMB No. 2120-0020
For FAA Use Only
Office Identification
WPA2 *[Signature]* MAY 16 2003

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

1. Aircraft	Make Cessna	Model T310P
	Serial No. 310P-0065	Nationality and Registration Mark N5765M United States
2. Owner	Name (As shown on registration certificate) Koennecker, Jack L	Address (As shown on registration certificate) 2352 Yosemite Drive Palm Springs CA 92262

3. For FAA Use Only

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



6. Conformity Statement

A. Agency's Name and Address Matthew Edward Parker 743 S. 12th Street Banning, CA 92220	B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. A&P 548959526
--	--	-------------------------------------

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

Date 4/2/2003	Signature of Authorized Individual Matthew E Parker <i>[Signature]</i>
------------------	---

7. Approval for Return To Service

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

BY	FAA 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 4/2/2003	Certificate or Designation No. 135388626	Signature of Authorized Individual <i>[Signature]</i>
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NOTICE

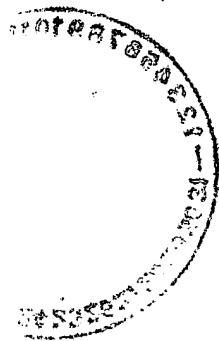
Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

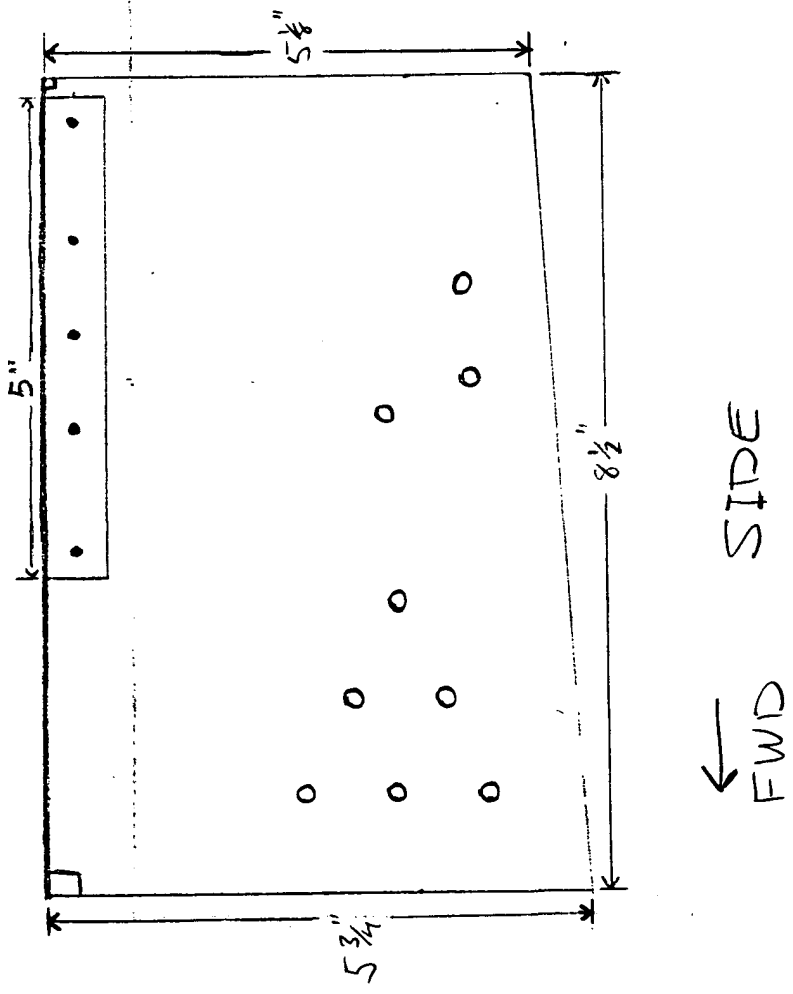
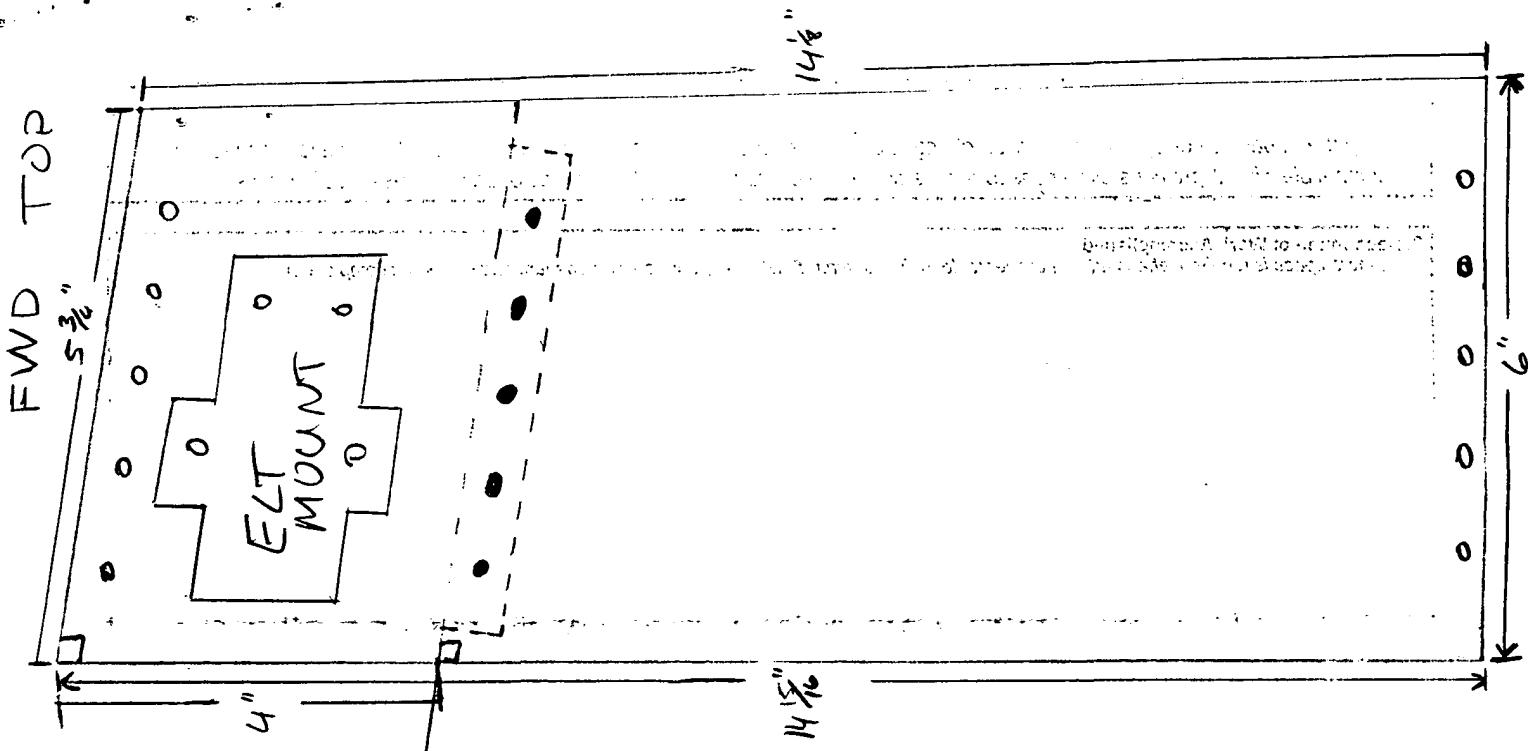
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

1. Removed Leigh Systems ELT.
2. Fabricated mounting surface by extending avionics mount surface aftward. All riveting performed in accordance with AC 43.13 -1B change 1 ch 4-57. See attached figure for dimensions.
3. Installed Ameri-King model AK-450 E.L.T. ser. # 465019 in accordance with Ameri-King installation and operations manual document No. IM-450 and F.A.A. AC 43.13-2A chapters 1 thru 3, 11 and 13.
4. Aircraft weight and balance adjusted as required.
5. Aircraft equipment list revised.

-----END-----



Additional Sheets Are Attached



The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that every entry should be supported by a valid receipt or invoice. This ensures that the financial statements are reliable and can be audited without any discrepancies.

In the second section, the author details the various methods used to collect and analyze data. This includes both primary and secondary research techniques. The primary research involves direct observation and interviews with key stakeholders, while secondary research involves reviewing existing literature and reports. The data collected is then analyzed using statistical software to identify trends and correlations.

The final part of the document provides a comprehensive overview of the findings and conclusions. It highlights the key insights gained from the research and discusses their implications for the organization. The author also offers recommendations for future research and suggests ways to improve the current processes based on the findings.



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

MAY 16 2003

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

1. Aircraft	Make Cessna	Model T310P
	Serial No. 310P-0065	Nationality and Registration Mark N5765M United States
2. Owner	Name (As shown on registration certificate) Koennecker, Jack L	Address (As shown on registration certificate) 2352 Yosemite Drive Palm Springs CA 92264

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address Rodney L. Parmley 30478 Winter Drive Cathedral City CA 92234	B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. 135388626
--	--	---------------------------------

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

Date 4/2/2003	Signature of Authorized Individual <i>Rodney L. Parmley</i>
------------------	--

7. Approval for Return To Service

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

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

Date of Approval or Rejection 4/2/2003	Certificate or Designation No. 135388626	Signature of Authorized Individual <i>Rodney L. Parmley</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.)

1. Removed original Goodyear wheel and brake assemblies from left hand and right hand main gear.
2. Installed Cleveland Conversion Kit P/N 199-64 in accordance with installation drawing 50-68, sheet 2 dated March 17, 1981. Kit 199-64 consists of main wheel 40-40 B(2), brake 30-28 D(2) and installations instructions. Installed in accordance with STC# SA111GL.
3. Revised equipment list.
4. Change to weight and balance negligible.

-----END-----

Additional Sheets Are Attached

CAMERA NO. 2

DATE: 9-10-92

RECEIVED JUL 20 1992

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-ROGO.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)				OFFICE IDENTIFICATION NM-5LL-FSDO JES	
1. AIRCRAFT	MAKE	CESSNA	MODEL	T310P	
	SERIAL NO.	310P0065	NATIONALITY AND REGISTRATION MARK	USA N5765M	
2. OWNER	NAME (As shown on registration certificate) Jack Koennecker's Shop De Golf Inc.		ADDRESS (As shown on registration certificate) 2352 Yosemite Palm Springs Ca 92262		
	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.
West Star Aviation, Inc. P.O. Box 4490 Grand Junction, CO 81502			<input type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		WTXR173J
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 7-15-92			SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Robert F. Batterman</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 RT. STANDARDS INSPECTOR	MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 7-15-92		CERTIFICATE OR DESIGNATION NO. WTXR173J		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Robert F. Batterman</i> Robert F. Batterman	

FAA Form 337 (7-87)

(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.


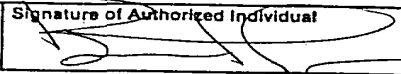
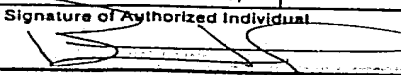
8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Installed Vortex Generators on the wings and vertical stabilizer and Strakes on the nacelles in accordance with manufacturer's drawing list, and added the FAA Approved Flight Manual Supplement to the AFM, in accordance with Micro Aerodynamics Installation Manual, P/N C310K Inst. Man., per STC4980NM, Option #2.

Negligible weight change

END

ADDITIONAL SHEETS ARE ATTACHED

 US Department of Transportation Federal Aviation Administration		MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)		Form Approved OMB No. 2120-0020	
				For FAA Use Only	
				Office Identification	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).					
1. Aircraft	Make	CESSNA	Model	T-310P	
	Serial No.	310P0065	Nationality and Registration Mark	N5765M	
2. Owner	Name (As shown on registration certificate)	JACK KOENNECKERS	Address (As shown on registration certificate)		
		SHOP DE GOLF	2352 YOSEMITE PALM SPRINGS CA 92262		
3. For FAA Use Only					
4. Unit Identification					
Unit No.	Manufacturer	Model	Serial No.	5. Type	
				Repair	Alteration
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
6. Conformity Statement					
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
AMR Combs, Centennial Avionics Box C7 7395 S. Peoria St. Englewood, Colorado 80112		<input type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer		CRS# DKJ3455K Instrument Limited Radio Limited Airframe Limited	
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		Bruce Thigpen 2408999	
06-25-90					
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	Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection		Certificate or Designation No.	Signature of Authorized Individual		
06-25-90		CRS# DKJ3455K			
			Bruce Thigpen 2408999		

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 T-310P S/N 310P0065 N5765M 6-25-90

Removed Aerosonix altimeter p/n C661011-8201, s/n 10348 from the center-instrument panel, station 13.5.

Installed II Morrow Apollo II Loran-C p/n 430-0188-005 s/n 59547 in the center instrument panel at station 10.5, and Loran-C antenna p/n 430-0035-000 s/n C02662 at station 145. Installed II Morrow Apollo altitude encoder p/n 560-4018, s/n M1327 at station 9.5.

The system was installed per II Morrow installation manual and II Morrow service bulletin dated April-6, 1990.

Aircraft placarded "LORAN-C NOT APPROVED FOR IFR". Loran-C circuit breaker placarded "LORAN C".

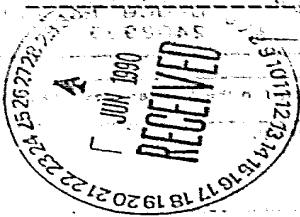
Wired with the following wires: MIL-W-22759-16-22, MIL-27500-22G1T-14, and antenna cable RG 58 A/U.

The system was tested for interaction and interference with other aircraft systems and found to be satisfactory. The system meets the FAA safety requirements of FAR 25.1301 and FAR 25.1309.

The system was installed per and found to comply with the requirements of AC-43.13-1A, Chapter 11 Section 2 for circuit breaker/switch installations and electrical load analysis, Chapter 11 Section 3 through 7 for cable routing, tying, clamping, and wire identification. Chapter 13 for calculating weight and balance. AC 43.13-2A, Chapter 2 Paragraph 23 for equipment installations, Chapter 3 for antenna installation.

Amended the aircraft weight and balance and revised the equipment list.

END



ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		RECEIVED FEB 12 1990	Form Approved Budget Bureau No. 04-RO60.1
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)		SEA-FSDO-AVI	FOR FAA USE ONLY OFFICE IDENTIFICATION J.D. ANN-FSDO-01
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.			
1. AIRCRAFT	MAKE <i>Cessna</i>	MODEL <i>T-310P</i>	NATIONALITY AND REGISTRATION MARK <i>N5765M</i>
	SERIAL NO. <i>310P0065</i>		
2. OWNER	NAME (As shown on registration certificate) <i>JACK KOEHNNECKER'S</i>		ADDRESS (As shown on registration certificate) <i>1100 MURRAY CANYON RD. PRIM SPRINGS, CA. 92262</i>
	SHOP DE GOLF, INC.		
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			
6. CONFORMITY STATEMENT			
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY	
Sherman E. Hall 175 Union Ave. N. E. Renton, Wa 98056		<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	
		<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
		<input type="checkbox"/> CERTIFICATED REPAIR STATION	
		<input type="checkbox"/> MANUFACTURER	
		C. CERTIFICATE NO. 2220724	
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>2-3-90</i>		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Sherman E. Hall</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 <i>2-3-90</i>		CERTIFICATE OR DESIGNATION NO. <i>IA2220724</i>	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Sherman E. Hall</i>

FAA

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)	Form Approved Budget Bureau No. 04-R060.1 FOR FAA USE ONLY OFFICE IDENTIFICATION 4-0-03
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INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE CESSNA	MODEL T 310P
	SERIAL NO. 310 P.0065	NATIONALITY AND REGISTRATION MARK N5765M
2. OWNER	NAME (As shown on registration certificate) Jack Koennecker	
	ADDRESS (As shown on registration certificate) 1100 Murray Canyon Dr. Palm Springs, CA. 92262	

3. FOR FAA USE ONLY

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Crownair, Inc. 3753 John J. Montgomery Drive San Diego, California 92123	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. 4826 Radio Class 1 & 2
---	---	--

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 November 12, 1976	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>John D. Keiper</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)
	AA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION November 12, 1976		CERTIFICATE OR DESIGNATION NO. 4826-Rad. CL 1&2	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>John D. Keiper</i>	

NOTICE

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

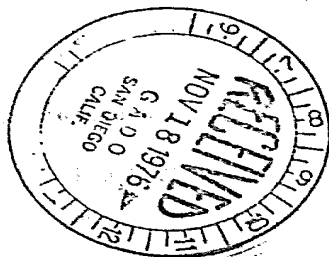
B. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Installed Collins Micro Line TDR-950 Transponder in the radio instrument panel in space provided by the aircraft manufacturer. The Antenna was installed at Fuselage Station -4.0.

The installation was i/a/w the Installation and Maintenance Manual provided by Collins and the practices and procedures as set forth in AC43.13-2, Para. 21, 22 and 23A thru E and all wiring i/a/w AC43 13-14, Chapt. 11, Para. 425 and 428, Sec. 7.

A new Weight and Balance Data Supplement was added to the aircraft records this date and ATC transponder inspection required by FAR 91.177 was performed and found to comply with FAR 43, Appendix F.

Nothing follows.



ADDITIONAL SHEETS ARE ATTACHED

OK ACC

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

Form Approved
Budget Bureau No. 04-R060.1
FOR FAA USE ONLY
OFFICE IDENTIFICATION
4-08

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

1. AIRCRAFT	MAKE CESSNA	MODEL T310P
	SERIAL NO. 310P0065	NATIONALITY AND REGISTRATION MARK N5765M
2. OWNER	NAME (As shown on registration certificate) JACK KOENNECKER	ADDRESS (As shown on registration certificate) 2352 YOSEMITE DR. PALM SPRINGS, CA. 92262

3. FOR FAA USE ONLY

The alteration described herein conforms with applicable Airworthiness Regulations and is approved only for the specific aircraft and engine as shown on this application. It is not to be used for any other aircraft or engine.
12/15/81 *D. C. Cobbin*
Date Approving Inspector RAL 4-08

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS MARTIN AVIONICS 210 N. EL CIELO RD. PALM SPRINGS, CA. 92262	B. KIND OF AGENCY		C. CERTIFICATE NO. 408-64 RADIO I & II TXPNDR/DME LTD. INST/AIRFRAME
	<input type="checkbox"/>	U.S. CERTIFICATED MECHANIC	
	<input type="checkbox"/>	FOREIGN CERTIFICATED MECHANIC	
	<input checked="" type="checkbox"/>	CERTIFICATED REPAIR STATION	
		MANUFACTURER	

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

DATE 2 DEC. 1981	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Larry J. Marto</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 FLT STANDARDS INSPECTOR	<input type="checkbox"/> MANUFACTURER	<input type="checkbox"/> INSPECTION AUTHORIZATION	OTHER (Specify)
	<input type="checkbox"/> FAA DESIGNEE	<input checked="" type="checkbox"/> REPAIR STATION	<input type="checkbox"/> CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 12/15/81	CERTIFICATE OR DESIGNATION NO. 408-64	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Larry J. Marto</i> RC#1533483		

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 Davtron Outside Air Temperature/Pressure Altitude Indicator and Probe. Mdl. # M-655-2.

Indicator located in blank instrument hole on R/H side of instrument panel. Air Temp Probe mounted in fresh air intake in nose.

All work accomplished in accordance with procedures and methods as described in manufacturers installation instructions and AC 43.13-1A in applicable sections of chapter 15, sections 1, 2, 4, 5 and 6 and accepted under AC 43.13-2A chapter 2 in applicable sections of subchapters 21, 22, 23, 25 and 27 and chapter 3, sections 33 & 38. Weight and balance data computed, equipment list amended and log book entry made.

Total electrical load does not exceed 80% of alternator output.

See work order # 3596 of this repair station for further reference.

.....NOTHING FOLLOWS.....

11/21/85

WORK ORDER

DATE: 11/21/85

BY: [Signature]

FOR: [Signature]

DESCRIPTION OF WORK ACCOMPLISHED (attach sheets if necessary)

INSTALLATION AND WIREWORK

ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION

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

Form Approved
 Budget Bureau No 04-R060.1
 FOR FAA USE ONLY
 OFFICE IDENTIFICATION
 4-08

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

1. AIRCRAFT	MAKE CESSNA	MODEL 310
	SERIAL NO. 310 P 0065	NATIONALITY AND REGISTRATION MARK USA N 5765M
2. OWNER	NAME (As shown on registration certificate) JACK KOENNECKER	ADDRESS (As shown on registration certificate) 1100 Murry Canyon Drive Palm Springs, California 92262

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Combs-Gates 210 North El Cielo Road Palm Springs, Calif. 92262	B. KIND OF AGENCY		C. CERTIFICATE NO. 408-2 Class-1-2-3-4
	U.S. CERTIFICATED MECHANIC		
	FOREIGN CERTIFICATED MECHANIC		
	X CERTIFICATED REPAIR STATION		
MANUFACTURER			

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

DATE 12-1-81	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Gasimir Adam St.</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	X	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE		REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 12-1-81	CERTIFICATE OR DESIGNATION NO. 408-2	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Gasimir Adam St.</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 Digital EGT/CHT Indicator and Probe in aircraft by Kit supplied from Manufacturer for said aircraft. Ran supplied wiring in aircraft and secured wires as per Manual PART 43 and good aircraft practices.

Subject information contained in PART 23.1301, Subpart F, also as related in PART 43.13-2A, Sect. 212, 213, 213F, 214D, Chapter 11.

EGT is accepted by Engine Manufacturer in their Service Bulletins M76-19, Rev. 1. Checked out system. Original CHT is left in aircraft as installed by manufacturer of aircraft.

Optional installation of EGT will be removed and replaced with new Digital Unit.

No weight change to aircraft.

End

ADDITIONAL SHEETS ARE ATTACHED

FEDERAL AVIATION AGENCY APPLICATION FOR AIRWORTHINESS CERTIFICATE (FAR 21)				INSTRUCTIONS: Print or type these on for FAA use only. Authorized FAA Representative, use reverse side.		Do not write in shaded areas. Submit original only to an authorized FAA office. If additional space is required, use reverse side.	
I. AIRCRAFT DESCRIPTION	1. REGISTRATION MARK N5765M	2. AIRCRAFT MAKE Cessna	3. AIRCRAFT MODEL DESIGNATION T310P	FAA CODING 2074240			
	4. AIRCRAFT SERIAL NO. 310P0065	5. ENGINE MAKE Continental	6. ENGINE MODEL DESIGNATION TSIO-520-B	FAA CODING 17035			
	7. NO. OF ENGINES Two	8. PROPELLER MAKE McCaughey	9. PROPELLER MODEL DESIGNATION 3AF32C87	10. FR. AIRC. MANUFACTURED 1968			
II. CERTIFICATION REQUESTED	A. APPLICATION IS HEREBY MADE FOR:						
	<input checked="" type="checkbox"/> ORIGINAL CERTIFICATE—AIRCRAFT IS	<input checked="" type="checkbox"/> NEW	<input type="checkbox"/> USED	<input type="checkbox"/> IMPORT			
	<input type="checkbox"/> AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE						
	<input type="checkbox"/> OTHER (Specify)						
	B. AIRWORTHINESS CLASSIFICATION (For multiple certification, check appropriate items)						
	<input checked="" type="checkbox"/> STANDARD (Indicate category)	<input checked="" type="checkbox"/> NORMAL	<input type="checkbox"/> UTILITY	<input type="checkbox"/> ACROBATIC	<input type="checkbox"/> TRANSPORT		
<input type="checkbox"/> LIMITED	<input type="checkbox"/> RESTRICTED (Indicate operation(s) to be conducted)	<input type="checkbox"/> AGRICULTURE & PEST CONTROL	<input type="checkbox"/> FOREST (Wild life conservation)	<input type="checkbox"/> OTHER (Specify)	<input type="checkbox"/> AERIAL SURVEYING	<input type="checkbox"/> AERIAL ADVERTISING	
<input type="checkbox"/> EXPERIMENTAL (Indicate operation(s) to be conducted)	<input type="checkbox"/> PROVISIONAL (Indicate class)	<input type="checkbox"/> RESEARCH AND DEVELOPMENT	<input type="checkbox"/> RACING	<input type="checkbox"/> CLASS I	<input type="checkbox"/> AMATEUR BUILT	<input type="checkbox"/> EXHIBITION	
C. REGISTERED OWNER (As shown on Certificate of Aircraft Registration)							
NAME Cessna Aircraft Company			ADDRESS (Number, street, city, State and ZIP code) West K-42 Highway, P.O. Box 1977 Wichita, Kansas 67201				
III. OWNER'S CERTIFICATION	B. AIRCRAFT CERTIFICATION BASIS						
	<input checked="" type="checkbox"/> AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Rev. No.) 3A10 Pending 8-30-68	<input checked="" type="checkbox"/> AIRWORTHINESS DIRECTIVE SUMMARY (Give year and last card No.) 1967 68-23		<input type="checkbox"/> SUPPLEMENTAL TYPE CERTIFICATE (Give No(s.))			
	<input type="checkbox"/> AIRCRAFT LISTING (Give page No(s.))						
C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS							
<input checked="" type="checkbox"/> AIRCRAFT NEW—NO PREVIOUS HISTORY	TOTAL AIRFRAME HOURS RECORDED 2:25 hrs.			FAA CODING			
RECORDS MAINTAINED IN COMPLIANCE WITH FAR 91.173							
I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Agency in accordance with section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the classification(s) requested.							
DATE OF APPLICATION 1-15-69	NAME AND TITLE (Print or type) W. H. Prewitt, Quality Control Manager			SIGNATURE <i>W. H. Prewitt</i>			
IV. INSPECTION AGENCY VERIFICATION	IN ACCORDANCE WITH FAR 21.183, THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY:						
	<input checked="" type="checkbox"/> CERTIFICATED AIR CARRIER (Give Certificate No.)	<input checked="" type="checkbox"/> CERTIFICATED MECHANIC (IA) (Give Certificate No.)	<input checked="" type="checkbox"/> CERTIFICATED DOMESTIC REPAIR STATION (Give Certificate No.)		FAA CODING 4		
	<input type="checkbox"/> AIRCRAFT MANUFACTURER (Give name of firm)						
DATE _____ TITLE _____ SIGNATURE _____							
V. AIRWORTHINESS DOCUMENTATION	A. CURRENT OPERATING LIMITATIONS AVAILABLE IN AIRCRAFT			<input checked="" type="checkbox"/> G. THIS INSPECTION RECORDED IN AIRCRAFT RECORDS			
	B. CURRENT OPERATING LIMITATIONS ATTACHED			<input checked="" type="checkbox"/> H. STATEMENT OF CONFORMITY, FAA FORM 317 (Attach when required)			
	C. CURRENT APPROVED FLIGHT MANUAL AVAILABLE IN AIRCRAFT			<input type="checkbox"/> I. PREVIOUS AIRWORTHINESS CERTIFICATE ISSUED IN ACCORDANCE WITH FAR _____ CAR _____ (Orig. attached)			
D. DATA, DRAWINGS, PHOTOGRAPHS, ETC. (Attach when required)			<input type="checkbox"/> J. AIRWORTHINESS CERTIFICATE ISSUED IN ACCORDANCE WITH FAR _____ (Copy attached)				
E. CURRENT WEIGHT & BALANCE INFORMATION AVAILABLE IN AIRCRAFT			<input checked="" type="checkbox"/> FAR 21.183a				
F. MAJOR REPAIR AND ALTERATION, FAA FORM 337 (Attach when req.)							
VI. FAA REPRESENTATIVE CERTIFICATION	<input checked="" type="checkbox"/> A. I have inspected the aircraft described above, find it conforms to its type certificate, and is in condition for safe operation.						
	<input type="checkbox"/> B. I have inspected the aircraft described above, find it is in condition for safe experimental operation.						
	<input type="checkbox"/> C. Current Airworthiness Certificate amended.						
DATE 01-69 1-15-69	DESIGNATION NO. Delegation OPTION P.C.312	OFFICE NO. ICT EMDO 3-0-43	SIGNATURE <i>Raymond M. Kowalen</i> Raymond M. Kowalen				FAA CODING

APPLICATION FOR AIRWORTHINESS CERTIFICATE
PARTIAL AVIATION RESERVE
(PART 21)

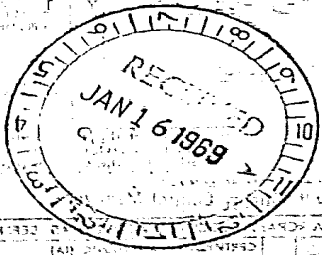
1. AIRCRAFT MAKE Cessna	2. AIRCRAFT MODEL DESIGNATION 441Q	3. AIRCRAFT MODEL DESIGNATION 441Q
4. PROPELLER MAKE Continental	5. PROPELLER MODEL DESIGNATION T310-250-H	6. PROPELLER MODEL DESIGNATION T310-250-H
7. ENGINE MAKE Continental	8. ENGINE MODEL DESIGNATION T310-250-H	9. ENGINE MODEL DESIGNATION T310-250-H

10. AIRCRAFT IS BEING MADE FOR:
 ORIGINAL INTENTION
 REPAIR OR RECONSTRUCTION
 REPAIR OR RECONSTRUCTION OF PARTS

11. AIRCRAFT IS BEING MADE FOR:
 ORIGINAL INTENTION
 REPAIR OR RECONSTRUCTION
 REPAIR OR RECONSTRUCTION OF PARTS

12. AIRCRAFT IS BEING MADE FOR:
 ORIGINAL INTENTION
 REPAIR OR RECONSTRUCTION
 REPAIR OR RECONSTRUCTION OF PARTS

13. AIRCRAFT IS BEING MADE FOR:
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23. AIRCRAFT IS BEING MADE FOR:
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 REPAIR OR RECONSTRUCTION OF PARTS

UNITED STATES OF AMERICA — FEDERAL AVIATION AGENCY
STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS N5765M	2. MANUFACTURER AND MODEL Cessna 441Q1	3. AIRCRAFT SERIAL NUMBER 310P0065	4. CATEGORY Normal
5. AUTHORITY AND BASIS FOR ISSUANCE This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein. None			
6. TERMS AND CONDITIONS Unless sooner surrendered, suspended, revoked, or annulled, this certificate is effective as long as the holder complies with the applicable maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States. Original Issue Master CE-3			
DATE OF ISSUANCE 1-15-69	FAA REPRESENTATIVE <i>Raymond W. [Signature]</i>	DESIGNATION NUMBER CR-3	

FA7

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

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

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

1. AIRCRAFT	MAKE Cessna	MODEL T-310P
	SERIAL NO. 310P0065	NATIONALITY AND REGISTRATION MARK N5765M
2. OWNER	NAME (As shown on registration certificate) J. W. Vickrey, Inc.	ADDRESS (As shown on registration certificate) P. O. Box 670 Dixon, California 95620

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Roderick E. Hussey Pacific States Aviation, Inc. Box 456 Concord, California 94522	B. KIND OF AGENCY <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	C. CERTIFICATE NO. AP1455326
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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 December 11, 1969	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Roderick E. Hussey</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 Agency and is APPROVED REJECTED

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION December 11, 1969	CERTIFICATE OR DESIGNATION NO. IA1455326	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Roderick E. Hussey</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 IVI Master Strobs unit as supplemental aircraft lighting as follows:

1. Installed IVI master unit at station 16 on bottom of aircraft fuselage using grimes mounting ring.
2. Placards required by A/C43.13-2 were installed on instrument panel.
3. All work performed in accordance with A/C43.13-2, chapter 4 and A/C 43.13-1, chapter 11.
4. Electrical load does not exceed 100 per cent of alternator capacity of aircraft.

nothing follows

ADDITIONAL SHEETS ARE ATTACHED