N721EA

1980 King Air 200

FAA Form 377's

RidgeAire
WORLDWIDE
aviation specialists

MSN: BB-679

Prepared by the worldwide aviation specialists at RidgeAire, Inc.

UNITED STATES OF AMERICA

DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1 NATIONALITY AND REGISTRATION MARKS	2 MANUFACTURER AND MODEL	3 AIRCRAFT SERIAL NUMBER	4 CATEGORY
N721EA	Beech Aircraft Corp. 200	BB-679	NORMAL

5 AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to 49 U.S.C. § 44704 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.

Exceptions:

NONE

6 TERMS AND CONDITIONS

Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the FAA, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
R 04/29/1980	Sidney Lemoine Sidney Lemoine	LIT FSDO-11

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding $1,000 or imprisonment not exceeding 3 years or both.

THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

UNITED STATES OF AMERICA

DEPARTMENT OF TRANSPORTATION--FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
N1194C	BEECH 200	BB-679	NORMAL

AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.

Exceptions:

NONE

SUPERSEDED

6. TERMS AND CONDITIONS

Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
R/04-29-80	John C. Vergenz	MSP FSDO GE-15

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

FAA Form 8100-2 (7-67) FORMERLY FAA FORM 1362

☆ U.S. Government Printing Office — 1976-675-526

Fw: N1194C Airworthiness Certificate 1

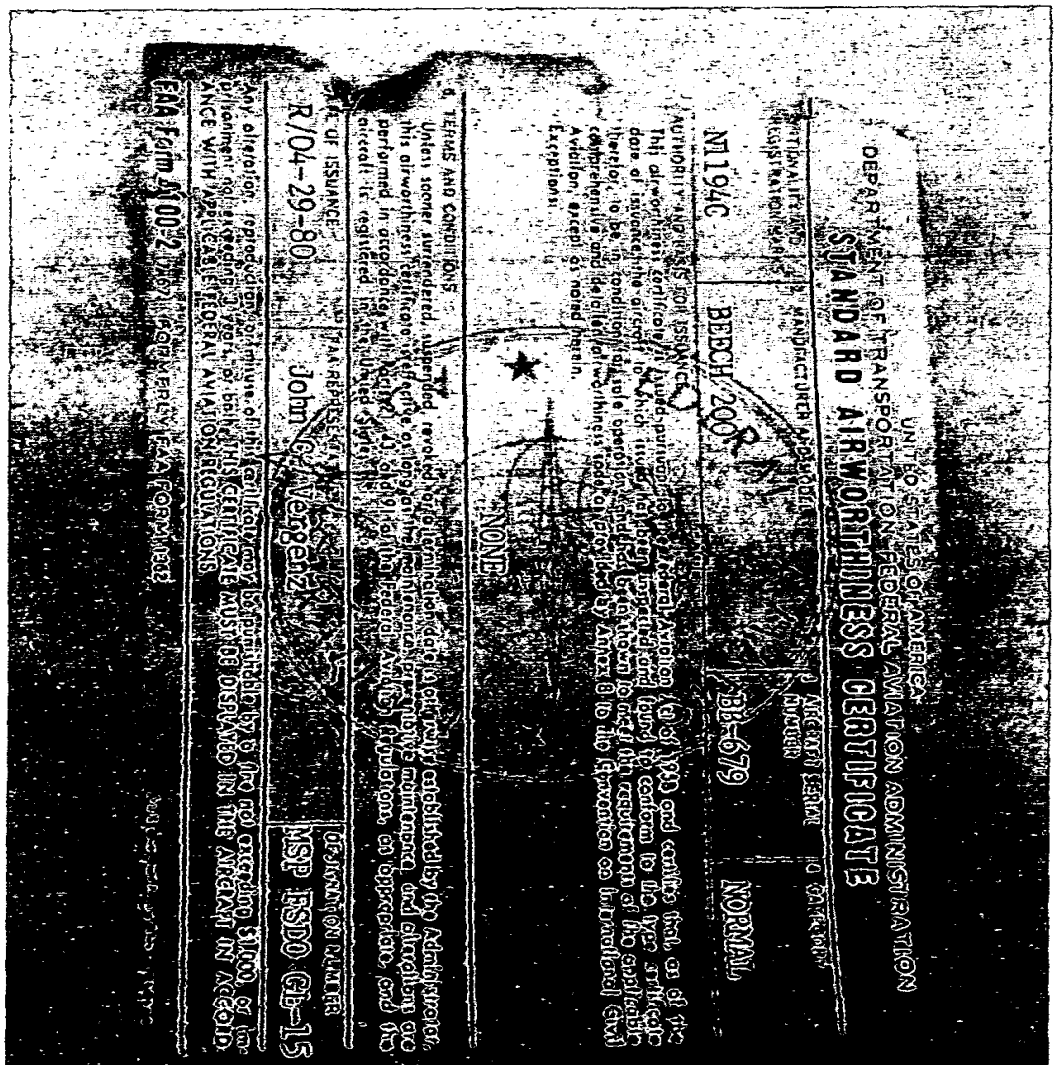
Hide Details

FROM: Bobby Granata

TO: Mark Myers

Tuesday, June 26, 2012 4:30 PM

----- Forwarded Message -----
From: Daniel Brewer <daniel@roseaircraft.com>
To: "bobgranata@yahoo.com" <bobgranata@yahoo.com>
Sent: Tuesday, June 26, 2012 1:57 PM
Subject: N1194C Airworthiness Certificate



UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

NATIONALITY AND REGISTRATION MARKS: N1194C

MANUFACTURER'S DESIGNATION OF AIRCRAFT: BEECH 200

AIRCRAFT SERIAL NUMBER: BB-679

CATEGORY: NORMAL

AUTHORITY AND REASONS FOR ISSUANCE: This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that on the date of issuance the aircraft to which issued, and the engines, propellers, and articles installed thereon, to be in condition for safe operation under the Federal Aviation Regulations and the airworthiness requirements contained in the applicable type certificate, except as noted herein.

Exceptions: NONE

6. TERMS AND CONDITIONS: Unless sooner surrendered, suspended, revoked, or otherwise terminated by competent authority, this airworthiness certificate is valid for the period prescribed by the applicable type certificate, provided the maintenance, preventive maintenance, and alterations are performed in accordance with Parts 43 and 91 of the Federal Aviation Regulations, an approved aircraft inspection program, or other approved maintenance program, and the aircraft is registered in the United States.

DATE OF ISSUANCE: R/04-29-80

FAA REPRESENTATIVE: John C. Weegen

OFFICE OF ISSUANCE: MSP FSDO (GL-15)

Any alteration, reproduction, or misuse of this certificate may be punished by fine or imprisonment, or both, see Section 1018, Title 18, U.S. Code. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS

FAA Form 8100-2 (8-72) SUPERSEDES FAA FORM 8100-2 (1-70) WHICH IS OBSOLETE

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

1. Aircraft	Make **BEECH**	Model **200**
	Serial No. **BB-679**	Nationality and Registration Mark **N1194C**
2. Owner	Name *(As shown on registration certificate)* **EXECUTIVE AVIATION SERVICES INC**	Address *(As shown on registration certificate)* 3511 SILVERSIDE RD WILMINGTON DELEWARE 19810-4902

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.
STEVENS AVIATION INC. **PO BOX 17248** **NASHVILLE, TN 37217**		U.S. Certified Mechanic	**VIB3368K**
		Foreign Certified 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	Signature of Authorized Individual
5-24-07	Robert D. Davis

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							Other *(Specify)*
		FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	
		FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
5-24-2007	**VIB3368K**	

FAA Form 337 (12-88)

NOTICE

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

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

Aircraft Data; Beech, Model 200, S/N BB-679, Reg. N1194C, Work Order # 19011.

THE FOLLOWING REPAIR WAS ACCOMPLISHED USING EXISTING FACTORY RIVET PATTERNS, ANTENNA MOUNTING PATTERNS, DOUBLERS AND LOCATIONS.
REMOVED CABIN DOOR ASSEMBLY, ENTRANCE FLOOR, CABIN INTERIOR AC EVAPORATOR AND UNDERFLOOR DUCTS FROM AFT SPAR TO AFT PRESS BULKHEAD, RUDDER CABLES, ELEVATOR CABLES, ANTENNAS BEACON, BELLY SKINS FROM AFT SPAR TO ST. 326.75. REMOVED AND REPLACED DAMAGED STRINGERS, BRACKETS, CLIPS, SKINS-BELLY FROM AFT SPAR TO STA. 326.75. USING FACTORY NEW PARTS. TREATED, PRIMED, PAINTED BELLY SKINS. INSTALLED NEW DME, TWO TRANSPONDER AND ONE RADAR ALTIMETER ANTENNAS. INSTALLED NEW BEACON ASSEMBLY, NEW DRAIN TUBES. REINSTALLED CABIN DOOR, A/C UNIT, DUCTS, CABLES, DRAIN LINES, FOORS AND CABIN INTERIOR. REMOVED AND REPLACED CENTER STRAKE ASSEMBLY.

REMOVED LEFT HAND MAIN LANDING GEAR ACTUATOR, MOUNTING BRACKETS AND INBOARD BRACKET TO SPAR ANGLE. INSTALLED, FITTED, DRILLED NEW BRACKETS. INSTALLED NEW ANGLE BRACKET ON SPAR. INSTALLED NEW ACTUATOR MOUNT PLATES, BEARINGS AND BEARING PLATES.

REMOVED RIGHT HAND MAIN LANDING GEAR ACTUATOR, MOUNTING BRACKETS AND UPLOCK SWITCH PLATE. FITTED, DRILLED, INSTALLED NEW BRACKETS AND SWITCH PLATE.

FOUND BOTH AFT NACELLE LINERS TO BE PUNCTURED BY LEFT AND RIGHT MAIN GEAR ACTUATORS. REMOVED BOTH NACELLE FUEL CELLS. REMOVED AND REPLACED BOTH AFT NACELLE FUEL CELL LINERS WITH NEW BULKHEADS. DRILLED NEW BULKHEADS TO FIT. INSTALLED BULKHEADS IN REF. TO AC 43.13.1B. CLEANED AND RETAPED NACELLE.

REFERENCES:
RAYTHEON REPS MAINTENANCE MANUAL P/N 101-590010-19B3 DA TED 10-06
RAYTHEON REPS STRUCTURUAL INSPECTION AND REPAIR MANUAL P/N 98-39006C1 DATED 10-05
AC 43.13.1B, 2A

SEAL-THRESHOLD AIRSTAIR DOOR 1
MS20220-2 PULLEY MIL-P-7034 AMEND 2 1

50-440019-45	STIF-FRAME ASSEM 1
101-430205-1	SKIN-LOWER FUSE 1
101-430001-28	STRINGER 1
50-524432-42	CLIP 1
97-440014-3	FRAME ASSEM 1
50-440014-261	SKIN-FUS ASSEM 1
101-440066-15	REINFORCEMENT FS 305.25 1
101-430001-30	STRINGER 1
101-430001-30	STRINGER 1
97-440012-3	FRAME ASSEM 1
50-440014-39	CHANNEL-FUS ASSEM 1
NAS427K32	PIN, PULLEY GUARD TYPE K 2
50-440012-553	FLOORBOARD 1
50-524432-652	REINFORCEMENT 1
101-440066-13	DOUBLER-LOWER F S 305.25 1
NAS427K22	PIN, PULLEY GUARD TYPE K 2
NAS428H4A14	BOLT 1
101-430053-1	STRINGER CLIP 1
97-440027-17	REINF
50-440012-555	STIFFNER-FLOORBOAR 1
101-430001-23	STRINGER 1
101-430001-29	STRINGER 1
97-440013-3	FRAME LWR 1

----------CONTINUED ON NEXT PAGE----------

☒Additional Sheets Are Attached

NOTICE

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

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

----------CONTINUED FROM PREVIOUS PAGE----------
Aircraft Data; Beech, Model 200, S/N BB-679, Reg. N1194C, Work Order # 19011.

97-440013-3	FRAME LWR 1
MS35206-230	SCREW, MACHINE, PAN HEAD 5
115-524056-7	BRACKET-BRACKET INSTL FUS ST 1
115-524056-3	BRACKET-BRACKET INSTL FUS ST 1
97-440027-13	FRAME 1
50-524432-651	REINFORCEMENT (BREAK 1
101-430001-31	STRINGER 1
101-430001-27	STRINGER 1
115-524056-13	BRKT-RUD & RUD TAB PULL 1
115-524056-1	BRACKET-BRACKET INSTL FUS ST 1
50-420082-7	B.D. SEAL ASSEM 1
50-420082-7	B.D. SEAL ASSEM 1
50-430043-1213	SEAL 1
101-555087-1	SPRING, RETAINER 2
50-420082-5	RETAINER-SEAL INST DIAPHRAM-COND DR 1
50-430043-1211	SEAL - MAIN ACCESS DOOR 1
101-120025-111	LDG BRACKET SUPPORT 1
101-120109-10	LDG ANGLE-SUPPORT INST 1
101-120025-112	LDG BRACKET SUPPORT1
115-811046	SUPPORT ASSEMBLY 6
101-120025-113	BRACKET SUPORT 1
101-120025-87	LDG PLATE SUPPORT 2
101-120025-81	DOUBLER 1
115-811046-1 L	DG GEAR ACT PLATE.1
101-980034-4	FUEL CELL BLKHD
101-980034-3	FUEL CELL BLKHD

A LOG ENTRY WAS MADE FOR THIS REPAIR.
NO WEIGHT AND BALANCE CHANGE
----------END----------

☒Additional Sheets Are Attached

NOTICE

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

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

Aircraft Data; Beech, Model 200, S/N BB-679, Reg. N1194C, Work Order # 19011.

☒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
SW11 JB

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

1. Aircraft	Make Beech	Model 200
	Serial No. BB-679	Nationality and Registration Mark N1194C
2. Owner	Name (As shown on registration certificate) EXECUTIVE AVIATION SERVICES LLC	Address (As shown on registration certificate) 3511 SILVERSIDE ROAD WILMINGTON, DE 19810-4902

3. For FAA Use Only

The technical data identified herein has been found to comply with applicable airworthiness requirements and is hereby approved for use only on the above described aircraft, subject to conformity inspection by a person authorized in 14 CFR Part 43.7.

02/08/2005
Date

FAA Inspector, SW-FSDO-11 (LIT)

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.
SAMUEL J. CORDREY 950 S OLD MISSOURI ROAD SPRINGDALE, AR 72764	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	IA266825150A&P

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

Date	Signature of Authorized Individual
2-8-05	Samuel J. Cordrey

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 [X] APPROVED [ ] REJECTED

BY							Other *(Specify)*
		FAA Flt. Standards Inspector		Manufacturer	X	Inspection Authorization	
		FAA Designee		Repair Station		Person Appoved by Transport Canada Airworthiness Group	

Date of ~~Approval~~ or ~~Rejection~~	Certificate or Designation No.	Signature of Authorized Individual
2-8-05	IA266825150A&P	Samuel J. Cordrey

FAA Form 337 (12-88)

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 A BENDIX/KING KGP-560 GENERAL AVIATION ENHANCED GROUND PROXIMITY WARNING SYSTEM (GA-EGPWS or TAWS) CONSISTING OF A KGP-560 LRU, A CONFIGURATION MODULE P/N 700-1710-021, A GPS ANTENNA SPLITTER P/N 050-03610-0003, EATON P/N KGP560IRF2 ANNUNCIATOR KIT CONSISTING OF THREE ANNUNCIATOR LAMP UNITS: TERR/TERR, TERR NOT AVAIL, AND TERR INHIBIT-ON-OFF, AND A DEDICATED AMERIKING AK-350 ALTITUDE ENCODER CONNECTED ONLY TO THE KGP-560.

INSTALLATION WAS ACCOMPLISHED USING THE HONEYWELL INSTALLATION MANUAL P/N 006-10611-0003, REVISION 3 DATED JUNE 16, 2003 AND AMERIKING INSTALLATION MANUAL P/N IM-3501001, REVISION NC DATED 8/17/89.

THE TERRAIN AWARENESS ANNUNCIATORS/CONTROLS ARE MOUNTED IN THE PILOT'S FLIGHT INSTRUMENT PANEL AND WILL PROVIDE ANNUNCIATION AND CONTROL FUNCTIONS OF THE KGP-560 GA-EGPWS. THE KGP-560 LRU IS MOUNTED ON AN EXISTING EQUIPMENT SHELF IN THE NOSE AVIONICS COMPARTMENT. THE KGP-560 IS CONNECTED TO THE EXISTING GPS ANTENNA VIA THE GPS ANTENNA SPLITTER.

THE KGP-560 IS INTEGRATED INTO THE AIRCRAFT AUDIO SYSTEM.

ELECTRICAL POWER IS OBTAINED FROM THE AVIONICS BUSS THROUGH A 2 AMP CIRCUIT BREAKER LABELED "TAWS".

KGP-560 PILOT'S GUIDE P/N 006-18254-0001, REV. 5, DATED JULY 2004 WAS PROVIDED TO THE AIRCRAFT OWNER. INSTALLED FAA APPROVED AIRPLANE FLIGHT MANUAL SUPPLEMENT DATED FEBRUARY 8, 2005 IN THE AIRCRAFT FLIGHT MANUAL.

ABOVE EQUIPMENT INSTALLED WITH REFERENCE TO AC 43.13-1B, CHAPTER 11.

REVISED AIRCRAFT WEIGHT AND BALANCE AND EQUIPMENT LIST.

FOLLOWING APPROVAL FOR RETURN TO SERVICE BY THE COMPLETION OF BLOCK 7 ON THIS FAA FORM 337, A FUNCTIONAL FLIGHT EVALUATION IS REQUIRED BY TITLE 14, CFR PART 91-407(b) TO CONFIRM THAT ALL SYSTEMS OPERATE NORMALLY, SAFELY, AND IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS IS ATTACHED.

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

☒ Additional Sheets Are Attatched

BEECH 200 S/N BB-679
SUPPLEMENT TO FAA FORM 337 DATED FEBRUARY 8, 2005

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

DESIGN AND MANUFACTURE OF THE EQUIPMENT WILL PROVIDE FOR INSTALLATION SO AS NOT TO IMPAIR THE AIRWORTHINESS OF THE AIRCRAFT.

IF THE UNIT SHOULD REQUIRE MAINTENANCE, REMOVE THE UNIT AND HAVE IT REPAIRED BY AN APPROPRIATELY RATED HONNEYWELL APPROVED INSTRUMENT SERVICE CENTER. IF THE AIRCRAFT IS TO FLY WITH THE KGP-560 REMOVED, SECURE THE CONNECTOR(S) AS NECESSARY AND PLACARD THE AIRCRAFT ACCORDINGLY. AFTER RE-INSTALLATION OF THE UNIT, ACCOMPLISH THE APPROPRIATE POST INSTALLATION/GROUND TEST CHECKOUT AS OUTLINED IN SECTION 5.5 OF THE KGP-560 INSTALLATION MANUAL.

DURING EACH ANNUAL OR 100 HOUR INSPECTION OF THE AIRCRAFT, PERFORM A LEVEL 2 SELF TEST OF THE KGP-560 AS OUTLINED IN THE POST INSTALLATION/GROUND TEST CHECKOUT IN SECTION 5.6 OF THE KGP-560 INSTALLATION MANUAL.

DURING ON-CONDITION OR REGULARLY SCHEDULED MAINTENANCE, INSPECT THE WIRES AND COAX CABLES FOLLOWING THE GUIDELINES LISTED IN AC 43.13-1B, CHAPTER 11 AS NECESSARY.

IF AN ANNUNCIATOR BULB NEEDS REPLACEMENT, USE A BULB WITH THE SAME TYPE AND VOLTAGE RATING AS ORIGINALLY INSTALLED. IF THE AIRCRAFT IS TO FLY WITH AN ANNUNCIATOR REMOVED, SECURE THE CONNECTORS(S) AS NECESSARY AND PLACARD THE AIRCRAFT ACCORDINGLY. AFTER RE-INSTALLATION OF THE UNIT, ACCOMPLISH THE APPROPRIATE POST INSTALLATION/GROUND TEST CHECKOUT AS OUTLINED IN SECTION 5.5 IN THE KGP-560 INSTALLATION MANUAL.

IF THE GPS ANTENNA SHOULD FAIL, REPLACE IT WITH AN AIRWORTHY ANTENNA HAVING THE SAME PART NUMBER. VERIFY GOOD ELECTRICAL BONDING SURFACES BEFORE INSTALLING THE ANTENNA. ENSURE THAT ANTENNA RADOME IS CLEAN AND NOT COVERED WITH PAINT. AFTER RE-INSTALLATION OF THE ANTENNA, ACCOMPLISH THE APPROPRIATE POST INSTALLATION/GROUND TEST CHECKOUT AS OUTLINED IN SECTION 5.5 OF THE KGP-560 INSTALLATION MANUAL.

REGIONAL TERRAIN DATA BASE UPDATES OR DATABASES FOR OTHER REGIONS ARE AVAILABLE FROM HONEYWELL INTERNATIONAL BY USING THE PHONE NUMBER: 800 247 0230 IN THE U.S. OR 913 712 3145 FROM OUTSIDE THE U.S.

**********END**********

FAA APPROVED FLIGHT MANUAL SUPPLEMENT

FOR

BEECH MODEL 200

WITH

BENDIX/KING KGP 560 GENERAL AVIATION ENHANCED GROUND PROXIMITY WARINING SYSTEM

Reg. No.: N1194C

Ser. No.: BB679

This supplement must be attached to the FAA Approved Airplane Flight Manual when the Bendix/King KGP 560 General Aviation Enhanced Ground Proximity Warning System is installed in accordance with Bendix/King KGP 560 Installation Manual p/n 006-10611-0003 Revision 3, dated 16 June 2003, and FAA Form 337, dated FEB 0 8 2005. The information contained herein supplements or supersedes the basic manual only in those areas listed herein. For limitations, procedures, and performance information not contained in this supplement; consult the basic Airplane Flight Manual.

Installing Agency:
Sam's Aircraft Service, Inc.
950 S. Old Missouri Road
Springdale, AR 72764
CRS # QSWR719X

FAA Approved:
Mr. Jamie L. Black
Federal Aviation Administration
Flight Standard District Office
1701 Bond Street
Little Rock, AR 72202

FAA Approved
Date: FEB 0 8 2005

Log of Revisions

REV.	PAGE (S)	DESCRIPTION	APPROVAL/DATE
IR	All	Original issue.	See cover.

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SECTION I – GENERAL

Refer to the KGP 560 General Aviation Enhanced Ground Proximity Warning System Pilots Guide, Honeywell part number 006-18254-0000, Revision 5, dated July 2004 or later revision, for information regarding the specific operating details of the KGP 560 GA-EGPWS.

SECTION II - LIMITATIONS

Navigation must not be predicated upon the use of the Terrain Awareness Display. The Terrain Awareness Display is intended to serve as a situational awareness tool only, and may not provide the accuracy and/or fidelity on which to solely base terrain or obstacle avoidance maneuvering decisions.

SECTION III - EMERGENCY PROCEDURES

For ditching or other off-airport landings, inhibit the Terrain Awareness Alerting and Display (TAAD) and Terrain Clearance Floor (TCF) functions by selecting the TERR INHB switch (TERR INHB annunciated).

SECTION IV - NORMAL PROCEDURES

A. PREAMBLE

The operating procedures contained in this supplement have been developed and recommended by the manufacturer and approved by the FAA for use in the operation of this system. These procedures are for guidance only in identifying acceptable operating procedures.

B. SYSTEM ACTIVATION

The GA-EGPWS is active when electrical power is on, the TERR N/A annunciator is not on and the following systems are operational:

Enhanced Ground Proximity Warning Computer (EGPWC)

Altitude Encoder

An INOP indication (TERR N/A lamp) is provided for the GA-EGPWS.

If the EGPWS aircraft position GPS input is unavailable, the GA-EGPWS will not be available.

Perform a system self test on the ground prior to every flight to verify proper operation of the KGP 560 GA-EGPWS.

C. GA-EGPWS INDICATORS AND CONTROLS

The indicators and controls are located directly in front of the pilot in the Glare shield. They consist of three Eaton annunciator/switch assemblies And one momentary push switch for self test.

The left annunciator has a RED TERR legend over an AMBER TERR legend

The center annunciator has AMBER TERR legend over an AMBER N/A legend

The right annunciator has a push on-push off switch with INHIBIT legend over A WHITE ON/OFF legend.

To the left of the three annunciators is a momentary push switch for self test

D. ALERT PRIORITIES

When any of the GA-EGPWS messages are in progress, all TCAS, TAS or TCAD Alert messages are inhibited.

E. SYSTEM SELF TEST

Proper operation of the Enhanced Ground Proximity Warning System can be verified when the aircraft is on the ground as follows:

Ensure that the **TERR INHB** switch is NOT ENGAGED, and momentarily push the **TEST** switch.

The amber **TERR N/A** light illuminates.

The red **TERR** light illuminates.

An aural *"EGPWS SYSTEM OK"* message is enunciated over cockpit speaker.

The red **TERR** light extinguishes.

The amber **TERR** light illuminates.

The amber **TERR** light extinguishes.

The amber **TERR N/A** light extinguishes.

F. RESPONSE TO GROUND PROXIMITY WARNINGS (MODES 1 AND 3)

Respond to Ground Proximity warnings as follows:

When an aural *"PULL UP"* warning occurs, the following procedure should be followed:

1. Level the wings, simultaneously adding maximum power.

2. Smoothly pitch up at a rate of 2 to 3 degrees per second towards an initial target pitch attitude of **15 degrees** nose up.

3. Adjust pitch attitude to ensure terrain clearance, while respecting stall warning. If flaps are extended, retract flaps to the **up** position.

4. Continue climb at best angle of climb speed (V_x) until terrain clearance is assured.

   - Only vertical maneuvers are recommended unless operating in VMC or the pilot determines, using all available information and instruments, that a turn, in addition to the vertical escape maneuver, is the safest course of action.

   - **Pilots are authorized to deviate from their current air traffic control (ATC) clearance to the extent necessary to comply with an EGPWS warning.**

When an aural warning other than *"PULL UP"* occurs, initiate corrective action to remove the cause of the warning. The following aural warnings can occur:

Mode 1: *"SINK RATE"*
Mode 3: *"DON'T SINK"*

NOTE: During operations at certain locations, warning thresholds may be exceeded due to specific terrain or operating procedures. During day VFR, these expected warnings may be considered as cautionary and the approach continued.

G. ADVISORY CALLOUTS (MODE 6)

The following advisory callouts are provided in this installation:

"FIVE HUNDRED" *('Smart' callout)* Occurs at 500 feet AGL.

H. RESPONSE TO TERRAIN/OBSTACLE AWARENESS ALERTS

1. CAUTION ALERT

When an aural *"CAUTION TERRAIN"* or a *"CAUTION OBTACLE"* alert occurs, take positive corrective action until the alert ceases. Stop descending, or initiate a climb and/or turn as necessary, based on analysis of all available instruments and information.

If the GA-EGPWS issues a caution when the terrain display page is not selected, a pop up message bar will appear on the active display page of the MFD. The pilot must acknowledge the pop up message by pressing the ACK button next to the message bar to clear it.

2. WARNING ALERT

When an aural *"TERRAIN TERRAIN, PULL UP"* or a *"OBSTACLE OBSTACLE, PULL UP"* warning occurs, follow the procedure described for a *"PULL UP"* warning in paragraph F.

J. SYSTEM CONTRAINTS

1. If there is no terrain data in the database for a particular area, then Terrain/Obstacle Awareness alerting is not available for that area. The affected display area is colored with MAGENTA dot pattern.

2. If the Terrain/Obstacle Awareness features of the KGP 560 GA-EGPWS have been inhibited (e.g. selected OFF due to excessive navigation system position error), the GA-EGPWS will not give aural alerts. The MFD TAWS display page is painted with magenta dots overlaid by the large text annunciation **TAWS DISPLAY INHIBITED**.

SECTION V - PERFORMANCE

No change.

5003200304499

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
SO-FSDO-03

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

1. Aircraft	Make: **RAYTHEON**	Model: **200**
	Serial No.: **BB-679**	Nationality and Registration Mark: **N1194C**
2. Owner	Name *(As shown on registration certificate)*: **EXECUTIVE AVIATION SERVICES**	Address *(As shown on registration certificate)*: **PO BOX 1140 ROGERS ARKANSAS 72757**

3. For FAA Use Only

4. Unit Identification / **5. Type**

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Stevens Aviation, Inc. **P.O. Box 17248** **Nashville, TN 37217**	[ ] U.S. Certified Mechanic [ ] Foreign Certified Mechanic [X] Certificated Repair Station [ ] Manufacturer	**VIB3368K**

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

Date	Signature of Authorized Individual
12/13/02	

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							Other *(Specify)*
	[ ]	FAA Flt. Standards Inspector	[ ]	Manufacturer	[ ]	Inspection Authorization	
	[ ]	FAA Designee	[X]	Repair Station	[ ]	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
12/13/02	**VIB3368K**	

FAA Form 337 (12-88)

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 accomplished.)

W.O. 12436 RAYTHEON 200 SN BB-679 N1194C

Repaired Nose Wheel Well Webs, Caps and Skins in accordance with FAA Form 8110-3 Dated 10-31-02, Griswold Engineering Co., Inc. Report No. 02-086 Dated 10-13-02 and Raytheon Maintenance Manual, Reps Rev. 13 dated 11-02. All disrupted systems checked for proper operation and leak checked as required. No weight and balance change. Log entry completed.

----------END----------

☒ Additional Sheets Are Attached

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS	DATE October 31, 2002

AIRCRAFTOR AIRCRAFTCOMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE *(Airplane, Radio, Helicopter , etc.)*	NAME OFAPPLICANT
BEECH CRAFT	B-200	AIRPLANE	STEVENS AIRCRAFT

LIST OF DATA

IDENTIFICATION	TITLE
REPORT 02-086	STEVENS AIRCRAFT, STRUCTURAL REPAIRS, WO BNA 12503P A/C N1194C. S/N BB679 NOSE GEAR COLLAPSE, REPAIR OF.

PURPOSE OF DATA

To support a repair. This approval is design data approval only and not installation approval.

APPLICABLE REQUIREMENTS *(List specific sections)*

FAR §23.305, §23.605, §23.613

CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered 3 OF 3 have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (We) Therefore
- [ ] Recommend approval of these data
- [X] Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
William A Griswold	DERT-510146-CE	Structures only

Prepared by		Page No.
W. A. GRISWOLD	GRISWOLD engineering — W. A. Griswold Engineering Co. Inc. 3918 Albert Dr. Nashville, TN 37204	1 of 4
Date: October 31, 2002	Subject: STEVENS AVIATION, STRUCTURAL REPAIRS	Report No.: 02-086
Model: BEECH B-200	Drawing or Part Affected: A/C N1194C. S/N BB679	Contract No.:
		Work Order No.: PO BNA 12503P

THE NOSE GEAR COLLAPSED ON LANDING, DAMAGING THE NOSE OF THE AIRPLANE. THE PARTS TO THE AIRPLANE REQUIRING MODIFICATIONS WILL BE ANALYZED IN THIS REPORT. DISPOSITIONS START ON PAGE 3 OF THIS REPORT.

KEEL CAP ANGLE, LEFT HAND, P/N 101-410054-1 WILL HAVE TO BE SPLICED. THE BUTT SPLICE WILL OCCUR AT APPROX. STA 66.25 AND WILL CONSIST OF A SPLICE ANGLE WITH FOUR FASTENERS IN EACH LEG ON EACH SIDE OF THE SPLICE.

ANALYSIS:

THE AREA OF THE B/P KEEL CAP, EACH LEG IS 1 X 0.071 INCHES = 0.071 IN^2
MATERIAL IS 2024-T42, F_{ty} = 38,000 PSI REF MIL-HDBK-5H, TABLE 3.2.3.0(b_2)
ASSUME THAT THE WORKING STRESS IS 80% F_{ty} = 0.8 x 38000 = 30400 AND THE LOAD TO BE DEVELOPED IS 30400 X 0.071 = 2158 #

FASTENER REACTIONS & STRESSES
Aluminum Fasteners
Aluminum Plate
Load per width = 2158

Fastener	Diameter
1	.159
2	.159
3	.159
4	.159

DISTANCE BETWEEN FASTENERS

Fasteners	Pitch
1 : 2	.700
2 : 3	.700
3 : 4	.700

PLATE DIMENSIONS

Fastener	Width	Thickness
1	1.000	.071
2	1.000	.071
3	1.000	.071
4	1.000	.071

STRAP DIMENSIONS

Fastener	Width	Thickness
1	1.000	.080
2	1.000	.080
3	1.000	.080
4	1.000	.080

Single shear
Splice
Total Reaction = 2158

FASTENER	REACTION
1	649
2	460
3	446
4	603

AVERAGE STRESSES

Fastener	Plate	Strap
	30394	
1 : 2	21258	8108
2 : 3	14784	13854
3 : 4	8499	19432
		26975

STRESSES AT FASTENERS

Fastener	Plate	Strap
1	36141	9641
2	25278	16473
3	17580	23106
4	10106	32075

BEARING STRESSES

Fastener	Plate	Strap
1	57459	50995
2	40717	36136
3	39532	35085
4	53452	47438

USE NAS 1097D5 FASTENERS THROUGH THE SKIN LEG AND MS20470D5 FASTENERS THROUGH THE VERTICAL LEG.
M.S. = 755 / 649 - 1 = ... 0.16

SEE THE DISPOSITIONS ON PAGES 3 AND 4 OF THIS REPORT.

Prepared by		Page No.
W. A. GRISWOLD	GRISWOLD engineering — W. A. Griswold Engineering Co. Inc. 3918 Albert Dr. Nashville, TN 37204	2 of 4
Date: October 31, 2002	Subject: STEVENS AVIATION, STRUCTURAL REPAIRS	Report No.: 02-086
Model: BEECH B-200	Drawing or Part Affected: A/C N1194C. S/N BB679	Contract No.:
		Work Order No.: PO BNA 12503P

KEEL CAP ANGLE, RIGHTHAND, P/N 101-410047-1 WILL HAVE TO BE SPLICED. THE BUTT SPLICE WILL OCCUR AT APPROX. STA 66.25 AND WILL CONSIST OF A SPLICE ANGLE WITH TWO ROWS OF FOUR FASTENERS IN EACH LEG ON EACH SIDE OF THE SPLICE.

ANALYSIS:

THE AREA OF THE B/P KEEL CAP, EACH LEG IS 0.75 X 0.071 INCHES = 0.053 IN^2
MATERIAL IS 2024-T42, F_{ty} = 38,000 PSI REF MIL-HDBK-5H, TABLE 3.2.3.0(b_2)
ASSUME THAT THE WORKING STRESS IS 80% F_{ty} = 0.8 x 38000 = 30400 AND THE LOAD TO BE DEVELOPED IS 30400 X 0.053 = 1619 #

FASTENER REACTIONS & STRESSES
Aluminum Fasteners
Aluminum Plate
Load per width = 1619

Fastener	Diameter
1	.159
2	.159
3	.159
4	.159

DISTANCE BETWEEN FASTENERS

Fasteners	Pitch
1 : 2	.700
2 : 3	.700
3 : 4	.700

PLATE DIMENSIONS

Fastener	Width	Thickness
1	.750	.071
2	.750	.071
3	.750	.071
4	.750	.071

STRAP DIMENSIONS

Fastener	Width	Thickness
1	.750	.080
2	.750	.080
3	.750	.080
4	.750	.080

Single shear
Splice
Total Reaction = 1619

FASTENER	REACTION
1	507
2	328
3	317
4	467

AVERAGE STRESSES

Fastener	Plate	Strap
	30404	
1 : 2	20883	8450
2 : 3	14718	13922
3 : 4	8767	19203
		26983

STRESSES AT FASTENERS

Fastener	Plate	Strap
1	38583	10723
2	26501	17667
3	18677	24369
4	11126	34243

BEARING STRESSES

Fastener	Plate	Strap
1	44910	39858
2	29082	25810
3	28068	24911
4	41354	36702

USE MS20470AD5 RIVETS THROUGH THE VERTICAL WEB AND NAS 1097AD5 RIVETS THROUGH THE SKIN LEG.
M.S. = 596 / 507 - 1 = ... 0.18

SEE THE DISPOSITIONS ON PAGES 3 AND 4 OF THIS REPORT.

DISPOSITION:

SPLICE OF KEEL CAP ANGLE, LEFT HAND P/N 101-410054-1

- CUT THE DAMAGED KEEL CAP AT STA 66.25 AND REMOVE THE FORWARD SECTION OF THE CAP. BREAK SHARP EDGES, ALODINE, PRIME AND FINISH PER FACTORY SPECIFICATIONS.
- CUT THE REPLACEMENT CAP SUCH THAT THE FORWARD SECTION WILL FIT THE AIRPLANE AND BUTT AGAINST THE AFT SECTION OF THE CAP. BREAK SHARP EDGES, ALODINE, PRIME AND FINISH PER FACTORY SPECIFICATIONS.
- FABRICATE A SPLICE ANGLE, LENGTH TO PICK UP FOUR FASTENERS FORWARD AND FOUR FASTENERS AFT THROUGH BOTH LEGS AND ON EACH SIDE OF THE SPLICE, MAINTAINING A MINIMUM EDGE DISTANCE OF TWO DIAMETERS ON ALL FASTENERS, FROM 2024-T3 ALUMINUM, THICKNESS TO BE 0.080 INCHES. THE BEND RADIUS TO FIT INTO THE EXISTING AND REPAIR KEEL CAPS. (IT WILL BE PERMISSABLE TO FORM THE SPLICE ANGLE IN THE "O" CONDITION AND THEN HEAT TREAT TO 2024-T4). BREAK SHARP EDGES, ALODINE, PRIME AND FINISH PER FACTORY SPECIFICATIONS.
- INSTALL THE SPLICE ANGLE USING MS20470D5 RIVETS THROUGH THE VERTICAL LEG. INSTALL NAS1097D5 RIVETS THROUGH THE SKIN (HORIZONTAL LEG) LEG. (SHALLOW COUNTERSINK, DRIVE HIGH AND SHAVE FLUSH TO PREVENT KNIFE EDGES IN THE SKIN.)
- INSTALL USING PR 1422 B 1/2 SEALER OR EQUAL.

DISPOSITION:

SPLICE OF KEEL CAP ANGLE, RIGHT HAND P/N 101-410047-1

- CUT THE DAMAGED KEEL CAP AT STA 66.25 AND REMOVE THE FORWARD SECTION OF THE CAP. BREAK SHARP EDGES, ALODINE, PRIME AND FINISH PER FACTORY SPECIFICATIONS.
- CUT THE REPLACEMENT CAP SUCH THAT THE FORWARD SECTION WILL FIT THE AIRPLANE AND BUTT AGAINST THE AFT SECTION OF THE CAP. BREAK SHARP EDGES, ALODINE, PRIME AND FINISH PER FACTORY SPECIFICATIONS.
- FABRICATE A SPLICE ANGLE, LENGTH TO PICK UP FOUR FASTENERS FORWARD AND FOUR FASTENERS AFT THROUGH BOTH LEGS OF THE SPLICE, MAINTAINING A MINIMUM EDGE DISTANCE OF TWO DIAMETERS ON ALL FASTENERS, FROM 2024-T3 ALUMINUM, THICKNESS TO BE 0.080 INCHES. THE BEND RADIUS TO FIT INTO THE EXISTING AND REPAIR KEEL CAPS. (IT WILL BE PERMISSABLE TO FORM THE SPLICE ANGLE IN THE "O" CONDITION AND THEN HEAT TREAT TO 2024-T4). BREAK SHARP EDGES, ALODINE, PRIME AND FINISH PER FACTORY SPECIFICATIONS.
- INSTALL THE SPLICE ANGLE USING MS20470AD5 RIVETS THROUGH BOTH ROWS OF HOLES OF THE VERTICAL LEG.
- INSTALL NAS1097AD5 RIVETS THROUGH THE SKIN (HORIZONTAL LEG) OF BOTH ROWS ON EACH SIDE OF THE SPLICE. (SHALLOW COUNTERSINK, DRIVE HIGH AND SHAVE FLUSH TO PREVENT KNIFE EDGES IN THE SKIN.)
- INSTALL USING PR 1422 B 1/2 SEALER OR EQUAL.

DISPOSITION:

SPLICE OF VERTICAL WEB OF WHEEL WELL, RIGHT HAND SIDE.

- MAKE A VERTICAL CUT OF THE DAMAGED WEB AT APPROX. STA 74.6, THROUGH THE ACCESS HOLE AND THROUGH THE CENTER SMALL HOLE NEAR THE TOP OF THE WEB (MAINTAIN A MINIMUM EDGE DISTANCE OF TWO DIAMETERS ON ALL FASTENERS). REMOVE THE FORWARD SECTION. BREAK SHARP EDGES, ALODINE, PRIME AND FINISH PER FACTORY SPECIFICATIONS.
- FABRICATE A SPLICE PLATE TO PICK UP THE UPPER AND LOWER ROWS OF FASTENERS THROUGH THE CAPS AND TO PICK UP THE EXISTING FRAMES AT STA 70.75 AND APPROX. STA 78.5 FROM 2024-T3 ALUMINUM, THICKNESS TO BE 0.050 INCH. BREAK SHARP EDGES, ALODINE, PRIME AND FINISH PER FACTORY SPECIFICATIONS.

- FABRICATE A REPLACEMENT FOR THE FORWARD SECTION OF THE WEB, USING THE REMOVED SECTION AS A TEMPLATE, FROM 2024-T3 ALUMINUM, THICKNESS TO BE THE SAME AS THE ORIGINAL AND MADE FROM 2024-T3 ALUMINUM. BREAK SHARP EDGES, ALODINE, PRIME AND FINISH PER FACTORY SPECIFICATIONS.
- INSTALL THE REPLACEMENT WEB, PICKING UP FACTORY FASTENERS AND LOCATIONS.
- LOCATE THE SPLICE PLATE AND ATTACH TO THE FRAMES AT STA 70.75 AND APPROX. STA 78.5, AND TO THE UPPER AND LOWER CAPS (FASTENERS COMMON TO THE SPLICE PLATE, UPPER AND LOWER CAPS, AND FRAMES AND WEB. THESE FASTENERS TO BE MS20470AD5 RIVETS.
- ADD MS20470AD4 FASTENERS ALONG THE INBOARD AND OUTBOARD OF THE CUT, MAINTAINING A MINIMUM EDGE DISTANCE OF TWO DIAMETERS ON ALL FASTENERS AND A PITCH OF APPROX. 1.0 INCHES.
- FILL IN FIELD FASTENERS, MS20470AD4 RIVETS AT APPROX. 2.0 PITCH AND MAINTAIN A MINIMUM EDGE DISTANCE OF TWO DIAMETERS ON ALL FASTENERS.
- INSTALL USING PR 1422 B 1/2 SEALER OR EQUAL.

DISPOSITION:

SPLICE OF VERTICAL WEB OF WHEEL WELL, LEFT HAND SIDE.

- MAKE A VERTICAL CUT OF THE DAMAGED WEB AT APPROX. STA 74.6, MAINTAINING A MINIMUM EDGE DISTANCE OF TWO DIAMETERS ON ALL FASTENERS . REMOVE THE FORWARD SECTION. BREAK SHARP EDGES, ALODINE, PRIME AND FINISH PER FACTORY SPECIFICATIONS.
- FABRICATE A SPLICE PLATE TO PICK UP THE UPPER AND LOWER ROWS OF FASTENERS THROUGH THE CAPS AND TO PICK UP THE EXISTING FRAMES AT STA 70.75 AND APPROX. STA 78.5 FROM 2024-T3 ALUMINUM, THICKNESS TO BE 0.050 INCH. BREAK SHARP EDGES, ALODINE, PRIME AND FINISH PER FACTORY SPECIFICATIONS.
- FABRICATE A REPLACEMENT FOR THE FORWARD SECTION OF THE WEB, USING THE REMOVED SECTION AS A TEMPLATE, FROM 2024-T3 ALUMINUM, THICKNESS TO BE THE SAME AS THE ORIGINAL AND MADE FROM 2024-T3 ALUMINUM. BREAK SHARP EDGES, ALODINE, PRIME AND FINISH PER FACTORY SPECIFICATIONS.
- INSTALL THE REPLACEMENT WEB, PICKING UP FACTORY FASTENERS AND LOCATIONS.
- LOCATE THE SPLICE PLATE AND ATTACH TO THE FRAMES AT STA 70.75 AND APPROX. STA 78.5, AND TO THE UPPER AND LOWER CAPS (FASTENERS COMMON TO THE SPLICE PLATE, UPPER AND LOWER CAPS, AND FRAMES AND WEB. THESE FASTENERS TO BE MS20470AD5 RIVETS.
- ADD MS20470AD4 FASTENERS ALONG THE INBOARD AND OUTBOARD OF THE CUT, MAINTAINING A MINIMUM EDGE DISTANCE OF TWO DIAMETERS ON ALL FASTENERS AND A PITCH OF APPROX. 1.0 INCHES.
- FILL IN FIELD FASTENERS, MS20470AD4 RIVETS AT APPROX. 2.0 PITCH AND MAINTAIN A MINIMUM EDGE DISTANCE OF TWO DIAMETERS ON ALL FASTENERS.
- INSTALL USING PR 1422 B 1/2 SEALER OR EQUAL.

DISPOSITION:

- FABRICATE A COVER PLATE (CORNER PATCH) FOR THE FORWARD MOST AND INBOARD MOST EDGE OF THE SKIN ON THE RIGHT HAND SIDE, FROM 2024-T3 ALUMINUM, THICKNESS TO BE 0.040 INCH. THE LENGTH (FORE/AFT) TO BE APPROX. 5.75 INCHES X 4.00 INCHES. BREAK SHARP EDGES, ALODINE, PRIME AND FINISH PER FACTORY SPECIFICATIONS.
- INSTALL USING NAS1097AD4 RIVETS THROUGH FRAMES AND STRINGERS AND KEEL CAP, PICKING UP THE EXISTING FASTENER PATTERNS. MAINTAIN A MINIMUM EDGE DISTANCE OF TWO DIAMETERS ON ALL FASTENERS.
- INSTALL USING PR 1422 B 1/2 SEALER OR EQUAL.

S0032003045

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
SO-FSDO-03

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

1. Aircraft	Make **RAYTHEON**	Model **200**
	Serial No. **BB-679**	Nationality and Registration Mark **N1194C**
2. Owner	Name *(As shown on registration certificate)* **EXECUTIVE AVIATION SERVICES**	Address *(As shown on registration certificate)* **PO BOX 1140** **ROGERS ARKANSAS 72757**

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency		C. Certificate No.
STEVENS AVIATION **707 HANGAR LANE** **NASHVILLE, TN 37217**		U.S. Certified Mechanic	**VIB3368K**
		Foreign Certified 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	Signature of Authorized Individual
12/13/02	

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							Other *(Specify)*
		FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	
		FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
12/13/02	**VIB3368K**	

FAA Form 337 (12-88)

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 accomplished.)

W.O. 12264 RAYTHEON 200 SN BB-679 N1194C

Removed Hartzell propellers model HC-B3T3N. Installed Hartzell/Raisbeck Quiet Turbofan Propellers model HC-D4N-3A/D9383K using installation kit P/N 85-1500-7 S/N 626 in accordance with Raisbeck Engeneering STC SA2698NM-S and Raisbeck Engineering Drawing List 85-1500, revison Q, dated 18/DEC/00 or later FAA approved revision. Installation consists of propellers with spinners, propeller de-ice system. Equipment list and weight and balance updated. Supplement inserted in POH. Log entry completed.

----------END----------

☒ Additional Sheets Are Attached

United States of America

Department of Transportation—Federal Aviation Administration

Supplemental Type Certificate

Number SA2698NM-S

This certificate, issued to Raisbeck Engineering
4411 South Ryan Way
Seattle, WA 98178

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

Original Product—Type Certificate Number: A24CE
Make: Beech
Model: 200 Series

Description of the Type Design Change: Installation of Hartzell/Raisbeck Quiet Turbofan Propeller in accordance with FAA sealed Raisbeck Engineering Drawing List 85-1500, dated February 1, 1985, or later FAA approved revision. This installation consists of Hartzell 4-bladed propellers and aluminum hubs with spinners and a propeller de-icing system.

Limitations and Conditions: Data is suitable for reproduction and installation on all Beech Super King Air Model 200 series. Approval of this change in type design applies to the above model aircraft 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 relationship between this change and any of those other previously approved modifications, including changes in type design, will introduce no adverse effect upon the airworthiness of that aircraft. It has been determined that aircraft modified with the Raisbeck-Western Mark VI system per STC SA1783NM are compatible with this type design change. A copy of this Certificate, Addendum No. SA2698NM-S and Raisbeck Engineering Drawing List 85-1500 shall be attached to the Pilots Operations Handbook and Airplane Flight Manual for the aircraft. **(See "Continuation Sheet" Page 3)**

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

Date of application: June 27, 1984

Date of issuance: February 7, 1985

Date reissued:

Date amended: ~~April 28,~~ 1989; November 15, 1996

By direction of the Administrator

(Signature)

Acting Manager, Seattle 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.

FAA FORM 8110-2(10-68)

United States of America

Department of Transportation—Federal Aviation Administration

Supplemental Type Certificate

(Continuation Sheet)

Number SA2698NM-S

SUPPLEMENTAL TYPE CERTIFICATE ADDENDUM NO. SA2698NM-S

The conditions and limitations of Type Certificate Data Sheet Number A24CE apply except where superseded by the following:

This Supplemental Type Certification Data Sheet, which is part of STC SA2698NM-S, prescribes the conditions and limitations under which the product for which the STC was issued meets the airworthiness requirements of the Federal Aviation Regulations.

SUPPLEMENTAL TYPE CERTIFICATE HOLDER: Raisbeck Engineering, Inc.

Propellers and Propeller Limits:

2 Hartzell HC-D4N-3A hubs with
Hartzell D9383K blades in pairs
Diameter 94.0 in. (maximum); minimum allowable for repair: 93.0 in. No further reduction permitted.
Pitch Settings at:

Flight idle stop:	See Note 1 or 2
Reverse	-10.5°
Feathered	+86°

Stabilized Operation below 1150 propeller RPM is prohibited except with propeller feathered. Operation between 0 and 400 RPM is permissible.

Beech autofeathering system or Raisbeck Magicam is required.

Airspeed Limits: Air Minimum Control Speed: V_{MCA} 96 KCAS (91 KIAS)

Note 1. Flight idle propeller low pitch stop is set so that at 1800 RPM there shall be an indicated 640± 60 ft. - lb. of torque corrected to sea level standard day. (Beech autofeather only)

Note 2. Flight idle propeller low pitch stop set per Magicam Installation and Rigging Procedures (Raisbeck Magicam only).

END

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

FAA FORM 8110-2-1 (10-69)

This certificate may be transferred in accordance with FAR 21.47.

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
SO-FSDO-23

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

1. Aircraft	Make **RAYTHEON**	Model **200**
	Serial No. **BB-679**	Nationality and Registration Mark **N1194C**
2. Owner	Name *(As shown on registration certificate)* **EXECUTIVE AVIATION SERVICES**	Address *(As shown on registration certificate)* **PO BOX 1140** **ROGERS ARKANSAS 72757**

3. For FAA Use Only

4. Unit Identification / **5. Type**

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
STEVENS AVIATION **707 HANGAR LANE** **NASHVILLE, TN 37217**	U.S. Certified Mechanic Foreign Certified Mechanic X Certificated Repair Station Manufacturer	**VIB3368K**

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

Date	Signature of Authorized Individual
12/13/02	

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							Other *(Specify)*
		FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	
		FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
12/13/02	**VIB3368K**	

FAA Form 337 (12-88)

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 accomplished.)

W.O. 12394 RAYTHEON 200 SN BB-679 N1194C

Installed Raisbeck Ram Air Recovery System using kit P/N 81-1101-101 S/N 580 in accordance with Raisbeck Engineering STC SA3366NM and Raisbeck Engineering Drawing List R81-1001, Rev. F, dated May 24,2000 of later FAA approved revision. Updated equipmnet list and weight & balance data. Supplement inserted in POH. Log entry completed.

---------- END ----------

☒ Additional Sheets Are Attached

United States of America
Department of Transportation—Federal Aviation Administration

Supplemental Type Certificate

Number SA3366NM

This certificate, issued to **Raisbeck Engineering**
4411 South Ryan Way
Seattle, WA 98178

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

Original Product—Type Certificate Number: A24CE
Make: Beech
Model: 200, 200C, 200T, 200CT, A200, A200C, A200CT, B200, B200C, B200T, B200CT

Description of the Type Design Change: Installation of the Ram Air Recovery System in accordance with FAA Approved Raisbeck Engineering Drawing List R81-1001, Rev. E, dated October 19, 1999, or later FAA approved revision.

Limitations and Conditions: Approval of this change in type design applies to the above model aircraft only. This approval should not be extended to aircraft of these models on which other previously approved modifications are incorporated unless it is determined that the relationship between this change and any of those other previously approved modifications, including changes in type design, will introduce no adverse effect upon the airworthiness of that aircraft. A copy of this certificate shall be maintained as part of the permanent records for the modified aircraft.

Additionally, if the airplane is modified in accordance with STC SA2689NM-S (Quiet Turbofan Propellers) a copy of the Airplane Flight Manual Supplement (AFMS) 99-117, dated November 23, 1999, shall be maintained as part of the permanent records for the modified aircraft

If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

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

Date of application: March 11, 1986
Date of issuance: April 30, 1986
Date reissued:
Date amended: November 21, 1997; November 23, 1999

By direction of the Administrator

(Signature)

Acting Manager, Seattle 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.

FAA Form 8110-2(10-68)

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
SO-FSDO-03

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

1. Aircraft	Make **RAYTHEON**	Model **200**
	Serial No. **BB-679**	Nationality and Registration Mark **N1194C**
2. Owner	Name *(As shown on registration certificate)* **EXECUTIVE AVIATION SERVICES**	Address *(As shown on registration certificate)* **PO BOX 1140** **ROGERS ARKANSAS 72757**

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
STEVENS AVIATION **707 HANGAR LANE** **NASHVILLE, TN 37217**	☐ U.S. Certified Mechanic ☐ Foreign Certified Mechanic ☒ Certificated Repair Station ☐ Manufacturer	**VIB3368K**

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

Date	Signature of Authorized Individual
12/13/02	

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							Other *(Specify)*
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	☐	Inspection Authorization	
	☐	FAA Designee	X	Repair Station	☐	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
12/13/02	**VIB3368K**	

FAA Form 337 (12-88)

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 accomplished.)

W.O. 12264 RAYTHEON 200 SN BB-679 N1194C

Removed existing factory radome. Installed Norton radome P/N 4003-100 per Norton Performance Plastics Corp. STC #SA192GL, Norton installation instructions NI-2090, rev. I/R, dated 3-25-02. Updated equipment list and weight & balance data. Log entry completed.

---------- END ----------

☒ Additional Sheets Are Attached

United States of America

Department of Transportation—Federal Aviation Administration

Supplemental Type Certificate

Number SA192GL

This certificate, issued to Norton Company
Performance Plastics Division
Aero Product Operations
P.O. Box 350
Akron, Ohio 44309

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 23 *of the* Federal Aviation *Regulations.* (See Type Certificate Data Sheet No. A24CE for Complete Certification Basis

Original Product—Type Certificate Number: A24CE

Make: Beechcraft

Model: 200, A200, 200C, 200T, 200CT, B200, B200C, B200T, B200CT, 300, 1900/1900C

Description of Type Design Change:

Installation of Norton Radome Kit No. 2090XS in accordance with Norton Company Drawing AD-2090XS-1, Revision A dated June 16, 1978 or later FAA approved revisions.

Limitations and Conditions:

This STC approves only the installation of the radome and associated bracketry and does not include the radar system. This radome design has an average transmission efficiency of not less than 90 percent on X-band over a 0° to 60° scan angle and a $\pm 15^{o}$ tilt angle with horizontal and vertical polarizations. The compatibility of this modification with other previously approved modifications and existing Radar installations must be determined by the installer.

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

Date of application: August 9, 1977

Date reissued:

Date of issuance: August 30, 1977

Date amended: August 24, 1978, August 27, 1981
October 15, 1984

By direction of the Administrator

W. F. Horn (Signature)

W. F. Horn
Manager, Chicago Aircraft Certification Office, ACE-115C, FAA, Central Region

(Title)

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

This certificate may be transferred in accordance with FAR 21.47.

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
ASW - FSDO - 11

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

1. Aircraft	Make: Raytheon (Beechcraft)	Model: King Air 200
	Serial No.: BB-679	Nationality and Registration Mark: N1194C
2. Owner	Name *(As shown on registration certificate)*: Executive Aviation Services Inc.	Address *(As shown on registration certificate)*: 3511 Silverside Rd. Wilmington, DE 19810-4902

3. For FAA Use Only

4. Unit Identification / **5. Type**

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Burton Powell Byers 1505 Bella Vista Road Bentonville, AR 72712	☒ U.S. Certified Mechanic ☐ Foreign Certified Mechanic ☐ Certified Repair Station ☐ Manufacturer	430411189

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
06-06-2002	Burton P. Byers

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
☐	FAA Designee	☐	Repair Station	☐	Person Approved by Transport Canada Airworthiness Group

Other *(Specify)*

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
06-06-2002	430411189	Burton P. Byers

FAA Form 337 (12-88)

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.)

N1194C

King Air 200 BB-679

Date 06-06-2002 Airframe Total Time 10,212.0

Replace existing Nickel-Cadmium battery with Teledyne G-6381ES sealed recombinant lead-acid storage battery in accordance with Teledyen STC Number SA1016S0 and master data list 1016-7. Dated Mar-27-2001. Inserted Teledyne Battery Products Supplement Date March-22-2001 in the Airplane Flight Manual, Approved Revisions is required as part of this installation.

Weight and Balance Negliable.

END

JUL 15 2002

☐ Additional Sheets Are Attached

United States Of America

Department of Transportation - Federal Aviation Administration

Supplemental Type Certificate

Number SA1016SO

This Certificate issued to Teledyne Battery Products
840 W. Brockton Avenue
Redlands CA. 92374

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 23* of the Federal Aviation Regulations. *Certification basis is set forth in Type Certificate Data Sheet *TCDS*

Original Product Type Certificate Number: A24CE

Make: Raytheon

Model: See continuation sheet 2.

Description of Type Design Change: Replace existing nickel-cadmium battery with Teledyne G-6381E lead-acid battery in accordance with Installation Instructions dated August 3, 1978, or with Teledyne G-6381ES Sealed Recombinant lead-acid storage battery in accordance with Teledyne Master Data List 1016-7, Revision "NC", dated December 13, 2000, or later approved revisions. FAA Approved Teledyne Battery Products Airplane Flight Manual Supplement, dated August 3, 1978, for G-6381E battery, or March 21, 2001, for G-6381ES battery, or later FAA Approved Revisions is required as part of this installation.

Limitations and Conditions: The installation should not be incorporated in any aircraft unless it is determined that the interrelationship between this installation and any previously approved configuration will not introduce any adverse effect upon the airworthiness of the aircraft. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

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

Date of application: June 29, 1978

Date of issuance: August 3, 1978

Date reissued: April 29, 1996

Date amended: October 18, 1982; February 12, 1988; December 8, 1989; March 27, 2001

By direction of the Administrator

(Signature)

Manager, Systems & Equipment 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.

STC Master Data List

Installation of Teledyne Battery Products Models G-6381E Flooded and G-6391ES Sealed Batteries

Document Number:	Revision:	Aircraft Make/ Model:	STC Project Number:	Sheet:
1016-7	NC	Raytheon (Beechcraft) airplane models 200 (A100-1 (U-21J) and 200T, serial number BB2 through BB37 that have complied with service instruction number 0607-356, Kit number 100-30010-S and 200 serial number BB38 and after, Models 200C, 200CT, A200 (C-12A) OR (C-12C), A200CT (C-12D) OR (FWC-12D) OR (RC-12D) OR (C-12F) OR (RC-12G) OR (RG-12H) OR (RC-12K) OR (RC-12P), B200, B200C (C-12F) OR (UC-12F) OR (UC-12M) OR (C-12R), B200CT, B200T, 300, B300, 300LW AND B300C.		1 of 4

PROPRIETARY DATA: The information and technical data contained herein is the property of Teledyne Continental Motors, Battery Products and must not be reproduced or transmitted in any manner, directly or indirectly, in any way detrimental to our interests. All rights of design and invention are reserved.

Rev.	Approval	Date	Description of Change
IR		12-13-00	Initial Release

FAA APPROVED

MAR 2 7 2001

LOS ANGELES
AIRCRAFT CERTIFICATION OFFICE
INITIALS: .....
ANM-130L

Teledyne Battery Products
840 West Brockton Ave.
Redlands, CA 92374
Supplement No.: 1016-3
Rev.: NC

FAA APPROVED

PILOTS OPERATING HANDBOOK SUPPLEMENT AND

AIRPLANE FLIGHT MANUAL SUPPLEMENT TO THE

Raytheon (Beechcraft) aircraft models 200 (A100-1 (U-21J), 200C, 200CT, 200T, A200 (C-12A) OR (C-12C), A200CT (C-12D) OR (FWC-12D) OR (RC-12D) OR (C-12F) OR (RC-12G) OR (RG-12H) OR (RC-12K) OR (RC-12P). B200. B200C (C-12F) OR (UC-12F) OR (UC-12M) OR (C-12R), B200CT, B200T, 300, B300, 300LW AND B300C.

REGISTRATION NO.: N1194C SERIAL NUMBER: BB-679

This supplement must be attached to the appropriate FAA Approved Pilots Operating Handbook And Airplane Flight Manual when Teledyne Battery Products G-6381ES battery is installed in place of Nickel Cadmium batteries in accordance with STC SA1016SO. The information contained herein supplements or supersedes the information of the basic Pilots Operating Handbook And Airplane Flight Manual. For limitations, procedures, and performance information not contained in this supplement, consult the basic Pilots Operating Handbook And Airplane Flight Manual.

LIMITATIONS:

Any limitations regarding Nickel Cadmium battery operations are no longer applicable.

NORMAL OPERATING PROCEDURES:

Any procedures regarding Nickel Cadmium battery operations are no longer applicable.

EMERGENCY PROCEDURES - BATTERY OVERHEAT:

The battery overheat warning system has been made inoperative with lead acid batteries installed in place of Nickel Cadmium batteries. The emergency procedures are no longer applicable.

WEIGHT AND BALANCE:

The G-6381ES aircraft lead-acid storage battery weighs 88 pounds. See weight and balance section of the basic POH and AFM.

FAA Approved _____
Manager, Flight Test Branch, ANM-160L
Federal Aviation Administration
Los Angeles Aircraft Certification Branch Office
Transport Airplane Directorate

Date March 23, 2001

US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
GL-15 SW

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

1. Aircraft	Make: Beech	Model: King Air 200
	Serial No.: BB679	Nationality and Registration Mark: N1194C
2. Owner	Name *(As shown on registration certificate)*: Cardinal IG Company	Address *(As shown on registration certificate)*: 12301 Whitewater Drive Number 250 Minnetonka MN 55343-4108

3. For FAA Use Only

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4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	*(As described in Item 1 above)*				
POWERPLANT					
PROPELLER					
APPLIANCE	Type: RADOME Manufacturer:	P/N: 50-410052-5	S/N: NONE		XXX

RECEIVED
NOV 15 1999
MSP FSDO

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
NORTON PERFORMANCE PLASTICS CORP. 335 N. DIAMOND ST. RAVENNA, OHIO 44266	[ ] U.S. Certificated Mechanic [ ] Foreign Certificated Mechanic [XX] Certificated Repair Station [ ] Manufacturer	0A1R367K

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
NOV 3 1999	Marty M. Dulaney

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							Other *(Specify)*
	[ ]	FAA Flt. Standards Inspector	[ ]	Manufacturer	[ ]	Inspection Authorization	
	[ ]	FAA Designee	[XX]	Repair Station	[ ]	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
NOV 3 1999	0A1R367K	Marty M. Dulaney

FAA Form 337 (12-88)

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.)

NORTON RO# 99-631, SALES ORDER # B25433

Radome shell cutoff and new radome shell attached in accordance with Norton's FAA approved specification PS-200.

FAA Approval Authority: FAA Form 8110-3, Dated 2/12/98

END OF REPORT

☐ Additional Sheets Are Attached

☆U.S.G.P.O. 1990-761-753

UNITED STATES OF AMERICA

DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
N50N	Beech Aircraft Corp 200	BB-697	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.

Exceptions:

None

6. TERMS AND CONDITIONS

Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
Replacement 6-13-80	RONALD W. ADAMS	RM-GADO-3

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

FAA Form 8100-2 (7-67) FORMERLY FAA FORM 1362 10/31/80 ☆ U.S. Government Printing Office — 1976-675-526

98/0265

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 MNNA
MSP FSDO

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

1. Aircraft	Make: Beechcraft	Model: 200
	Serial No.: BB-679	Nationality and Registration Mark: USA N1194C
2. Owner	Name (As shown on registration certificate): CARDINAL I G CO	Address (As shown on registration certificate): 12301 Whitewater Dr. Minnetonka, MN. 55343

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				

RECEIVED JAN 05 1998 MSP FSDO

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Randal L. Arnone 941 Windrow Dr. St. Paul, MN. 55109	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	332566960

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
1/2/98	

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

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
1/2/98	332566960	

FAA Form 337 (12-88)

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 Frakes Aviation Exhaust Kit FA5726-7L/8R per STC SA8703SW Installed exhaust stack PN FA5726-7L SN# 9720185 and exhaust stack PN FA5726-8R SN# 9720188 on L/H Engine. Installed exhaust stack PN FA5726-7L SN# 9720187 and exhaust stack PN FA 5726-8R SN# 9720186 on R/H Engine.

Acft TT 7406.4 LDGS 6466
L/H Eng TT 7278.0 TSO 1598.3 Cycles 6286
R/H Eng TT 7278.0 TSO 1598.3 Cycles 6286

Prepared new Weight and Balance Report to reflect the following changes:

Aircraft Empty Weight (as of report dated 5/1/95)	8253.60		Moment	1526883.30	
Removal of original exhaust PN's 101-950016-21 (2 ea) and 101-950016-83 (2 ea)	-44.5	Arm	100.5	moment	-4472.25
Installation of Frakes exhaust stacks (4 ea)	28.5	Arm	97.35	moment	2774.475
Aircraft Empty Weight	8240.6			moment	1525185.5

Moment: 1525185.5 ÷ Empty Weight: 8240.60 = 185.08 Empty Wt. C.G.
Gross Wt. 12,500 lbs - Empty Wt. 8240.60 = 4259.40 Useful Load

New Aircraft Empty Weight: 8240.60
New Aircraft Empty Weight C.G.: 185.08
New Aircraft Useful Load: 4259.40

----------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 MTP FSDO

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

1. Aircraft	Make: BEECHCRAFT	Model: SUPER KING AIR 200
	Serial No.: BB679	Nationality and Registration Mark: N1194C
2. Owner	Name (As shown on registration certificate): CARDINAL I.G. CO.	Address (As shown on registration certificate): 12301 WHITEWATER DR. MINNETONKA, MN. 55343

3. For FAA Use Only

4. Unit Identification / **5. Type**

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
LAURENCE J. LENCOWSKI 8192 CUSTERS TRAIL E. INVER GROVE HEIGHTS,MN 55076	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	A&P [redacted] 468926701

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
07-10-96	

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							Other (Specify)
		FAA Flt. Standards Inspector		Manufacturer	XXX	Inspection Authorization	
		FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
07-10-96	A&P476927352TA	

FAA Form 337 (12-88)

NOTICE

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

8. Description of Work Accomplished

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

INSTALLED THE BUTTERFIELD INDUSTRIES FLOW THROUGH INLET ANTI-ICE INSTALLATION PART NUMBER BI-1001 PER STC SA 2905 NM. NO CHANGE IN WEIGHT AND BALANCE.

----------END----------

☐ Additional Sheets Are Attached

FAA AIRCRAFT REGISTRY
CAMERA NO. IN DATE: 1-4-96

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION--FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
N1194C	BEECH 200	BB-679	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 adopted by Annex 8 to the Convention on International Civil Aviation, except as noted herein.
Exceptions:

NONE

6. TERMS AND CONDITIONS
Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
R/04-29-80	John G. Vergenz	MSP FSDO GL-15

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

FAA Form 8100-2 (7-67) FORMERLY FAA FORM 1362

FAA AIRCRAFT REGISTRY
CAMERA NO. IN DATE: 1-4-96

FAA AIRCRAFT REGISTRY
CAMERA NO. N DATE: 1-4-96

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1 NATIONALITY AND REGISTRATION MARKS	2 MANUFACTURER AND MODEL	3 AIRCRAFT SERIAL NUMBER	4 CATEGORY
N256PL	BEECH AIRCRAFT CORP. 200	BB-679	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.

Exceptions

NONE

6 TERMS AND CONDITIONS

Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
REPLACEMENT Apr. 29, 1980	JOHN W. OUSLEY	SW-FSDO-64

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

FAA Form 8100-2 (8-82) GPO 773-933

FAA AIRCRAFT REGISTRY
CAMERA NO. N DATE: 1-4-96

FAA AIRCRAFT REGISTRY
CAMERA NO. 1N DATE: 11-9-95

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
GL15

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

1. Aircraft	Make: Beechcraft	Model: 200
	Serial No.: BB-679	Nationality and Registration Mark: N1194C
2. Owner	Name (As shown on registration certificate): Cardinal I.G. Co.	Address (As shown on registration certificate): 12301 Whitewater Dr. Minnetonka, MN 55343

3. For FAA Use Only

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

MINNEAPOLIS FSDO
MAY 03 1995

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Signature Flight Support 3800 E. 70TH ST. MINNEAPOLIS, MN 55450	U.S. Certificated Mechanic Foreign Certificated Mechanic XX Certificated Repair Station Manufacturer	PJYR360K

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
05/01/95	David R. Van Den Broeke David R. Van Den Broeke

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 XX APPROVED ☐ REJECTED

BY						
	FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	Other (Specify)
	FAA Designee	XX	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
May 1, 1995	PJYR360K	David R. Van Den Broeke

FAA Form 337 (12 88)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1N DATE: 11-9-95

NOTICE

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

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

Removed Foster AD611 R/nav system and installed B.F. Goodrich WX-1000+ Stormscope system.

The WX-1000 indicator was mounted in the space vacated by the removal of the 61WPS-1 and 61DRM-1 panel units which were located in the left portion of the pilot's instrument panel.

The processor was mounted with the manufacturer's mounting tray to a bracket fabricated out of 2024-T3-063 aluminum and bolted to the existing bracketry at F/S 363.50 using AN hardware.

The antenna was mounted at F/S 381.00 using the manufacturer's mounting doubler which was riveted to the aircraft skin using AN470-4 rivets.

The system was interfaced to the #1 compass system for heading information via an AC fuse located in the righthand nose junction box. The system was wired to the 28VDC buss via a Klixon 7277-2-3 circuit breaker.

Updated the aircraft weight and balance and equipment list and made the appropriate log book entry.

REFERENCES:
WX-1000 Install Manual #78-8051-9150-5 Rev. 3
AC 43.13 1A Chapters 2, 3, 5, 7, 11, 13, 15
AC 43.13 2A Chapters 1, 2, 3, 11, 13
Signature Drawings # 950419A, 950425A

----------END----------

☐ Additional Sheets Are Attached

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-21-95

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
SO FSDO 13

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

1. Aircraft	Make: Beechcraft	Model: B200
	Serial No.: BB-679	Nationality and Registration Mark: N1194C
2. Owner	Name (As shown on registration certificate): Cardinal I. G., Co.	Address (As shown on registration certificate): 12301 Whitewater Drive Minnetonka, MN 55343

3. For FAA Use Only

The data/alteration 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.

SO FSDO 13

Date: JUN 30 1995 Signature of FAA Inspector: Charles R. Thompson

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				

RECEIVED MAR 30 1995 CAE FSDO - SO13

RECEIVED JAN 25 1995 CAE FSDO - SO13

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Stevens Aviation, Inc. P.O. Box 12349 Greenville, SC 29612-0349	U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer	VIBR368K Radio Class 2 Airframe Class 3

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

Date: 20 Jan 95

Signature of Authorized Individual: James W. Williams, Jr.

7. Approval for Return To Service

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

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

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
Jul 12, 1995	VIBR368K	James W. Williams, Jr.

FAA Form 337 (12-88)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-21-95

NOTICE

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

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

THE FOLLOWING EQUIPMENT WAS PREVIOUSLY INSTALLED BY FAA FORM 337 DATED, JANUARY 19, 1995.

KING KLNG 90A GPS RECEIVER AT STATION 97.00 IN AIRCRAFT MFGR'S APPROVED LOCATION IN INSTRUMENT PANEL. INSTALLED KING KA 91 GPS ANTENNA ON TOP OF FUSELAGE AT STATION 138.75.

THIS INSTALLATION MEETS REQUIREMENTS OF FAA NOTICE N8110.47 PARAGRAPH 9a (2). ALL GPS SYSTEM DISPLAYS AND ANNUNCIATORS ARE LOCATED WITHIN THE PILOTS NORMAL FIELD OF VIEW AND ALL GPS SYSTEM CONTROLS ARE LOCATED WITHIN EASY REACH OF THE PILOT. THE SYSTEM SWITCHES, ANNUNCIATORS , DISPLAYS AND FLIGHT DIRECTOR/AUTOPILOT AND INSTRUMENTS ARE COMPATIBLE WITH THIS AIRCRAFT.

A FLIGHT TEST WAS CONDUCTED AND THE SYSTEM MEETS THE ACCURACY REQUIREMENTS OF FAA AC 20-138, Appendix 1, Par 2 A, B, C, D. THE ACCURACY REQUIREMENTS OF AC 90-45A, APPENDIX A WERE MET DURING THIS TEST FLIGHT.

FAA APPROVED FLIGHT MANUAL DATED JUN 30 1995 IS REQUIRED TO BE IN THE AIRCRAFT.

THIS IS A FOLLOW ON OF STC SA2332CE-D.
REMOVED PLACARD READING "GPS APPROVED FOR VFR ONLY".

INSTALLED PLACARD : GPS NOT APPROVED FOR IFR APPROACH.

SEE FAA APPROVED FLIGHT MANUAL SUPPLEMENT FOR LIMITATIONS.

THIS AIRCRAFT IS EQUIPPED WITH APPROVED AND OPERATIONAL ALTERNATE MEANS OF NAVIGATION APPROPRIATE TO THE ROUTE TO BE FLOWN. THIS EQUIPMENT MUST BE ACTIVELY USED BY THE FLIGHT CRED TO MONITOR THE PERFORMANCE OF THE GPS SYSTEM.

THE GPS IS ADEQUATELY ISOLATED FROM THE HARMONIC INTERFERENCE CAUSED BY THE VHF TRANSMITTERS.

FLIGHT TEST CONDUCTED BY:

PILOT: [illegible]

CERTIFICATE # 1909141

-END-

/ / Additional Sheets Are Attached

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-21-95

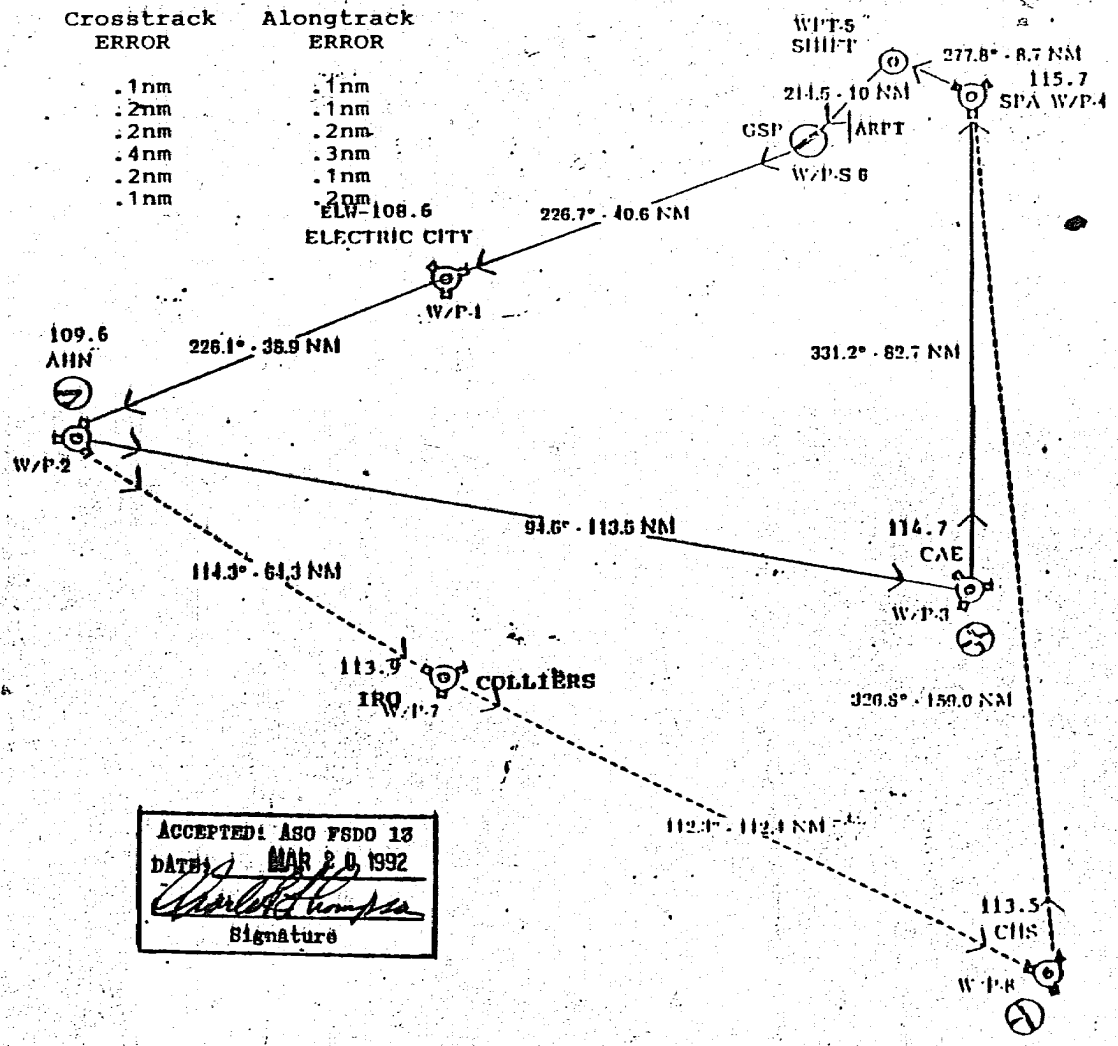
20 Jan 95 Test Flight Results for N1194C, BB-679, King Air [illegible]

LORAN/VLF/OMEGA IFR CERTIFICATION FLIGHT TEST. STEVENS AVIATION, INC. RS 4348

W/P-S: Greer, SC RNAV MAP, W/P END OF RUNWAY 21, N34.54.3 WO82.12.7
W/P-1: Anderson, SC VOR, Electric City, 108.6 N34.25.1 WO82.47.1
W/P-2: Athens, GA VOR, AHN 109.6 - N33.56.9 WO 83.19.5
W/P-3: Columbia, SC VOR CAE 114.7 - N33.51.4 WO81.03.2
W/P-4: Spartanburg, SC VOR SPA 115.7 - N35.02.0 WO 81.55.6
W/P-5: Greer, SC RNAV SHIFT W/P, N35.02.8 WO82.06.2
W/P-6: Greer, SC RNAV MAP W/P, N34.54.3 WO82.12.7
W/P-7: Alternate - Use before W/P-4: Augusta, GA VOR 113.9 N33.32.7 WO82.08.07
W/P-8: Alternate - Use instead of W/P-3: Charleston, SC VOR CHS 113.5 N32.53.6 WO80.02.3

PRIMARY ROUTE ———————— TOTAL DISTANCE: 297.4 NM USE FOR PROP-DRIVEN AIRCRAFT
ALTERNATE ROUTE ---------- TOTAL DISTANCE: 433.9 NM USE FOR JET AIRCRAFT

WPT#	Crosstrack ERROR	Alongtrack ERROR
1	.1nm	.1nm
2	.2nm	.1nm
3	.2nm	.2nm
4	.4nm	.3nm
5	.2nm	.1nm
6	.1nm	.2nm



ACCEPTED: ASO FSDO 13
DATE: MAR 20 1992
Signature

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-21-95

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-21-95

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: SO FSDO 13

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

1. Aircraft	Make: Beechcraft	Model: B200
	Serial No.: BB-679	Nationality and Registration Mark: N1194C
2. Owner	Name (As shown on registration certificate): Cardinal I. G., Co.	Address (As shown on registration certificate): 12301 Whitewater Drive Minnetonka, MN 55343

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 30 1995 — Date
SO FSDO 13 — 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				

RECEIVED JAN 25 1995 CAE FSDO SO13

RECEIVED MAR 30 1995 CAE FSDO - SO13

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Stevens Aviation, Inc. P.O. Box 12349 Greenville, SC 29612-0349	U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer	VIBR368K Radio Class 2 Airframe Class 3

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

Date: 20 Jan 95
Signature of Authorized Individual: James W. Williams, Jr.

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

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
12 Jul 95	VIBR368K	James W. Williams, Jr.

FAA Form 337 (12-88)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-21-95

NOTICE

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

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

THE FOLLOWING EQUIPMENT WAS PREVIOUSLY INSTALLED BY FAA FORM 337 DATED, JANUARY 19, 1995.

KING KLNG 90A GPS RECEIVER AT STATION 97.00 IN AIRCRAFT MFGR'S APPROVED LOCATION IN INSTRUMENT PANEL. INSTALLED KING KA 91 GPS ANTENNA ON TOP OF FUSELAGE AT STATION 138.75.

THIS INSTALLATION MEETS REQUIREMENTS OF FAA NOTICE N8110.47 PARAGRAPH 9a (2). ALL GPS SYSTEM DISPLAYS AND ANNUNCIATORS ARE LOCATED WITHIN THE PILOTS NORMAL FIELD OF VIEW AND ALL GPS SYSTEM CONTROLS ARE LOCATED WITHIN EASY REACH OF THE PILOT. THE SYSTEM SWITCHES, ANNUNCIATORS , DISPLAYS AND FLIGHT DIRECTOR/AUTOPILOT AND INSTRUMENTS ARE COMPATIBLE WITH THIS AIRCRAFT.

A FLIGHT TEST WAS CONDUCTED AND THE SYSTEM MEETS THE ACCURACY REQUIREMENTS OF FAA AC 20-138 Appendix 1, par 2,a,b c, d. THE ACCURACY REQUIREMENTS OF AC 90-45A, APPENDIX A WERE MET DURING THIS TEST FLIGHT.

FAA APPROVED FLIGHT MANUAL DATED JUN 30 1995 IS REQUIRED TO BE IN THE AIRCRAFT.

THIS IS A FOLLOW ON OF STC SA2332CE-D.
REMOVED PLACARD READING "GPS APPROVED FOR VFR ONLY".

INSTALLED PLACARD : GPS NOT APPROVED FOR IFR APPROACH.

SEE FAA APPROVED FLIGHT MANUAL SUPPLEMENT FOR LIMITATIONS.

THIS AIRCRAFT IS EQUIPPED WITH APPROVED AND OPERATIONAL ALTERNATE MEANS OF NAVIGATION APPROPRIATE TO THE ROUTE TO BE FLOWN. THIS EQUIPMENT MUST BE ACTIVELY USED BY THE FLIGHT CRED TO MONITOR THE PERFORMANCE OF THE GPS SYSTEM.

THE GPS IS ADEQUATELY ISOLATED FROM THE HARMONIC INTERFERENCE CAUSED BY THE VHF TRANSMITTERS.

FLIGHT TEST CONDUCTED BY:

PILOT: Arnold L. O'Lin

CERTIFICATE # 1909141

-END-

1 Additional Sheets Are Attached

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-21-95

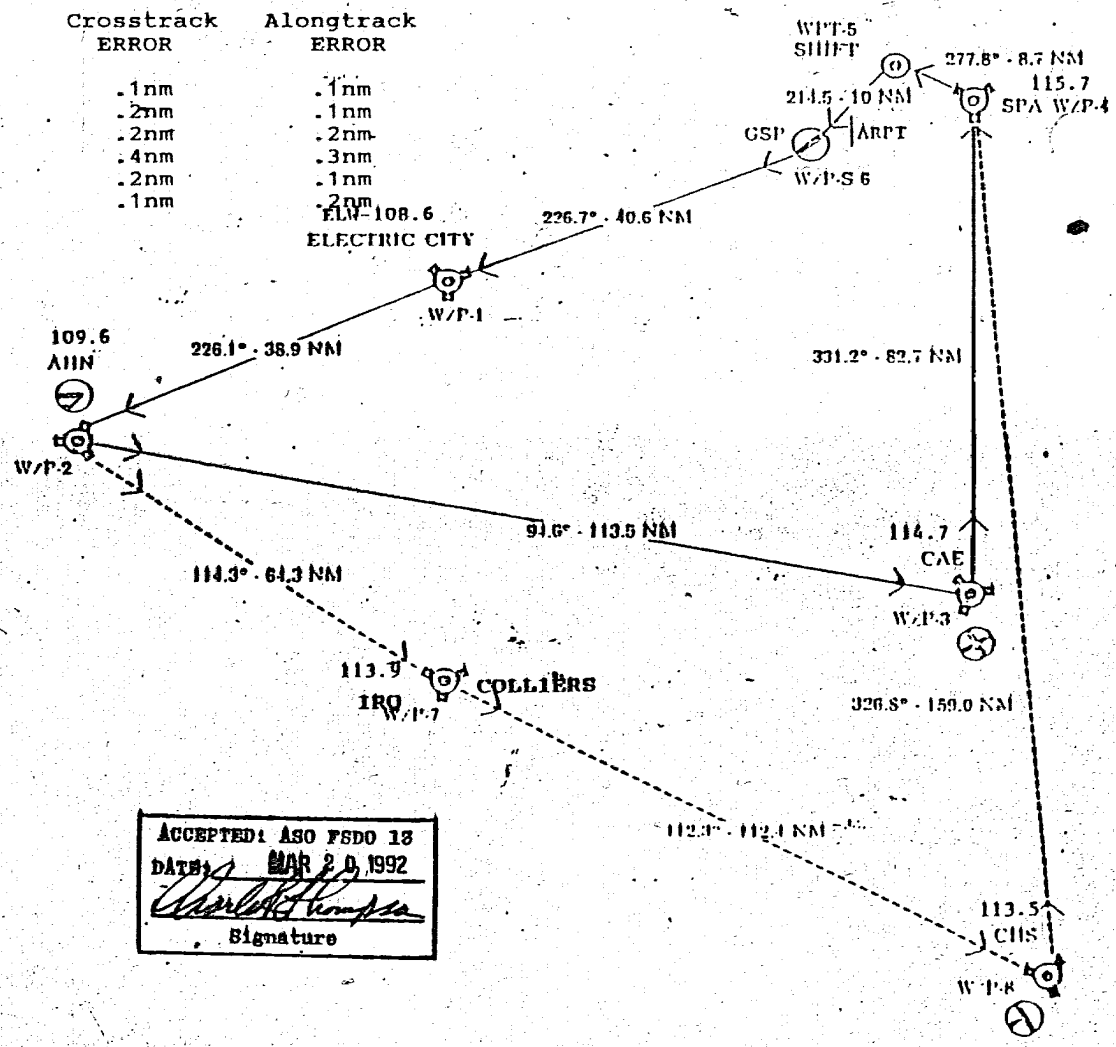
20 Jan 95 Test Flight Results for N1194C, BB-[illegible], King Air [illegible]

LORAN/VLF/OMEGA IFR CERTIFICATION FLIGHT TEST. STEVENS AVIATION, INC. RS 4348

W/P-S: Greer, SC RNAV MAP, W/P END OF RUNWAY 21 N34.54.3 WO82.12.7
W/P-1: Anderson, SC VOR, Electric City, 108.6 N34.25.1 WO82.47.1
W/P-2: Athens, GA VOR, AHN 109.6 - N33.56.9 WO 83.19.5
W/P-3: Columbia, SC VOR CAE 114.7 - N33.51.4 WO81.03.2
W/P-4: Spartanburg, SC VOR SPA 115.7 - N35.02.0 WO 81.55.6
W/P-5: Greer, SC RNAV SHIFT W/P, N35.02.8 WO82.06.2
W/P-6: Greer, SC RNAV MAP W/P, N34.54.3 WO82.12.7
W/P-7: Alternate - Use before W/P-4: Augusta, GA VOR 113.9 N33.32.7 WO82.08.07
W/P-8: Alternate - Use instead of W/P-3: Charleston, SC VOR CHS 113.5 N32.53.6 WO80.02.3

PRIMARY ROUTE ———————— TOTAL DISTANCE: 297.4 NM USE FOR PROP-DRIVEN AIRCRAFT
ALTERNATE ROUTE ---------- TOTAL DISTANCE: 433.9 NM USE FOR JET AIRCRAFT

WPT#	Crosstrack ERROR	Alongtrack ERROR
1	.1nm	.1nm
2	.2nm	.1nm
3	.2nm	.2nm
4	.4nm	.3nm
5	.2nm	.1nm
6	.1nm	.2nm



ACCEPTED: ASO FSDO 13
DATE: MAR 20 1992
Charles A. Thompson
Signature

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 9-21-95

AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 7-19-95

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
MSP FSDO MNO

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

1. Aircraft	Make: BEECHCRAFT	Model: KING AIR 200
	Serial No.: BB679	Nationality and Registration Mark: N256PL
2. Owner	Name (As shown on registration certificate): CARDINAL IG COMPANY	Address (As shown on registration certificate): 12301 WHITEWATER DRIVE MINNETONKA , MN 55343

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				

DEC 17 1994

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
MINNESOTA JET INC. JOHN GRAY 410 BRAVO LN , HOLMAN FIELD ST PAUL MN 55107	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	A&P477766998

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 08,94

Signature of Authorized Individual: [signature]

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: 12-8-94

Certificate or Designation No.: 1486274A&PI

Signature of Authorized Individual: Paul W Zemke

FAA Form 337 (12-88)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 7-19-95

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 PARKER HANNIFIN CORPORATION (CLEVELAND) BRAKE HOT AIR MANIFOLD KIT KIT # 199-168 . INSTALLATION COMPLEATED I.A.W. STC # SA890GL . UPDATED WEIGHT AND BALANCE .

----------END----------

☐ Additional Sheets Are Attached

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 7-19-95

Sw Wa
Cr Ad

US Department of Transportation
Federal Aviation Administration

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

DEC 5 1994 RECEIVED

Form Approved
OMB No. 2120-0020

For FAA Use Only
Office Identification
SEA-FSDO

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

1. Aircraft	Make: Beechcraft	Model: 200
	Serial No.: BB-679	Nationality and Registration Mark: U.S.A. N256PL
2. Owner	Name (As shown on registration certificate): Milgard Manufacturing Co. Inc.	Address (As shown on registration certificate): 1010 54TH Ave. East Tacoma, Wa 98424

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.
Ben A. Olson Crossing Aviation Inc. 1302 26TH Ave N.W. Gig Harbor, Wa 98335	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	2219241

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

Date: 11/29/94

Signature of Authorized Individual: Ben A Olson

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
		FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group

Other (Specify)

Date of Approval or Rejection: 11/29/94

Certificate or Designation No.: 2219241

Signature of Authorized Individual: Ben A Olson

To FAA

FAA Form 337 (12/88)

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 7-19-95

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) Inspected previous installation of Cleveland Wheels and Brake kit P/N 199-110 Rev. C (Main wheels & Main wheel brakes). The installation and alteration was inspected and determined to conform to the manufactures Installation Instructions and Drawings 50-79 Rev. C. The Aircraft Equipment Listing and Weight Balance Date has been reviewed and determined to reflect the above described Alteration. This Alteration to type data No. A24CE is approved under Parker Hannifin Corporation STC NO SA890GL, dated April 16, 1985.

2) Inspected previous installation of Cleveland Nose Wheel Assly. Conversion Kit P/N 199-126.
The installation and Alteration has been inspected and determined to conform to the manufactures Installation Instruction and Drawings No. 50-91 Rev. A.
The Aircraft Equipment Listing and Weight Balance Data has been reviewed and detemined to reflect the above described alteration. This Alteration to Type Data No. A24CE is approved under Parker Hannifin Corporation STC No. SA757GL, dated May 1, 1984.
Per Aircraft Log Book Entires, This Alteration was performed on date 7/9/86.

NOTHING FOLLOWS

☐ Additional Sheets Are Attached

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 7-19-95

US Department of Transportation
Federal Aviation Administration

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

JUN 20 1994 RECEIVED

Form Approved
OMB No. 2120-0020

For FAA Use Only
Office Identification: NMSEAFSDO

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

1. Aircraft	Make: BEECHCRAFT	Model: KING AIR 200
	Serial No.: BB-679	Nationality and Registration Mark: US N256 PL
2. Owner	Name (As shown on registration certificate): MILGARD MANUFACTURING, INC.	Address (As shown on registration certificate): 1010 - 54TH AVENUE EAST TACOMA WA 98424

3. For FAA Use Only

THE DATA/ALTERATION IDENTIFIED HEREIN COMPLIES WITH APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE DESCRIBED AIRCRAFT SUBJECT TO CONFORMITY INSPECTION BY A PERSON AUTHORIZED IN FAR 43.7.

18 JUL 1994 Susan M Meedors
DATE FAA INSPECTOR NM-FSDO-01

4. Unit Identification / 5. Type

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
PACIFIC COAST AVIONICS 1833 Auburn Way North Auburn, WA 98002	U.S. Certificated Mechanic Foreign Certificated Mechanic XX Certificated Repair Station Manufacturer	OPXR455L

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
06/15/94	

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							Other (Specify)
		FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	
		FAA Designee	XX	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
7-18-94	OPXR455L	

FAA Form 337 (12 88)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 7-19-95

NOTICE

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

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

REMOVED GLOBAL WULFSBURG GNS 500A VLF OMEGA NAV SYSTEM CDU, RCU AND OEU. INSTALLED TRIMBLE TNL 2100 GPS RECEIVER IAW TRIMBLE INSTALL MANUAL # 80269 REV C DTD NOV 30, 92. THIS IS A STAND ALONE INSTALLATION WHICH DOES NOT PROVIDE ANY STEERING INFORMATION TO AIRCRAFTS AUTO PILOT, FLIGHT DIRECTOR OR CDI SYSTEMS. A PLACARD HAS BEEN PROVIDED WHICH STATES "GPS NOT APPROVED FOR IFR".
ALSO INSTALLED IAW AC43.13 1A CHAPT 11 SECT 2 & 3 AND CHAPT 15 SECT 4, 5 & 6.
ALSO AC 43.13-2A CHAPT 1 & 2.

E N D

☐ Additional Sheets Are Attached

☆U.S.G.P.O. 1990-761-753

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 7-29-83

30 05 29 80

Form Approved
Budget Bureau No. 04-R0036

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

APPLICATION FOR AIRWORTHINESS CERTIFICATE

INSTRUCTIONS—Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable.

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK: N6747J 256PL	2. AIRCRAFT BUILDER'S NAME (make): BEECH AIRCRAFT CORP.	3. AIRCRAFT MODEL DESIGNATION: 200	4. YR MFG: 1980
5. AIRCRAFT SERIAL NO.: BB-679	6. ENGINE BUILDER'S NAME (make): Pratt & Whitney A/C of Canada	7. ENGINE MODEL DESIGNATION: PT6A-41	FAA CODING: 1152924 / 52043
8. NUMBER OF ENGINES: 2	9. PROPELLER BUILDER'S NAME (make): Hartzell	10. PROPELLER MODEL DESIGNATION: HC-B3TN-3G	11. AIRCRAFT IS: NEW / USED / IMPORT

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: (Check applicable items)

A 1 X STANDARD AIRWORTHINESS CERT. (Indicate category) X NORMAL / UTILITY / ACROBATIC / TRANSPORT / GLIDER / BALLOON

B SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)

- 2 LIMITED
- 5 PROVISIONAL (Indicate class.): 1 CLASS I; 2 CLASS II
- 3 RESTRICTED (Indicate operation(s) to be conducted): 1 AGRICULTURE & PEST CONTROL; 2 AERIAL SURVEYING; 3 AERIAL ADVERTISING; 4 FOREST (Wild life conservation); 5 PATROLLING; 6 WEATHER CONTROL; 0 OTHER (Specify)
- 4 EXPERIMENTAL (Indicate operation(s) to be conducted): 1 RESEARCH AND DEVELOPMENT; 2 AMATEUR BUILT; 3 EXHIBITION; 4 RACING; 5 CREW TRAINING; 6 MKT. SURVEY; 0 TO SHOW COMPLIANCE WITH FAR
- 8 SPECIAL FLIGHT PERMIT (Indicate operation to be conducted then complete Section VI or VII as applicable on reverse side): 1 FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE; 2 EVACUATE FROM AREA OF IMPENDING DANGER; 3 OPERATION IN EXCESS OF MAX. CERTIFICATED TAKE OFF WEIGHT; 4 DELIVERING OR EXPORT; 5 PRODUCTION FLIGHT TESTING

C 6 MULTIPLE AIRWORTHINESS CERTIFICATE (Check appropriate Restricted Operation and Standard or Limited as applicable above)

III. OWNER'S CERTIFICATION

A REGISTERED OWNER (As shown on Certificate of Aircraft Registration) IF DEALER, CHECK HERE → X

NAME: BEECH AIRCRAFT CORP.
ADDRESS: 9709 E. Central, Wichita, Kansas 67201

B AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)

X AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Revision No.): A24CE, Rev. 10

X AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.): Issue 80-08

AIRCRAFT LISTING (Give page No(s).): N/A

SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated): N/A

C AIRCRAFT OPERATION AND MAINTENANCE RECORDS

X CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173

TOTAL AIRFRAME HOURS ~~(hours for each aircraft only)~~: 3:40

3 EXPERIMENTAL ONLY—Enter hours flown since last certificate issued or renewed: N/A

D. **CERTIFICATION**—I hereby certify that I am the owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.

DATE OF APPLICATION: 4-29-80
NAME AND TITLE (Print or type): W. W. Lautenschlager - Foreman Flight Inspection
SIGNATURE: W. W. Lautenschlager

IV. INSPECTION AGENCY VERIFICATION

A THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY (Complete this section only if FAR 21.183 (f) applies.)

2 FAR PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No.)
3 CERTIFICATED MECHANIC (Give Certificate No.)
6 CERTIFICATED REPAIR STATION (Give Certificate No.)
5 AIRCRAFT MANUFACTURER (Give Name of Firm)

DATE | TITLE | SIGNATURE

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable blocks) I find that the aircraft described in Section I or VII meets the requirements for: [X] The certification requested, or [X] Amendment or modification of its current airworthiness certificate. Inspection for a special flight permit under Section VII was conducted by: [ ] FAA Inspector; certificate holder under [ ] FAR 65, [ ] FAR 121 or 127, or [ ] FAR 145.

DATE	DISTRICT OFFICE	DESIGNEE'S SIGNATURE AND NO.	FAA INSPECTOR'S SIGNATURE
4-29-80	ACE EMDO 3-0-43	R. M. Johnston, DOA, PC#8	

FAA Form 8130-6 (7-70)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE 7-29-83

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER

NAME	ADDRESS

B. PRODUCTION BASIS *(Check applicable item)*

- [ ] PRODUCTION CERTIFICATE *(Give production certificate number)*
- [ ] TYPE CERTIFICATE ONLY
- [ ] APPROVED PRODUCTION INSPECTION SYSTEM

C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS:

DATE OF APPLICATION	NAME AND TITLE *(Print or type)*	SIGNATURE

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

A. DESCRIPTION OF AIRCRAFT

REGISTERED OWNER	ADDRESS
BUILDER *(Maker)*	MODEL
SERIAL NUMBER	REGISTRATION MARK

B. DESCRIPTION OF FLIGHT

FROM	TO	
VIA	DEPARTURE DATE	DURATION

C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT

- [ ] PILOT
- [ ] CO-PILOT
- [ ] NAVIGATOR
- [ ] OTHER *(Specify)*

D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:

E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION *(Use attachment if necessary)*

F. CERTIFICATION—I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.

DATE	NAME AND TITLE *(Print or type)*	SIGNATURE

VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)

X	A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable		G. Statement of Conformity, FAA Form 317 *(Attach when required)*
	B. Current Operating Limitations Attached		H. Foreign Airworthiness Certification for Import Aircraft *(Attach when required)*
	C. Data, Drawings, Photographs, etc. *(Attach when required)*		I. Previous Airworthiness Certificate Issued in Accordance with FAR ____ CAR ____ *(Original attached)*
X	D. Current Weight and Balance Information Available in Aircraft		
	E. Major Repair and Alteration, FAA 337 *(Attach when required)*	X	J. Current Airworthiness Certificate Issued in Accordance with FAR 21.183(a) per 21.273 *(Copy attached)*
X	F. This Inspection Recorded in Aircraft Records		

★1975-G.P.O.-1703-M/673-284/178

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 7-29-83

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION, FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
N6747J	BEECH AIRCRAFT CORP. 200	BB-679	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.
Exceptions:

NONE

6. TERMS AND CONDITIONS
Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43 and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
Apr. 29, 1980	R. M. Johnston	DOA, PC#8

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

FAA Form 8100-2 (7-67) FORMERLY FAA FORM 1362

U.S. Government Printing Office — 1975-675-500

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 7-29-83

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 7-29-83

DEPARTMENT OF TRANSPORT

CERTIFICATE OF AIRWORTHINESS FOR EXPORT

CANADA

MINISTÈRE DES TRANSPORTS

CERTIFICAT DE NAVIGABILITÉ POUR EXPORTATION

Number / Numéro ULX-10686

The Department of Transport, Canada, having regard to the Reports furnished to it, issues this Certificate of Airworthiness for Export in respect of the Aircraft / Engine identified below and more particularly described in the type approval* and specifications in accordance with the Aeronautics Act, Canada and the Orders in Council in force thereunder.

Le Ministère des Transports du Canada, prenant connaissance des rapports qui lui ont été soumis, délivre le présent certificat de navigabilité pour exportation pour l'aéronef/moteur mentionné ci-dessous et plus particulièrement décrit dans l'homologation de type* et les spécifications conformément à la Loi sur l'aéronautique du Canada, et les ordonnances du conseil en vigueur de son fait.

For export to: / Pour exportation à: UNITED STATES OF AMERICA

Product is: / Appareil: [X] New / Neuf [ ] Used / Usagé

Aircraft Manufacturer: / Constructeur de l'aéronef:	N/A
Aircraft Model: / Modèle de l'aéronef:	N/A
Aircraft Serial No. / No de série de l'aéronef:	N/A
Type Approval No.* / No d'homologation de type:*	E-12
Engine Manufacturer: / Constructeur du moteur:	Pratt & Whitney Aircraft of Canada Ltd
Engine Model: / Modèle du moteur:	PT6A-41
Engine Serial No.(s): / No(s) de série du(des) moteur(s):	PCE-81561

Exceptions:

Remarks: Observations:

The engine covered by this Certificate has been examined and found to comply with U.S. Federal Aviation Regulations Part 33 effective February 1st, 1965, and amendments 33-1 to 33-5 inclusive.

SEAL

Dated at / Daté à Montreal, Quebec

This / Le 31st Day of / Jour de March 19 80

for... Minister of Transport – Ministre des Transports

*Copies of the applicable Type Approval are available on request from the Department of Transport, Ottawa, K1A 0N8, Canada.

*Copies d'homologation de type sont disponibles sur demande au Ministère des Transports, Ottawa, K1A 0N8 Canada.

OCAR-A25 (78)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3 DATE: 7-29-83

Typed by # 5