N521RM

1977 Cessna 421C

FAA Form 337s

MSN: 421C-0335

Prepared by the worldwide aviation specialists at RidgeAire, Inc.

US Department of Transportation
Federal Aviation Administration

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

Form Approved OMB No. 2120-0020 11/30/2007 | Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark: N521RM	Serial No.: 421C-0335
	Make: Cessna	Model: 421C / Series: 421
2. Owner	Name *(As shown on registration certificate)*: G&W Aviation LLC	Address *(As shown on registration certificate)*: Address 3341 Cr. 122; City Paradise; State TX; Zip 76073; Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☐	AIRFRAME	———	*(As described in Item 1 above)*	———
☐	☑	POWERPLANT	Continental	GTSIO-520-L	292177-R
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type / Manufacturer		

6. Conformity Statement

A. Agency's Name and Address

Name: RAM Aircraft, Limited Partnership
Address: 7505 Karl May Drive
City: Waco State: Texas
Zip: 76708 Country: United States

B. Kind of Agency

	U. S. Certificated Mechanic	Manufacturer
	Foreign Certificated Mechanic	C. Certificate No.
☑	Certificated Repair Station	Airframe Class III, Powerplant Class I VA1R551K
	Certificated Maintenance Organization	

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

Extended range fuel per 14 CFR Part 43 App. B ☐

Signature/Date of Authorized Individual

Greyson Leonard 05-28-2024 Greyson Leonard

7. Approval for Return to Service

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

BY								
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	☐	Maintenance Organization	☐	Persons Approved by Canadian Department of Transport
	☐	FAA Designee	✓	Repair Station	☐	Inspection Authorization		Other *(Specify)*

Certificate or Designation No.: VA1R551K

Signature/Date of Authorized Individual

Greyson Leonard 05-28-2024 Greyson Leonard

FAA Form 337 (10-06)

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.)

N521RM	05-28-2024
Nationality and Registration Mark	Date

Engine modified per Drawing 1514, Rev. T, dated 4/20/10 or current revision per STC SE8338SW-D.

Relocated Turbo Oil Supply Line in accordance with RAM Drawing No. 1224, Rev. H, dated 11/18/03 or current revision per STC SE8338SW-D.

Installed Bendix pressurized magnetos, P/N 10-349420-2 and 10-349460-2, in accordance with Dwg.1029, Rev. N, dated 02/12/02 or current revision per STC SE4591SW-D.

Installation mechanic must complete Blocks 1 and 2 on reverse side and mail one copy to the Federal Aviation Administration, Aircraft Registration Branch AFS-750, P.O. Box 25504, Oklahoma City, Oklahoma 73125.

Negligible weight and balance change.

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

Pertinent details of the above installations are on file under Project No. 10950.

---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	Electronic Tracking Number
For FAA Use Only	

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

1. Aircraft	Nationality and Registration Mark: N521RM	Serial No.: 421CO335	
	Make: CESSNA	Model: 421C	Series: 31
2. Owner	Name (As shown on registration certificate): AMROAIR LLC	Address (As shown on registration certificate): Address 6547 LAKE CIRCLE DR; City DALLAS; State TEXAS; Zip 75214-3416; Country USA	

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
	X	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		
Name NATHAN CLINE	X	U.S. Certificated Mechanic	Manufacturer
Address 133 POLK 52		Foreign Certificate Mechanic	C. Certificate No.
City MENA State AR		Certificated Repair Station	AP2960786
Zip 71953 Country USA		Certificated Maintenance Organization	

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

Extended range fuel per 14 CFR Part 43 App. B	Signature/Date of Authorized Individual	
	Nat Cline	JUNE 16, 2021

7. Approval for Return to Service

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

BY									
		FAA Flt. Standards Inspector		Manufacturer		Maintenance Organization		Persons Approved by Canadian Department of Transport	
		FAA Designee		Repair Station	X	Inspection Authorization		Other (Specify)	

Certificate or Designation No.	Signature/Date of Authorized Individual	
AP2960786	Nat Cline	JUNE 16, 2021

FAA Form 337 (10/06)

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 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.)

N521RM	JUNE 16, 2021
Nationality and Registration Mark	Date

REMOVED THE FOLLOWING EQUIPMENT:

Description	Manufacturer	Model Number	Part Number	Location
WAAS GPS/NAV/COM	GARMIN	GNS430W	011-01060-00	RADIO STACK

INSTALLED THE FOLLOWING EQUIPMENT:

Description	Manufacturer	Model Number	Part Number	Location
Integrated Flight Display	Avidyne	IFD 440	700-00179-000	RADIO STACK

REMOVED ABOVE LISTED PARTS.

Installed Avidyne IFD 440 to provide flight information to the Garmin G-600 PFD/MFD System.

APPROVED DATA
AVIDYNE IFD 440 STC SA00343BO
FAA AC 43.13-1B
FAA AC43.13-2B

A copy of FMS, ICA's, pilots guides, AML's, STC's have been provided to aircraft owner for the Avidyne IFD 440

All work was performed IAW the data referenced above. Post installation ground test have been performed to assure proper operation of all affected systems. All affected system was tested accordingly to show compliance with 14 CFR 23.1309.

An Electrical Load Determination was performed IAW AC43.13-1B/Para 11-36. The changes in the electrical load were found to be within the limits established by the airframe manufacturer.

The Aircraft Equipment List and Weight and Balance Negligible.

END

US Department of Transportation
Federal Aviation Administration

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

Form Approved OMB No. 2120-0020 11/30/2007 | Electronic Tracking Number

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1. Aircraft	*Nationality and Registration Mark* USA N521RM	*Serial No.* 421C0335	
	Make CESSNA	Model 421C	Series
2. Owner	Name *(As shown on registration certificate)* AMROAIR LLC	Address *(As shown on registration certificate)* Address 6547 LAKE CIRCLE DR City Dallas State TX Zip 75214-3416 Country USA	

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☒	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		
Name Abilene Aero, Inc.	☐	U. S. Certificated Mechanic	☐ Manufacturer
Address 2850 Airport Blvd.	☐	Foreign Certificated Mechanic	C. Certificate No.
City Abilene State TX	☒	Certificated Repair Station	GSTR469E
Zip 79602 Country USA	☐	Certificated Maintenance Organization	

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

Extended range fuel per 14 CFR Part 43 App. B ☐	Signature/Date of Authorized Individual July 12, 2003 Stuart Douglas Stuart Douglas

7. Approval for Return to Service

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

BY	☐	FAA Flt. Standards Inspector	☐	Manufacturer	☐	Maintenance Organization	☐	Persons Approved by Canadian Department of Transport
	☐	FAA Designee	☒	Repair Station	☐	Inspection Authorization		Other *(Specify)*

Certificate or Designation No. GSTR469E	Signature/Date of Authorized Individual July 12, 2021 Stuart Douglas Stuart Douglas

FAA Form 337 (10-06)

NOTICE

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

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

USA N521RM	07/12/2003
Nationality and Registration Mark	Date

Installed L3 Lynx NGT9000R Transponder IAW STC# SA02444AK and Install Manual 0040-17001-01 (Rev W) .
Configured to aircraft and Ground Tested IAW M/M..
The Installed ADS-B out system has shown to meet the equipment performance requirements of 14 CFR section 91.227.

☐ Additional Sheets Are Attached

U.S. Department of Transportation
Federal Aviation Administration

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

Form Approved OMB No. 2120-0020 11/30/2007 | Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark: N521RM	Serial No.: 421c0335	
	Make: CESSNA	Model: 421c	Series:
2. Owner	Name *(As shown on registration certificate)*: AMROAIR LLC	Address *(As shown on registration certificate)*: 6547 LAKE CIRCLE DR DALLAS, TX 75214-3416 USA	

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☒	AIRFRAME	[redacted]	*(As described in Item 1 above)*	[redacted]
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type Manufacturer		

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency		
FLITE ELECTRONICS, INC. 4786 AIRPORT PKWY ADDISON, TX 75001-3363	☐ U. S. Certificated Mechanic	☐ Manufacturer	
	☐ Foreign Certificated Mechanic	C. Certificate No.	
	☒ Certificated Repair Station	RADIO CLASS 1-2-3 DG2R767K	
	☐ Certificated Maintenance Organization		

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

Extended range fuel per 14 CFR Part 43 App. B	Signature/Date of Authorized Individual	
☐	Mark	MARK PLEDGER 09-June-2020

7. Approval for Return to Service

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

		FAA Flt. Standards Inspector		Manufacturer		Maintenance Organization		Persons Approved by Canadian Department of Transport
BY		FAA Designee	☒	Repair Station		Inspection Authorization		Other (Specify)

Certificate or Designation No.	Signature/Date of Authorized Individual	
DG2R767K	Mark	MARK PLEDGER 09-June-2020

NOTICE

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

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

N521RM	Jun-09-2020
Nationality and Registration Mark	Date

Installed Garmin FlightStream 210 Bluetooth Gateway p/n 011-03257-40.

FlightStream 210 was installed as per Garmin Install manual p/n 190-00356-03 Rev M 6/2017 and SA01933LA-D
.

Continued Airworthiness for FlightStream 210 installation should be performed as per attached Instructions for Continued Airworthiness.

A copy has been provided the aircraft owner/operator for inclusion into the aircraft maintenance program.

Revised weight, balance and equipment list.

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

☒ ADDITIONAL SHEETS ARE ATTACHED

400W Series

Instructions for Continued Airworthiness

Document Number 190-00356-65 Rev. D

Garmin International, Inc.
1200 E. 151st Street
Olathe, Kansas 66062 USA

Record of Revision

Rev.	Date	Description of Change
1	10-19-06	Initial Release
A	11-03-06	Revision for STC Issuance
B	07-30-09	Add the "-D" to STC number when reissued under ODA
C	02-28-13	Revise to support software version 5.02. Clarify inspections. Add electrical bonding check.
D	11-20-14	Revise to support software version 5.20 with Flight Stream 210.

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1. INTRODUCTION

1.1 PURPOSE

This document is designed for use by the installing agency of the Garmin Model 400W Series GPS/WAAS Nav/Com as Instructions for Continued Airworthiness in response to Federal Aviation regulation (FAR) Part 23.1529, and Part 23 Appendix G. The ICA includes information required by the operator to adequately maintain the Garmin Models 400W series installed under Approved Model List (AML) STC SA01933LA-D.

1.2 Scope

This document identifies the Instruction for Continued Airworthiness for the modification of the aircraft for installation of the Garmin Models 400W series GPS/WAAS Nav/Com installed under Approved Model List (AML) STC SA01933LA-D. This includes the optional accessory to the GNS 400W, the Flight Stream 210.

1.3 Document Control

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

1.4 Airworthiness Limitations Section

There are no additional Airworthiness Limitations as defined in 14 CFR § 23, Appendix G. G23.4 that result from this modification.

The Airworthiness Limitations section is FAA approved and specifies maintenance required under §43.16 and §91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved.

FAA APPROVED

Michael Warren
ODA STC Unit Administrator
ODA-240087-CE

20-NOV-2014
Date

1.5 Permission to Use Certain Documents

Permission is granted to any corporation or person applying for approval of a Garmin Model 400W Series to use and reference appropriate STC documents to accomplish the Instructions for Continued Airworthiness and show compliance with STC engineering data. This permission does not construe suitability of the documents. It is the responsibility of the applicant to determine the suitability of the documents for the ICA.

1.6 Definitions

The following terminology is used within this document:

1) **AC:** Advisory Circular
2) **ACO:** Aircraft Certification Office
3) **AEG:** Aircraft Evaluation Group
4) **BIT:** Built in Test
5) **CFR:** Code of Federal Regulations
6) **DER:** Designated Engineering Representative
7) **FAA:** Federal Aviation Administration
8) **IAW:** In Accordance With
9) **ICA:** Instructions for Continued Airworthiness
10) **MFD:** Multi-Function Display unit
11) **ODA:** Organization Designation Authorization
12) **PED:** Portable Electronic Device
13) **PMI:** Primary Manufacturing Inspector
14) **POI:** Primary Operations Inspector
15) **STC:** Supplemental Type Certificate
16) **TC:** Type Certification or Type Certificate
17) **TSO:** Technical Standard Order

2. INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

2.1 Introduction

Content, Scope, Purpose and Arrangement:	This document identifies the Instructions for Continued Airworthiness for the modification of the aircraft by installation of the Garmin Models 400W Series GPS/WAAS Nav/Com.
Applicability:	Applies to aircraft altered by installation of the Garmin Model 400W Series GPS/WAAS Nav/Com.
Definition of Abbreviations:	See Section 1.6
Precautions:	None
Units of measurement:	None
Referenced publications:	190-00356-02 Rev. K *400W Series Installation Manual* or later revision 005-C0221-00 Rev. J *400W Series STC Master Data List* or later revision
Retention:	This document, or the information contained within, will be included in the aircraft's permanent records.

2.2 Description of Alteration

The Garmin Model 400W Series GPS/WAAS Nav/Com unit is a 6 ¼ inch wide panel mounted unit with all the interface connections behind the instrument panel. Installation of the Garmin Model 400W Series GPS/WAAS Nav/Com system interfaces, specific for the aircraft installation, is documented in the GNS 400W Series Post-Installation Checkout Log that is retained as part of the aircraft's permanent records. The 400W Series units combine a large number of easily acceptable controls to use the color multi-function display, Nav and Com transceiver, GPS/WAAS navigator in a single unit.

The Flight Stream 210 brings Bluetooth connectivity to the cockpit, allowing portable electronics to stream data to and from the installed avionics.

The Flight Stream 210 interfaces to the GNS 400W via RS-232. The Flight Stream 210 may also interface to the GDL 88 through RS-422 and the GDL 69 through RS-232. The Flight Stream unit is a remote mount LRU that may be located in a variety of places around the aircraft. The suggested locations are in the cabin/cockpit area, or in the forward or aft avionics bay. See Section 3.10 in the 400W Series Installation Manual, 190-00356-02 for suggested locations and mounting information.

2.3 Control, Operating Information

See the *400W Series Installation Manual*, listed under the reference documentation in paragraph 2.1 of this document, for system operation and self-test information.

2.4 Servicing Information

None. In the event of system failure, return the unit to the manufacturer or an approved Garmin repair station.

2.5 Periodic Maintenance Instructions

The 400W Series units are designed to detect internal failure. A thorough self-test is executed automatically upon application of power to the units, and built-in test is continuously executed. Detected errors are indicated on the equipment via failure annunciations and maintenance is on-condition.

Operation of the 400W Series unit is not permitted unless an inspection as described in this section has been completed within the preceding 12 calendar months. Conduct a visual inspection on the 400W series unit, its wire harness, and the Flight Stream 210 (if installed) to insure installation integrity:

1. Inspect the 400W and Flight Stream units for security of attachment. If the Flight Stream 210 is installed and screws are not securely attached, tighten any loose Flight Stream 210 mounting screws as necessary to snug plus ¼ turn. If required, re-torque bonding strap hardware to 12-15 in-lbs.

CAUTION
Care should be taken when tightening the mounting screws of the Flight Stream 210. Excessive tightening may damage the mounting flange.

2. Inspect for signs of corrosion.

3. Inspect all knobs and buttons for legibility.

4. Inspect condition of wiring, shield terminations, routing and attachment/clamping.

5. Inspect electrical bonding components. Perform bonding check, if due (see Section 2.5.4).

2.5.1 Cleaning the Front Panel

The front bezel, keypad, and display can be cleaned with a soft cotton cloth dampened with clean water. DO NOT use any chemical-cleaning agents. Care should be taken to avoid scratching the surface of the display.

2.5.2 Display Backlight

The display backlight lamp is rated by the manufacturer as having a usable life of 20,000 hours. This life may be more or less than the rated time depending on the operating conditions of the 400W series unit. Over time, the backlight lamp may dim and the display may not perform as well in direct sunlight conditions. The user must determine by observation when the display brightness is not suitable for its intended use. Contact the Garmin factory repair station when the backlight lamp requires service.

2.5.3 Battery Replacement

The 400W series has an internal keep-alive battery that will last about 10 years. The battery is used for GPS system information. Regular planned replacement is not necessary. The 400W series will display a 'low battery' message when replacement is required. Once the low battery message is displayed, the battery should be replaced within 1 to 2 months.

If the battery is not replaced and becomes totally discharged, the 400W series unit will remain fully operational, but the GPS signal acquisition time may be increased. This acquisition time can be reduced by entering a new seed position each time the unit is powered on. There is no loss of function or accuracy of the 400W series unit with a dead battery.

The battery must be replaced by the Garmin factory repair station or factory authorized repair station.

2.5.4 Bonding Check (IFR-certified aircraft only)

Every 2000 flight hours or ten (10) years, whichever is first, perform an electrical bonding check on the GNS 400W Series Unit and if installed, the Flight Stream 210. If a bonding check was not done during the initial installation, it must be done to support electromagnetic interference and lightning compliance.

2.5.4.1 GNS 400W Series Unit in Metallic or Tube/Fabric Aircraft

Perform an electrical bonding check as follows:

1. Remove the 400W unit from the mounting rack.
2. Remove the backplate assembly from the rack.
3. Measure the resistance between the mounting rack and nearby exposed portion of aircraft metallic structure and verify it is less than 10 milliohms.

   In the event of bonding test failure, remove the 400W rack and clean the attachment points with a bonding brush at both the 400W rack and the aircraft and reattach the rack to the rails in the panel. Verify the resistance between the mounting rack and nearby exposed portion of aircraft metallic structure is less than 2.5 milliohms.
4. Reinstall the backplate assembly and reinstall the 400W in the mounting rack.

2.5.4.2 GNS 400W Series Unit in Composite Aircraft

Perform an electrical bonding check as follows:

1. Remove the 400W unit from the mounting rack.
2. Remove the backplate assembly from the rack.
3. Measure the resistance between the mounting rack and the instrument panel, verify it is less than 10 milliohms.

   In the event of bonding test failure, remove the 400W rack and clean the attachment points with a bonding brush at both the 400W rack and the aircraft and reattach the rack to the rails in the panel. Verify the resistance between the mounting rack and the instrument panel is less than 5 milliohms.
4. Reinstall the backplate assembly and reinstall the 400W in the mounting rack.

2.5.4.3 Flight Stream 210 in Metallic or Tube/Fabric Aircraft

1. Disconnect the shield terminations from the Flight Stream 210 connector backshell.
2. Measure the resistance between the connector and nearby exposed portion of aircraft metallic structure and verify that it is less than or equal to 20 milliohms.

   In the event of bonding test failure, remove the Flight Stream 210 connector bonding strap from the aircraft ground plane and clean the attachment point with a bonding brush. Re-attach the bonding strap to the aircraft ground plane, torque to 12-15 in-lbs. Verify the resistance between the Flight Stream 210 connector and aircraft structure is less than or equal to 10 milliohms. If cleaning the far side of the strap is not enough, remove, clean, and re-attach the Flight Stream 210 side.
3. Connect the shield terminations to the Flight Stream 210 connector backshell.

2.5.4.4 Flight Stream 210 in Composite Aircraft

1. Disconnect the shield terminations from the Flight Stream 210 connector backshell.
2. Measure the resistance between the connector and instrument panel (or other aircraft ground) and verify that it is less than or equal to 20 milliohms.

   In the event of a bonding test failure, remove the Flight Stream 210 connector bonding strap from the aircraft ground plane and clean the attachment point with a bonding brush. Re-attach the bonding strap to the aircraft ground plane, torque to 12-15 in-lbs. Verify the resistance between the Flight Stream 210 connector and aircraft ground is less than or equal to 10 milliohms. If cleaning the far side of the strap is not enough, remove, clean, and re-attach on the Flight Stream 210 side.
3. Connect the shield terminations to the Flight Stream 210 connector backshell.

2.6 Troubleshooting Information

If error indications are displayed on the 400W series unit, consult the Troubleshooting section contained in the 400W Series Installation Manual, listed under reference documentation in paragraph 2.1 of this document. The same troubleshooting section also contains troubleshooting information for the Flight Stream 210. The 400W Series Post-Installation Checkout Log' in the aircraft permanent records includes the configuration information for the installation. (See Section 5 in the *400W Series Installation Manual* for a sample Log).

2.7 Removal and Replacement Information

2.7.1 GNS 400W

If the 400W series unit is removed and reinstalled, verify that the 400W series unit power-up self-test sequence is successfully completed and no failure messages are annunciated.

If the 400W series unit is removed for repair and reinstalled, or if the 400W unit is removed and replaced with a different 400W series unit, then follow 'Post Installation Configuration & Checkout Procedures' contained in the *400W Series Installation Manual* listed in Section 2.1 of this document, and verify the 400W unit power-up self-test sequence is successfully completed and no failure messages are annunciated.

If any work has been done on the aircraft that could affect the system wiring, antenna cable, or any interconnected equipment, verify the 400W series unit power-up self-test sequence is successfully completed and no failure messages are annunciated.

To remove the 400W series unit from the mounting rack, insert a 3/32-inch hex drive tool into the access hole at the bottom of the unit face. Rotate the hex tool counterclockwise until the unit is forced out about 3/8 inches and can be freely pulled from the rack.

The 400W unit is installed in the rack by sliding it straight in until it stops, about 1 inch short of the final position. Insert the hex drive tool into the access hole at the bottom of the unit face. Rotate the hex tool clockwise while pressing on the left side of the bezel until the unit is firmly seated in the rack.

Note: There are no special handling requirements for the 400W series units.

2.7.2 Flight Stream 210 (If Installed)

See Figure 1 when performing the following steps:

Removal

1. Locate and open the BT Link circuit breaker.
2. Unscrew the two jackscrews on the Flight Stream 210 connector. Remove connector.
3. Remove the four #6 mounting screws to remove the Flight Stream 210.

Reinstallation

1. Check that the BT Link circuit breaker is open.
2. Reinstall the Flight Stream 210 using the four previously removed #6 mounting screws.
3. Tighten fasteners until snug, plus an additional 1/4 turn.

Note: *Ensure that the Flight Stream 210 is mounted with the arrow pointing in the direction of flight.*

4. Attach the connector, tightening the two jackscrews.
5. Close the B/T Link circuit breaker.
6. Complete the interface checkout procedures contained in Section 5.5.7 of the 400W Series Installation Manual.

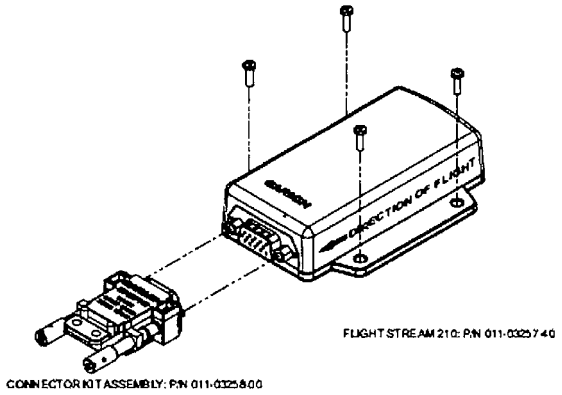


Figure 1. Flight Stream 210 Assembly Overview (Bonding Strap Not Shown)

2.7.3 Flight Stream 210 Bonding Strap

The following removal and replacement steps are provided as guidance for replacing the Flight Stream 210 bonding strap. The bonding strap assembly drawing is shown in Figure 2.

Note: *Aircraft structure side of bonding strap may be mounted using a nut in lieu of a nut plate. If a nut was used in lieu of a nut plate, further disassembly of the aircraft may be required to gain access to the nut.*

Removal

1. Disconnect one end of the bonding strap from the aircraft ground location.
2. Disconnect the other end of the bonding strap from the shield block on the Flight Stream 210 connector backshell.
3. Remove the bonding strap.

Replacement

Note: *The Flight Stream 210 bonding strap should be as short as practical. When installed, the bonding strap must not loop back on itself.*

1. Construct a bonding strap no longer than 20" by attaching clean terminal lugs to both ends of clean braid (See Table 1 for parts required).
2. Clean the attachment locations with a bonding brush.
3. Secure each end of the bonding strap to the previously installed locations. Ensure that the strap does not loop back on itself and that the hardware is as shown in Figure 2. The washers must seat fully against the aircraft metallic structure without overhang or interference with other hardware.
4. Using a milliohm meter, verify that the resistance between the connected structure is less than 10 milliohms.

   In the event of a bonding test failure, remove the bonding strap from the aircraft ground point and clean the attachment points with a bonding brush. Re-install the bonding strap and perform the electrical bonding test in accordance with Section 2.5.4.

5. Replace any damaged hardware, otherwise hardware may be reused.

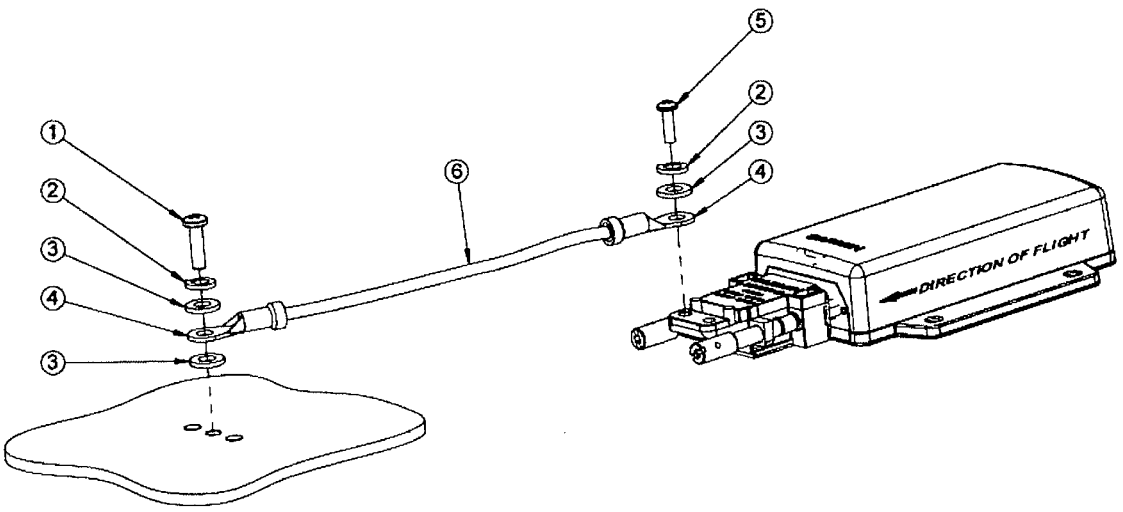


Figure 2. Flight Stream 210 Bonding

Table 1. Flight Stream 210 Bonding Hardware

See Figure 2	Hardware	P/N
1	Screw	MS35206 (AN515) #8 Pan Head Screw
2	Lock Washer	MS35338-42 #8 Lock Washer
3	Flat Washer	NAS1149FN832P (AN960-8) #8 Washer
4	#8 Ring Terminal	MS25036 #8 Ring Terminal
5	Screw	MS51957-42 #6 Screw
6	Braid	QQB575R36T0250 or larger

2.8 Diagrams

Refer to the *400W Series Installation Manual* (listed under reference documentation in section 2.1 of this document) for drawings applicable to this installation. Point to point wiring diagrams are in Appendix H of the *400W Series Installation Manual*. Refer to the GNS 400W Series Post-Installation Checkout Log retained in the aircraft permanent records for a list of the interfaced equipment. The antenna cables are routed between the 400W series unit and the antenna with disconnects at each unit. The antenna cable typically is routed behind interior panels in the fuselage.

2.9 Special Inspection Requirements

None, N/A.

2.10 Application of Protective Treatments

None, N/A.

2.11 Data Relative to Structural Fasteners

None, N/A.

2.12 Special Tools

A milliohm meter with an accuracy of +/- 0.1 milliohms ohms (or better) is required to measure the electrical bonding between the 400W system components and aircraft ground.

No special tools are required for system checkout. See *400W Series Installation Manual* listed in reference documentation in section 2.1 of this document.

2.13 Additional Instructions

None.

2.14 Overhaul Period

The system does not require overhaul at a specific time period. Power on self-test and continuous BIT will monitor the health of the 400W series unit. If the unit indicates an internal failure, the unit may be removed and replaced. See troubleshooting section contained in the *400W Series Installation Manual*, listed under reference documentation in paragraph 2.1 of this document.

2.15 ICA Revision and Distribution

To revise this ICA, Garmin will follow the Garmin ODA Procedures Manual SOP-0055/ACP-0016 for Instructions for Continued Airworthiness. The latest revision of this ICA document is available on the Garmin website (www.garmin.com). A Garmin Service Bulletin describing ICA revision will be sent to Garmin dealers if a revision is determined to be significant.

2.16 Assistance

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

2.17 Implementation and Record Keeping

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

US Department of Transportation
Federal Aviation Administration

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

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

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft

Nationality and Registration Mark	Serial No.
N521RM	421C0335
Make	**Model** / **Series**
Cessna	421C /

2. Owner

Name *(As shown on registration certificate)*	Address *(As shown on registration certificate)*
Drake Air II LLC	Address 3511 Silverside Rd. STE 105 City Wilmington State DE Zip 19810-4902 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☐	AIRFRAME	———	*(As described in Item 1 above)*	———
☐	☑	POWERPLANT	Teledyne Continental Motors	GTSIO-520-L	604003
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type / Manufacturer		

6. Conformity Statement

A. Agency's Name and Address

Name RAM Aircraft, Limited Partnership
Address 7505 Karl May Drive
City Waco State Texas
Zip 76708 Country United States

B. Kind of Agency

- ☐ U. S. Certificated Mechanic
- ☐ Foreign Certificated Mechanic
- ☑ Certificated Repair Station
- ☐ Certificated Maintenance Organization

☐ Manufacturer

C. Certificate No.

Airframe Class III, Powerplant Class I
VA1R551K

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

Extended range fuel per 14 CFR Part 43 App. B ☐

Signature/Date of Authorized Individual

Daniel L. Bailey 05/29/07 Daniel L. Bailey

7. Approval for Return to Service

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

BY

- ☐ FAA Flt. Standards Inspector
- ☐ FAA Designee
- ☑ Repair Station
- ☐ Manufacturer
- ☐ Maintenance Organization
- ☐ Inspection Authorization
- ☐ Persons Approved by Canadian Department of Transport
- Other *(Specify)*

Certificate or Designation No.
VA1R551K

Signature/Date of Authorized Individual

Daniel L. Bailey 05/29/07 Daniel L. Bailey

FAA Form 337 (10-06)

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.)

N521RM	05/29/07
Nationality and Registration Mark	Date

Engine modified per Dwg. 1514, Rev. R dated 6/29/05 I/A/W STC SE8338SW.

Relocated Turbo Oil Supply Line I/A/W RAM Dwg. No. 1224, Rev. H, dated 11/18/03 and installed locknuts on cylinder attachment studs I/A/W Dwg. 1517, Rev. F dated 3/9/05 per STC SE8338SW.

Installed Bendix pressurized magnetos p/n BL-349420-2R and BL-349460-2R per DWG. 1029, Rev. N, dated 02/12/02. Installed I/A/W STC SE4591SW.

Installation mechanic must complete Block 1 and 2 on reverse side and mail one copy to the Federal Aviation Administration, Aircraft Registration Branch AFS-750, P. O. Box 25504, Oklahoma City, Oklahoma 73125.

Negligible weight and balance change.

Customer furnished with FAA approved Overhaul and Parts Manual Supplement(s) with instructions for continued airworthiness for all alterations.

Pertinent details of the above installations are on file under project no. 3475/38535.

---End---

☐ Additional Sheets Are Attached

U.S. Department of Transportation
Federal Aviation Administration

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

Form Approved OMB No.2120-0020 2/28/2011 | Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark: N521RM	Serial No.: 421C0335
	Make: Cessna	Model: 421C Series:
2. Owner	Name (As shown on registration certificate): Drake Air II LLC	Address (As shown on registration certificate): Address 3511 Silverside Rd. STE 105; City Wilmington State DE; Zip 19810-4902 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
X		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		
Name: Anthony R. Saxton		X	U.S. Certificated Mechanic	Manufacturer
Address: 20399 Airport Rd.			Foreign Certificated Mechanic	C. Certificate No.
City: Defiance State: OH			Certificated Repair Station	AP3253746IA
Zip: 43512 Country: USA			Certificated Maintenance Organization	

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

Extended range fuel per 14 CFR Part 43 App. B ☐ | Signature/Date of Authorized Individual: Anthony R. Saxton 12/20/2018

7. Approval for Return To Service

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

BY							
		FAA Flt. Standards Inspector		Manufacturer		Maintenance Organization	Persons Appoved by Canadian Department of Transport
		FAA Designee		Repair Station	X	Inspection Authorization	Other *(Specify)*

Certificate or Designation No.: AP3253746IA

Signature/Date of Authorized Individual: Anthony R. Saxton 12/20/2018

FAA Form 337 (10-06)

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.)

N521RM	12/20/2018
Nationality and Registration Mark	Date

Repaired left and right inboard fuel bays at W.S. 119.29 and outboard from front to rear spar.

Removed fuel pump, float valves, interconnect tubing and access plates from inboard fuel bay areas in both wings. Cleaned existing old sealant from area.
Found corrosion through wing lower skins.

Disassembled wing section and unriveted lower inboard wing skins and separated from wing Rib at W.S. # 119.29 at front spar aft skin butt joint from #119.29 outboard 10" and aft spar outboard 13". Unbonded various stringers ends from skins and skin to internal rib junctions.

Cleaned areas of corrosion on left and right wings using procedures in Cessna MEB95-11R1 Section 10.

On left wing lower skin, cut out corroded skin from inboard forward corner (11" x 10) and inboard aft corner (15" x 13") triangle section per Cessna MEB95-11R1 Fig. 5.
On right wing lower skin, cut out corroded skin from inboard forward corner (11" x 10) triangle section per Cessna MEB95-11R1 Fig. 5.

Cleaned exposed surface of W.S. Sta #119.29 rib lower flange and exposed portion of front and rear spar lower flange with "Scotchbright" pads (note minimal material removal) Following cleaning zyglo inspected section of exposed wing rib, and spar flanges for cracks.
Treated exposed areas as necessary.

Re-bonded lower wing skin to stringers with EA9303 structural adhesive
Fabricated doublers shims and corner patches and riveted with replaced existing rivets & added rivets per applicable sections of Cessna MEB95-11 R1 para E. & Figure 5.

All reassembled area sealed area with fay sealed CS3204. Cleaned and coated joints and rivets with sealant CS3204 per Cessna MEB95-11R1 and Cessna 421C Maintenance manual Structural Repair section instructions. All riveting accomplished using AC43.13-1B, Chapter 4 "Metal Structure, Welding and Brazing" Section 4, "Metal Repair Procedures" used various fabrication techniques presented in Para 4-50 through 4-62, Pages 4-11 through 4-51. and Cessna 421C Maintenance manual Structural Repair section instructions.

Reinstalled removed internal structures, and equipment and performed initial leak check.

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

☐ Additional Sheets Are Attached

U.S. Department of Transportation
Federal Aviation Administration

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

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

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark: N521RM	Serial No.: 421C0335
	Make: Cessna	Model: 421C / Series:
2. Owner	Name (As shown on registration certificate): Drake Air II LLC	Address (As shown on registration certificate): Address 3511 Silverside Rd. STE 105; City Wilmington State DE; Zip 19810-4902 Country USA

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address

Name: Anthony R. Saxton
Address: 20399 Airport Rd.
City: Defiance State: OH
Zip: 43512 Country: USA

B. Kind of Agency

X	U.S. Certificated Mechanic	☐ Manufacturer
☐	Foreign Certificated Mechanic	C. Certificate No.
☐	Certificated Repair Station	AP3253746IA
☐	Certificated Maintenance Organization	

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

Extended range fuel per 14 CFR Part 43 App. B ☐

Signature/Date of Authorized Individual: Anthony R. Saxton 12/20/2018

7. Approval for Return To Service

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

BY								
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	☐	Maintenance Organization	☐	Persons Appoved by Canadian Department of Transport
	☐	FAA Designee	☐	Repair Station	X	Inspection Authorization	Other *(Specify)*	

Certificate or Designation No.: AP3253746IA

Signature/Date of Authorized Individual: Anthony R. Saxton 12/20/2018

FAA Form 337 (10-06)

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.)

N521RM	12/20/2018
Nationality and Registration Mark	Date

Added upper wing access panels left and right.

Cut upper wing access panels, fit sealed and riveted inspection plate doublers, shims and installed access plates per DER drawings #421C-57-1 dated 10/31/2018 with approval by Thomas Knott DERT-405106-CE on 8110-3 dated 10/31/2018. (attached)

[X] Additional Sheets Are Attached

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS

1. DATE: October 31, 2018

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

2. MAKE	3. MODEL NO.	4. TYPE (Aircraft, Engine, Propeller, etc.)	5. NAME OF APPLICANT
Textron Aviation Inc.	421C	Aircraft (Normal)	TAS Aviation Defiance, Ohio

LIST OF DATA

6. IDENTIFICATION	7. TITLE
Drawing: 421C-57-1 Revision NC Dated 10/31/18 **********	Wing Access Panel Instl **********END OF DATA********** Notes: 1. This approval is for engineering design data only. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements." Compliance with additional regulations not listed here may be required. 2. This form constitutes FAA approval of all the engineering data necessary for substantiation of compliance to necessary requirements for the entire alteration. 3. This approval is valid only for Golden Eagle s/n 421C0335 and constitutes a major alteration to that aircraft. 4. No additional Airworthiness Limitations are required as a result of this alteration. These installations may be inspected along with the existing aircraft inspection program. This form is not approval of the inspection intervals or methods. **********END OF NOTES**********

8. PURPOSE OF DATA

In support of a major alteration, serial number 421C0335 only

9. APPLICABLE REQUIREMENTS (List specific sections)

CAR3.171(a)(b), 3.172, 3.173, 3.174, 3.291, 3.292, 3.293, 3.294, 3.295, 3.296, 3.301, 3.307 as applicable to Certification Basis Amendment 3-8 in TCDS A7CE

10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered (none) have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.

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

11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	12. DESIGNATION NUMBER(S)	13. CLASSIFICATION(S)
Thomas A. Knott	DERT-405106-CE	Structures (Consultant)
Thomas A. Knott		

FAA Form 8110-3 (03/10) SUPERSEDES PREVIOUS EDITION
N521RM

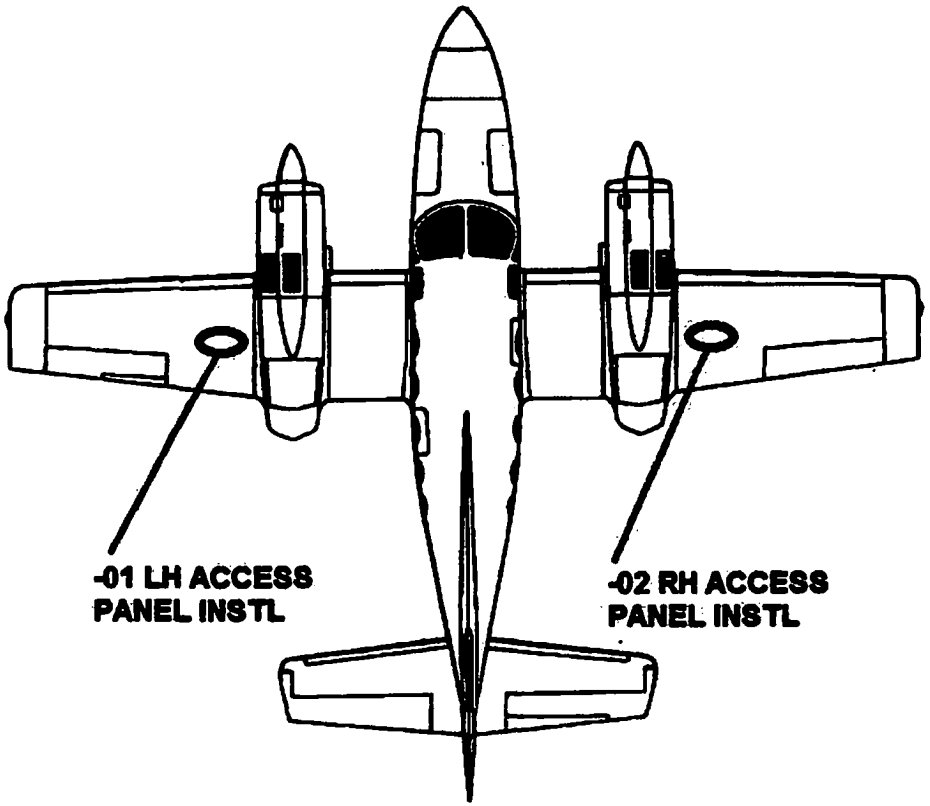
N521RM 12/20/2018

421C-57-1 T NC

REVISION HISTORY			
REV	DESCRIPTION	DATE	APPROVED
NC	INITIAL RELEASE	10/31/18	T.A. KNOTT

NOTES:

1. ALL PROCESSES (DRILLING, DEBURRING, FASTENER INSTALLATION, ETC.) PER CESSNA 421 MAINTENANCE MANUAL OR AC43.13.
2. BACK DRILL HOLES FROM EXISTING STRUCTURE INTO FABRICATED PARTS. MATCH DRILL NEW HOLES IN AIRCRAFT STRUCTURE AND FABRICATED PARTS.
3. CORROSION PROTECT ALUMINUM SHEET METAL PARTS PER MIL-C-5541 (ALODINE) AND PRIME WITH MIL-P-23377 PRIMER. TOP COAT TO MATCH AIRCRAFT FINISH.
4. FAY SEAL SHIMS, DOUBLERS, AND SKINS WITH MIL-S-8802 SEALANT (CS3204-B2 OR PR-1440-B2).
5. INSTALL RIVETS WET WITH MIL-S-8802 SEALANT (CS3204-B2 OR PR-1440-B2).
6. FASTENER GRIP LENGTHS ARE DETERMINED UPON INSTALL.
7. PERMISSIBLE TO INSTALL ACCESS PANELS WITH AMS3284 LOW ADHESION SEALANT (CS3330 OR PR-1773).



RIVET CODES AND HOLE PREPARATION TABLE	
4	DRILL Ø30 (0.129) THRU; CSK Ø0.192 X 100° (0.029 DEEP); INSTALL NAS1097AD4 RIVET
2	NAS1473A3 DOME NUTPLATE; INSTALLED WITH MS20426AD3 RIVETS

CESSNA 421C

S/N 421C0335 & OPT

TAS AVIATION
DEFIANCE, OHIO

WING ACCESS PANEL INSTL

SIZE B | CAGE CODE --- | 421C-57-1 | REV NC

SCALE NONE | SHEET 1 OF 5

Page 3 of 7

12/20/2018

N521RM

Page 4 of 7

421C-57-1 REV 2 NC

REVISION HISTORY

REV	DESCRIPTION	DATE	APPROVED
NC	INITIAL RELEASE	10/31/18	T.A. KNOTT

QTY -02	QTY -01	PART OR IDENTIFYING NO.	NOMENCLATURE OR DESCRIPTION	MATERIAL SPECIFICATION	ZONE	ITEM NO.
-	-	-	-	-	-	-
14	14	MS24694S51	SCREW, CSK HEAD, #10-32, 19/32 LONG	-	-	-
24	24	NAS1097AD4	RIVET, SOLID, REDUCED CSK HEAD, 1/8	-	-	-
-	-	-	-	-	-	-
(1)	(1)	-13	ACCESS PANEL SHIM	0.071 CLAD 2024-T3 PER AMS-QQ-A-250/5	5A6	-
(1)	(1)	-11	ACCESS PANEL SHIM	0.063 CLAD 2024-T3 PER AMS-QQ-A-250/5	5A6	-
-	-	-	-	-	-	-
1	1	9912517-23	ACCESS PANEL ASSY	CESSNA	-	-
1	1	5992001-10	ACCESS PANEL SHIM	CESSNA (ALT: -11 OR -13)	-	-
1	1	5992001-9	ACCESS PANEL DOUBLER ASSY	CESSNA	-	-
-	-	-	-	-	-	-
X	-	-02	RH ACCESS PANEL INSTL	-	3A6	-
-	X	-01	LH ACCESS PANEL INSTL	-	3A6	-

PARTS LIST

UNLESS OTHERWISE SPECIFIED

NEXT ASSEMBLY: CESSNA 421C

USED ON: S/N 421C0335 & OPT

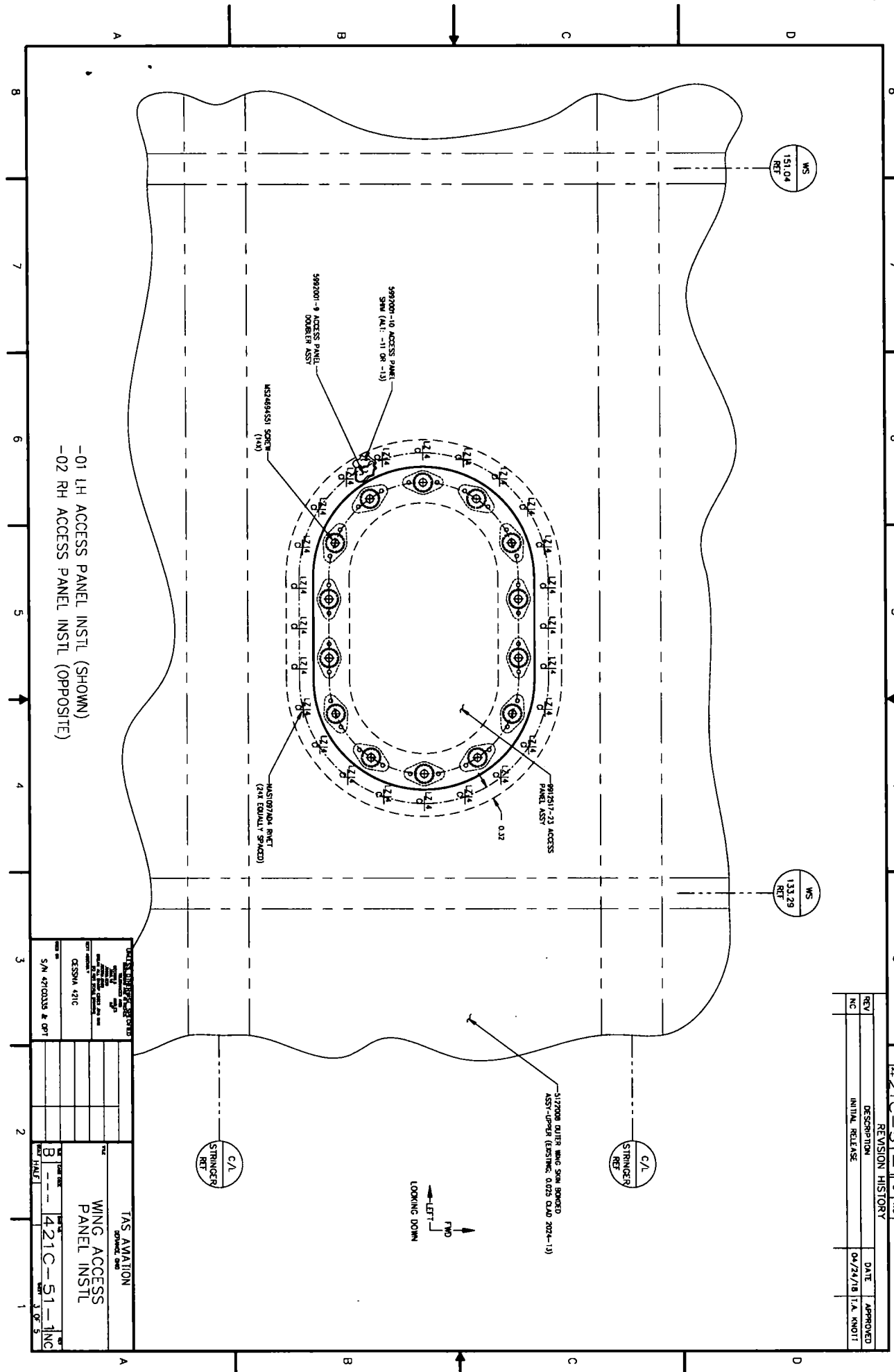
TAS AVIATION
DEFIANCE, OHIO

TITLE: WING ACCESS PANEL INSTL

SIZE B | DWG NO. 421C-57-1 | REV NC

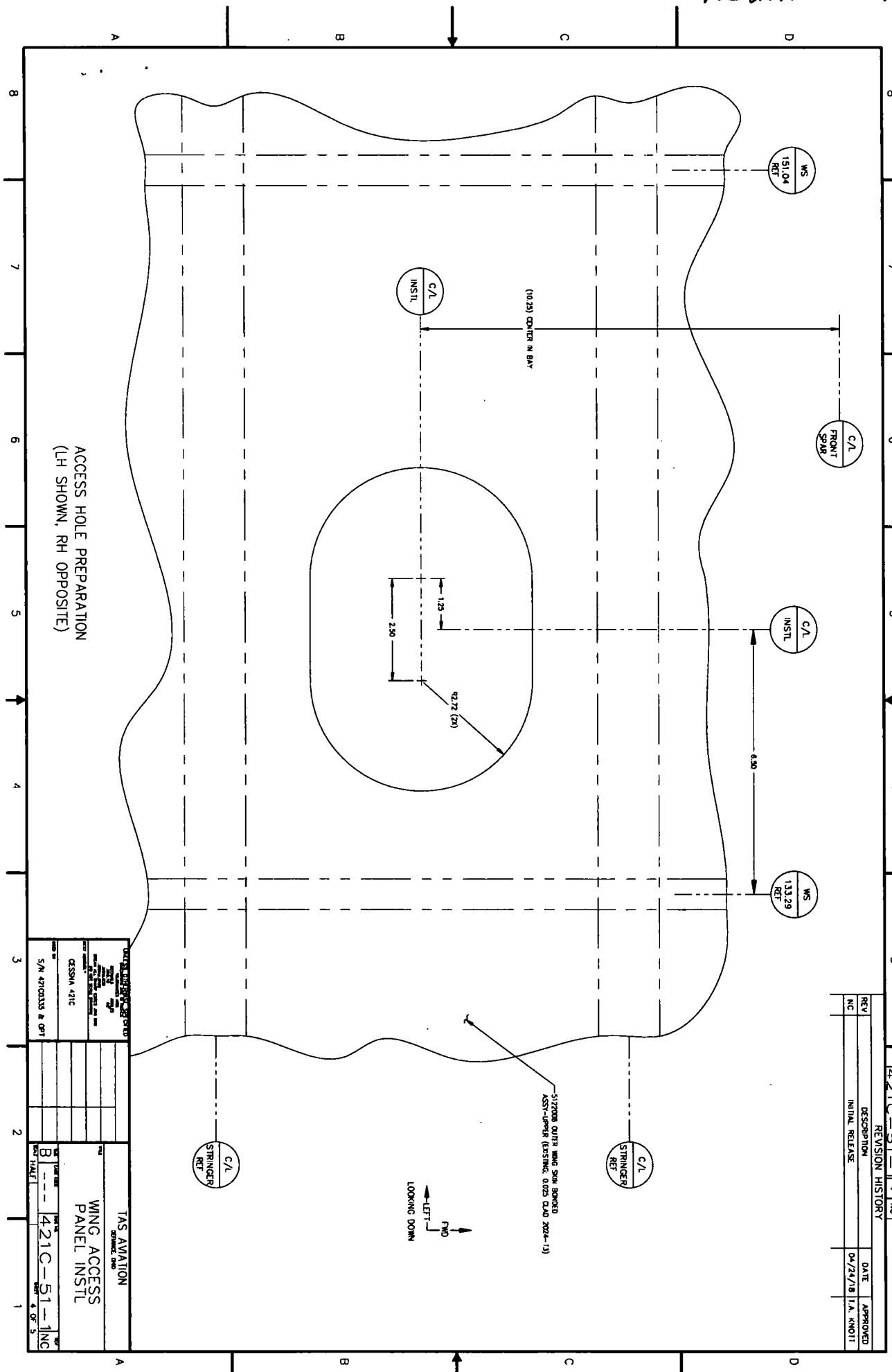
SCALE NONE | SHEET 2 OF 5

N521RM 12/20/2018

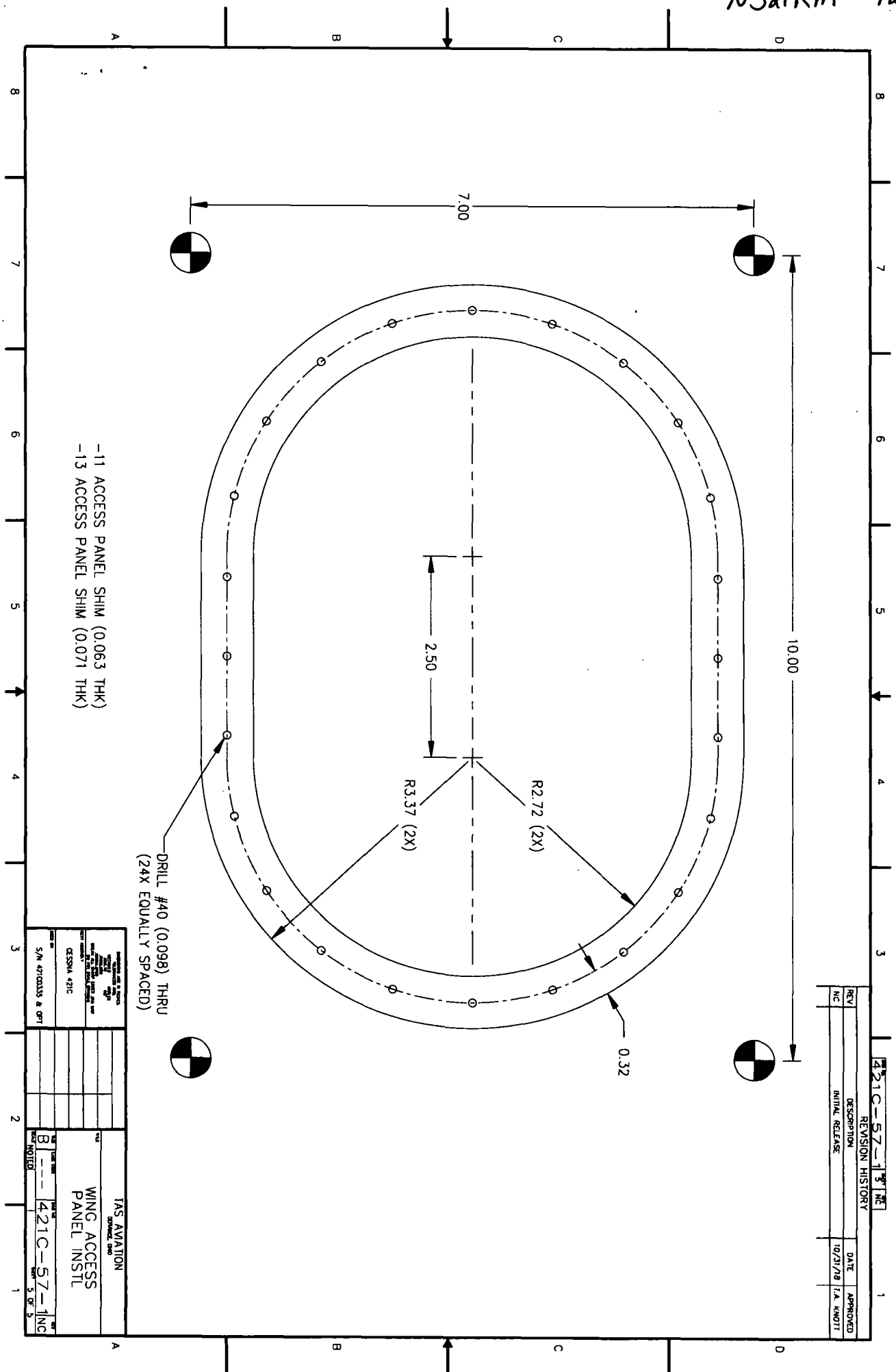


Page 5 of 7

N521RM 12/20/2018



N521RM 12/20/2018



US Department of Transportation **Federal Aviation Administration**

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

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

For FAA Use Only

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

1. Aircraft

Nationality and Registration Mark	Serial No.		
N521RM	421C0335		
Make	**Model**	**Series**	
Cessna	421C	400	

2. Owner

Name *(As shown on registration certificate)*	Address *(As shown on registration certificate)*
Drake Air II LLC	Address 3511 Silverside Rd STE105
	City Wilmington State DE
	Zip 19810-4902 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☒	AIRFRAME	Cessna	*(As described in Item 1 above)*	421C0335
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type / Manufacturer		

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency		C. Certificate No.
Name Mobile Transponder Services, LLC	☐	U. S. Certificated Mechanic	☐ Manufacturer
Address 6015 W Condor Rd	☐	Foreign Certificated Mechanic	
City Peyton State CO	☒	Certificated Repair Station	TJJR625X
Zip 80831 Country USA	☐	Certificated Maintenance Organization	

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

Extended range fuel per 14 CFR Part 43 App. B ☐	Signature/Date of Authorized Individual
	[signature] 8-28-2017

7. Approval for Return to Service

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

BY								
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	☐	Maintenance Organization	☐	Persons Approved by Canadian Department of Transport
	☐	FAA Designee	X	Repair Station	☐	Inspection Authorization		Other *(Specify)*

Certificate or Designation No. TJJR625X	Signature/Date of Authorized Individual
	[signature] 8-28-2017

FAA Form 337 (10/06)

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.)

N521RM	8-28-2017
Nationality and Registration Mark	Date

Removed Garmin / GTX330 transponder and sent to Garmin for ADS-B upgrade.

Reinstalled Garmin GTX 330 Mode S Exended Squitter transponder and updated wiring I/A/W STC SA01714WI and Garmin GTX 3XX Part 23 AML STC Installation Manual P.N. 190-00734-10 Rev. 8 dated October 2016.

Installed equipment I/A/W AC43.13-1B chapters 11 and 12.

Installed Airplane Flight Manual Supplement P.N. 190-00734-15 Rev. 2.

No change to the continuous electrical load of the aircraft.

Instructions for Continued Airworthiness Document Number 190-00734-11 Rev. 5 chapter 4 added to aircraft records.

A copy of the checkout log was completed and included with the aircraft maintenance records.

No change to the Equipment List and Weight & Balance.

☐ Additional Sheets Are Attached

U.S Department of Transportation
Federal Aviation Administration

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

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

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See 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

Nationality and Registration Mark	Serial No.	
N521RM	421C0335	
Make	**Model**	**Series**
Cessna	421C	

2. Owner

Name *(As shown on registration certificate)*: RMI Aviation Inc.

Address *(As shown on registration certificate)*
Address 4655 Colorado Blvd
City Denver State CO
Zip 80216 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial Number
☐	☒	AIRFRAME	———	*(As described in Item 1 above)*	———
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type / Manufacturer		

6. Conformity Statement

A. Agency's Name and Address
Name William Zempel
Address 37625 Astra Wy
City Watkins State CO
Zip 80137 Country USA

B. Kind of Agency

☒	U.S. Certificated Mechanic	☐	Manufacturer
☐	Foreign Certificated Mechanic	C. Certificate No.	
☐	Certificated Repair Station	3092523	
☐	Certificated Maintenance Organization		

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

Extended range fuel per 14 CFR Part 43 App. B ☐

Signature/Date of Authorized Individual
7-17-2013 [signature]

7. Approval for Return to Service

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

BY							
☐	FAA Flt Standards Inspector	☐	*Manufacturer*	☐	*Maintenance Organization*	☐	Person Approved by Canadian Department of Transport
☐	FAA Designee	☐	Repair Station	☒	Inspection Authorization		Other *(Specify)*

Certificate or Designation No.
3092523

Signature/Date of Authorized Individual
7-17-2013 [signature]

FAA Form 337 (10-06)

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.)

N521RM	7-17-2013
Nationality and Registration Mark	Date

Installed Premiere-Aviation hubcaps in accordance with STC SA02430LA and Installation Instruction document 421-HC-INST. Weight & Balance and Equipment List has been updated. Instructions for 'Continuing Airworthiness' are included with the aircraft documents.----------end----------

☐ Additional Sheets Are Attached

United States Of America

Department of Transportation - Federal Aviation Administration

Supplemental Type Certificate

Number SA02430LA

This Certificate issued to Premiere-Aviation Inc.
145 John Glenn Drive
Concord, CA 94520

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 on Continuation Sheet.

Original Product Type Certificate Number: A7CE

Make: Cessna

Model: 402C, 414A, 421C

Description of Type Design Change: Installation of fiberglass dome hubcaps on Cleveland 40-135 and 40-135A wheels with 3 each attach brackets bolted with existing wheel hardware to outer wheel halves in accordance with the FAA Approved Premiere-Aviation's Drawing No. PAS421 Revision "B" dated March 20, 2012 or later FAA approved revision, Installation Instructions No. PAS421-HC-INST Revision "A" dated March 20, 2012 or later FAA approved revision and Instructions for Continued Airworthiness No. PAS-HC-ICA Revision "A" dated March 20, 2012 or later FAA approved revision.

Limitations and Conditions: This 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. A copy of this STC must be included in the permanent records of 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: May 18, 2011

Date of issuance: July 17, 2012

Date reissued: December 4, 2012

Date amended:

By direction of the Administrator

(Signature)

Manager, Cabin Safety, Mechanical & Environmental Systems 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.

United States Of America

Department of Transportation - Federal Aviation Administration

Supplemental Type Certificate

(Continuation Sheet)

Number SA02430LA

Certification Basis Cont'd

The certification basis for this modification met 14 CFR part 23 as follows:

14 CFR part 23 Amendment 0: 23.601, 23.609(a),
14 CFR part 23 Amendment 20: 23.1301(a),
14 CFR part 23 Amendment 23: 23.603(a)(b),
14 CFR part 23 Amendment 48: 23.611, and
14 CFR part 23 Amendment 49: 23.1309(a)(1)(3).

-END-

US Department of Transportation
Federal Aviation Administration

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

Form Approved OMB No. 2120-0020 11/30/2007 | Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark: N521RM	Serial No.: 421C0335
	Make: CESSNA	Model: 421C / Series:
2. Owner	Name *(As shown on registration certificate)*: RMI AVIATION INC.	Address *(As shown on registration certificate)*: Address 3511 SILVERSIDE RD STE 105; City WILMINGTON; State DE; Zip 19810-4902; Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☐	AIRFRAME	———	*(As described in Item 1 above)*	———
☐	☑	POWERPLANT	Continental Motors	GTSIO-520-L	277155-R
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type / Manufacturer		

6. Conformity Statement

A. Agency's Name and Address
Name: RAM Aircraft, Limited Partnership
Address: 7505 Karl May Drive
City: Waco State: Texas
Zip: 76708 Country: United States

B. Kind of Agency
- ☐ U. S. Certificated Mechanic
- ☐ Foreign Certificated Mechanic
- ☑ Certificated Repair Station
- ☐ Certificated Maintenance Organization
- ☐ Manufacturer

C. Certificate No.: Airframe Class III, Powerplant Class I VA1R551K

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

Extended range fuel per 14 CFR Part 43 App. B ☐

Signature/Date of Authorized Individual
Anthony S. Czajkowski 3/2/12 Anthony S. Czajkowski

7. Approval for Return to Service

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

BY								
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	☐	Maintenance Organization	☐	Persons Approved by Canadian Department of Transport
	☐	FAA Designee	☑	Repair Station	☐	Inspection Authorization		Other *(Specify)*

Certificate or Designation No.: VA1R551K

Signature/Date of Authorized Individual
Anthony S. Czajkowski 3/2/12 Anthony S. Czajkowski

FAA Form 337 (10-06)

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.)

N521RM	3/2/12
Nationality and Registration Mark	Date

Engine modified per Dwg. 1514, Rev. T dated 4-20-10 I/A/W STC SE8338SW-D.

Relocated Turbo Oil Supply Line I/A/W RAM Dwg. No. 1224, Rev. H, dated 11/18/03 and installed locknuts on cylinder attachment studs I/A/W Dwg. 1517, Rev. G dated 11/01/07 per STC SE8338SW-D.

Installed Bendix pressurized magnetos p/n BL-349420-2 and BL-349460-2 per Dwg.1029, Rev. N, dated 02/12/02. Installed I/A/W STC SE4591SW-D.

Installation mechanic must complete Block 1 and 2 on reverse side and mail one copy to the Federal Aviation Administration, Aircraft Registration Branch AFS-750, P.O. BOX 25504, Oklahoma City, Oklahoma 73125.

Negligible weight and balance change.

Customer furnished with FAA approved Overhaul and Parts Manual Supplements with instructions for continued airworthiness for all alterations.

Pertinent details of the above installations are on file under project no. 6056.

---End---

☐ Additional Sheets Are Attached

US Department of Transportation
Federal Aviation Administration

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

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

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft

Nationality and Registration Mark	Serial No.
US N521RM	421C0335

Make	Model	Series
Cessna	Golden Eagle	

2. Owner

Name *(As shown on registration certificate)*: Williams, David

Address *(As shown on registration certificate)*
Address: Box 4269
City: Evergreen State: CO
Zip: 80439 Country: USA

3. For FAA Use Only

THE DATA INCORPORATED HEREIN COMPLIES WITH THE APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE DESCRIBED AIRCRAFT SUBJECT TO CONFORMITY INSPECTION BY A PERSON AUTHORIZED BY FAR 43, SECTION 43.7

NM-DEN-FSDO 9-14-2007

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

6. Conformity Statement

A. Agency's Name and Address
Name: Denver Avionics, Inc.
Address: 7625 S. Peoria St.
City: Centennial State: CO
Zip: 80112-4103 Country:

B. Kind of Agency

	U. S. Certificated Mechanic	Manufacturer
	Foreign Certificated Mechanic	C. Certificate No.
X	Certificated Repair Station	PE5R116N
	Certificated Maintenance Organization	

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

Extended range fuel per 14 CFR Part 43 App. B ☐

Signature/Date of Authorized Individual
September 14, 2007 Dennis Lamer

7. Approval for Return to Service

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

BY								
		FAA Flt. Standards Inspector		Manufacturer		Maintenance Organization		Persons Approved by Canadian Department of Transport
		FAA Designee	X	Repair Station		Inspection Authorization		Other *(Specify)*

Certificate or Designation No.: PE5R116N

Signature/Date of Authorized Individual
September 14, 2007 Dennis Lamer

FAA Form 337 (10-06)

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.)

US N521RM	09/14/2007
Nationality and Registration Mark	Date

Upgrade existing Garmin GNS430 S/N 97105532 to WAAS status per Garmin STC manual PN 190-00357-06 rev B and STC # SA01933LA with AML which includes the Cessna 421C.

Summary of the installation :

Field of view is acceptable for IFR visability.

Remove GA56 PN 011-00134-00 antennas and install new GA-35 GPS/WAAS antenna PN 013-00235-00.
25309 using the existing doublers.

Replace coax cable to the new antenna with the approved RG-400.

Removed Garmin GNS430 PN 011-00280-10 unit and installed the the upgraded GNS430W PN 011-01060-40 SN 971464 using the provisions left behind by removing the standard 430 unit. Installation was done IAW Garmin upgrade installation manual PN 190-00357-06 rev B and STC # SA01933LA.

The GNS430W was configured identical to the original unit. Each interface was checked out IAW the 430W installation manual PN 190-00356-02 section 5. A copy of the checkout log was completed and included with the aircraft maintenance records.

Provide FAA approved AFMS PN 190-00356-63.

Weight and balance was not affected. Details are recorded on DAI shop Order # 07-01793.

Instructions for continued airworthiness is found in Garmin PN 190-00356-65.

Note: These supercede the ICA data for the previosly installed GNS-430 and GNS-530.

END

☐ Additional Sheets Are Attached

U.S Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only
Office Identification

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

1. Aircraft	Make: Cessna	Model: 421C
	Serial No.: 421C0335	Nationality and Registration Mark: N521RM
2. Owner	Name *(As shown on registration certificate)*: DWC Golden Eagle of Delaware, LLC.	Address *(As shown on registration certificate)*: 3511 Silverside Rd. Suite 105, Wilmington, DE 19810

3. For FAA Use Only

The data identified herein complies with applicable airworthiness requirements and is approved for the above described aircraft subject to conformity inspection by a person authorized by FAR Part 43, Section 43.7. The person performing this work must determine interrelationship with any previous modification or repair.

Date: 2-10-07 /Signature: [signature] NM-FSDO-03

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.
AOG-ASAP AVIONICS Inc. 37800 Cessna Way Condo Unit HGR 4E Watkins, CO 80137	☐ U.S. Certified Mechanic ☐ Foreign Certified Mechanic ☒ Certified Repair Station ☐ Manufacturer	CRS # O0AR682Y Limited Airframe Limited Radio Limited Instrument

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
2/10/07	[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	☐	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
2/10/07	CRS # O0AR682Y	[signature]

FAA Form 337 (12-88)

8. Description of Work Accomplished

Date: 2/10/07 Cessna: 421C S/N: 421C0335 Registration Number: N521RM

The Garmin #1GNS-430W WAAS GPS/Nav/Com system and Garmin GNS-430 GPS/Nav/Com previously installed by FAA Form 337 dated 2/10/07 has been re-evaluated by *AOG-ASAP AVIONICS Inc,* and is approved for enroute, terminal, and non-precision approach navigation. These systems were evaluated as follows:

- The Garmin #1 GNS-430W WAAS GPS/Nav/Com and #2 GNS 430 GPS/NAV/COM systems comply with (GNS-430W) TSO 146a Class 3 Operation and (GNS-430) TSO C-129a, Class A1. These systems have been previously approved for IFR enroute, terminal, and non-precision approaches under STC SA01933LA and STC SA00864WI (GNS). System integration with the pilot and copilot HSI's were evaluated in this installation and found to be in conformance with the requirements of AC 20-138, Appendix 1 and paragraph 8 c (2), Garmin GNS 430W Installation Manual Document P/N 190-00356-02 Rev. B, November 2006 and Garmin GNS-430 Installation Manual Document P/N 190-00140-02 Rev. R November 2006.
- The systems were checked and passed VHF communication harmonic interference tests per Garmin "VHF Interference" post installation checkout procedures as well as AC 20-138, paragraph 8 c (1), note 2.
- Removed "GPS LIMITED TO VFR USE ONLY" placard.
- Conducted flight evaluation and validated system accuracy in accordance with Garmin operating limitations and AC 20-138, paragraph 8 c (2).
- An FAA Approved Flight Manual Supplement AOG-12 & AOG-14 dated 2/10/07, has been submitted to the Denver FSDO for approval and will be inserted into the Approved Airplane Flight Manual.
- This system is approved for IFR enroute, terminal, and non-precision navigation IAW FAA approved Flight Manual Supplement Document dated 2/10/07, and the Garmin Product Information Kit P/N K0000162-00.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS:

A system description, including maintenance, operational procedures, limitations, performance, wiring diagrams, troubleshooting and functional tolerances information is contained in the following documents placed in the aircraft records.

- Garmin 400W Series Installation Manual Doc. # 190-00356-02 Rev. B, November 2006.
- FAA Approved Flight Manual Supplement AOG-12 & AOG-14 dated 2/10/07, and the Garmin Product Information Kit P/N K00-00162-00.

AIRWORTHINESS LIMITATIONS:

Aircraft equipment list, weight and balance amended. Wire routing, tying, and clamping accomplished per AC 43.13-1B Chapter 11, Section 9-12. Wiring gauge per appropriate installation manual and of approved Tefzel. Electrical loading compliance requirements were determined acceptable IAW AC 43.13-1B para. 11-36. Each installed system tested operational per post installation checkout procedures of the appropriate installation manuals and did not interfere with other equipment installed in the aircraft per AC20-138.

Details of this service on file under WO# 2029FR at this repair station. CRS O0AR682Y

End

U.S Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only
Office Identification

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

1. Aircraft	Make: Cessna	Model: 421C
	Serial No.: 421C0335	Nationality and Registration Mark: N521RM
2. Owner	Name *(As shown on registration certificate)*: DWC Golden Eagle of Delaware, LLC.	Address *(As shown on registration certificate)*: 3511 Silverside Rd. Suite 105, Wilmington, DE 19810

3. For FAA Use Only

The data identified herein complies with applicable airworthiness requirements and is approved for the above described aircraft subject to conformity inspection by a person authorized by FAR Part 43, Section 43.7. The person performing this work must determine interrelationship with any previous modification or repair.

Date: 2-10-07 /Signature: [signature] NM-FSDO-03

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.
AOG-ASAP AVIONICS Inc. 37800 Cessna Way Condo Unit HGR 4E Watkins, CO 80137	☐ U.S. Certified Mechanic ☐ Foreign Certified Mechanic ☒ Certified Repair Station ☐ Manufacturer	CRS # O0AR682Y Limited Airframe Limited Radio Limited Instrument

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
2/10/07	[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		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
2/10/07	CRS # O0AR682Y	[signature]

FAA Form 337 (12-88)

8. Description of Work Accomplished

Date: 2/10/07 Cessna: 421C S/N: 421C0335 Registration Number: N521RM

Installed:

	Weight(lbs)	Station(inches)
1 Each: Garmin GMX-200 Multifunction Display P/N 011-01467-00	5.4	109
1 Each: Garmin GA-35 WAAS GPS Antenna P/N 011-00235-00	.5	162
1 Each: Garmin GNS 430W WAAS GPS/Com/Nav/GS P/N 011-01060-00	6.2	109
1 Each: Garmin GA-55 WX/XM Datalink Antenna P/N 011-00133-00	.43	158
1 Each: Garmin GDL-69A WX/XM Datalink Rcvr P/N 011-00987-00	2.83	25
1 Each: Garmin GTX-330 Mode S/A/C Transponder P/N S72-1750-32L	4.2	109

Removed: Items listed, and all associated wiring/hardware.

	Weight(lbs)	Station(inches)
1 Each: Garmin GTX-320 ATCRBS Xpdr	-2.2	109.5
1 Each: B/K KX-155 Nav/Com	-5.3	109.5
1 Each: B/K KN-64 DME RT	-2.6	109.5
1 Each: B/K IN-182A Radar Indicator	-9.3	103.9

Install Details:

- Garmin GMX-200 Multifunction Display P/N 011-01467-00, IAW Doc. # 190-00607-04 Rev. C October 2006, located FS 103.9 top center avionics panel. Interfaced unit to existing ART-2000 Radar Sensor via ARINC 429 and ARINC 455, #1 GNS-430W and XM/WX Datal ink GDL-69A Receiver via RS-232. Altitude information taken from SSD120-30-RS232 encoder via RS-232. Power taken from avionics buss with protection from a 5-amp C/B P/N 7277-2-5, located C/P C/B panel labeled "MFD". Dimming taken from radio dimmer but configured internal. All wiring of approved tefzel and gauge as specified in installation document.
- Garmin GNS 430W WAAS GPS/Nav/Com/GS Receiver TSO 146a, P/N 011-01060-00 and Garmin GA-35 WAAS GPS Antenna P/N 013-00235-00, IAW 400W Series Installation Manual Doc. # 190-00356-02 Rev. B November 2006, located at FS 109.5 in center avionics panel. Installed Garmin GA 35 WAAS GPS Antenna P/N 013-00235-00 and installed doubler plate with reference to I.M. and AC 43.13-2A section 44(a) 1-5, at FS 162, located top center cockpit fuselage. Routed new coaxial cable RG400 to GPS antenna but used existing aircraft coaxial cable for nav, glideslope and com antenna interfaces. GNS 430W power derived from avionics buss with protection through a 5-amp C/B P/N 7277-2-5 labeled "GPS" located avionics panel and a 5-amp C/B P/N 7277-2-5, labeled "COM 1"located copilot C/B panel. GNS-430W dimming taken from radio dimmer but configured internal. GNS 430W navigation data interfaced to Pilot HSI NSD-360 and altitude information taken via ARINC 429 from GTX-330 and RS-232 from SSD120-30-RS232. Nav composite interfaced to King CDI KI-204. GPS placarded "FOR VFR USE ONLY!" All wiring of approved tefzel and gauge as specified in installation manual. Reference STC # SA01933LA and ICA Document # 190-00356-65.
- Garmin WX Data Link Receiver GDL 69A P/N 011-00987-00, IAW with Garmin IM P/N 190-00355-02 Rev E June 2006 at FS 25, located in nose avionics bay. Power derived from avionics buss thru a 3-amp circuit breaker P/N 7277-2-3 labeled "XM", located copilot C/B panel. Unit interfaced to #1 GNS-430W and #2 GNS-430. Routed new RG-142BU coax to GA 55 Data Link Antenna P/N 011-01033-00 through preexisting bulkhead BNC and installed doubler plate with reference to I.M. and AC 43.13-2A section 44(a) 1-5, at FS 158, located top copilot cockpit fuselage. GDL 69A mounting rack installed IAW AC 43.13-1A and 2A and IM. All wiring of approved tefzel and gauge as specified in installation document.
- Garmin GTX 330 Mode S Transponder P/N 011-00455-00, IAW Garmin Installation Manual P/N 190-00207-02 Rev. K June 2005, located at FS 109 R/H avionics panel. Power derived from avionics buss with protection through a 5-amp C/B P/N 7277-2-5 located pilot C/B panel labeled "TXP 1". Existing coaxial cable and xpdr antenna utilized in this installation. Unit interfaced to #1 GNS-430W and #2 GNS-430 via ARINC 429 and TIS. Dimming taken from radio dimmer but configured internal. All wiring of approved tefzel and gauge as specified in installation manual. Reference STC # ST01125WI

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS:

A system description, including maintenance, operational procedures, limitations, performance, wiring diagrams, troubleshooting and functional tolerances information is contained in the Operation and Installation Manual Documentation placed in the aircraft records, this 337 Document dated 1/22/07, and the aircraft maintenance manual.

- Garmin GMX-200 Installation Manual Doc. # 190-00607-04 Rev. C October 2006.
- Garmin 400W Series Installation Manual Doc. # 190-00356-02 Rev. B November 2006.
- FAA Approved Airplane Flight Manual Supplement or Supplemental Airplane Flight Manual for Garmin 400W Series GPS-WAAS Navigation System Document AOG-14 dated 2/10/07.
- GNS-430W STC SA01933LA.
- GNS-430W ICA Document # 190-00356-65.
- Garmin GNS 400W Product Information Kit P/N K00-00162-00.
- GNS 400/500 Series Garmin Optional Displays Pilots Guide Addendum for GDL69/69A & Others P/N 190-00140-13.
- Garmin GDL-69A I.M. P/N 190-00355-02 Rev E June 2006.

☒ Additional Sheets Are Attached

Date: 2/10/07 Cessna: 421C S/N: 421C0335 Registration Number: N521RM

- GDL-69/69A XM Activation Information Packet.
- Garmin GTX 330 Installation Manual P/N 190-00207-02 Rev. K June 2005.
- GTX-330 Product Information Kit P/N K00-00061-00.
- FAA Approved Garmin GTX 330 Mode S Transceiver Flight Manual Supplement (AOG 11), dated 2/10/07.

AIRWORTHINESS LIMITATIONS:

Aircraft equipment list, weight and balance amended. Wire routing, tying, and clamping accomplished per AC 43.13-1B Chapter 11, Section 9-12. Wiring for each system gauge per appropriate installation manual and of approved Tefzel. Unit tested operational per post installation checkout procedures of the installation manual and did not interfere with other equipment installed in the aircraft per AC20-138. The above systems met the loading requirements as specified IAW AC 43.13-1B Part 11-36 para. b,c,d.

Details of this service on file under WO# 2029FR at this repair station. CRS O0AR682Y

End

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
GL05

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $ 1000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: CESSNA	Model: 421C
	Serial No.: 421C0335	Nationality and Registration Mark: USA N521RM
2. Owner	Name (As shown on registration certificate): Golf & Juliet Travel LLC	Address (As shown on registration certificate): 839 Country Club Dr Cincinnati, OH 45245-2833 USA

3. For FAA Use Only

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

Approving Inspector Leon A Arvalt GL05 Date NOV 15 2005

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.
Cincinnati Avionics Clermont County Airport Batavia, OH 45103 VYTR380B	[ ] U. S. Certified Mechanic [ ] Foreign Certified Mechanic [X] Certified Repair Station [ ] Manufacturer	VYTR380B Radio Class 1 & 2 Limited: Rad; Ins;SS; Airframe; Powerplant

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
14-November-2005	Scott Cole

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							
	[ ] 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
NOV 17 2005	VYTR380B	Scott Cole

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.)

N521RM CESSNA 421C 421C0335

The following equipment was removed from the aircraft.

Make	Model	Description	Location
Garmin	GNC 300XL	GPS/Com	Radio Rack
King	KN 53	Nav	Radio Rack

The following equipment was installed in the aircraft:

Make	Model	Description	Location	Data
Garmin	GNS430	GPS/Com/Nav	Radio Rack	190-00140-02 Rev. P* *STC SA00705WI
Garmin	GA 56	GPS Antenna	Top Fuselage	190-00094-00 Rev. F

The Garmin GNS430 was wired to the HSI, Altitude Encoder system (correspondence check performed), autopilot and existing com/nav/glideslope/gps (TSO C129) antennas.

Placard installed "GPS LIMITED TO VFR USE ONLY" (IFR approval to follow)

The Garmin GNS430 is protected by a 5 amp CB "Com 1" and a 5 amp CB "Nav 1" both supplied by the Avionics Master.

GNS430 Pilot's Guide (P/N 190-00140-00 Rev. G or later) was placed aboard the aircraft.

Advisory Circulars AC 43.13-1B (Chapters 10, 11, and 12), AC 43.13-2A (Chapters 1, 2, and 3), and AC 20-138A were used as reference as applicable.

Ground and flight evaluation performed per AC 20-138A for VFR use only.

Pilot: _____ Tech: _____

Date: NOV 17 2005 Date: NOV 17 2005

Cert: 58307700S Cert: 2574488

Aircraft weight & balance, equipment listing and logbook entries completed to reflect this installation.

Instructions for Continued Airworthiness. Refer to AC 43-210.

Item 1, 2 and 3: As documented above.
Item 4: N/A
Item 5: Maintenance of the GNS 430 is "on condition only" refer to the GNS 430 maintenance manual.
Item 6: Use industry standard, ordinary trouble shooting technique. refer to GNS 430 maintenance manual.
Item 7, 8, 9, 10, 11, 12 and 13: N/A
Item 14: No additional overhaul time limitations.
Item 15: See FAA Approved GNS 430 FMS for limitations.
Item 16: Revision of this ICA requires approval by local FSDO via FAA Form 337.

Reference Cincinnati Avionics Work Order #4301.END

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification GL05

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $ 1000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: CESSNA	Model: 421C
	Serial No.: 421C0335	Nationality and Registration Mark: USA N521RM
2. Owner	Name (As shown on registration certificate): Golf & Juliet Travel LLC	Address (As shown on registration certificate): 839 Country Club Dr Cincinnati, OH 45245-2833 USA

3. For FAA Use Only

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

Approving Inspector Leon A Alvatt GL05 Date NOV 15 2005

4. Unit Identification

Unit	Make	Model	Serial No.	5. Type: Repair	5. Type: Alteration
AIRFRAME	[redacted]	*(As described in Item 1 above)*	[redacted]		X
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Cincinnati Avionics Clermont County Airport Batavia, OH 45103 VYTR380B	[ ] U. S. Certified Mechanic [ ] Foreign Certified Mechanic [X] Certified Repair Station [ ] Manufacturer	VYTR380B Radio Class 1 & 2 Limited: Rad; Ins; SS; Airframe; Powerplant

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
14-November-2005	Scott Cole

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						
	[ ] 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
	VYTR380B	Scott Cole

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.)

N521RM CESSNA 421C 421C0335

Garmin GNS430 GPS/COM/NAV System (TSO C129) was previously installed as stated on FAA Form 337 dated NOV 17 2005 by this repair station, reference STC SA00705WI.

The objective of this FAA Form 337 is to attain IFR approval for the above referenced GPS Navigation system and Flight Manual Supplement regarding en route, terminal and non-precision approach operations.

The Garmin GNS430 system has been ground / flight evaluated per AC 20-138A and is approved for VFR / IFR flight in the en route, terminal and non-precision approach modes.

Pilot: _____ Tech: _____

Date: NOV 17 2005 Date: NOV 17 2005

Cert: 583077005 Cert: 2574488

The placard installed on the previously referenced FAA Form 337 stating "GPS LIMITED TO VFR USE ONLY" has been removed.

FAA approved Flight Manual Supplement dated: NOV 15 2005 and GNS430 Pilot's Guide (P/N 190-00140-00 Rev. G or later) are required for this approval.

Aircraft weight & balance, equipment listing and logbook entries completed to reflect this installation.

See above referenced FAA form 337 for instructions for continued airworthiness.

Reference Cincinnati Avionics Work Order #4301.END

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No.2120-0020

For FAA Use Only

Office Identification
GL07

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

1. Aircraft	Make: Cessna	Model: 421C
	Serial No.: 421C0335	Nationality and Registration Mark: N521RM
2. Owner	Name (As shown on registration certificate): Golf & Juliet Travel LLC	Address (As shown on registration certificate): 839 Country Club Dr Cincinnati OH 45245-2833

3. For FAA Use Only

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

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Anthony R. Saxton 20399 Airport Rd. Defiance, OH 43512	X U.S. Certificated Mechanic	AP270560767IA
	Foreign Certificated Mechanic	
	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	
2/10/2003	Anthony R Saxton	Anthony R. Saxton

7. Approval for Return To Service

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

BY						
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	X	Inspection Authorization
	☐	FAA Designee	☐	Repair Station	☐	Person Appoved by Transport Canada Airworthiness Group

Other *(Specify)*

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual	
2/10/2003	AP270560767IA	Anthony R Saxton	Anthony R. Saxton

NOTICE

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

8. Description of Work Accomplished

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

N521RM
2/10/2003

Repaired aircraft as follows

Lifted left engine and replaced rivet in inboard and outboard upper engine mount rail straps. Rivets were of same type spacing and diameter as original except where necessary for access to install oversize as allowed by Cessna 421C Maintenance Manual #D2515-21-13AF, Section 15 "Structural Repair" Reinstalled engine and components.

Replaced left wing trailing edge rib assembly at W.S. 119.29 with new Cessna part # 5122053-133. Riveted using same size, type, rivets as original.

Patch repaired 1.5" crack in left nose gear side wall at F.S. 51 to FS 62.0.
Stop Drilled crack and Installed Typical clear of structure overlay patch of 2024-T3 aluminum next gauge thicker than original per Cessna 421C Maintenance Manual #D2515-21-13AF, Section 15 "Structural Repair" Figure 9 and in AC43.13 -1B dated September 8, 1998 Chapter 4, "Metal Structure, Welding, And Brazing" Figure 4-16. Riveted with 1/8" rivets (2117-T4) per AC43.13 -1B, Table 4-9.

All riveting, performed using techniques in AC43.13 -1B dated September 8, 1998 Chapter 4, "Metal Structure, Welding, And Brazing" Section 4. "Metal Repair Procedures" and Cessna 421C Maintenance Manual #D2515-21-13AF, Section 15 "Structural Repair"

Weight and balance unchanged.

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

0-1		M-1	M-2	C-1	S-A	S-0	A-1	A-2	
0-2								A-3	
0-3		RECEIVED						A-4	
0-4		FEB 18 2003						A-5	
0-5								A-6	
0-6		CMH FSDO COLUMBUS, OH						A-7	
0-7		0-9	A-14	A-13	A-12	A-11	A-10	A-8	
0-8								A-9	

☐ Additional Sheets Are Attatched

*U.S.GPO:1994-568-012/00019

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 ASW FSDO 19 LEV

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

1. Aircraft	Make: CESSNA	Model: 421C
	Serial No.: 421C-0335	Nationality and Registration Mark: N521RM
2. Owner	Name *(As shown on registration certificate)*: GB AUCTIONS INC. DBA DEALERS AUTO AUCTION OF SPOKANE	Address *(As shown on registration certificate)*: 2215 S HAYFORD RD SPOKANE WA 99224-9490

3. For FAA Use Only

The alteration identified herein complied with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in 14 CFR Section 43.7.

JUN 02 1999 — Date

Louis Vargo — FAA Inspector, AFW FSDO

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.
AURORA AVIONICS INC 7937 AIRPORT ROAD WACO, TX 76708	U.S. Certificated Mechanic Foreign Certificated Mechanic XX Certificated Repair Station Manufacturer	X56R055Y RADIO CLASS 1&2 LIMITED INST.

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

Date: JUN 02 1999

Signature of Authorized Individual: GARY S. CONOVER, GENERAL MANAGER

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
JUN 02 1999	X56R055Y	GARY S. CONOVER, GENERAL MANAGER

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.)

A. VFR REFERENCE PREVIOUSLY APPROVED FAA FORM 337 DATED 22 DEC 98.

B. GARMIN GNC-300XL WAS INSTALLED FOR VFR ONLY.

C. THE EQUIPMENT MANUFACTURER GARMIN, HAS CERTIFIED THAT THE GARMIN GNC-300XL MEETS THE DESIGN AND ACCURACY REQUIREMENTS CONTAINED IN ADVISORY CIRCULAR 20-138.

D. THIS DATA HAS BEEN RECORDED AND FILED WITH WO# 0050 AT AURORA AVIONICS, INC. REPAIR STATION #X56R055Y.

E. A COPY OF THE GARMIN GNC-300XL PILOT'S GUIDE, PN 190-00067-30 REV A, DATED FEBRUARY 1998 (OR LATER REVISION), MUST BE ON BOARD FOR ALL FLIGHTS WHENEVER NAVIGATION IS PREDICATED ON THE USE OF THE SYSTEM.

F. GROUND AND FLIGHT TESTS WERE ACCOMPLISHED AND THE ACCURACY CRITERIA OF ADVISORY CIRCULAR 20-138 HAS BEEN DEMONSTRATED.

G. THIS GARMIN GNC-300XL INSTALLATION IS APPROVED FOR IFR OPERATION IN THE EN-ROUTE, TERMINAL AND NON-PRECISION APPROACH MODES.

H. FAA APPROVED FLIGHT MANUAL SUPPLEMENT DATED JUN 02 1999 IS REQUIRED TO BE ON BOARD FOR ALL FLIGHTS.

END

☐ Additional Sheets Are Attached

☆U.S. GOVERNMENT PRINTING OFFICE: 1992-769-012/60157

RECEIVED

US Department of Transportation
Federal Aviation Administration

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

FEB 25 1999
FAA AFW FSDO

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
ASW FSDO 19

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

1. Aircraft	Make: CESSNA	Model: 421C
	Serial No.: 421C-0335	Nationality and Registration Mark: N521RM
2. Owner	Name *(As shown on registration certificate)*: GB AUCTIONS INC. DBA DEALERS AUTO AUCTION OF SPOKANE	Address *(As shown on registration certificate)*: 2215 S HAYFORD RD SPOKANE WA 99224-9490

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.
AURORA AVIONICS INC. 7937 AIRPORT ROAD WACO, TX 76708	[ ] U.S. Certificated Mechanic [ ] Foreign Certificated Mechanic [XX] Certificated Repair Station [ ] Manufacturer	X56R055Y RADIO CLASS 1&2 LIMITED INST.

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

Date	Signature of Authorized Individual
FEB 24 1999	GARY S. CONOVER, GENERAL MANAGER

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						
	[ ] 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
FEB 24 1999	X56R055Y	GARY S. CONOVER, GENERAL MANAGER

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.)

A. REMOVED THE FOLLOWING EQUIPMENT:

1. BENDIX/KING RS-181A RADAR A/RT.....ARM 24.9

B. INSTALLED THE FOLLOWING EQUIPMENT IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS, AURORA AVIONICS, INC. DRAWING #1008-010, AC43.13-1A CHAPTER 5, SECTION 1 AND CHAPTER 11, SECTIONS 2,3,5, AND 7, AND FOLLOWING THE GUIDELINES AND SUGGESTIONS ESTABLISHED IN AC43.13-2A CHAPTERS 1 AND 2 PARAGRAPHS 1, 9, 21, 22 AND 24:

PER BENDIX KING INSTALLATION MANUAL PN 066-00693-0002 REV 2, DATED SEPT 94:

1. BENDIX/KING KPA-900 CONFIGURATION MODULE.....ARM 24.9
2. BENDIX/KING ART-2000 RADAR ANT/RT.....ARM 24.9

C. RADAR STABILIZATION IS PROVIDED FROM THE COPILOT'S ATTITUDE GYRO.

D. THE EXISTING WIRING HARNESS WAS RE-USED IN THIS INSTALLATION.

E. WEIGHT AND BALANCE CHANGE IS NEGLIGIBLE. THE EQUIPMENT LIST HAS BEEN REVISED.

F. THE MAXIMUM PROBABLE CONTINIOUS ELECTRICAL LOAD DOES NOT EXCEED 80% OF THE TWO 100 AMP ALTERNATORS INSTALLED IN THIS AIRCRAFT.

G. "INSTRUCTIONS FOR CONTINUED AIRWORTHINESS FOR THIS ALTERATION ARE AS FOLLOWS; RECEIVERS, TRANSMITTERS AND ANTENNAS ARE ON CONDITION ITEMS AND WILL BE MAINTAINED AS SUCH. ALL OTHER PARTS AND MATERIALS INSTALLED SUCH AS WIRING, CIRCUIT BREAKERS, SWITCHES, ANNUNCIATORS, CLAMPS, DOUBLERS, SHELVES, AND RACKS WILL BE INSPECTED FOR CONDITION AND SECURITY AT ANNUAL INSPECTIONS IN ACCORDANCE WITH FAR PART 43, APPENDIX D. AND ALL MAINTENANCE TO BE PERFORMED WILL BE DONE IN ACCORDANCE WITH FAA AC 43.13-1A AND APPLICABLE MANUFACTURERS SERVICE INSTRUCTIONS".

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

☐ Additional Sheets Are Attached

☆U.S. GOVERNMENT PRINTING OFFICE: 1992-769-012/60157

RECEIVED

A2

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION JAN 07 1999
(Airframe, Powerplant, Propeller, or Appliance) FAA AFW FSDO

Form Approved
OMB No. 2120-0020

For FAA Use Only
Office Identification AFW FSDO NT500

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 violation (Section 901 of Federal Aviation Act of 1958).

1. Aircraft	Make: Cessna	Model: 421C
	Serial No.: 421C0335	Nationality and Registration Mark: N426RW
2. Owner	Name *(As shown on registration certificate)*: GB Auctions Inc DBA Dealers Auto Auction of Spokane	Address *(As shown on registration certificate)*: 2215 S.Hayford RD. Spokane, WA 99224-9490

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.
Aurora Aviation 7929 Airport Rd. Waco, TX 76708	X	U.S. Certificated Mechanic	A&P252884234
		Foreign Certificated Mechanic	
		Certified Repair Station	
		Manufacturer	

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

Date	Signature of Authorized Individual
12-28-98	Michael L. Moore

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	Certificate or Designation No.	Signature of Authorized Individual
12-28-98	A&P252884234I/A	Michael L. Moore

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.)

1. Installed Ram vortex generators by authority of STC SA8352SW in accordance with Ram Aircraft drawing No.1532 rev. E dated 12-9-91 and installation instructions drawing No. 1564 rev. B dated 4-1-98. A weight change of 1.23 lbs. at 136.15 was recorded. Flight manual supplement FM1025 was added to the aircraft filght manual.
2. Installed improved exhaust system slip joints by authority of STC SA4592SW and in accordance with Ram drawing 1153 rev. A dated 1-23-85.
3. Installed Power Pac spoiler kit model SP4000 by authrity of STC SA4913NM and in accordance with Spoilers Inc. installation instructions SP4000 dated 3-29-90 and master drawing list SP4000 dated 3-29-90. A weight change of 19.1 lbs. at 197.14 was recorded and a flight manual supplement was added to the aircraft flight manual.

END

☐ Additional Sheets are Attached

RECEIVED

DEC 30 1998

FAA
AFW FSDO

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
ASW FSDO 19 LEV

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

1. Aircraft	Make: CESSNA	Model: 421C
	Serial No.: 421C0335	Nationality and Registration Mark: N426RW
2. Owner	Name *(As shown on registration certificate)*: GB AUCTIONS INC. DBA DEALERS AUTO AUCTION OF SPOKANE	Address *(As shown on registration certificate)*: 2215 S HAYFORD RD SPOKANE WA 99224-9490

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.
AURORA AVIONICS, INC. 7937 AIRPORT RD. WACO, TX 76708	U.S. Certificated Mechanic Foreign Certificated Mechanic XX Certificated Repair Station Manufacturer	X56R055Y RADIO CLASS 1&2 LIMITED INST.

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

Date: DEC 22 1998

Signature of Authorized Individual: GARY S. CONOVER, GENERAL MANAGER

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
DEC 22 1998	X56R055Y	GARY S. CONOVER, GENERAL MANAGER

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.)

A. REMOVED THE FOLLOWING EQUIPMENT:

1. ARC RT-1038A COMM TRANSCEIVER.....ARM 33.0
2. ARC C-1038A COMM CONTROL.....ARM 112.9
3. ARC RT-1038A COMM TRANSCEIVER.....ARM 33.0
4. ARC C-1038A COMM CONTROL.....ARM 112.9
5. ARC R-1048B NAV RECEIVER.....ARM 33.0
6. ARC C-1048A NAV CONTROL.....ARM 112.9
7. ARC R-1048B NAV RECEIVER.....ARM 33.0
8. ARC C-1048A NAV CONTROL.....ARM 112.9
9. ARC R-1043A GLIDESLOPE RECEIVER.....ARM 33.0
10. ARC R-1043A GLIDESLOPE RECEIVER.....ARM 33.0
11. ARC R-402 MARKER BEACON RECEIVER.....ARM 33.0
12. ARC AA-108 AUDIO AMPLIFIER.....ARM 111.9
13. ARC RT-859A TRANSPONDER.....ARM 109.5
14. ARC RT-859ATRANSPONDER.....ARM 109.5
15. ARC RTA-876A DME TRANSCEIVER.....ARM 33.0
16. ARC C-876A DME CONTROL.....ARM 111.0
17. BENDIX ANT-161A RADAR TRANSCEIVER.....ARM 24.9
18. BENDIX IN-152A RADAR INDICATOR.....ARM 103.9
19. ARC R-846A ADF RECEIVER.....ARM 33.0
20. ARC C-1046A ADF CONTROL.....ARM 112.9
21. ARC P-1000A POWER SUPPLY.....ARM 33.0
22. ARC IN-13A-1 INDICATOR.....ARM 111.9
23. ARC RA-846A ACCESSORY UNIT.....ARM 140.0
24. ARC L-346A LOOP ANTENNA.....ARM 161.5
25. SENSE ANTENNA.....ARM 206.6
26. ARC IN-803A RMI INDICATOR.....ARM 185.0
27. ARC B-24A RMI CONVERTER.....ARM 33.0
28. FLITEFONE III RT-18.....ARM 228.4
29. NAT AA80 INTERCOM SYSTEM.....ARM 113.0
30. ACK A-30 BLIND ENCODER.....ARM 103.3
31. TRIMBLE TNL-2000T GPS RECEIVER.....ARM 110.0
32. TRIMBLE GPS ANTENNA.....ARM 147.5
33. NAT RS08-001 REMOTE RELAY.....ARM 32.7
34. FLITETRONICS PC-12A CONVERTER.....ARM 113.7
35. CO-PILOT HORIZONTAL GYRO.....ARM 112.5
36. CO-PILOT DIRECTIONAL GYRO.....ARM 113.0

B. INSTALLED THE FOLLOWING EQUIPMENT IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS, AURORA AVIONICS, INC. DRAWING LIST #1008-000, AC43.13-1A CHAPTER 5, SECTION 1 AND CHAPTER 11, SECTIONS 2,3,5, AND 7, AND FOLLOWING THE GUIDELINES AND SUGGESTIONS ESTABLISHED IN AC43.13-2A CHAPTERS 1,2, AND 3 PARAGRAPHS 1, 9, 12, 21, 22, 23, 24, 44 AND CHAPTER 13 SECTION 1:

PER BENDIX/KING INSTALLATION MANUAL PN 006-00174-0006 REV 3, DATED OCT 94:

1. BENDIX/KING KN-53 NAV/GS RECEIVER.....ARM 109.5

☐ Additional Sheets Are Attached

★U.S.GPO:1991-0-568-012/40035

PER BENDIX/KING INSTALLATION MANUAL PN 006-00140-0003 REV 3, DATED OCT 96:

2. BENDIX/KING KI-209 NAV INDICATOR.....ARM 111.9

PER BENDIX/KING INSTALLATION MANUAL PN 066-00142-0001 REV 1, DATED JULY 78:

3. BENDIX/KING KN-72 NAV CONVERTER.....ARM 33.0

PER BENDIX/KING INSTALLATION MANUAL PN 066-00179-0006 REV 6, DATED OCT 94:

4. BENDIX/KING KX-155 COMM/NAV/GS.....ARM 109.5

PER BENDIX/KING INSTALLATION MANUAL PN 066-00137-0004 REV 4, DATED MAR 88:

5. BENDIX/KING KI-204 NAV/GS INDICATOR.....ARM 111.9

PER CENTURY FLIGHT SYSTEMS BULLETIN NO. 749 REV 4, DATED APR 95 AND WIRING DIAGRAM # 39140:

6. CENTURY NSD-360 HSI INDICATOR (COPILOT'S DISPLAY).....ARM 113.0
7. EDO-AIRE 1U367 ATTITUDE GYRO (COPILOT'S HORIZON).....ARM 112.5

PER BENDIX/KING INSTALLATION MANUAL PN 006-00144-0006 REV 6, DATED APR 97:

8. BENDIX/KING KN-64 DME TRANSCEIVER.....ARM 109.5

PER GARMIN INSTALLATION MANUAL PN 190-00149-01 REV B, DATED MAR 98:

9. GARMIN GMA-340 MARKER/AUDIO PANEL.....ARM 109.5

PER GARMIN INSTALLATION MANUAL PN 190-00133-01 REV E, DATED SEPT 97:

10. GARMIN GTX-320 TRANSPONDER.....ARM 109.5
11. GARMIN GTX-320 TRANSPONDER.....ARM 109.5

PER GARMIN INSTALLATION MANUAL PN 190-00067-22 REV C, DATED JUNE 98:

12. GARMIN GNC-300XL GPS/COMM.....ARM 109.5
13. GARMIN GA-56 GPS ANTENNA.....ARM 147.5
14. GARMIN GPS REMOTE BATTERY.....ARM 33.0

PER MID-CONTINENT INSTALLATION MANUAL PN 7019813 REV 2, DATED FEB 98:

14. MID CONTINENT MD41-1448 ANNUNCIATOR.....ARM 112.9

PER MID-CONTINENT INSTALLATION MANUAL PN 7019029 REV 1, DATED AUG 97:

15. MID CONTINENT MD41-248 RELAY.....ARM 33.0

PER ASTRON INSTALLATION MANUAL:

16. ASTRON 2412-12 POWER CONVERTER.....ARM 33.0

PER BF GOODRICH INSTALLATION MANUAL PN 009-10950-001 REV 00, DATED AUG 97:

17. WX-950 STORMSCOPE INDICATOR.....ARM 109.5
18. WX-950 STORMSCOPE ANTENNA.....ARM 161.5

PER ARC INSTALLATION MANUAL PN 7010414-1 CHANGE 1, DATED DEC 77:

19. ARC IN-1004A RMI INDICATOR.....ARM 111.9

PER BENDIX KING INSTALLATION MANUAL PN 066-00955-0006 REV 6, DATED MAR 92:

20. BENDIX/KING IN-182A RADAR INDICATOR.....ARM 103.9
21. BENDIX/KING RS-181A RADAR ANT/RT.....ARM 24.9

D. INTERFACED THE GPS SYSTEM AND THE NAV-1 SYSTEM TO THE PILOT'S HSI AND THE AUTOPILOT/FLIGHT DIRECTOR SYSTEMS THROUGH THE USE OF A MID-CONTINENT MD-41 RELAY/ANNUNCIATOR UNIT. AN ILS LOCK-OUT WAS INSTALLED THAT WILL SELECT NAV-1 ILS INFORMATION ON THE PILOT'S HSI WHENEVER AN ILS FREQUENCY IS SELECTED BY THE NAV-1 RECEIVER

E. ENCODING INFORMATION IS PARALLED TO THE GARMIN GNC-300XL AND THE ENCODING ALTIMETER AT THE SPLICE AREA LOCATED AT THE REAR OF THE TRANSPONDER CONNECTORS.

F. WIRING HARNESSES TO THE NOSE AREA PASS THROUGH A FACTORY FEED-THROUGH AT STATION 100.0.

G. THE AUTOPILOT / FLIGHT DIRECTOR INTERFACE WAS DONE IN ACCORDANCE WITH AIRCRAFT WIRING DIAGRAMS AT THE AVIONICS TERMINAL STRIPS AND RELAYS LOCATED IN THE NOSE AT STATION 33.0.

H. INSTALLED FOUR MIC AND STEREO PHONE JACKS ON THE CABIN SIDEWALLS FOR PASSENGER INTERCOM AND STEREO USE. PASSENGERS HAVE INTERCOM CAPABILITY ONLY. MUSIC INPUT INTERFACED TO THE PREVIOUSLY INSTALLED STEREO SYSTEM.

I. RADAR STABILIZATION IS PROVIDED FROM THE COPILOT'S ATTITUDE GYRO.

J. EQUIPMENT IS PROTECTED THROUGH THE USE OF CIRCUIT BREAKERS LOCATED IN THE RIGHT HAND CIRCUIT BREAKER PANEL ON THE AVIONICS BUSS.

K. PANEL PLACARDED "GPS LIMITED TO VFR USE ONLY".

L. WEIGHT AND BALANCE HAS BEEN REVISED TO REFLECT THIS ALTERATION. THE EQUIPMENT LIST HAS BEEN UPDATED.

M. THE MAXIMUM PROBABLE CONTINIOUS ELECTRICAL LOAD DOES NOT EXCEED 80% OF THE TWO 100 AMP ALTERNATORS INSTALLED IN THIS AIRCRAFT.

DEC 2 2 1998

FAA FORM 337 - CESSNA N426RW/421C-0335 DATE_____

N. "INSTRUCTIONS FOR CONTINUED AIRWORTHINESS FOR THIS ALTERATION ARE AS FOLLOWS; RECEIVERS, TRANSMITTERS AND ANTENNAS ARE ON CONDITION ITEMS AND WILL BE MAINTAINED AS SUCH. ALL OTHER PARTS AND MATERIALS INSTALLED SUCH AS WIRING, CIRCUIT BREAKERS, SWITCHES, ANNUNCIATORS, CLAMPS, DOUBLERS, SHELVES, AND RACKS WILL BE INSPECTED FOR CONDITION AND SECURITY AT ANNUAL INSPECTIONS IN ACCORDANCE WITH FAR PART 43, APPENDIX D. AND ALL MAINTENANCE TO BE PERFORMED WILL BE DONE IN ACCORDANCE WITH FAA AC 43.13-1A AND APPLICABLE MANUFACTURERS SERVICE INSTRUCTIONS".

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

US department of Transportation
Federal Aviation Administration

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

Form Approved
OMBNo. 2120-0020
For FAA Use Only
Office Identification
WP-27

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

1. Aircraft	Make: CESSNA	Model: 421C
	Serial No.: 421C-0335	Nationality and Registration Mark: N426RW
2. Owner	Name *(As shown on registration certificate)*: AURORA AVIATION, INC.	Address *(As shown on registration certificate)*: 1800 E. SAHARA DR. STE 107 LAS VEGAS, NV 89104

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.
FLIGHTCRAFT, INC. 19990 SKYWEST DRIVE HAYWARD, CA 94541		U.S. Certificated Mechanic	FCP5831D, L-AF, L-INS, L-RAD, RAD-1, RAD-2, AAC-1, AF-3
		Foreign Certificated Mechanic	
	X	Certificated Repair Station	
		Manufacturer	

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

Date	Signature of Authorized Individual
9/10/98	

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 **X 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	Certificate or Designation No.	Signature of Authorized Individual
9/10/98	FCP5831D	

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.)

9/10/98 N426RW CESSNA 421C S/N 421C-0335

Aircraft maximum weight increase in accordance with Ram Aircraft Corp. STC SA5981SW.

Increase maximum ramp weight to 7610 pounds; maximum takeoff weight to 7560 pounds; maximum landing weight is 7200 pounds; maximum zero fuel weight is 6533 pounds in accordance with Report 85-8 dated May 28, 1985.

Revised AFM/POH with Ram Aircraft Corp. Flight Manual Supplement dated 11/6/1985.

Revised weight and balance data to reflect gross weight increase.

END

☒Additional Sheets Are Attached

I U.S. GPO: 1994-568-012/00019

United States of America

Department of Transportation — Federal Aviation Administration

Supplemental Type Certificate

Number SA5981SW

This certificate, issued to RAM Aircraft Corporation
P. O. Box 5219
Waco, Texas 76708

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

Original Product — Type Certificate Number: A7CE
Make: Cessna
Model: 421C

Description of Type Design Change:

Increase maximum ramp weight to 7610 pounds; maximum takeoff weight to 7560 pounds; maximum landing weight is 7200 pounds; maximum zero fuel weight is 6533 pounds in accordance with Report 85-8 dated May 28, 1985, or later FAA approved revision.

Limitations and Conditions:

FAA Approved Airplane Flight Manual Supplement dated July 11, 1985, or Supplement dated November 6, 1985, is required.

Compatibility of this modification with other previously approved modifications 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: May 29, 1985

Date of issuance: July 11, 1985

Date reissued:

Date amended: November 6, 1985
Revision 1

By direction of the Administrator

Patrick J. Long
for Don P. Watson (Signature)
Manager, Aircraft Certification Division
Southwest Region
(Title)

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

FAA Form 8110-2 (10-68)

This certificate may be transferred in accordance with FAR 21.47.

RAM AIRCRAFT CORPORATION
P.O. BOX 5219
WACO, TEXAS 76708

REPORT 85-8

GROSS WEIGHT INCREASE PROPOSAL FOR CESSNA 421C AIRCRAFT

PHILLIP T CRAWFORD, P.E.
FAA DER SW-529
MAY 28, 1985

REVISION PAGE

REVISION	DATE	BY	DESCRIPTION

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SUBPART C: STRUCTURES..... 3

SUBPART E: POWERPLANT..... 3

I. INTRODUCTION

The purpose of this new project is to obtain a gross weight increase of 110 lb on the standard Cessna 421C aircraft. This will bring the standard 421C up to the gross weight carrying capability of RAM's STC SA5811SW winglet airplane without the increased stuctural loads imposed by the wing extension/winglet installation. The proposed aircraft will have the same gross weight, zero-fuel weight, and center of gravity limitations that are currently approved for the winglet aircraft. The currently approved landing weight of 7,200 lbs will not be changed. The proposed new weights are:

Maximum Ramp Weight.....7,610 lbs
Maximum Takeoff Weight.....7,560 lbs
Maximum Zero-Fuel Weight....6,533 lbs
Maximum Landing Weight.....7,200 Lbs

The principle effects of this change will be on the aircraft's performance. The aircraft structure is not detrimentally affected since without the wing extension and with the zero-fuel weight decrease, the wing net loads (shear, moment, and torsion), are smaller than the previously approved airplane's loads. This is true except at the extreme outboard portion of the wing where the load percentage increase is large but the absolute load is small in comparison to the available structure.

Since there is no change in the currently approved powerplant all that is necessary to show powerplant compliance is to demonstrate adequate engine cooling at the proposed gross weight. Since a cooling test has already been conducted at the proposed gross weight under the STC SA5811SW project the previously approved data is included with this report to show compliance.

Performance items affected by this increase are the single-engine climb and maximum takeoff climb performance. The balked landing climb performance and the landing distances are unchanged from previous approvals since the landing weight is unchanged. The takeoff performance at the heavy weight will be extrapolated using a conservative method. All performance parameters at 7,450 lbs and below are unchanged from previous approvals.

II CHANGED PARAMETERS

A) The maximum ramp weight increased from 7500 to 7610 lbs

B) The maximum takeoff gross weight increased from 7450 to 7560 lbs.

C) The maximum zero-fuel weight decreased from 6733 to 6533 lbs.

III UNCHANGED PARAMETERS

A) Aircraft configuration and aerodynamics are unchanged from previous approvals.

B) Installed power and powerplant is unchanged from previous approvals.

C) Available fuel tankage and tank configurations are unchanged from previous approvals.

D) Maximum landing weight remains at 7200 lbs as previously approved.

E) Except at the extreme outer portion of the wing the wing shear, moment, and torsion at the higher gross weight of 7560 lbs is less than at the standard gross weight of 7450 lbs. In the area where the loads are in fact higher, they are also very small and not significant.

IV. REFERANCES

A) Type data sheet A7CE, Cessna 421C aircraft.

B) Engine Cooling test results

C) Wing loads computations

V COMPLIANCE CONSIDERATIONS

SUBPART B: FLIGHT REQUIREMENTS

The primary considerations of this part are the effects of the weight increase on performance and handling. Since the aircraft has been flown at the higher gross weight with winglets installed and found to be adequately stable and controllable then the standard aircraft at the new weight will likewise meet the regulations. This assertion can be supported by considering the fact that the aircraft has no known handling quality problem that will be aggravated by a 1.5% weight increase. For the results of the STC SA5811SW handling quality flight test see the Type Inspection Report dated April 9, 1985. For these reasons only performance considerations are discussed here.

The performance considerations are the takeoff distance, maximum climb and single-engine climb performance. The effects of the weight increase on each area of performance will be extrapolated from the previously approved Cessna flight manual data. The effects of the weight increase at sea level on these performance areas are listed below:

Gross Weight	7450	7560	
Max Climb FPM	1950	1907	-2.2%
Single Engine Climb	350	331	-5.4%
Takeoff Distance	2335	2426	+3.8%

The aircraft flight manual supplement will indicate that the aircraft will suffer performance degradations as shown when operated at the higher gross weights. These estimates are based on conservative extrapolation techniques when used with small weight increments. The most critical item is the single engine climb and it is reduced by approximately 20 fpm. When operated at or below 7450 lbs weight the performance will be equal to or better than previous approved Cessna data.

SUBPART C: STRUCTURES

The calculations contained in Ref C show that the wing shear, moment, and torsion are equal to or less than previously approved. The techniques used to compute these loads are the same ones used to compute the wing net loads on RAM's STC SA5811SW winglet project. This net load reduction is accomplished by lowering the zero-fuel weight from 6733 lbs to 6533 lbs. This results in a minimum of 100 lbs more relieving fuel load in each wing for every gross weight in excess of 6733 lbs. Since this weight is carried in the wing outboard of the engine nacelle it tends to reduce the loads in the wing as gross weight is increased. The load computations take into account the standard wing airloads at both 7450 and 7560 lbs weight. The relieving effects of the fuel are computed at these gross weights using a zero-fuel weight of 6733 and 6533 lbs respectively. The relieving effect of the wing weight was neglected since there is no change to the wing structure and therefore no difference in relieving loads. The structural aspect of this project is considered to be in compliance.

SUBPART E: POWERPLANT

The only powerplant consideration is the effect of the weight increase on engine cooling. This has been previously demonstrated on the STC SA5811SW project and the results are included here as Ref B.

US Department of Transportation

Federal Aviation Administration

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

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification WP-27

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

1. Aircraft	Make: CESSNA	Model: 421 C
	Serial No.: 421C-0335	Nationality and Registration Mark: N426RW
2. Owner	NAME (As shown on registration certificate): AURORA AVIATION, INC.	Address (As shown on registration certificate): 1800 E. Sahara Dr. STE#107, Las Vegas,NV 89104

For FAA Use Only

4. Unit Identification				**5. Type**	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	*(As described in Item 1 above)*				
POWERPLANT	TCM	GTSIO-520-L	608271		X
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency		C. Certificate No.
RAM AIRCRAFT CORPORATION P. O. BOX 5219 WACO, TEXAS 76708		U. S. Certificated Mechanic	AIRFRAME CLASS III POWERPLANT CLASS I VA1R551K
		Foreign Certificated Mechanic	
	X	Certificated Repair Station	
		Manufacturer	

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

Date	Signature of Authorized Individual
8-18-98	Larry D. Hernandez

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							
		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
8-18-98	VA1R551K	Larry D. Hernandez

COMPUTER GENERATED 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.)

GTSIO-520-L R-608271
Cessna 421C0335 N426RW

Engine crankcase modified per Dwg. 1514, Rev. F, dated 6/04/97 I/A/W STC SE8338SW.

Installed Bendix pressurized magnetos p/n S6LN 1251 and 1255 per Dwg. 1029, Rev. K, dated 2/24/94. Installed I/A/W STC SE4591SW.

Installed spring loaded induction hose clamps per Dwg. 1171 dated 5/23/85 I/A/W STC SE3767SW.

Relocated Turbo Oil Supply Line per RAM Dwg. No. 1224, Rev. D dated 9/26/96 and DER Approval Form 8110-3 dated 8/18/98.

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

Negligible weight and balance change.

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

Pertinent details of the above installations are on file uner work order no. 3505/JJ0007.

----------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 ANP-27

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

1. Aircraft	Make: CESSNA	Model: 421 C
	Serial No.: 421C-0335	Nationality and Registration Mark: N426RW
2. Owner	NAME (As shown on registration certificate): AURORA AVIATION, INC.	Address (As shown on registration certificate): 1800 E. SAHARA DR. STE#107, LAS VEGAS, NV 89104

For FAA Use Only

4. Unit Identification				**5. Type**	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	*(As described in Item 1 above)*				
POWERPLANT	TCM	GTSIO-520-NcL	277022-P		X
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency		C. Certificate No.
RAM AIRCRAFT CORPORATION P. O. BOX 5219 WACO, TEXAS 76708		U. S. Certificated Mechanic	AIRFRAME CLASS III POWERPLANT CLASS I VA1R551K
		Foreign Certificated Mechanic	
	X	Certificated Repair Station	
		Manufacturer	

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

Date	Signature of Authorized Individual
8-18-98	Larry D. Hernandez

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							
		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
8-18-98	VA1R551K	Larry D. Hernandez

COMPUTER GENERATED 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.)

GTSIO-520-NcL L-277022-P
Cessna 421C0335 N426RW

Engine crankcase modified per Dwg. 1514, Rev. F, dated 6/04/97 I/A/W STC SE8338SW.

Installed Bendix pressurized magnetos p/n S6LN 1251 and 1255 per Dwg. 1029, Rev. K, dated 2/24/94. Installed I/A/W STC SE4591SW.

Installed spring loaded induction hose clamps per Dwg. 1171 dated 5/23/85 I/A/W STC SE3767SW.

Relocated Turbo Oil Supply Line per RAM Dwg. No. 1224, Rev. D dated 9/26/96 and DER Approval Form 8110-3 dated 8/18/98.

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

Negligible weight and balance change.

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

Pertinent details of the above installations are on file uner work order no. 3505/HH0096.

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

☒ Additional Sheets Are Attached

United States of America

Department of Transportation — Federal Aviation Administration

Supplemental Type Certificate

Number SE8338SW

This certificate, issued to RAM Aircraft Corp.
P.O. Box 5219
Waco, TX 76708

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

Original Product — Type Certificate Number: E7CE
Make: Teledyne
Model: GTSIO-520

Description of Type Design Change:

Install locknuts on cylinder attachment studs and thru-bolts, and install six additional cylinder attachment studs onto engine crankcases as detailed by RAM Drawing No. 1514 dated 08/19/91, or later FAA approved revision.

Limitations and Conditions:

Compatibility of this modification with previously installed equipment must be determined by 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: October 1, 1991

Date of issuance: May 19, 1992

Date reissued:

Date amended:

By direction of the Administrator

Mark R. Schilling
(Signature)

Mark R. Schilling, Manager
Special 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.

FAA Form 8110-2 (10-68)

This certificate may be transferred in accordance with FAR 21.47.

United States of America

Department of Transportation — Federal Aviation Administration

Supplemental Type Certificate

Number SE4591SW

This certificate, issued to RAM Aircraft Modifications, Inc.
P. O. Box 5219
Waco, Texas 76708

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

Original Product — Type Certificate Number: E7CE
Make: Teledyne Continental
Model: GTSIO-520-D, -L, -H, -N

Description of Type Design Change: Installation of RAM Magneto Pressurization System according to RAM Drawings 1029, Revision A, dated 1/26/82; and 1019, Revision B, dated 1/19/82, or later FAA approved revision.

Limitations and Conditions:
Compatibility of this modification with other previously approved modifications 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: January 5, 1982 *Date issued:*

Date of issuance: January 27, 1982 *Date amended:*

By direction of the Administrator

(Signature)

Don P. Watson
Acting Chief, Aircraft Certification Division

(Title)

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 (10-68)

This certificate may be transferred in accordance with FAR 21.47.

United States of America

Department of Transportation — Federal Aviation Administration

Supplemental Type Certificate

Number SE3767SW

This certificate, issued to RAM Aircraft Corporation
P.O. Box 5219
Waco, Texas 76708

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

Original Product — Type Certificate Number: E7CE

Make: Teledyne Continental Motors

Model: GISIO-520-D, H, L, M and N

Description of Type Design Change:
Installation of induction hose clamps in accordance with RAM Aircraft Corp. Drawing No. 1170, Revision A, dated October 7, 1985, and Drawing No. 1171, dated May 23, 1985, or later FAA approved revisions.

Limitations and Conditions:
Compatibility of this modification with other previously approved modifications 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: July 12, 1985

Date of issuance: April 30, 1987

Date reissued:

Date amended:

By direction of the Administrator

FAA

L. B. Andriesen *(Signature)*
Manager, Aircraft Certification Division
Southwest Region
(Title)

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

This certificate may be transferred in accordance with FAR 21...

FAA Form 8110-2 (10-68)

JR98-RTS-129

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE August 18, 1998

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE	NAME OF APPLICANT
TELEDYNE CONTINENTAL MOTORS	GTSIO-520-NcL	ENGINE	RAM Aircraft Corporation P.O. Box 5219 Waco, Texas 76708

LIST OF DATA

IDENTIFICATION	TITLE
RAM Aircraft Corp. Dwg. No. 1224 Rev. E Dated 6/11/98	TURBO OIL SUPPLY LINE INSTALLATION (GTSIO-520-H, L, & N) Turbo oil supply line on the engine changed from left crankcase side port to right front oil pressure port. Lines utilized composed of stainless steel and MIL-H 8794 high pressure hose. Routed in accordance with Dwg. 1224 dated 5/22/86. Note: This approval is limited to one engine only, serial number L-277022-P. ----------END----------

PURPOSE OF DATA Show compliance with CAR's.

APPLICABLE REQUIREMENTS (LIST SPECIFIC SECTIONS)

CAR 3.570 - Oil System Lines, Fittings, and Accessories

CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered ____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.
I ( ) therefore [ ] Recommend approval of these data.
[X] Approve these data.

SIGNATURE OF DESIGNATED ENGINEERING REPRESENTATIVE	DESIGNATION NUMBER	CLASSIFICATIONS
Jack M. Riley, Jr.	SW-394	Powerplant; Chart B1; Areas A,B,D; Chart B2; Areas A,B; CAR 3; FAR 23

Computer Generated FAA Form 8110-3

LHCH

US Department of Transportation
Federal Aviation Administration

RECEIVED
OAKLAND F.S.D.O.
JUN 23 1995

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification WP27

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

1. Aircraft	Make: Cessna	Model: 421C
	Serial No.: 421C0335	Nationality and Registration Mark: N426RW
2. Owner	Name *(As shown on registration certificate)*: Chinese American Corp.	Address *(As shown on registration certificate)*: 23308 Kidder St. Hayward, CA 94545

3. For FAA Use Only

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

6-15-95 (DATE) (SIGNATURE) OAK-FSDO

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

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Flightcraft, Inc. 19990 Skywest Drive Hayward, CA 94541	[ ] U.S. Certificated Mechanic [ ] Foreign Certificated Mechanic [X] Certificated Repair Station [ ] Manufacturer	FCP5831D, L-AF, L-INS, L-RAD, RAD-1, RAD-2, AAC-1, AF-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	Signature of Authorized Individual
6-14-95	Lynn Brantley

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	[ ]	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
6-15-95	FCP5831D	

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.)

Jun 14, 1995 421C S/N 421C0335 N426RW

Inspected previously installed:

Sony CDX-U6260/Sony CDX 65 Compact Disc Player/Disc Changer, left and right speakers and Flightronics DC to DC Power Converter, Model PC12AA.

CDX-U6260 mounted in cabinet above aft baggage area, starboard side. CDX65 Changer mounted on aft baggage area floor, port side. PC12A Power Converter mounted inside pilot's seat pedestal.

PC12A Converter primary connected to avionics bus. Wiring protected by 10 amp inline fuse mounted behind avionics C.B. panel. Secondary or output circuit protected by 10 amp fuse in wiring harness at PC12A. Sony equipment protected by inline fuses at unit.

I. All equipment installed per data acceptable to the FAA; I.A.W. AC 43.13-1A, Ch II, Sec 2, 3, 5 & 7. AC 43.13-2A, Ch 2, Par 21-24 & 27.

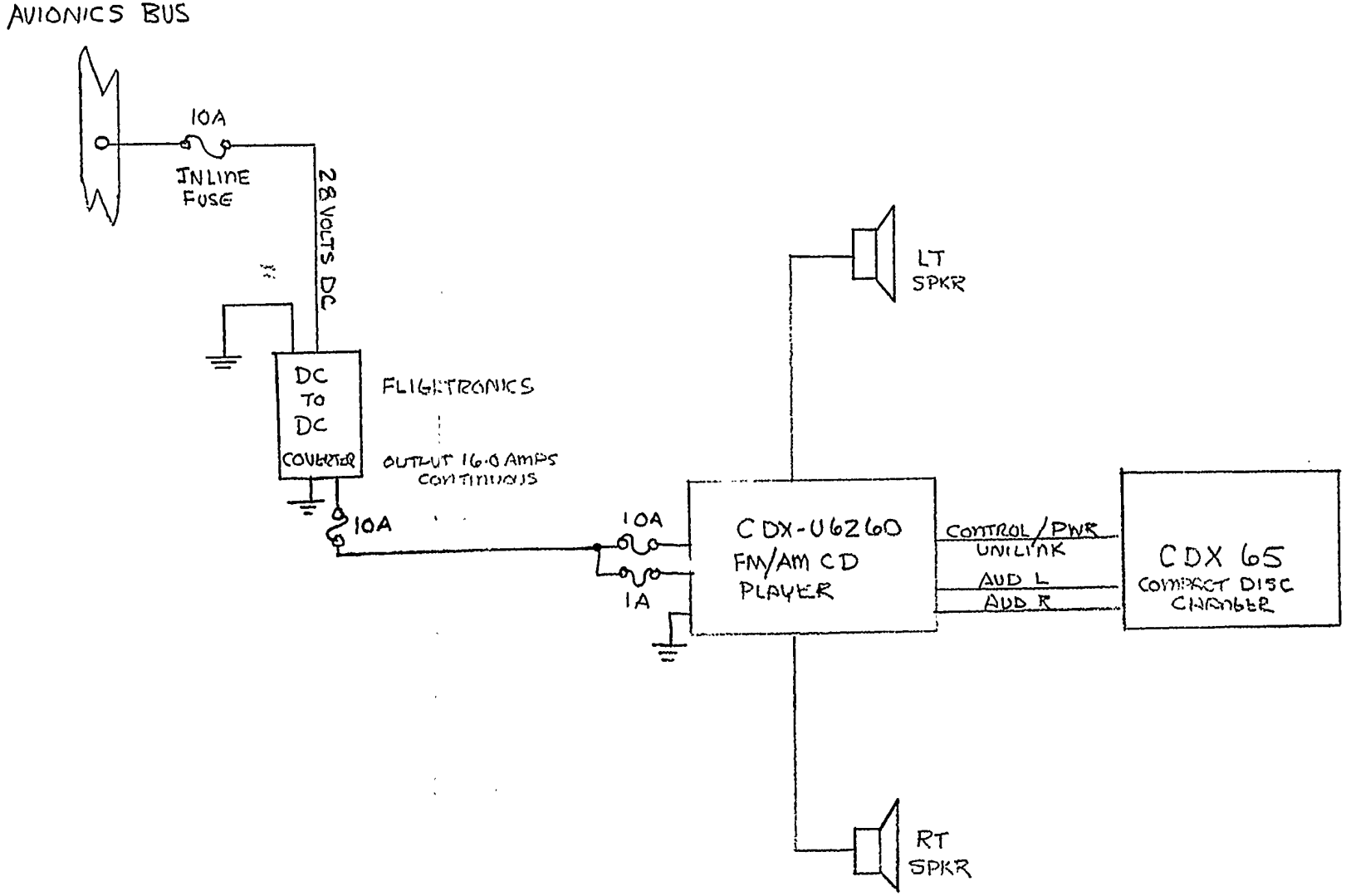
II. Electrical load does not exceed 80% of rated generator capacity.

V. Aircraft weight and balance recomputed and equipment list revised.

END

☐ Additional Sheets Are Attached

★U.S.GPO:1991-0-568-012/40035



SONY CD PLAYER CHANGER
INSTALLATION N426RW
FLIGHTCRAFT, INC. - 6/14/95

RECEIVED
OAKLAND FS.D.O.

US Department of Transportation
Federal Aviation Administration

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

JUN 16 1995

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
WP27

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

1. Aircraft	Make: Cessna	Model: 421C
	Serial No.: 421C0335	Nationality and Registration Mark: N426RW
2. Owner	Name *(As shown on registration certificate)*: Chinese American Corp.	Address *(As shown on registration certificate)*: 23308 Kidder St. Hayward, CA 94545

3. For FAA Use Only

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

01/24/95 — DATE — SIGNATURE — OAK-FSDO

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

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency		C. Certificate No.
Flightcraft, Inc. 19990 Skywest Drive Hayward, CA 94541		U.S. Certificated Mechanic	FCP5831D, L-AF, L-INS,L-RAD,RAD-1, RAD-2,AAC-1,AF-3
		Foreign Certificated Mechanic	
	X	Certificated Repair Station	
		Manufacturer	

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

Date	Signature of Authorized Individual
1-24-95	D Lynn Brunty

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
1-24-95	FCP5831D	D Lynn Brunty

FAA Form 337 (6-94)

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. Any 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.)

N426RW 421C 421C0335

Installed: NAT AA80 Intercom System per NAT AA80 Inter, VOX Intercom Installation Manual, Rev 2.1, dated June 1993.

Mounted the unit on the Avionics instrument panel on the lower right side below the ADF control heads.

Interfaced wiring to A/C at R/H pedestal terminal strip and L/H pedestal terminal strip.

Klixon, p/n 7277-5-1/2, circuit breaker mounted in circuit breaker panel. Labeled circuit breaker "ICS".

I. All equipment installed per data acceptable to the FAA; I.A.W. AC 43.13-1A, Ch 11, Sec 2, 3, 5 & 7. AC 43.13-2A, Ch 2, Par 21-24 & 27.

II. Electrical load does not exceed 80% of rated generator capacity.

III. Aircraft weight and balance recomputed and equipment list revised.

END

☐ Additional Sheets Are Attached

FAA AIRCRAFT REGISTRY
CAMERA NO. 2N DATE: 5-9-94

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
WP27

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

1. Aircraft	Make: CESSNA	Model: 421C
	Serial No.: 421C0335	Nationality and Registration Mark: N426RW
2. Owner	Name *(As shown on registration certificate)*: CHINESE AMERICAN CORP.	Address *(As shown on registration certificate)*: 23308 KIDDER STREET HAYWARD, CA. 94545

3. For FAA Use Only

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

03/07/94 (DATE) — (SIGNATURE) — OAK-FSDO

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

Unit	Make	Model	Serial No.	5. Repair	5. 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.
J and R Electronics 20511 Skywest Dr. Hayward, Ca. 94541	U.S. Certificated Mechanic Foreign Certificated Mechanic XX Certificated Repair Station Manufacturer	XB3R965L

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

Date: 3-7-94 — Signature of Authorized Individual:

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is 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: 3/7/94		Certificate or Designation No.: XB3R965L	Signature of Authorized Individual:		

FAA Form 337 (12-88)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2N DATE: 5-9-94

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.)

A/C: CESSNA 421C SER.NO. 421C0335 REG.NO. N426RW

The Trimble TNL-2000T GPS referenced in this document was installed by field approval dated 23 Feb 1994.

The Trimble TNL-2000T GPS is limited to VFR and IFR En Route Oceanic, En Route Domestic and Terminal Area Navigation, and was tested in accordance with Notice 8110.47 paragraph 9a4.

Removed "GPS Not Approved for IFR" placard, and affixed "GPS Not Approved for ~~IFR Approaches~~" placard to instrument panel as shown in Drawing 9335-5a.

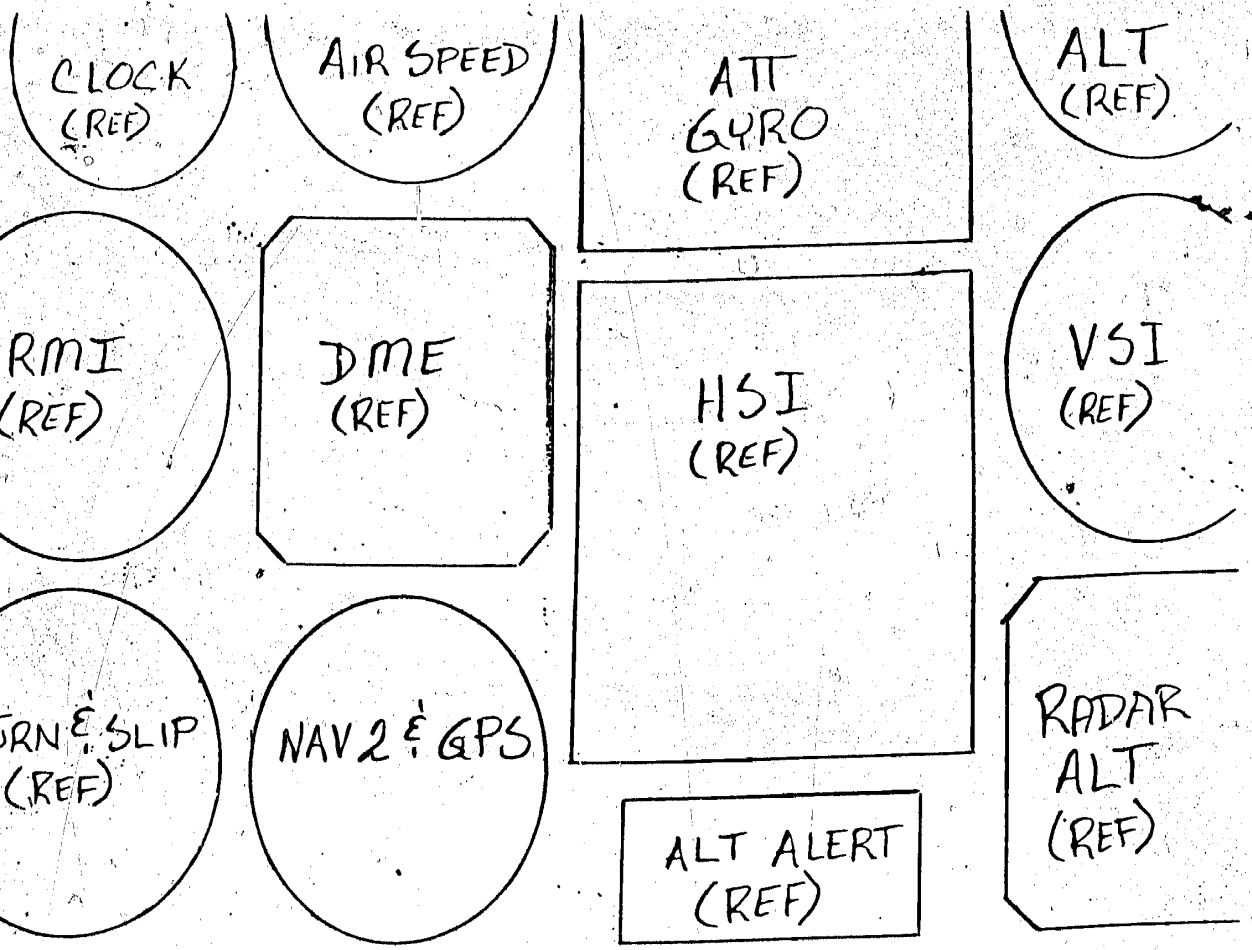
Airplane Flight Manual Supplement, Document No. 9335-GPS/IFR, dated 03 / 07 / 94 is required for this installation.

All inspection records and other documents pertaining to this major alteration are on file at J and R Electronics, under Work Order 9335.

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

☐ Additional Sheets Are Attached

☆U.S. GOVERNMENT PRINTING OFFICE: 1992-769-012/60157



GPS NOT APPROVED FOR IFR APPROACHES

PILOT'S PANEL

Company	Drawing Number	Date of 337	Aircraft Information	Page
J&R ELECTRONICS 20511 SKYWEST DR. HAYWARD, CA 94541 XB3R965L	9335-5a		REG N426RW S/N 421C0335 MODEL # 421C MAKE CESSNA	1 OF 1

FAA AIRCRAFT REGISTRY
CAMERA NO. 2N DATE: 5-9-94

FAA AIRCRAFT REGISTRY
CAMERA NO. 2N DATE: 5-9-94

70721-00-0212

: 348-2079

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR F.A.A USE ONLY
OFFICE IDENTIFICATION
WP-27

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

1. AIRCRAFT	MAKE: CESSNA	MODEL: 421C
	SERIAL NO.: 421C0335	NATIONALITY AND REGISTRATION MARK: N426RW
2. OWNER	NAME (As shown on registration certificate): CHINESE AMERICAN CORP.	ADDRESS (As shown on registration certificate): 23308 KIDDER STREET HAYWARD, CA. 94545

3. FOR FAA USE ONLY

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

02/23/94 — DATE — SIGNATURE — OKR-FSDO

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: 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.
J and R Electronics 20511 Skywest Dr. Hayward, Ca. 94541	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC XX CERTIFICATED REPAIR STATION MANUFACTURER	XB3R965L

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

DATE: 2/23/94

SIGNATURE OF AUTHORIZED INDIVIDUAL: Jeffrey Duncan Lowe

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						OTHER (Specify)
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	
	FAA DESIGNEE	XX	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION: 2/23/94

CERTIFICATE OR DESIGNATION NO.: XB3R965L

SIGNATURE OF AUTHORIZED INDIVIDUAL: Jeffrey Duncan Lowe

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2N DATE: 5-9-94

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 ARC RN-878A Area Navigation Computer and mount and replaced with ARC B-445A Nav Converter per Cessna Factory Aircraft Wiring Diagrams 9703269, 9703321, 9707207; Cessna Manual 7010408, pages 2-1 thru 2-9; J and R Drawing 9335-1 and AC 43.13-2A, paragraph 24, subparagraph b.

Installed Second ARC RT-859A Transponder with Comant CI-105 Antenna and ACK A-30 Blind Encoder in accordance with Cessna Manual 7010433, pages 2-1 thru 2-11, ACK manual dated 22 May 1989, and J and R Drawings 9335-2 and 9335-4. Static systems tested and comply with paragraph (a) of appendices E and F of part 43 in accordance with FAR 91.411. Transponders tested and comply with paragraph (c) of appendix E per part 43 in accordance with FAR 91.413. Transponder Select Switch installed per J and R Drawing 9335-4.

Installed Trimble TNL-2000T GPS Receiver with Trimble 16248-20 GPS Antenna and N.A.T. RS08-001 Remote Switch in accordance with Trimble Manual 80820 Rev.A, pages 2.01 thru 2.29; N.A.T. Manual Dated June 1993, pages 1 thru 17; J and R Drawings 9335-1, 9335-3, and 9335-4; and FAA Notice 8110.47 for VFR installation.

The antenna installation conforms to AC43.13-2A, paragraph 38, subparagraph b, sections 1 thru 4. The antenna was sealed at the pressure bulkhead in accordance with AC43.13-2A, paragraph 44, subparagraph a, sections 1 thru 5.

The wire harness has been sealed at the point where it passes through the pressure bulkhead in accordance with AC43.13-2A, paragraph 263, subparagraphs a thru f.

The installation of GPS in this aircraft does not interfere with the normal operations of any other equipment installed in the aircraft per Notice 8110.47, paragraph 7, subparagraph (a), section 1.

A Navigation Source Annunciator is installed in the Pilot's instrument panel indicating the current navigation source provided to the Nav 2 indicator per Notice 8110.47, paragraph 7, subparagraph (a), section 4.

A placard stating "GPS Not Approved For IFR" has been installed on the pilot's instrument panel per Notice 8110.47, paragraph 7, subparagraph (a), section 5 and J and R Drawing 9335-5.

The GPS has been coupled to the autopilot by the compatible steering output per Notice 8110.47, paragraph 7, subparagraph (a), section 6.

Normal and abnomal operation of the GPS will have no effect on any other aircraft systems. Normal and abnormal operation of other equipment, will not adversely affect the GPS equipment operation per Notice 8110.47, paragraph 7, subparagraph (a), section 9.

---------- End of Page 1 of 2 Pages ----------

☐ ADDITIONAL SHEETS ARE ATTACHED

☆U.S. GOVERNMENT PRINTING OFFICE 1977—771-021/344

CESSNA 421C SER. NO. 421C0335 REG. N426RW

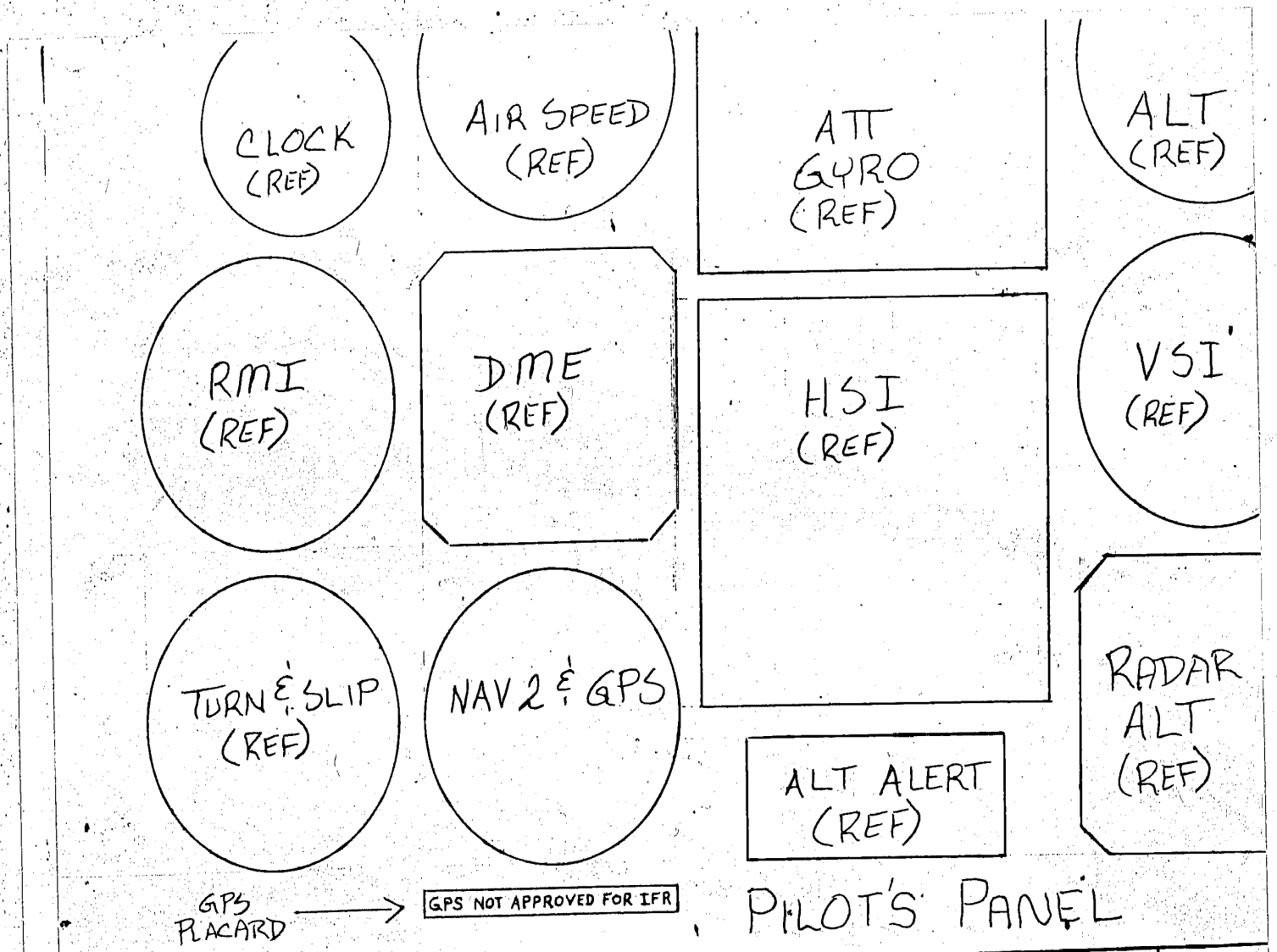
FAA Flight Manual Supplement Document No. 9335-GPS, dated 23 Feb. 1994, is required for this installation.

Aircraft Reweighed By FlightCraft Inc., 19990 Skywest Dr., Hayward, Ca. 94541. See Log Book entry dated 21 Feb. 1994.

Electrical load does not exceed rated generator capacity per AC 43.13-1A, paragraph 424, and paragraph 424, subparagraph (a). Electrical Components added are circuit protected in accordance with AC 43.13-1A, paragraph 429, subparagraphs a,b,c, and d.

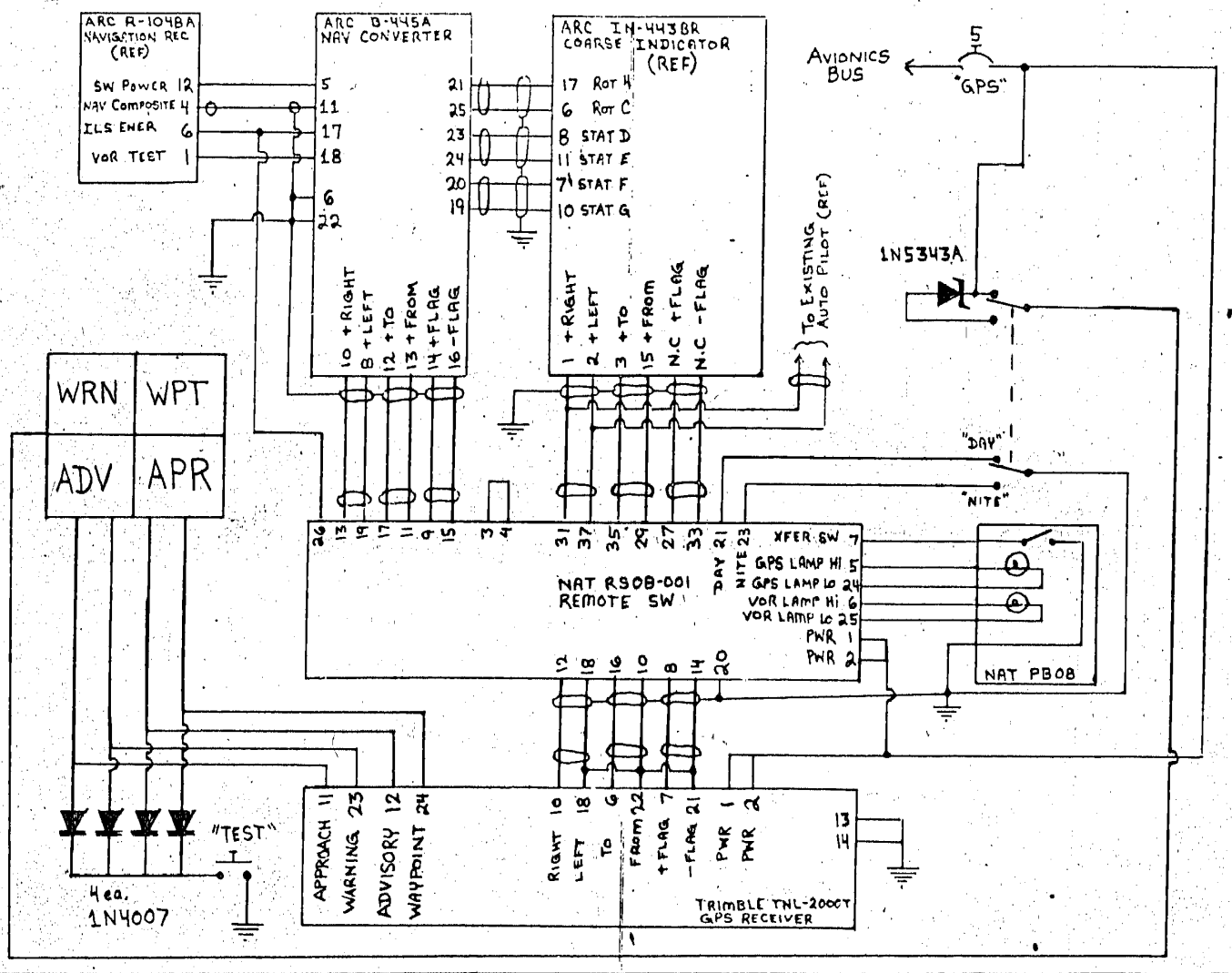
Wiring used meets all requirments of AC 43.13-1A, paragraph 443, subparagraph d, and paragraph 444, subparagraphs a(1) and a(2) and has been installed in accordance with AC 43.13-1A, paragraph 446, subparagraphs a,c, and d.

Logbook entries complied with.



Company	Drawing Number	Date of 337	Aircraft Information	Page
J&R ELECTRONICS 20511 SKYWEST DR. HAYWARD, CA 94541	9335-5		REG N426RW S/N 421C0335 MODEL # 421C	1 OF 1

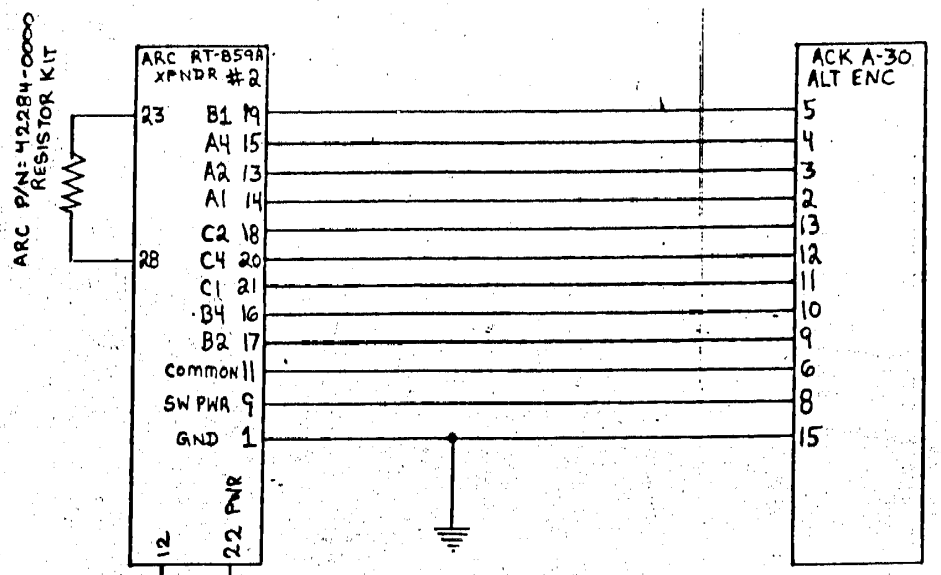
FAA AIRCRAFT REGISTRY
CAMERA NO. 2N DATE: 5-9-94

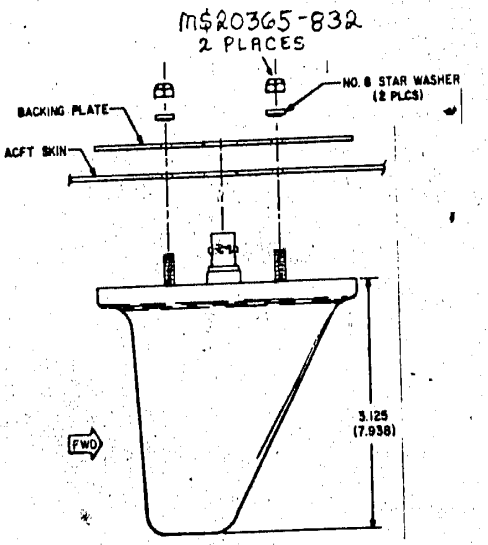


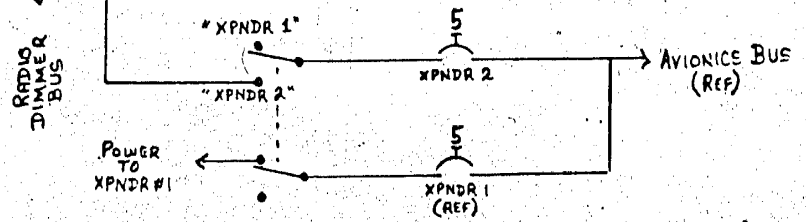
Company	Drawing Number	Date of 337	Aircraft Information	Page
J&R ELECTRONICS 20511 SKYWEST DR. HAYWARD. CA 94541	9335-1		REG N426RW S/N 421C0335 MODEL 421C	2 OF

FAA AIRCRAFT REGISTRY
CAMERA NO. 2N DATE: 5-9-94

FAA AIRCRAFT REGISTRY
CAMERA NO. 2N DATE: 5-9-94







COMPANY	DRAWING NUMBER	DATE OF 337	AIRCRAFT INFORMATION	PAGE
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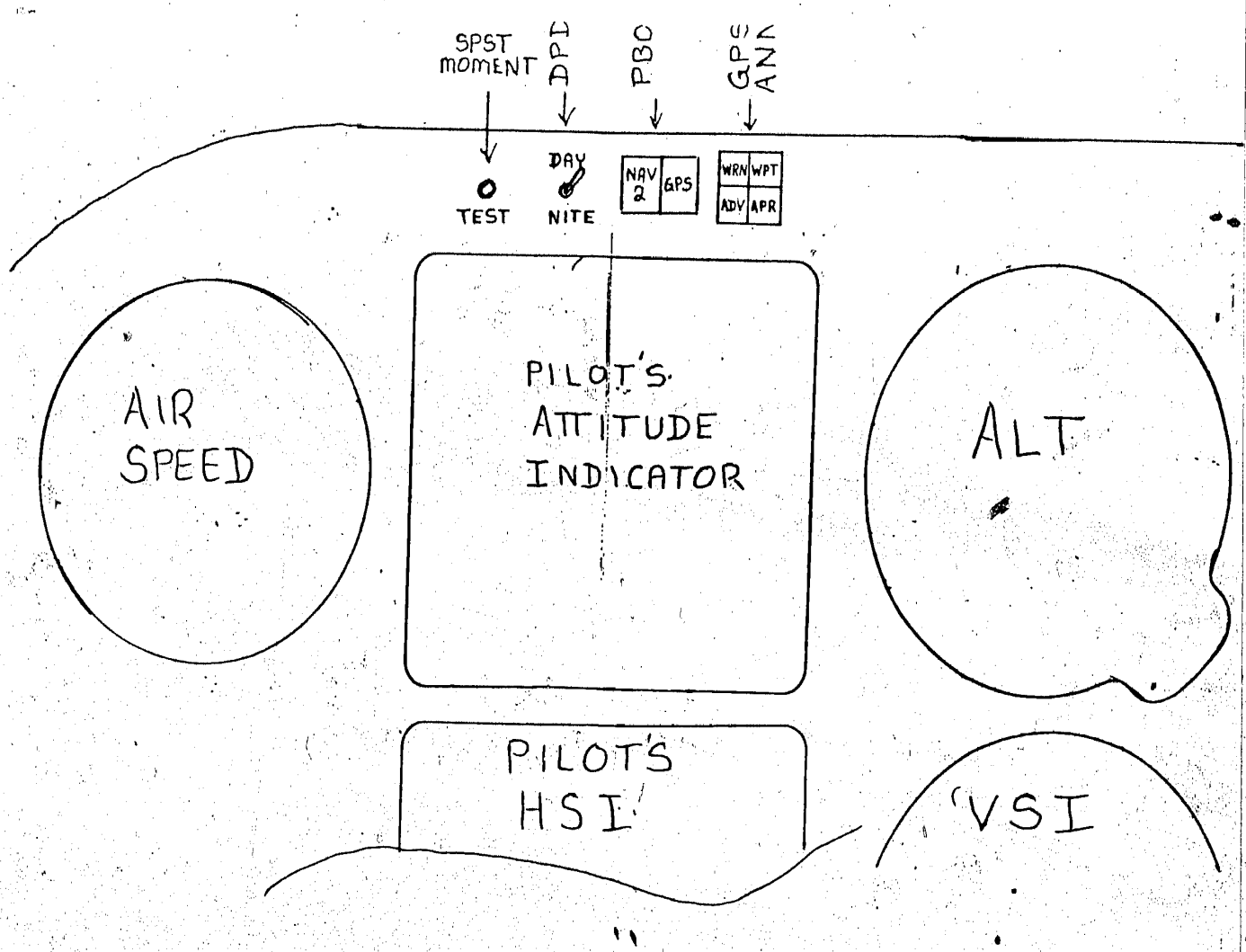
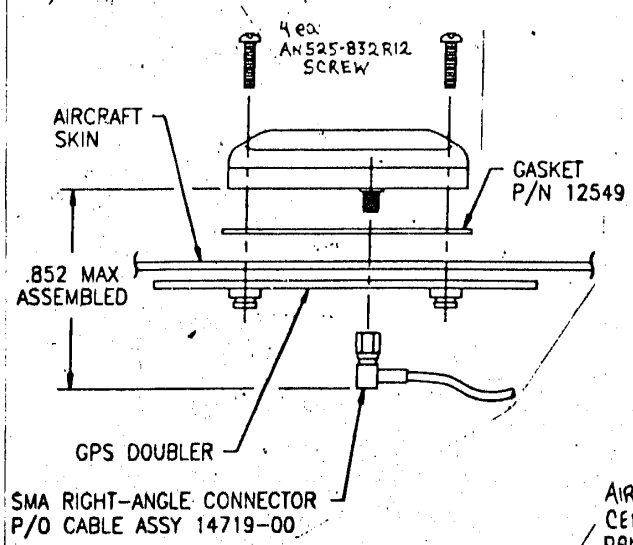
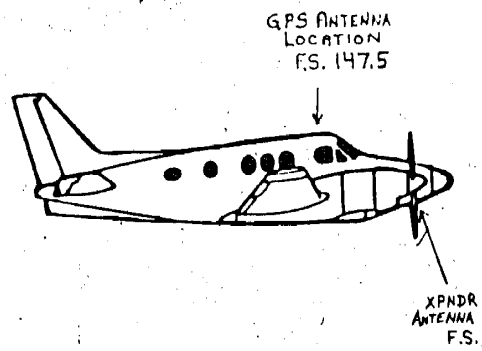
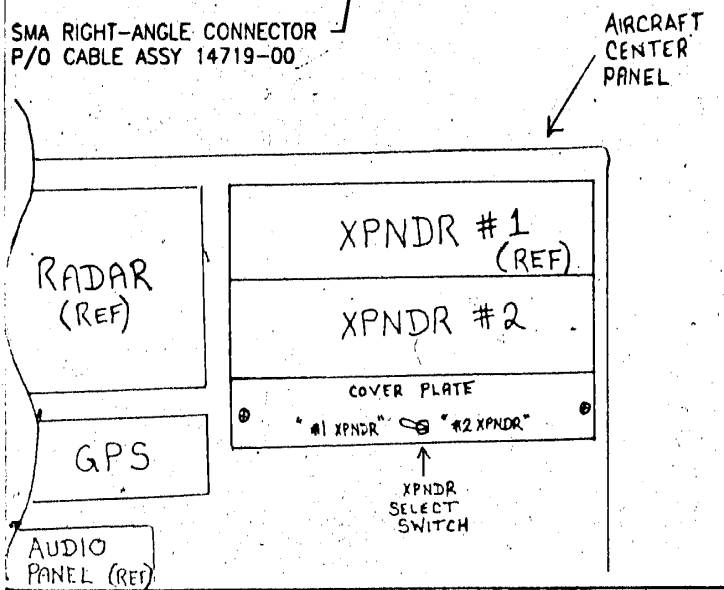


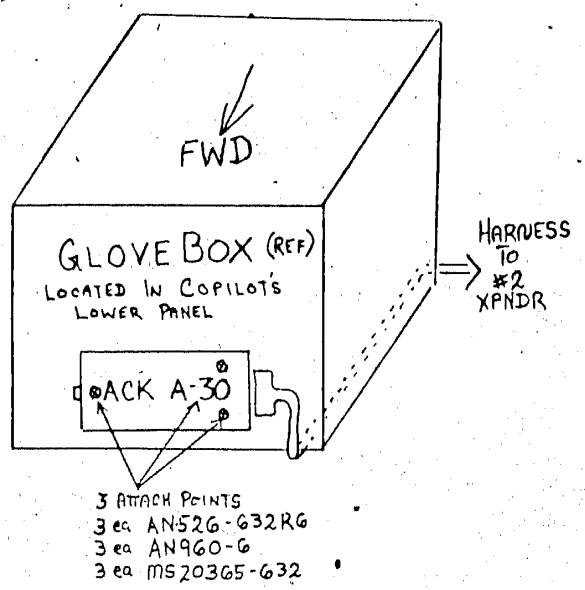
Company	Drawing Number	Date of 337	Aircraft Information	Page
J&R ELECTRONICS 20511 SKYWEST DR. HAYWARD, CA 94541	9335-3		REG N426RW S/N 421C0335 MODEL 421C	4 OF 5

FAA AIRCRAFT REGISTRY CAMERA NO. 2N DATE: 5-9-94









Company	Drawing Number	Date of 337	Aircraft Information	Page
J&R ELECTRONICS 20511 SKYWEST DR. HAYWARD, CA 94541	9335-4		REG N426RW S/N 421C0335 MODEL 421C	5 OF 7

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 5-9-94

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 2-16-89

MAR 22 1985

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
AGL-GA30-1

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

1. AIRCRAFT	MAKE: Cessna	MODEL: 421C
	SERIAL NO.: 421C-0335	NATIONALITY AND REGISTRATION MARK: N37391
2. OWNER	NAME (As shown on registration certificate): Continental Carbonic Products, Inc.	ADDRESS (As shown on registration certificate): 7400 South Central Ave. Bedford Park, IL 60638

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: 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.
Joliet Avionics, Inc. DuPage Airport West Chicago, IL 60185	U.S. CERTIFICATED MECHANIC	3159
	FOREIGN CERTIFICATED MECHANIC	
	X CERTIFICATED REPAIR STATION	
	MANUFACTURER	

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

DATE: March 19, 1985

SIGNATURE OF AUTHORIZED INDIVIDUAL: Leonel C. Fritz

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						
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
March 19, 1985	3159	Leonel C. Fritz

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 2-16-89

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 SDI CFS-2000 Fuel Flow Indicating System in accordance with STC #SA2780SW and Drawing No. 421001 dated 5-16-78 or later FAA Approved Revisions. This installation was done in accordance with AC43-13-1A, Chapter 11, Section 2, 3, & 7. Aircraft was run up and checked for normal engine operation. Also operational flight check performed. Pilots Operations Manual Supplement was entered in appropriate aircraft paperwork.

----------THE END----------

☐ ADDITIONAL SHEETS ARE ATTACHED

C FAA AC 72-4966

☆ U.S. GPO: 1981 - 776-332/47

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 N DATE: 6-6-84

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION
SW-GADO-2

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

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

1. AIRCRAFT	MAKE: CESSNA	MODEL: 421C
	SERIAL NO.: 421C0335	NATIONALITY AND REGISTRATION MARK: N37391
2. OWNER	NAME (As shown on registration certificate): B. C. MANUFACTURING, INC.	ADDRESS (As shown on registration certificate): P. O. BOX 37, WICKETT, TEXAS 79788

3. FOR FAA USE ONLY

RECEIVED
MAY 18 1981
FAA DALLAS
GADO

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	TYPE: REPAIR	TYPE: 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.
ROWE HENLEY % C&C AIRCRAFT SERVICE, INC. 4650 AIRPORT PARKWAY ADDISON, TEXAS 75001	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A&P 1360803

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
APRIL 24, 1981	Rowe Henley

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		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
4-24-81	IA1360803	Rowe Henley

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977—772-646/141 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 N DATE: 6-6-84

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.)*

CONVERTED GOODYEAR BRAKES TO CLEVELAND BRAKES IN
ACCORDANCE WITH STC 197 GL

WEIGHT CHANGE NEGLIGABLE.

———E N D———

☐ ADDITIONAL SHEETS ARE ATTACHED