US Department
of Transportation
Federal Aviation
Administration

For FAA Use Only					

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ir	structions		ition of this	s form.					S.C. §44701). F	ailure	to repo	ort can re	sequent revision thereof) for sult in a civil penalty for each
	Nationalit N98624	Nationality and Registration Mark						Serial No.	40A	-006	34		
1. Aircraft Cessna											Series		
		Name (As	s shown or	regist	ration certificate,)			Address (As s		_	istration o	certificate)
2. (Owner	Darrel	D Hol	mstr	nstrom				Address 3020 Brittany PI City Anchorage				State AK
									Zip 99504	- 		Count	ry USA
							3.	For FAA Use	Only				
	4. Ty	oe					5.	Unit Identifica	tion				
١	Repair	Alteration	Un	it		Ма	ke			Mod	iel		Serial No.
		x	AIRFRAN	/E	Cessna				(As described in Item 1 above)			bove)	340A-0064
			POWERPLANT										
			PROPEL	LER									
		APPLIANCE Manufacturer											
	6. Conformity Statement												
A. /		Name and A	ddress				B.	3. Kind of Agency U. S. Certificated Mechanic Mar			Manu	ıfacturer	
	ess 3020 Britt						广					C. Certific	
City Zip	Anchor 99504	 	untry USA		State AK			Certificated Repair Station Certificated Maintenance Organization					2695973
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.													
рег	Extended range fuel per 14 CFR Part 43 App. B Signature/Date of Authorized Individual 09/28/2019												
		- Ab 41						oval for Return					
					ons specified be ministration and		, tr	ne unit identifi	Approved		ejected		manner prescribed by the
BY	1 1	A Fit. Stand spector	lards	Man	ufacturer		M	Maintenance Or	ganization		Departi	ment of Tra	d by Canadian ansport
	F/	A Designee	;		air Station	x		nspection Author	orization	Othe	r (Spec	rry) 	
Cer Des	Signature/Date of Authorized Individual of Signature (Date of Authorized Individual of Signature) (Signature (Date of Authorized Individual of Signature (Date of												

	N98624	09/28/2019
	Nationality and Registration Mark	
alled BCN Aerospace Airstair Door Saver Kit in a	accordance with BCN A	erospace installation
wing 10039CC dated 6 June 18. STC SA2440SV	V. Weight and balanced	revised. ((((((((((((((((((((((((((((((((((((
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US Department
of Transportation
Federal Aviation
Administration

OMB No. 2120-0020 Еxp: 5/31/2018	Electronic Tracking Number
	For FAA Use Only

(Airframe, Powerplant, Propeller, or Appliance) 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)) Nationality and Registration Mark 340A-0064 N98624 1. Aircraft Make Model Series Cessna Name (As shown on registration certificate) Address (As shown on registration certificate) Address 3020 Brittany Pl Darrell D Holmstrom 2. Owner State AK Anchorage 99504 USA Country 3. For FAA Use Only 5. Unit Identification 4. Type Repair Alteration Unit Make Model Serial No. Cessna 340A-0064 (As described in Item 1 above) AIRFRAME × **POWERPLANT** PROPELLER Type **APPLIANCE** Manufacturer 6. Conformity Statement A. Agency's Name and Address B. Kind of Agency Darrell D Holmstrom U. S. Certificated Mechanic Name Manufacturer 3020 Brittany Pt Foreign Certificated Mechanic C. Certificate No. Anchorage City **Certificated Repair Station** 2695973 USA Zip 99504 Certificated Maintenance Organization 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. Signature/Date of Authorized Individual Extended range fuel per 14 CFR Part 43 09/28/2019 App. B 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 Approved Administrator of the Federal Aviation Administration and is Rejected FAA Fit. Standards Persons Approved by Canadian Maintenance Organization Manufacturer **Department of Transport** Inspector BY Other (Specify) **FAA Designee** Repair Station Inspection Authorization Signature/Date of Authorized Individual Certificate or Designation No. 2695973 09/28/2019

	N98624	09/28/2019
	Nationality and Registration I	Mark Date
stalled Brackett Air Filters BA-109 in accordance ted 07-29-04. Negligibile change in weight and d///////////////////////////////////	balance. \\\\\\\\\	

U.S Department of Transportation Federal Aviation

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

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification

and disposition	NS: Print or type all entries. See FAR on of this form. This report is required by violation (Section 901 Federal Aviation	y law (49 U.S.C. 1421). Failure to						
	Make CESSNA		Model 340A					
1. Aircraft	Serial No. 340A-0064		Nationality and Registration Mark N98624					
2. Owner	Name (As shown on registration cert MILE HIGH AVIATION LLC	tificate)	Address (As shown on registration certificate) 8620 N NEW BRAUNFELS AVE STE 422 SAN ANTONIO , TX 78217-6362					
	•	3. For FAA Use C	Only					
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		4. Unit Identificat	tion	·	5. Type	1		
Unit	Make	Model	Serial	No.	Repair	Alteration		
AIRFRAME			Х					
POWERPLANT		-						
PROPELLER								
	Туре			,				
APPLIANCE	Manufacturer			• ' •				
		6. Conformity Sta	atement	**************************************				
A. Agency's Nar		B. Kind of Agency		C. Certificate No.				
4317 MAH	S SERVICES INTL.,INC. HER ST. TX. 78041	U.S. Certificated Mechanic Foreign Certificated Mechanic X. Certificated Renair Station CRS. S78R151N						

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 REJECTED Administrator of the Federal Aviation Administration and is FAA Fit Standards Inspection Authorization Other (Specify) Manufacturer Inspector BY FAA Designee Repair Station Person Approved by Transport Canada Airworthiness Group Date of Approval or Rejection Certificate or Signature of Authorized Individual Designation No. CRS.S78R151N

Signature of Authorized Individual

☐ 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.

FAA Form 337 (12-88)

JUNE 2 2009

Date

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

PRECISION APPROACH.

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

THIS FAA FORM 337 IS TO CERTIFY THE GNS 530W AND GNS 430W FOR IFR **OPERATION STC SA01933 LA**

VERIFIED THAT THE TWO GARMIN GNS 530 AND GARMIN GNS 430 WAS INSTALLED IN ACCORDANCE WITH THE MANUFACTURE'S INSTALLATION MANUAL AS ENTERED IN VFR 337'S DATE MAY 30 2009 OF THIS AIRCRAFT.

A FLIGHT TEST WAS PERFORMED ON MAY 31 2009 FOR THE TWO UNITS AND FOUND TO MEET ACCURACY REQUIREMENT, AC20-130A/ AC20-138A. THIS CERTIFIES THE AIRCRAFT FOR IFR EN ROUTE, APPROACH TRANSITION AND NON

REMOVED PLACARD STATING "GPS NOT APPROVED FOR IFR"

FAA APPROVED FLIGHT MANUAL SUPPLEMENT GNS430W P/N 190-00356-03 REV. A NOV. 20 2007 . AND GNS 530W P/N 190-00357-03 REV. A NOV 20 2007 IS REQUIRED FOR THIS APPROVAL AND MUST BE INSTALLED IN THE APPROVED AIRCRAFT FLIGHT MANUAL OR OPERATION'S HANDBOOK AND MUST BE AVAILABLE TO THE FLIGHT CREW **DURING ALL OPERATIONS.**

END-

US Department
of Transportation
Federal Aviation
Administration

MAJOR REPAIR AND ALTERATION

OMB No. 2120-0020 Exp: 8/31/2014	Electronic Tracking Number					
For FAA Use Only						

(Airframe, Powerplant, Propeller, or Appliance) 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)) Nationality and Registration Mark Serial No. 340A-0064 N98624 1. Aircraft Model Make Series CESSNA Name (As shown on registration certificate) Address (As shown on registration certificate) Address 3020 Brittany Pi Darrell D Holmstrom 2. Owner City Anchorage State AK 99504 Country 3. For FAA Use Only 4. Type 5. Unit Identification Repair Alteration Unit Make Model Serial No. (As described in Item 1 above) **AIRFRAME** X **POWERPLANT PROPELLER** Гуре APPLIANCE П Manufacturer 6. Conformity Statement A. Agency's Name and Address B. Kind of Agency Darrell D Holmstrom U. S. Certificated Mechanic Manufacturer Address 3020 Brittany PI C. Certificate No. Foreign Certificated Mechanic State AK City Anchorage Certificated Repair Station 2695973 99504 Certificated Maintenance Organization Zip Country 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. Signature/Date of Authorized Individual Extended range fuel per 14 CFR Part 43 10/13/2016 App. B 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 Persons Approved by Canadian FAA Fit. Standards Maintenance Organization Manufacturer Department of Transport Inspector BY Other (Specify) Inspection Authorization FAA Designee Repair Station Signature/Date of Authorized Individual Certificate or Designation No. 2695973 10/14/2016

	•		,	N98624			10/13/2016		
•				Nationality	y and Registr	ation Mark		Date	
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US Department	
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instructions		ition of this	s form.								ubsequent revision thereof) for result in a civil penalty for each		
	Nationalit N98624	y and Regi	istratio	n Mark		Serial No. 340A-			10A-00	·-0064			
1. Aircraft	CESSNA							Model 340)A	;.	Series		
	Name (A:	s shown on	registi	ration certificate)		J	Address (As s		egistration	n certificate)		
2. Owner	Darrel	I D Holi	mstr	om		•		City Anchor			State AK		
								Zip 99504		Cou	intry USA		
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. 🗆	×	AIRFRAN	RFRAME ———				(As described in			above)			
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A. Agency's I		ddress				\vdash	Kind of Agend			, ,			
Name Darrell Address 3020 Britt	D Holmstrom					х		ited Mechanic ficated Mechanic			inufacturer ificate No.		
City Ancho	rage			State AK	_		Certificated F			C. Celti			
Zip 99504	Сон	untry USA					Certificated N	faintenance Organ	ization	1	2695973		
have b	een made in	accordance	e with	the requirement the best of my	knov	Part vied	43 of the U.S lge.				se or attachments hereto nat the information		
Extended rar per 14 CFR F App. B			Signa	ature/Date of Au	thoriz	ed	Individual	10/13/	2016	•			
				7	. Ар	orov	val for Return	to Service					
				ns specified be		the		ed in item 5 v Approved	vas inspec		ne manner prescribed by the		
1 1 .	AA Fit. Stand spector	lards	Man	ufacturer		Ma	aintenance Or	ganization	Dep	artment of 1	ved by Canadian Fransport		
FA	AA Designee		<u> </u>	air Station	x	<u> </u>	spection Author	orization	Other (Sp	ecity)			
Certificate or Designation N	No. 2695 9	73	Signa	ture/Date of Au	thoriz	ed ا تروست	Individual	10/14/	2016				

8. Description of Work Accor (If more space is required, a	nplished attach additional s	sheets. Identify	with aircraft nation	nality and registration mark and da	te work completed.)
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	·			Nationality and Registration Mark	Date
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US Department
of Transportation
Federal Aviation
Administration

MAJOR REPAIR AND ALTERATION

	OMB No. 2120-0020 Exp: 8/31/2014	Electronic Tracking Number	
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US Departmen of Transportati Federal Aviati Administratio	on on	(Airf	rame, P	owerplant,	Prop	ell	er, or Appl	iance)				FOR FAA USE UNIY		
instruction	FIONS: Print s and dispos ion. (49 U.S	ition of	this form.	This report is	14 CF requi	R §	§43.9, Part 43 by law (49 U.9	3 Appendi S.C. §447	х В, а 01). F	nd AC 43.9 ailure to rep	-1 (or sub ort can res	sequent revision thereof) for sult in a civil penalty for each		
	Nationality and Registration Mark N98624							Serial No. 340A-0064						
1. Aircraft	Make	CESSNA						Model	340)A		Series		
	1 '		.,	ration certificate	e)			Address (As shown on registration certificate) Address 3020 Brittany PI						
2. Owner	Darrell D Holmstrom							City	Anchor			State AK		
•	1.3	•	•		·	3. 1	For FAA Use	Zip Only	99504	· · · ·	Countr	y USA		
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4. Ty		<u> </u>					Unit Identifica	ition			···· · · · · · · · · · · · · · · · · ·			
Repair	Alteration		Unit	Make					Model (As described in Item 1 above)			Serial No.		
		AIRFR	RAME				(As de	escribe	ed in Item 1 a	ibove)				
	X	POWE	ERPLANT	Continental			ntal	TSIO-520-NB			IB	276944-R		
		PROP	ELLER											
		APPLI	IANCE	Type Manufacturer										
A. Agency's	Name and A	ddress	····		6.		onformity State Kind of Agence							
Name Darreil	D Holmstrom					х	U. S. Certifica	<u> </u>	nic		Мали	ıfacturer		
Address 3020 Britt				State AK			Foreign Certi Certificated F				C. Certific	cate No.		
Zip 99504		untry US	SA			H	Certificated N	· · · · · · · · · · · · · · · · · · ·		ization		2695973		
have b	een made in	accord	ance with		ts of I	Part	43 of the U.S					or attachments hereto the information		
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1 1	A Designee			air Station	x	<u>L</u>	spection Author	orization		Other (Spec	cify)			
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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.

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FAA Form 337 (10-08)

US Department
of Transportation
Federal Aviation
Administration "

MAJOR REPAIR AND ALTERATION

	OMB No. 2120-0020 Exp: 8/31/2014	Electronic Tracking Number
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(Airframe, Powerplant, Propeller, or Appliance) 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)) Serial No. 340A-0064 Nationality and Registration Mark N98624 · · 1. Aircraft Make Series **CESSNA** Name (As shown on registration certificate) Address (As shown on registration certificate) Address 3020 Brittany PI Darrell D Holmstrom 2. Owner City Anchorage State AK 99504 Country USA 3. For FAA Use Only 4. Type 5. Unit Identification Repair Alteration Unit Make Model Serial No. (As described in Item 1 above) **AIRFRAME** Continental 276940-R **POWERPLANT** TSIO-520-NB × **PROPELLER** Туре APPLIANCE Manufacturer 6. Conformity Statement A. Agency's Name and Address B. Kind of Agency Darrell D Holmstrom U. S. Certificated Mechanic Manufacturer Address 3020 Brittarry Pt C. Certificate No. Foreign Certificated Mechanic State AK City Anchorage **Certificated Repair Station** 99504 Zio Country Certificated Maintenance Organization 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. Signature/Date of Authorized Individual Extended range fuel per 14 CFR Part 43 10/13/2016 App. B 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 Rejected Approved FAA Fit. Standards Persons Approved by Canadian Maintenance Organization Manufacturer Department of Transport Inspector BY Other (Specify) **FAA Designee** Inspection Authorization Repair Station Signature/Date of Authorized Individual Certificate or Designation No. 2695973 10/14/2016

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US Departme of Transporta Federal Avia	tion tion	** *	**	R REPAIR A	Prop	lleq	er, or Appl	liance)	.*	; .			For FAA Use Only	
instruction	TIONS: Prin	t or type a	all entri is form.	This report is	14 C	FR §	by law (49 U.	3 Appen S.C. §44	dix B, a	ailur		ort can re	sequent revision thereof) for sult in a civil penalty for each	
	Nationali	ty and Reg						Seria	No. 34	40/	1-00	64	· · · · · · · · · · · · · · · · · · ·	
1. Aircraft	Make	N98624 Make CESSNA								Serial No. 340A-0064 Model 340A Series				
			14 31 -41 1	ration certificate	9)			Addre			<u> </u>	gistration o	certificate)	
2. Owner	i	li D Hol	5.4					Address (As shown on registration certificate) Address 3020 Brittany PI City Anchorage State					State AK	
														
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		PROPEL	LER											
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Address 3020 Bri				AV	_	口	Foreign Certi					C. Certific	cate No.	
Zip 9950	····	untry USA		_State AK		\vdash	Certificated R Certificated N			nizetio			2695973	
D. I certif	y that the rep been made in	air and/or accordan	ce with	on made to the the requiremen the best of my	ts of I	Part	entified in item 43 of the U.S	5 above	and de	scrib	ed on t	he reverse is and that	or attachments hereto the information	
Extended ra per 14 CFR App. B			Signa	ture/Date of Au	thoriz	zed l	ndividual	10/	13/	20	16			
_							al for Return			·				
Pursuant Administra	to the authortor of the Federal	ority given deral Aviat	perso	ns specified b ninistration and	elow, is	, the		ed in it			nspect Rejecte		manner prescribed by the	
	AA Fit. Stand	lards	Man	ufacturer		Ma	intenance On	ganizatio	n		Persons Approved by Canadian Department of Transport			
1 1	AA Designee		Repa	air Station	x	Ins	spection Author	orization		Othe	er (Spec	afy)		
Certificate or Designation	No. 26959	73	Signa	iture/Date of Au	_		ndividual	wh	4/	20.	16			

	N98624	10/13/2016
	Nationality and Registration Mark	Date
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OMB No. 2120-0020 Exp: 8/31/2014	Electronic Trackin	g Nu	mber	
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US Departmen of Transportati Federal Aviati Administratio	Σn ,	(Airfran	ne, Powerplant,	Prof	æll	ler, or Appl	iance)	t.X.s.	1	χζ **	For FAA Use Only		
instructions	TONS: Print and dispos ion. (49 U.S	sition of this	form. This report is	14 Cl requi	FR red	§43.9, Part 4: by law (49 U.	S.C. §44701). F	ailur	e to rep	ort can re	sequent revision thereof) suit in a civil penalty for e	for ach	
			stration Mark	,	1.		Serial No.	40/	N-00	64			
1. Aircraft	Make	ESSI		, 49 a	연 3	en till til	Madel						
¥.			registration certificat		-	Address (As			gistration (· ·		
2. Owner	Darrel	ll D Holr	nstrom		*		Address 3020 Britterny PI City Anchorage State AK						
6 4				_			Zip 99504			Count	try USA		
					3.	For FAA Use	Only						
, 4. Ty	De .				5.	Unit Identifica	ition						
Repair	Alteration	Unit	t .	Ma	ke			Mo	del		Serial No.		
, 🔲		AIRFRAM	E				(As described in Item 1 above)				_		
	M	POWERP	LANT Cor	ntin	ntal	TSIO-520-NB			276940-R	· · · · · · · · · · · · · · · ·			
		PROPELL	ER								•		
		APPLIANO	Type CE Manufacturer			onformity Sta							
A. Agency's I	lame and A	ddress				Kind of Agenc							
	D Holmstrom				×		ated Mechanic				ufacturer		
Address 3020 Bittle City Anchor			State AK		_	Foreign Certificated F				C. Certific	cate No.		
Zip 99504		untry USA			_	 	Asintenance Organ	nizatio	n		2695973		
have be	en made in	accordance	e with the requiremer rrect to the best of m	nts of I y knov	Part wled	t 43 of the U.S lge.	5 above and de Federal Aviatio	escrib on Re	ed on ti gulation	he reverse as and that	e or attachments hereto t the information		
Extended ran per 14 CFR F App. B	u		Signature/Date of Au	uthoriz	zed >7	Individual	10/13/	20.	16				
) 			····			val for Return							
Administrat	or of the Fe	deral Aviation	persons specified to on Administration and		, th		ed in item 5 v Approved		inspecte Rejecte		manner prescribed by	the	
	A Fit. Stand spector	dards	Manufacturer		М	aintenance Or	ganization		Depar	tment of Tra	d by Canadian ansport		
	A Designee	,	Repair Station	X	In	spection Author	orization	Oth	er (Spec	cr(y)			
Certificate or Designation N	lo. 2695 9	973	Signature/Date of Au	thoriz	red	Individual	10/14	1/2	2016	sua i no tractica	the state of the s		

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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.

		N98624		10/13/2016	
		Nationality and Registr	ation Mark	Da	ate
Right magneto removed and replaced SA03286CH dated 01/15/2015 in accordance revised. End////////////////////////////////////	ordance with EIS-61000 insta	Illation manual revision	9 dated 11/0	03/2015. We	eight and
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and the second second	· · · · · · · · · · · · · · · · · · ·				
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US Department
of Transportation
Federal Aviation
Administration

٦.	OMB'No: 2120-0020 Еxp: 8/31/2014	Electronic Tracking Number
	,	For FAA Use Only
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Feder	nsportation ral Aviation nistration		(AII	Trame	, Powerplant, I	Prop	9110	er, or Appi	iance)		* .		
instr	uctions		ition o	f this fo	rm. This report is							esequent revision thereof) for sult in a civil penalty for each	
Nationality and Registration Mark							. ;		Serial No.	64			
1. Airc	craft	N98624 Make						··	Model _	10A-00		Series	
CESSNA							. ,	340A					
•		Name (As	show	n on re	gistration certificate)			Address (As s		gistration (certificate)	
2. Owi	ner	Darrel	IDF	Holms	strom			• •	Address 3020 B			State AK	
									Zip 99504		Count	try USA	
							3. F	or FAA Use	Only				
	4. Type)			T		5. l	Jnit Identifica	ation				
Rep	pair	Alteration		Unit		Ma	ke			Model		Serial No.	
			AIRF	RAME					(As describe	d in Item 1 a	above)		
		Ø	POW	/ERPLA	PLANT Contin			ental TSIO-			1 B	276940-R	
Ε			PRO	PELLEF	₹								
i					Туре								
]		APPL	LIANCE	Manufacturer								
						6		nformity Sta					
A. Age		ame and A	ddress	3			В. I	Kind of Agend	ated Mechanic		Man	ufacturer	
	3020 Brittary					_	Ĥ	`				ertificate No.	
City	Anchora			ICA	State AK			Certificated F	Repair Station		· · · · · · · · · · · · · · · · · · ·	2695973	
		hat the rep	air and		ration made to the with the requiremen			entified in item		scribed on t		e or attachments hereto	
					ct to the best of my				. I euciai Avialio	i i Negulatioi	is and tha	t die momadon	
	ded rang CFR Pa			Si	gnature/Date of Au	thoriz	ed I		10/13/2	2016			
		·····				7. Apı	prov	al for Return	to Service			· · · · · · · · · · · · · · · · · · ·	
						elow,		unit identif		vas inspect		manner prescribed by the	
	4 .	Fit. Stand	lards		lanufacturer		Ma	Maintenance Organization			ns Approve tment of Tra	d by Canadian ansport	
BY	FAA	\ Designee		F	epair Station	х	Ins	spection Auth	orization	Other (Spec	cify)		
Certific Design	ate or ation No	. 26959	73	Si	gnature/Date of Au				10/14	/zous			

 Description of Work Accomplished (If more space is required, attach additional sheets. Identify with aircraft nation 	nality and registration mark and dat	e work completed.)
en e	N98624	10/13/2016
	Nationality and Registration Mark	Date
This engine modified by installation of American Aviation Inc intercoo SE4159NM and American Aviation Inc Top Drawing List TDL063 Rev STC SA4158NM. Engine operating limits are specified in the American supplement which is required by STC SA4158NM. End////////////////////////////////////	ler and associated systems in ac vision G dated 05/04/1993. Air	craft has been modified per
		· · · · · · · · · · · · · · · · · · ·
		
Additional Sheets	Are Attached	

US Department
of Transportation
Federal Aviation
Administration

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OMB No. 2120-0020 Exp: 8/31/2014	Electronic Tracking Number					
	For FAA Use Only	}				

Fe	Transportation derai Aviation dministration	on	(Airframe, Powerplant, Propeller, or Appliance)					visites.	***				
NSTRUCTIONS: 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))													
Nationality and Registration Mark N98624 Make CESSNA					Serial No. 340A-0064								
						Model	40A	· · · · · ·		Series			
		1	me (As shown on registration certificate)				er er og er ger er er gegan er er e		As shown 020 Britteny P	-	•	n certificate)	
2. (Owner	Darrel	I D Ho	Imstr	om			-	nchorage	1		State AK	
		<u> </u>			***************************************		Zip 99504				, co	untry USA	
		·····					3. For FAA Use	Only	·····				
	4. Typ						5. Unit Identifica	ition			-		
- 1	Repair	Alteration	U	nit	 	Mal	ke		Mod			Serial No.	
			AIRFRA	ME				(As desc	cribed in It	em 1 a	ibove)		
		×	POWER	(PLANT	Conf	ental	TSI	TSIO-520-NB			276944-R		
			PROPE	LLER									
			APPLIAI	NCE	Type Manufacturer								
Δ /	Agengy's h	Name and Ad	ddraeg			6.	B. Kind of Agend						
Nam		D Holmstrom	701622			\dashv		y ated Mechanic	:		М	anufacturer	
Addr	ess 3020 Britta					_		`-				Certificate No.	
City Zip	Anchora 99504	 	untry USA		State AK	_		Certificated Repair Station Certificated Maintenance Organization 269597			2695973		
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.													
per	Extended range fuel per 14 CFR Part 43 App. B Signature/Date of Authorized Individual 10/13/20/6												
							proval for Return						
					ons specified be ministration and is			Approved		ejecte		he manner prescribed by the	
BY	Ins	A Fit. Stand spector	lards	Man	ufacturer		Maintenance Or	ganization		Persons Approved by Canadian Department of Transport			
	1 1	A Designee	, <u> </u>	Repa	air Station	x	Inspection Auth	orization	Other	(Spec	city)		
Cerl Des	tificate or signation N	io. 26959	173	Signa	ature/Date of Auti	horiz		10/	14/2	010	6		

This engine modified by installation of American Aviation Inc SE4159NM and American Aviation Inc Top Drawing List TD STC SA4158NM. Engine operating limits are specified in the supplement which is required by STC SA4158NM. End////////////////////////////////////	OL063 Revision G dated 05/04/1993. Aircraft has been modified per e American Aviation Inc FAA approved aircraft flight manual
SE4159NM and American Aviation Inc Top Drawing List TD STC SA4158NM. Engine operating limits are specified in the supplement which is required by STC SA4158NM.	oc intercooler and associated systems in accordance with STC DL063 Revision G dated 05/04/1993. Aircraft has been modified per e American Aviation Inc FAA approved aircraft flight manual
SE4159NM and American Aviation Inc Top Drawing List TD STC SA4158NM. Engine operating limits are specified in the supplement which is required by STC SA4158NM.	OL063 Revision G dated 05/04/1993. Aircraft has been modified per e American Aviation Inc FAA approved aircraft flight manual
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tari a manana sa manana a man	Miller (1986) - Communication of the Communication
	and the second
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US Department
of Transportation
Federal Aviation
Administration

	Electronic Tracking Number				
OMB No. 2120-0020					
2/28/2011					
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)) Nationality and Registration Mark Serial No. 340A-0064 N98624 1. Aircraft Make Series Model 340A Cessna Name (As shown on registration certificate) Address (As shown on registration certificate) Address 3020 BRITTANY PL 2. Owner City **Anchorage** State AK HOLMSTROM DARRELL D 99504-3986 Country USA 3. For FAA Use Only 5. Unit Identification 4. Type Repair Alteration Unit Serial No. Make Model (As described in Item 1 above) $\overline{\mathbf{V}}$ AIRFRAME POWERPLANT **PROPELLER** APPLIANCE Manufacturer 6. Conformity Statement A. Agency's Name and Address B. Kind of Agency U. S. Certificated Mechanic Avionics Specialists of Alaska Manufacturer Address 3625 Aircraft Dr Foreign Certificated Mechanic C. Certificate No. State AK Certificated Repair Station Anchorage 99502 Country USA Certificated Maintenance Organization X95R014X 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. Signature/Date of Authorized Individual Extended range fuel per 14 CFR Part 43 App. B 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 Persons Approved by Canadian Manufacturer Maintenance Organization Inspector Department of Transport BY Other (Specify) FAA Designee Repair Station Inspection Authorization

Stanature/Date of Authorized Individual

Certificate or

Designation No. X95R014X

8. Description of Work Accomplished (If more space is required, attach additional sheets. Identify with aircra	ft nationality and registration mark and dat	e work completed.)
	N98624	9-16-16
	Nationality and Registration Mark	Date
Installed Garmin GDL88 as per STC #SA02119SE, Installaccordance with FAA approved Master Drawing List, 005-revision.	ation of Garmin GDL88 ADS-B UA 00645-02, Rev. 1, dated 12/28/20	AT Transceiver System in 12, or later FAA approved
An FAA-approved Airplane Flight Manual Supplement for 190-01310-02, Rev. 3, dated 10/22/2015, has been provided	the Garmin GDL 84/88 ADS-B Tra led to the operator.	ansceiver, Document No.
Instructions for Continued Airworthiness (ICA) for the GDL 10/22/2015, has been provided to the operator.		
END)	
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e e e e e e e e e e e e e e e e e e e		
		1
Additional	Sheets Are Attached	

US Department
of Transportation
Federal Aviation
Administration

Form Approved OMB No. 2120-0020	Electronic Tracking Number				
2/28/2011					
For FAA Use Only					

9-16-16

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)) Nationality and Registration Mark Serial No. N98624 340A-0064 1. Aircraft Make Model Series 340A Cessna Name (As shown on registration certificate) Address (As shown on registration certificate) Address 3020 BRITTANY PL 2. Owner City **Anchorage** State AK HOLMSTROM DARRELL D 99504-3986 Country USA 3. For FAA Use Only 5. Unit Identification 4. Type Alteration Make Serial No. Repair Unit Model (As described in Item 1 above) $\overline{}$ AIRFRAME POWERPLANT **PROPELLER** Туре **APPLIANCE** Manufacturer 6. Conformity Statement A. Agency's Name and Address B. Kind of Agency U. S. Certificated Mechanic Avionics Specialists of Alaska Manufacturer Address 3625 Aircraft Dr Foreign Certificated Mechanic C. Certificate No. City Certificated Repair Station Anchorage State AK 99502 Country USA Certificated Maintenance Organization X95R014X 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. Signature/Date of Authorized Individual Extended range fuel per 14 CFR Part 43 App. B 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 Approved Administrator of the Federal Aviation Administration and is Rejected FAA Flt. Standards Persons Approved by Canadian Manufacturer Maintenance Organization Department of Transport Inspector BY Other (Specify) FAA Designee Repair Station Inspection Authorization

Signature/Date of Authorized Individual

vos of

Certificate or

Designation No.

X95R014X

	N98624	9-16	-16
	Nationality and Re		Pate
noved old engine gauges and installed allation of Electronics International Inc. the Installation Instructions, Documen sion. This modification must be inspectually for Continued Airworthiness, Eduarde to be updated by customer.	Glass Panel Engine Monitor (with line to No. II 02151301, Revision B, dated ted and maintained in accordance will be current No. 06211301, Revision B,	n Flight Data) CGR-30P June 21, 2013, or later th Electronics Internatio	in accordand FAA-approve nal, Inc.
	END		
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UNITED STATES OF AMERICA

DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

Application for Export Certificate of Airworthiness

Form approved. Budget Bureau No. 04-R 0059

President (Title)

E-151062

INSTRUCTIONS This application is to be submitted to an authorized FAA representative (one copy) when the product(s) to be
exported is (are) presented for inspection. Use Part I for Class I products and Part II for Class II. For complete aircraft execute
items 1 through 11 as applicable. For engines and propellers, omit items 5A and 6. Part III is for FAA use only.

items 1 through	h 11 as applicable. For engines	and propellers	s, omit items 5A and 6. P	art III is for F	AA use only.	
		P	ART I			
IS (ARE).	N IS MADE FOR AN EXPORT CER	TIFICATE OF A			r(S) DESCRIBED B	ELOW, WHICH
Fontana Aviation, Inc. Ford Airport Iron Mountain, Michigan 49801			AND ADDRESS OF FOREIGN red Schilling Boeckler Str # 20 Dinslaken, y	4. COUNTRY OF West Germany	DESTINATION	
s. DESCRIPTION	OF PRODUCT(\$)					
TYPE	MAKE AND MODEL	IDENTIFI- CATION NO.	SERIAL NUMBERS	FAA SPEC. NO.	OPERATING TIME (Hours) SINCE	
a AIRCRAFT	Cessna 340A	D-IMMS	340A0064	3A25	_	8.8
	Continental TSI0520	-N	L 509185-17		-	8.8
b. ENGINES		····	R 509211-::	E8CE	-	8.8
c. PROPELLERS McCauley Hub 3AF32C93-X			E 761587 R 761583	P22EA	-	8.8 8.8
	AFT WAS GIVEN A SATISFACTORY		(Date)		HINESS DIRECTIV	ES. AND
OTHER FAA	REQUIREMENTS?		(Explain in "Remarks")	,		
	CABLE SPECIAL REQUIREMENTS	NO	(Explain in "Remarks")	NOI	<u></u>	
9. HAS PROPER SHIPPED?	R PREVENTATIVE TREATMENT BE		TO PRODUCTS SUSCEPTIBL	LE TO RAPID C	ORROSION WHEN	BEING
10. REMARKS						
The unde	CERTIFICATION resigned certifies that the above stat	ements are true	and that the product(s) des	cribed herein i	s (are) airworthy	and in
condition fo	or safe operation except as may b	e noted under	item 10 "Remarks," abov	e.		

ann o Authorized Representative)

August 11, 1976

(Signature of App

	PART II	~
	ERONAUTICAL PARTS FOR EXPORT AS INDICATED BE	LOW:
13. NAME AND ADDRESS OF EXPORTER	14. NAME AND ADDRESS OF FOREIGN PURCHASER	15. COUNTRY OF DESTINATION
	10	
16. PARTS ARE ELIGIBLE FOR INSTALLATION OF	(Make and Model Class Product)	(FAA Spec. No.)
17. THE PARTS ARE (check one):	☐ NEW ☐ NEWLY OVERHAULED	
18. THE PARTS ARE DESCRIBED (check one):		
_		
 By Name, Part Number, and Quantity on the Below by Name, Part Number, and Quantity 	e attached Invoice or Packing Sheet No.	<u> </u>
	•	
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• 100	•	
19. EXPORTER'S CERTIFICATION		
I certify that the foregoing statements are tr	rue and that the parts described herein are airworthy and con	form to FAA approved design
data.		
	e of Applicant or Authorized Representative)	(Title)
PART III—	-APPROVAL (FOR FAA USE ONLY)	
20. IT IS CONSIDERED THAT THE PRODUCT(S) D	DESCRIBED IN IS (ARE)	AIRWORTHY AND CONFORM(S)
TO PERTINENT REQUIREMENTS EXCEPT AS	NOTED IN ITEM 10. (Part I or II)	
$\forall i \in \mathcal{A}$	-	
1 Japan of Hore	161-6ADO-8 (Number)	8-11-76
/ (Signature)		
Check One: DMIR	\square delegation option MFR. \square Fa	A INSPECTOR
21 APPROVAL TA	GS, FORMS FAA 8130-3, WERE ISSUED FOR THE PARTS	DESCRIBED IN PART II.
(Quantity) 22. EXPORT FILE SPOT-CHECKED BY:		
•		
(FAA Supervising Inspects	or) (D. O. No.)	(Date)

The United States of America Bepartment of Transportation

Federal Aviation Administration

No. E-151062

Washington, D.C.

Export Certificate of Airworthiness

	riation Administration, Numbered 3	
•		tificale, is considered airworthy in accordance with a
.comprehensive	and detailed airworthiness code of the	United States Government, and is in compliance with
those special	requirements of the importing coun	try filed with the United States Government, except
		o compliance with any agreements or contracts between
	l purchaser, nor does it constitute auth	
Product:	AIRPLANE	ENGINES INSTALLED:
Manufacturer.	CESSNA AIRCRAFT COMPANY	2 Continental TSIO-520-N Serial Nos. 509185 and 509211
Model:	340A	PROPELLERS INSTALLED:
Serial No.:	340A0064	2 McCauley 3AF32C93 (Hub) 82NC-55 (Blades), Serial Nos. 761587, 761583
New 🗷 /	Yewly Overhauled 🗆	
Used Aircraft		
	ich emparted; GERMANY	
Country to wh	ich exported:	

RICHARD L. PORTER

Signature of Authorized Representative

08-11-76

Date

AGL-GADO-8

District Office or Designee Number

¹ For complete aircraft, list applicable specification or Type Certificate Data Sheet numbers for the aircraft, engine, and propeller. Applicable specifications or Type Certificate Data Sheet, if not attached to this export certificate, will have been forwarded to the appropriate governmental office of the importing country.

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US Department
of Transportation
Federal Aviation
Administration

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Form Approved OMB No. 2120-0 11/30/2007	Electronic Tracking Number
1.0	For FAA Use Only

Corey Wehmeyer

May 27, 2009

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المراجعة الماسية المستواد الماسية الما	1. 	files for set		L. N	ationality a	ind Regist	ration Mark	· · · · · · · · · · · · · · · · · · ·	Date	, ,	
Aircraft s/n: 340A-0064 Aircraft modified by installar instructions, Report No. 403 SA544GL. Aircraft weight a	28, dated 12 Octob	er 1985. Uni	it interfaced	d with e	xisting fue	el flow trai	nsducers. I	n Company installation co	nstallat onforms	ion s to ST(С
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US Departmen	t
of Transportation	on
Federal Aviati	on
Administration	

MAJOR REPAIR AND ALTERATION

	Form Approve OMB No. 2120 11/30/2007	d 0-0020	Electro	onic	Track	ding No	umber	•	
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US Depa of Trans Federal Adminis	portatio Aviatio	n On	(Airl	frame,	Powerplant, I	Proj	ре	ller, or App	liance)		-,	544° (3	For FAA Use Only	
instru	ctions		ition of	f this form									osequent revision thereof) for sult in a civil penalty for each	
		Nationality USA			ion Mark N98	624			Serial No. 340A-0064					
1. Aircn	CESSNA							Model 340A	Series					
Name (As shown on registration certificate) Mile High Aviation LLC								Address (As a Address 8620 I City San A Zip 78216	New ntoni	Braunf o	gistration els Ave Cour	Ste 422 State TX		
		<u> </u>		-			3	For FAA Use					my	
												·	•	
	4. Typ	 Эе					5.	Unit Identifica	ation				<u> </u>	
Repa	air	Alteration		Unit		Ma	ke			Mod	del		Senal No.	
		X	AIRF	RAME					(As described in Item 1 above)					
			POW	ERPLAN	IT .									
			PROF	PELLER										
			APPL	IANCE	Type Manufacturer								·	
				*		6	_	onformity Sta						
		lame and A	aaress				B X	. Kind of Agend	eted Mechanic	-		Mar	nufacturer	
_		AIRPORT L	OOP	RD		_	۲		ificated Mechanic				ficate No.	
_	(ERR 18028	VILLE			StateTX	_	F		Repair Station			336494	1	
D. c	certify	that the rep	accord	dance wi	ration made to the th the requiremen t to the best of my	ts of	Ρa	identified in ite	Maintenance Organ em 5 above and 5. Federal Aviatio	des	cribed o	on the rev	verse or attachments hereto at the information	
Extended range fuel Signature/Date of Authorized In per 14 CFR Part 43 May 27, 2009					I Individual Corey Weh	meyer (
					7	′. Áp	pro	oval for Return	to Service					
					sons specified b dministration and		, t		ied in item 5 v		inspect Rejecte		e manner prescribed by the	
вү —		A Fit. Stand spector	lards	Ma	anufacturer		N	Maintenance Or	ganization		Depar	tment of T	ed by Canadian ransport	
01	FA	A Designee	,	Re	pair Station	х	J	nspection Auth	orization	Othe	er (Spe	cify)		
Certifica Designa		lo.		Sig	nature/Date of Au	thori	zec	d Individual	//	,			<u> </u>	
336	3364941 May 27, 2009 Corey Wehmeyer													

8. Description of Work Ac (If more space is require	complished d, attach additional sheets. Identify with aircraf	ft nationality and registration mark and da	te work completed.)
		USA N98624	05/27/2009
		Nationality and Registration Mark	Date
Manual Report No 34-01 Instructions for Continue	Hobbs: 820.8 allation of a vapor cycle air conditioning syst 0-61M dated 09-01-1995. Aircraft weight a d Airworthiness are contained in Kieth Proc Rev. G, dated August 21, 2006.	tem, STC SA16RM, in accordance with	Nieth Products, Inc. Installation
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	$\frac{1}{2} \left(\frac{1}{2} \right) \right) \right) \right) \right)}{1} \right) \right) \right)} \right) \right)} \right)} \right)} \right)} \right)} \right)} \right$		gradient de la company de la c
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	□ Additional	Chasta Ass Attached	

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

SPECIAL AIRWORTHINESS CERTIFICATE

ł					
A	CATEGORY	DESIGNATION RESTRICTED			
	PURPOSE	WEATHER CONTRO)[
В	MANU-	NAME N/A	<u></u>		
B	FACTURER	ADDRESS N/A			
$\overline{}$		FROM See attached operati	ng limitations		
C	FLIGHT	TO See Item "D" on revers	se side of this certificat		
2	N- 9862	· · · · · · · · · · · · · · · · · · ·	SERIAL NO. 340A0064		
D	BUILDER	CEssna	MODEL 340A		
	DATE OF IS		EXPIRY UNLIMITED		
OPERATING LIMITATIONS DATED 03/13/2001			ARE A PART OF THIS CERTIFICATE		
Ε	SIGNATURE 6	FAA HEPRESENHATIVE	DESIGNATION OR OFFICE NO.		
	Col	AND A TED A VIJANI	SW-17		
	EDWA	TRAYHAN TRAYHAN	VII - /		

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

A	This airworthiness certificate is issued under the authority of the Federal Aviation Act of 1958 and the Federal Aviation Regulations (FAR).
В	This airworthiness certificate authorizes the manufacturer named on the reverse side to conduct production flight tests, and only production flight tests, of aircraft registered in his name. No person may conduct production flight tests under this certificate: (1) Carrying persons or property for compensation or hire; and/or (2) Carrying persons not essential to the purpose of the flight.
С	This airworthiness certificate authorizes the flight specified on the reverse side for the purpose shown in Block A.
D	This airworthiness certificate certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to meet the requirements of the applicable FAR. The aircraft does not meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention On International Civil Aviation. No person may operate the aircraft described on the reverse side: (1) except in accordance with the applicable FAR and in accordance with conditions and limitations which may be prescribed by the Administrator as part of this certificate; (2) over any foreign country without the special permission of that country.
E	Unless sooner surrendered, suspended, or revoked, this airworthiness certificate is effective for the duration and under the conditions prescribed in FAR Part 21, Section 21.181 or 21.217.

Precision Aircraft Services

PO Box 60273
San Angelo, Tx 76906
915 949 0643
915 9495241 fax
pas@wcc.net

November 4, 2003

FAA GADO 10100 Reunion Place Suite 200 San Antonio, Tx 78216

frank Colins

ATT: Ed Trayhan

Enclosed is the special airworthiness certificate from West Texas Weather Modifier's Cessna 340A, N98624, SN 340A0064, for the purpose of weather control. We would like to surrender this certificate, as we are returning this aircraft to normal category with no plans to use it for weather control anymore.

Thank You,

Frank E Hinds

Agent

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U.S Department of Transportation Federal Aviation Administration

FLIGHT STANDARDS DISTRICT OFFICE

10100 Reunion Place, Suite 200 San Antonio, Texas 78216-4118 (210) 308-3300 (FAX) 308-3399

RESTRICTED CATEGORY OPERATING LIMITATIONS

N98624

Cessna 340A

S/N 340A0064

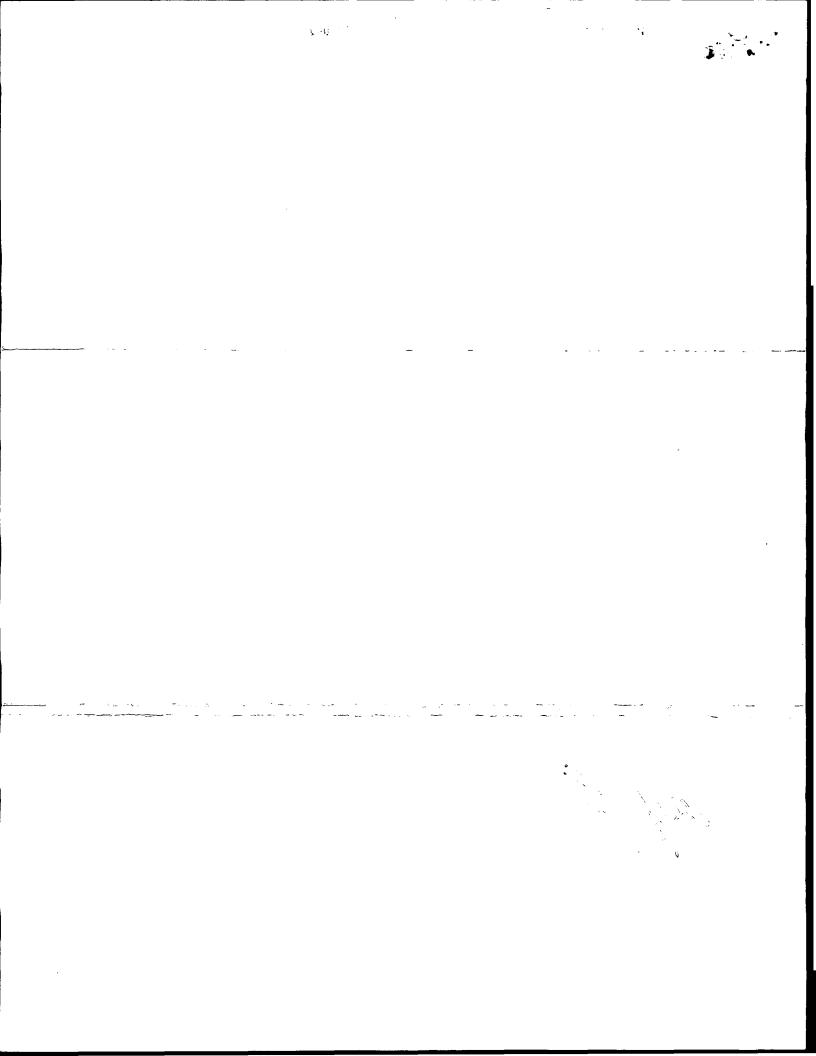
- 1. In addition to all other applicable FAR's, this aircraft must be operated in accordance with FAR 91.313 and these operating limitations when configured in the restricted category.
- 2. A copy of these operating limitations must be carried in the aircraft at all times when operating in the restricted configuration.
- 3. No person may operate this aircraft unless the appropriate airworthiness certificate is displayed at the cabin or cockpit entrance so that it is visible to passengers or crew.
- 4. Each conversion from one category to another must be accomplished in accordance with the instructions contained on FAA Form 337, dated <u>February 27, 2001</u>.
- 5. Current Weight and Balance, and Center of Gravity Data will be determined for each configuration prior to operation in that configuration.
- 6. When configured in the Restricted category, the word "RESTRICTED" must be displayed near each entrance to the cabin or cockpit in letters not less than 2 inches in height nor more than 6 inches in height.
- 7. Following a configuration change, a maintenance record entry, signed by the person making the conversation, must be made stating the category of the aircraft and must include a statement that the aircraft is "IN A CONDITION FOR SAFE OPERATION". This entry must be made by an appropriately rated certificated maintenance technician or an appropriately rated-authorized Repair Station.

8. No person may be carried in this aircraft during Restricted category operations unless that person is required for the purpose of the flight.

Edward J. Trayhan

Aviation Safety Inspector

March 13, 2001



U.S. Department of Transportation Federal Aviation

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

Form Approved OMB No.2120-0020

For FAA Use Only

Office Identification

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Instru	ctions and	disposition of t	his fo	ntries. See FAR rm. This report n (Section 901 F	is reauire	d by	law (49 U.S.C.	d AC 43. 1421). F	9–1 (or ailure t	subsequen o report can	t revisio result i	on thereof) for in a civil pena	lty not to	
1. A	ircraft	Make Cessna						Model 340A						
		Serial No. 340A0064					Nationality and Registration Mark N98624							
2 (Owner	Name (As sh	own o	n registration certifi	cate)		Address (As shown on registration certificate)							
2. \		West Texas	s Wea	ther Modification	Association	on	8696 Hangar Rd San Angelo, Texas 76904							
					3.	Fo	r FAA Use Only							
		· .												
	· · · · · · · · · · · · · · · · · · ·	- -		4. Ur	it identif	icat	ion					5. T	уре	
	Unit		Mak	e			Model			Serial No.		Repair	Alteration	
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POWI	ERPLANT													
PROF	ELLER				`									
APPLL	ANCE	Type Manufacturer		·										
					6. C	onfo	ormity Stateme	nt						
A. Aç	gency's N	ame and Addres	s			-	B. Kind of Ag	ency			C. C	ertificate No.		
Frank	E Hinds					×	U.S. Certificated	Mechanic			A&P2	042285		
	sion Aircra ox 60273	ft Services					Foreign Certifice	ted Mechai	nic					
	ingelo, Te	as 76906					Certificated Rep	air Station						
							Manufacturer							
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Date 11-3-2	2003				Si	gnat	ure of Authorize	d Individa	al		-			
					7. Appro	vaf	for Return To	Service						
	Pursuant the Admir	to the authority on istrator of the F	given edera	persons specific Aviation Admin	ed below, istration a	the and i	unit identified in S APPRO			ected in the		er prescribed	by	
BY	Insp	Fit. Standards ector		Manufacturer		X	Inspection A			Other (Sp	ecify)			
Date o	Щ.	A Designee I or Rejection	_	Repair Station Certificate or Des	ignation N	<u> </u>	Canada Airwort	Person Appoved by Transport Canada Airworthiness Group Signature of Authorized Individual						
11-3-2				AP456927714			Signature o		3	o V	84_	Gon	don Bennett	
			_											

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 s	sheets. Identify with aircraft nationality and registration mark and date work completed.)
removed by patching per Cessna model 340 and	nt and returned aircraft to normal category. Aircraft skin repaired where equipment d 340A (D930-28-13) maintenance manual, chapter 16 structual repairs, which allows er AC 43-13-1B, chapter 4, sectio 4, par. 4-50 thru 4-58. 2 each 6x8 patches on station wal patch on top right of center line at FS 252.
See weight and balance change this date.	
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•	Additional Sheets Are Attatched

of Fee	APPLICATION FOR U.S. Department of Transportation Federal Aviation Administration Administration							use only space is	ICTIONS - y. Submit of s required, nd VII as ap	riginal use att	only to a achment	n autho	orize	d FAA R	epre	sental	tive. If ad	ditional					
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C X MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited" as applicable.) A. REGISTERED OWNER (As shown on certificate of aircraft registration) IF DEALER, CHECK HERE																							
	NAME West Texas Weather Modification Assoc									ORESS 96 Hang	ger Roa						4		<u> </u>				
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VI. PRODUCTION FLIGHT TESTING	- 1		PRODUCTION CERTIFICATE (Give production certificate number)							
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\$		A	Operating Limitations and Markin	igs in Compliance with 14 CFR section 91.9,		G. Statemen	t of Conformity, FAA Form 8130-9 (Al	ttach when raqui	ired)		
VIII. AIRWORTHINESS DOCUMENTATION (FAA/DESIGNEE use only)		1	as Applicable			H. Fornion A	Invorthiness Certification for Import Air	ircraft	·		
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	X	D.	Current Weight and Balance Info	rmation Available in Aircraft		14 CFR Section CAR			(Original Attached)		
<u>-</u> 88€	10			Form 337 (Attach when required)		J. Current Ai	rworthiness Certificate Issued in Acco	rdance with			
2 8	K	×	This inspection Recorded in Airco		٦X	14 CFR Se	ection 21. 185/21.	187	(Copy attached)		
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UNITED STATES OF AMERICA

BEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

SPECIAL AIRWORTHINESS CERTIFICATE

			·	
A	CATEGORY	//DESIGNATION	RESTRICTED	
	PURPOSE	,	WEATHER CONTR	01.
В	MANU-	NAME	n/a	
D	FACTURER	ADDRESS	W/A	
C	FLICUIT	FROM. See a	ttached operat	ing limitations
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	N- 9862	Á		SERIAL NO. 34CA0064
٢	BUILDER	CEssna		MODEL 340A
	DATE OF IS		3/2001	EXPIRY UNLIMITED
	OPERATING	LIMITATIONS DA	FED 03/13/2001	ARE A PART OF THIS CERTIFICATE
E	SIGNATURE OF	AMREPRESEN ATIVE		DESIGNATION OR OFFICE NO.
	KDWA	RI J. TRAYE	AN	SW-17

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

	والمراجع والمستقل والمراجع
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С	This airworthiness certificate authorizes the flight specified on the reverse-side for the purpose shown in Block A.
D	This airworthiness certificate certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to meet the requirements of the applicable FAR. The aircraft does not meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention On International Civil Aviation. No person may operate the aircraft described on the reverse side: (1) except in accordance with the applicable FAR and in accordance with conditions and limitations which may be prescribed by the Administrator as part of this certificate; (2) over any foreign country without the special permission of that country.
ш	Unless sooner surrendered, suspended, or revoked, this airworthiness certificate is effective for the duration and under the conditions prescribed in FAR Part 21, Section 21.181 or 21.217.



U.S Department of Transportation Federal Aviation Administration FLIGHT STANDARDS DISTRICT OFFICE 10100 Reunion Place, Suite 200 San Antonio, Texas 78216-4118 (210) 308-3300 (FAX) 308-3399

RESTRICTED CATEGORY OPERATING LIMITATIONS

N98624

Cessna 340A

S/N 340A0064

- 1. In addition to all other applicable FAR's, this aircraft must be operated in accordance with FAR 91.313 and these operating limitations when configured in the restricted category.
- 2. A copy of these operating limitations must be carried in the aircraft at all times when operating in the restricted configuration.
- 3. No person may operate this aircraft unless the appropriate airworthiness certificate is displayed at the cabin or cockpit entrance so that it is visible to passengers or crew.
- 4. Each conversion from one category to another must be accomplished in accordance with the instructions contained on FAA Form 337, dated <u>February 27, 2001</u>.
- 5. Current Weight and Balance, and Center of Gravity Data will be determined for each configuration prior to operation in that configuration.
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8. No person may be carried in this aircraft during Restricted category operations unless that person is required for the purpose of the flight.

Edward J Trayhan

Aviation Safety Inspector

March 13, 2001

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27 February, 2001

To Whom It May Concern:

This is to advise that Robert R. Reece has the authority to proceed with any documents that concern the application for airworthiness for the aircraft that are being modified to install weather modification equipment. He also has the authority to file other documents as necessary to insure the completion of these aircraft. Mr. Reece in this capacity will be acting as our agent.

Sincerely,

Dale Bates

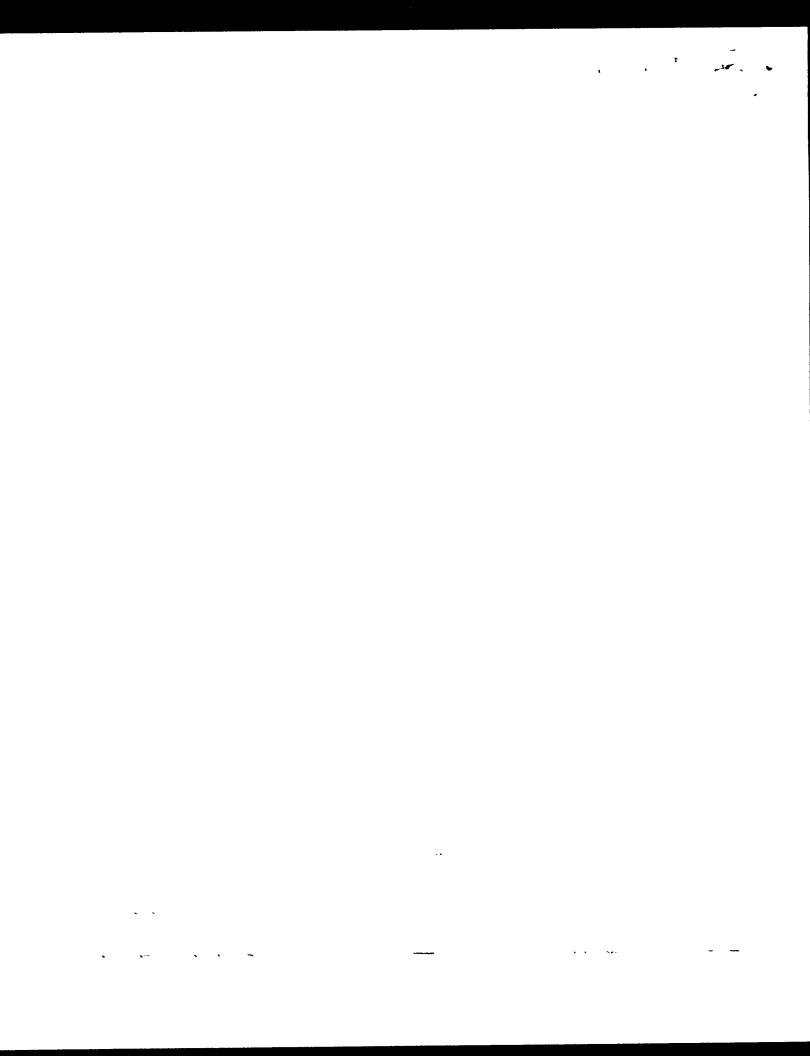
Texas Weather Modification Association

Cc: All Weather Groups

DEBRA V. GARCIA NOTARY PUBLIC

STATE OF TEXAS
My Commission Expires 05-25-2004

3/1/01



US Department of Transportation

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

Federal Aviation Administration

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

for each suc	h violation (Section	901 Federal Aviation Ad	ct of 19	958).									
4.45	Make Cessna						Model 340A				·		
1. Aircraft	Serial No. 340A0064		ŕ				Nationality and Registration Mark N-98624						
	Name (As show	n on registration certific	ate)				Address	'As shown on registi	ation certif	ficate)			
	West Texas	Weather Modifica	tion	Ass	soc			Hanger Road		,			
2. Owner	1					1	04						
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				3.	. For F	AA Use Only	у			<u> </u>			
4. Unit Identification 5. Type													
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APPLIANCE										ŀ			
AFFLIANCE	Manufacturer						1						
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1878 Reece				1		eign Certificate		:					
San Angelo	o, Tx. 76904			-		tificated Repai		16	l				
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	FIL Standards ector	Manufacturer	х	Ins	spection	n Authorizatio	on	Other (Specify)					
	Designee	Repair Station		Ca	anada A	pproved by T Airworthiness	Group						
Date of Approva	-	Certificate or Designation No.		Sig		ofAuthorize							
27 Feb 200	01	I/A 408585892			L	her		Juce					

NOTICE

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

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

The work accomplished to install Weather Modification Equipment on Cessna 340A, S/N 340A0064, registration N-98624 was completed in accordance with the following:

- 1. Engineering Authorization 02-01001 dated February 25, 2001
- 2. Form 8110-3 dated February 25, 2001

Equipment installed is as follows:

- 1. Two belly flare racks- bottom of fuselage
- 2. Two wing flare racks- one each wing
- 3. Flare racks control panel- under instrument panel
- 4. Telementry radio- in baggage area
- 5. Telementry antenna- bottom of fuselage except location is at station 294
- 6. Restricted sign cabin entrance window

All work was done per the above 8110-3. Installation of all or any part of the equipment will require the aircraft to be entered into the RESTRICTED category (with the exception of the wiring and antennas which will remain with the aircraft).

Conversion to the standard category from the restricted category will require removal of equipment in accordance with the following: 1. Two belly flare racks- remove the twelve AN3 bolts, nuts, and washers, unplug the cannon plugs and lower the racks. reinstall the twelve bolts, washers, and nuts just removed. Place dust caps on the aircraft cannon plugs. 2. Two wing racks- remove the cannon plugs and place dust caps on the aircraft plugs, remove the six AN3-13A bolts, nuts, and washers from the mounting bars, replace the removed bolts with AN3-6A bolts, nuts, and washers.3. Disconnect the connectors behind the control panel, remove the two screws mounting the panel to the instrument panel, stow the wiring remaining according to AC 43-13-2A. 4. Remove the restricted sign from the cabin entrance window. 5. Remove the restricted airworthiness certificate and display the standard certificate. This work may be accomplished by a certified mechanic or repair station personnel. A new computed weight and balance must be entered into the aircraft log books with a statment that the aircraft is now in the standard category and is in a safe condition for operation.

Conversion back to the restricted category is accomplished by reversing to above procedure and may be done by a certified mechanic or repair station personnel. Compute a new weight and balance and enter into the aircraft log books with a statment that the aircraft is now in the restricted category and in a safe condition for operation.

All hardware is aircraft material and the wiring is installed from the control panel to the equipment as follows: under the flooring to and back to the exits for the equipment. Wiring is routed clear of all system operating controls, heat ducts and is secured using AC 43-13-1B and 2A. All equipment is protected via a 15 amp circuit breaker mounted on the aircraft breaker panel and labled WX EQPT. All control panel operations are labled as to function. A GPS antenna was installed on top of the fuselage at station 254, and a UHF antenna was installed on the fuselage bottom at station 294 using AC43.13-2A,Ch.3,Sect.39 fig. 3.6/3.8 also Sect.38 fig.3.6/3.8 as a reference. Wiring and switches, and circuit breaker was installed using AC43.13-1B Sect.3 Para.11-31,32, Sect. Para.11-49,50, Sect 5,6,7,8 as reference.

In the restricted category the electrical load does not exceed 80% of the alternator capacity.

Weight and balance was revised and entered into the log books Restricted category operating limitations placed in the aircraft flight manual Equipment functions as intended per FAR 23.1301 and does not interfere with the airworthiness or functions of any other equipment per FAR 23-1309

This aircraft requires a test flight to insure that none of the installed equipment interferes with the operation of the aircraft. A log book entry must be made recordint this flight.

Instruction for Continued Airworthiness are attached dated February 27, 2001

Reece Aircraft Service Co. 1878 Reece Road San Angelo, Tx. 76904 27 February 2001

Instructions for Continued Airworthiness

Cessna 340A, N-98624, S/N 340A0064

With Weather Modification Equipment

- 1. Introduction: This major alteration obligates the aircraft operator to include the following maintenance information provided by this document in the owner/operators aircraft maintenance manual and the aircraft scheduled maintenance program.
- 2. Description: The weather modification equipment consists of two belly flare racks, two wing flare racks, one control panel, one telemetry radio, one telemetry antenna, one GPS antenna, and associated wiring. The function of the equipment is to be used in seeding clouds for rain enhancement.
- 3. Control information: The equipment is controlled via the control panel, which consists of some toggle, rotary, push button switches, and lights. The control panel in mounted under the co-pilots instrument panel. The panel and equipment is protected by a 15-amp circuit breaker located in the aircraft breaker panel labeled WX EQPT. The belly flare racks has one rotary switch, one left/right switch, and two push button switches. One switch for advancing the rack rotary selection switch and one for the firing. The wing racks have a rotary switch, a left/right, and a firing push button switch. An on/off power switch and a power lamp is provided. There are 12 led lamps to indicate the belly rack switch position, amber is number one position and 2 through 12 are green.
- 4. Servicing information: should there be a malfunction the only servicing required is to trouble shoot the electrical wiring, circuit breaker or switch.
- 5. Maintenance instructions: During periodic inspections the mounting, bolts, and wiring should be checked for security.
- 6. Troubleshooting information: See #4 above.
- 7. Removal and replacement information: See 337 dated this date, Aero Tech's E.A. 02-01@1 dated February 25 2001.
- 8. Diagrams: There are no access plates to be removed for inspection.
- 9. Special inspection requirements: NA

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- 10. Application of protective treatments: NA
- 11. Data: See item #7

- 12. List of special tools: NA
- 13. For commuter category aircraft: NA
- 14. Recommended overhaul periods: NA
- 15. Airworthiness limitation Section: There are no additional airworthiness limitations.
- 16. Revision: The Instructions for Continued Airworthiness (ICA) may be revised by submitting a letter to the local FSDO with a copy of the revised form 337 and revised ICA. The FAA inspector accepts the change by signing Block 3 and including the following statement: "The attached revised/new ICA dated_______ for the above aircraft or component major alteration have been accepted by the FAA, superceding the ICA dated_______. Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, its location and date of the 337 form.
- 17. Assistance: NA
- 18. Implementation and Record keeping: For major alterations performed in accordance with FAA Field Approval policy, the owner/operator operating under part 91 is responsible for ensuring that the ICA is made part of the applicable section 91.409 inspection program for their aircraft. This is accomplished when a maintenance entry in made in the aircraft's record in accordance with section 43.9. This entry records the major alteration and identifies the original ICA location. (e.g. Block 8 of form 337 dated 27 February 2001) along with inspection/maintenance requirements.

.

REVISED WEIGHT & BALANCE EQUIPMENT LIST

RESTRICTED CATEGORY

27 February 2001

AIRCRAET MANUFACTURER: CESSNA

MODEL: 340A

SERIAL NUMBER: 340A-0064 REGISTRATION; N-98624

MAXIMUM TAKE-OFF WEIGHT: 5990,0 MAXIMUM RAMP WEIGHT: 5990.0

		WEIGHT	ARM	MOMENT
PREVIOU	S W & B DATA DATED January 14 2000	4526.55	153,3	693939.75
REMOVE	D / INSTALLED THE FOLLOWING ITEMS:			
Two Wi	ly Flare Racks ng Flare Racks NTRY RADIO	70.0 24.0 10.0	220 184 237	15400.0 4416.0 2370.0
TELEMEN CONTRO GPS ANT		0.5 2.0 0.5	260 116 252	130.0 232.0 126.0
REVISED	WEIGHT & BALANCE DATA	4633.6	154,7	716613.75

NEW USEFUL LOAD = 1356.4 lb.

PREPARED BY: ROBERT REECE A/P 408585892 IA REECE AIRCRAFT CO. 1878 REECE ROAD SAN ANGELO, TX 76904

915-651-7882

E.A. 02-01001 SH.17

	U.S. DEPARTMENT OF TR				DATE
STATEMENT OF COMP	ions	February 25, 2001			
			OMPONENT IDENTIFIC		
MAKE	MODEL NO.		re, Radio, Helicopter, etc.)	NAMEOFA	PPUCANT
Cessna	340A		Airplane		AsroTech Designs
		LIST C	F DATA		
IDENTIFICATION			TITLE		
Ref (A) EA 02-01001	Weather Modified for being modified for (standard and resident) modify in	or atmosphe tricted).	aic testing. Weather Moo	198624, se lifteation i	rial number 340A0064 is 5 seeking dual certification
		,	~		
PURPOSE OF DATA					
APPLICABLE REQUIREMENTS (214)			h 23.305 and 23.603 thro	ugh 23.60	9
Appro-	of the Federal Aviation been examined in accordance been examined in accordance, namend approval of the two these data	n Regulation ordance with se data	ns, data listed above and it established procedures DESIGNATION NUMBERS(8)	and found	to comply with applicable CLASSFICATION(S)
R.S. Steenhofe	A.G. STEENE	IOLDT	DERT-405177-CE		STRUCTURES
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NORTHWEST AIRLINES

ENGINEERING AUTHORIZATION Rev. 02-01001 Structural Consultants to the Aviation Industry Name of Component Original Issue Date Hail Suppression Tests/Aircraft Modifications February 25, 2001 Aircraft Model Serial Number Hones Aircraft Type Cycles Latest Revision Date 340A 340A0064 Cersua Classification FBO / Operator Location Weather Modification, Inc. Texas Repair Modification New Design Design Engineer Mfg. Part Number Mfg. Serial No. Randall G. Steenholdt (FAA / DER)

Description:

The referenced aircraft will be modified per the following sections for the purpose of accomplishing atmospheric testing (hail suppression). Therefore, Weather Modification, Inc. is seeking to obtain dual certification status from the FAA. The specific aircraft will be modified via the following: 1) Wing mounted silver iodide generator, 2) Belly flare rack, 3) Wing flare rack, 4) Telemetry antenna, 5) Telemetry radio, 6) Wiring installation, 7) Generator control installation, S) Belly flare rack selector installation, 9) Belly flare rack control box, and 10) Wing flare rack control

WORK REQUIRED

General Notes

- Accomplish modifications per applicable requirements and standard aviation practices outlined in AC 43.13-1A and -2A. This includes the securing of wire bundles.
- 2. Maintain minimum .25" diameter radii at all air frame cutouts.
- 3. Maintain minimum 2D edge margin (center of the fastener hole to the edge of the part).
- Form, fit, and deburr all components.
- 5. Alodine and prime all aluminum parts per Cesspa SRM standard procedures.
- Fastener substitution acceptable as long as the strength meets or exceeds the specified hardware.
- Apply PR1422 (or equivalent) fay scalant to all mating surfaces.
- 8. When the atmospheric equipment is removed (excluding the remaining wire bundles, telemetry enterna installation, and repair doublers), the aircraft is considered to be in the standard category. Reference documents WMI-N234PS-005 and WMI-N123KK-006, dated 6/4/96 for modification requirements for dual certification operation (standard and restricted).

Section I; Wing Mounted Silver Iodide Generator Installation

- 1. The silver iodide generator is constructed as shown in Figure I. Reference Figures II and III.
 - A) The (2) inboard stabilizers are made from elongated (1.180" x .5") .049" wall thickness 4130 annealed steel. The inboard stabilizers are 18.0" - 19.0" in length. Attach to forward and aft spars with AN3-5A bolts and mating nuts (in .190" -.194" diameter holes).
 - B) The end angles are made from 1" (each flange) x .125" (thickness) 1020 angle, 1.0" wide.
 - C) Weld the end attachment angles to the rail per AC 43.13-1A, Section 2 welding requirements for low carbon steel material.
 - D) Reference EA 01-96022 for fabrication of hoop fixtures.
- The generator is attached to the lower wing via the forward and aft tip tank mounting locations.
 - A) Install an NAS6205-32 bolt and mating nut common to the forward attachment flange.
 - B) Install an AN4-6A bolt and mating nut common to the aft attachment flange.
 - C) The inboard stabilizers are attached to the forward and aft wing spars utilizing (2) AN3-5A bolts and mating nuts.
- 3. Minimally trim tank fairing as required to provide clearance for the generator fixture.
- 4. When not in the restricted eategory, remove the silver iodide generators.
 - A) Secure the wire bundles per AC 43.13-1A and -2A requirements.
 - B) Reinstall production bolts and hardware in wing tip attachment locations. Reinstall bolts and puts in forward and aft wing spars at inboard stabilizer location.

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Sheet 2

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SUBSTANTIATION

- 1. The hoop fixtures and inboard stabilizers have been statically tested per EA 01-96022, and are structurally approved.
- 2. The ultimate potential leading of the generator can be calculated as follows: (70 lbs.) x (9 g's forward crash load) = 630 hs.
- 3. The moment experienced at the (2) plate attachment locations (attaching the hoop fixtures to the vertical plate) can be calculated as follows: $(630 \text{ lbs}) \times (5.5^\circ) = 3465 \text{ in-lbs}$. This is very conservative in that bending would not realistic occur.
- 4. Therefore, each lug attachment must be able to withstand 3465 + 2 = 1733 lbs.
- 5. Per the Material Engineering manual, 1020 material has a tensile ultimate (Ftu) strength of 55 KSI. This is very similar to 1025 material. Per MIL-HDBK-SG, the bearing ultimate (Fbru) strength is 90 KSI @ 2.0
- 6. The hig strength of the (2) attach points can be calculated as follows: (.125" material thickness) x (.250" hole diameter) x (90 KSI Fbru) = 2812 lbs./fug. Therefore, the (2) lugs exceed the ultimate potential load of
- 7. The attachment of the rail assembly to the production wing tip fuel tanks is material critical with respect to the 1020 material. Per step 6, the shear-out of the 1020 material (.125" thick) is 2812 lbs. With a total potential load of 630 lbs. (9-g crash load), the (2) attachment points common to the wing tip fuel tanks is structurally acceptable.
- 8. Welding is accomplished in accordance with AC 43.13-1A requirements.
- At 70 lbs, installation weight and fuel weight of 7 lbs/gallon, this equates to 10 gallons of fuel reduction in the tip tanks to compensate for the installation weight. Fabricate and install (2) placards limiting fuel in the tip tanks (10 gallon reduction) when the silver iodide generator is installed.

Section II: Belly Flare Rack Installation

- 1. Reference Figure IV for fabrication of modification parts for the (3) belly flare racks and access doublers.
- 2. Attach the (3) flare racks (located side-by-side) at locations 192" and 240" aft of datum, spaced between the production stringers. The middle flare rack is installed at BL-0 of the belly skin.
- 3. At STA 170, cut out (3) 1.125" maximum diameter wire access holes in the fuselage skin centered in front of the flare racks.
- Fabricate and install internal repair doublers around the access holes per Figure V.
 - A) Maintain 125 AA surface finish.
 - B) Maintain .127" .135" hole diameters.
 - C) Alodine and prime per standard eviation practices.
 - D) Apply PR1422 or equivalent fay seakst prior to installation.
- 5. When not in the restricted category, remove the (3) belly flare racks.
 - A) Reinstell (6) AN3 bolts and mating nuts at each flare rack attachment point.
- 6. Secure the reasoning wire bundles per AC 43.13-1A and -2A requirements.
- . 7. Cap the PTOOE-1419S cannon plug to maintain pressurization.

SUBSTANTIATION

- Belly flare rack installations have been previously approved/substantiated per EA 01-94002.
- 2. Fuselage skin strength loss can be calculated as follows: (.032" thickness) x (1,125" hole diameter) x (37 KSI Fau) = 1332 lbs.
- The repair doubler is made from .040" 2024-T3 material, therefore material strength has been met.
- 4. Per MIL-HDBK-5G, the bearing strength of MS20427AD4 rivets in .032" 2024-T3 material is 368 lbs. The bearing strength of a CR3243-4 (oversize 1/8" diameter blind rivet) is 398 lbs.
- 5. The number of repair fasteners per quadrant can be calculated as follows: 1332 lbs. + 368 lbs./solid rivet == 3.6 or 4 solid rivets/quadrant. For blind fasteners in one of the quadrants: 1332 lbs. + 398 lbs./blind oversized rivet = 3.3 or 4 blind rivets/quadrant.
- 6. The PTOOE-1419S cannon plugs maintain stiffness and pressurization.

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Section III: Wing Flare Rack Installation

- 1. Reference Figure VI for fabrication and installation of wing flare racks.
- 2. The flare racks are installed on the upper surface of the wing skin (cradling the nacelles) centered between the production nacelle skin laps.
- 3. Pick up (4) existing lap joint fusteness (on the sides of the racelles) with AN3-13A bolts, AN960-3 washers (one between the nacelle skin and flare rack and one under the nut), and mating nuts with 250" 254" diameter holes.
- 4. Cut a 1.125° diameter hole in the lower aft inboard portion of the fiberglass tail fairing to provide access for the PT00E-14-19S cannon plug.
- . 5. Secure the cannon plug with (4) manufacturer screws and structural scalant.
- 6. When not in the restricted category, remove the wing flare racks.
 - A) Reinstall (4) AN4-4A bolts and mating muts common to the nacelle skin laps.
 - B) Disconnect the wiring and secure per AC 43.13-1A and -2A requirements.
 - C) Cap the remaining cannon plug.

SUBSTANTIATION

- Total weight of the flare rack and (12) flares is 12 lbs. The flares weigh 5 lbs. total and the rack assembly weighs 7 lbs.
- 2. Analysis will focus on the (12) flares extended aft of the flare rack assembly.
- 3. The ultimate potential load of the flare rack attachments can be derived by the moment of the flares as follows: (5 lbs.) x (9-g's crash load) x (9.0" moment arm length) = 405 in-lbs.
- 4. Therefore, each flare rack attachment point must be able to withstand: (405 in-lbs.) + (4) = 102 in-lbs.
- 5. The .032* 2024-T3 kap joint material must be able to withstand a 102 in-lbs tension load. With AN970-4 washers utilized to increase the bearing surface, the tension capability of the skin can be calculated as follows: (.032* skin) x (.44 in surface area of washer) x (60 KSI Ftu of 2024-T3) = 844 in-lbs. each attachment point.
- The attachment of the flares to the aft rack assembly beam was previously statically tested and approved via EA 01-96022.
- The access hole in the fairing panel, with the incoporation of the PT00E-14-19S cannon plug maintains the
 panel stiffness. The fairing panel is considered secondary structure.

Section IV: Telemetry Antenna Installation

- 1. Reference Figure VII for fabrication and installation requirements.
- 2. Cut out .75" maximum diameter hole in the belly of the functage skin, centered between the frames just aft of the aft edge of the main entry door (STA 252).
- 3. Fabricate repair doubler as noted in Figure VII.
 - A) Maintain .127" .135" diameter on all rivet holes and .55" .80" typical spacing (2D edge margin).
 - B) Maintain hole tolerances for antenna attachment fasteners per manufacturer instructions.
 - C) Maintain 125 AA surface finish.
 - D) Alodino and prime per standard aviation practices.
- 4. Install repair doubler on interior surface installing fasteners as noted.

SUBSTANTIATION

- 2. One gage heavier repair doubler is incorporated, therefore repair strength has been met.
- 3. Per MIL-HDBK-5G, the bearing strength of an MS20427AD4 rivet in .032" 2024-T3 material is 368 lbs.
- Number of repair fasteners required per quadrant can be calculated as follows: (888 lbs.) + 368 lbs./fastener)
 2.4 or 3 rivets/quadrant minimum. The incorporated repair installs minimum 7.

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Sheet 4

Section V: Telemetry Radio Installation

- 1. Reference Figure VIII for the installation of the telemetry radio.
- 2. Install (4) MS21059L3 or equivalent numblates as shown in Figure VIII maintaining typical spacing for added fastener location.
 - A) Install nutplates with (2) each MS20426AD3 rivers .098" -.103" diameter holes.
 - B) Maintain .190" .194" diameter attachment holes.
- 3. Install mounting fasteners as noted.
- 4. When not in the resticted category, remove the telemetry radio.
 - A) reinstall (4) AN-3 bolts in attachment locations.
 - B) Secure wire bundles per AC 43.13-1A and -2A.

SUBSTANTIATION

- 1. The ultimate load of the telemetry radio can be calculated as follows: (10 lbs) x (9-g's) = 90 lbs.
- 2. Four attachment fasteness greatly exceed the strength requirements to mount the telemetry radio.
- 3. The ultimate potential load is less than baggage which is intended to be carried in this area.

Section VI: Wiring Installation

- Fabricate and install wiring access reinforcement doublers at STA 200 (L/H and R/H) 6.0" -8.0" below the floor line per Figure IX.
 - A) Make from .040° 2024-T3 material.
 - B) Maintain 125 AA surface finish.
 - C) Maintain .127" .135" diameter on fastener holes,
 - D) Maintain 55° .80° typical specing and 2D minimum edge margin.
 - E) Alodine and prime per standard aviation practices.
 - F) Apply PR1422 or equivalent fay scalant prior to doubler installation.
- 2. Route wiring through as required.
- 3. Install \$45A12 wire bundle pressurization fitting per AC 43.13-2A, Chapter 13.

SUBSTANTIATION

- Strength loss can be calculated as follows: (.032" skin thickness) x (.75" diameter hole) x (37 KSI Fsu for 2024-T3 material) = 888 lbs.
- 2. Reference Section IV Substantiation for repair fastener requirements (solid rivets).
- 3. The installation of the S45A12 wire bundle pressurization fitting is per AC 43.13-2A, Chapter 13.

Section VII: Generator Control Installation

- 1. Reference Figure X for installation instructions/data.
- 2. Attach the noted equipment to the bottom edge of the copilot's instrument panel utilizing (2) standard trim screws. Layout to be determined by ergonomics.

SUBSTANTIATION

1. Even with a 9-g crash load, the miniscule weight imposes a negligible affect to the copilet's instrument panel.

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Section VIII: Belly Flare Rack Selector Installation

NORTHWEST AIRLINES

- Reference Figure XI for installation instructions/data.
- 2. Attach the noted equipment to the bottom edge of the copilot's instrument panel utilizing (2) standard trim screws. Layout to be determined by ergonomics.

SUBSTANTIATION

1. Even with a 9-g crash load, the miniscule weight imposes a negligible affect to the copilot's instrument panel.

Section IX: Belly Flare Rack Control Box Installation

- 1. Reference Figure XI for installation instructions/data.
- 2. Attach the noted equipment to the bottom edge of the copilot's instrument penel utilizing (2) standard trim screws. Layout to be determined by ergonomics.

SUBSTANTIATION

I. Even with a 9-g crash load, the miniscule weight imposes a negligible affect to the copilet's instrument panel.

SectionIX: Wing Flare Rack Control Installation

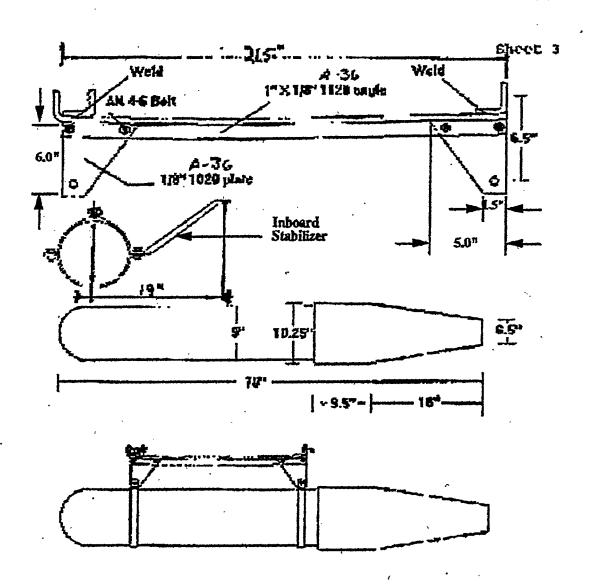
- 1. Reference Figure XII for installation instructions/data.
- 2. Attach the noted equipment to the bottom edge of the copilot's instrument panel utilizing (2) standard trim screws. Layout to be determined by ergonomics.

SUBSTANTIATION

1. Even with a 9-g crash load, the miniscule weight imposes a negligible affect to the copilot's instrument panel.

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E.A. Number 02-01001 Sheet 6

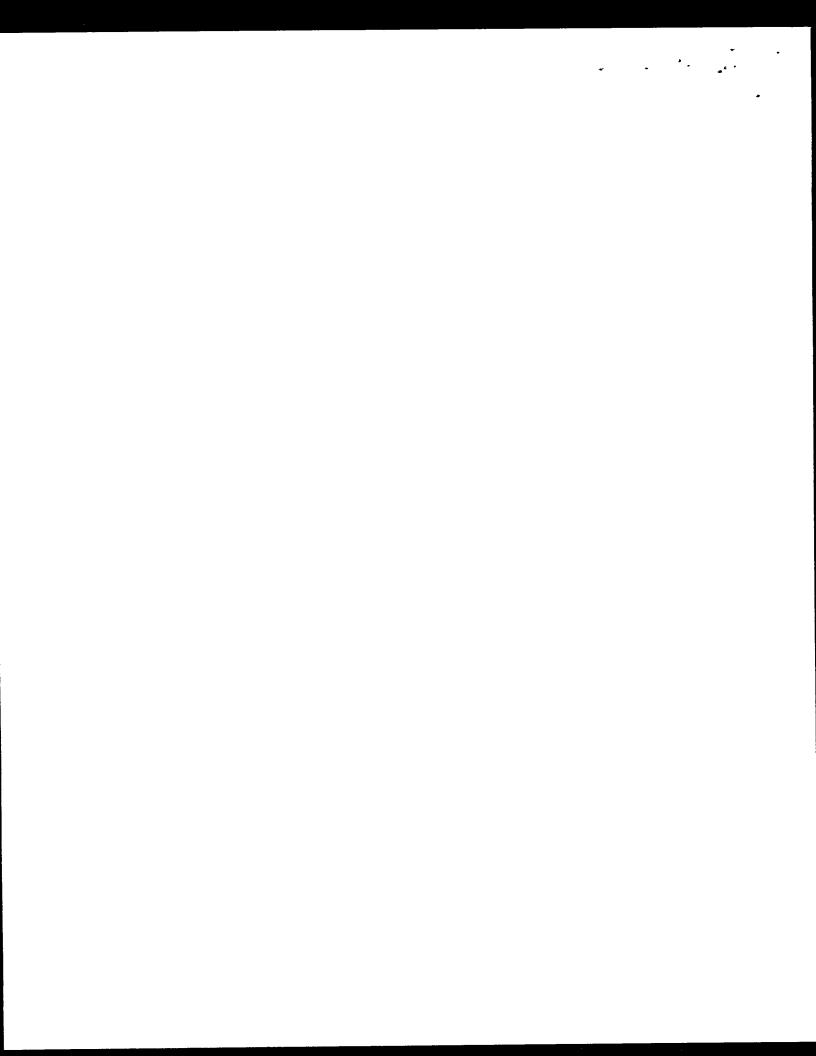


Pirst: Wing fixture for Generator Second: Two hoops secured around Comprator and secured to

fixture

Third: Silver-Todido Comerator

Fourth: Side View of Generator in hoops on fixture



Sheet 7

A Hole Nathern Manual Andrew Mar Branch Tropical Conference of the Parking to Arless training t

LOWERTIP TEMP FAIR ING

NOTCH FOR FORWARD ATTACHMENT POINT OF GENERATION MOUNTING BRACERT.

Figure II

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Sheet 8

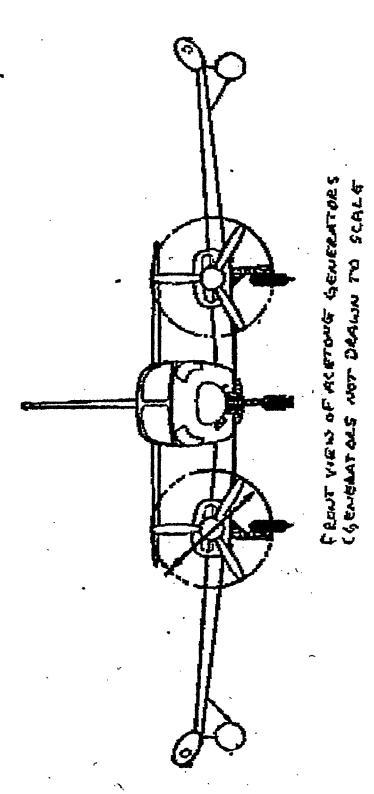


Figure III

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Sheet 9

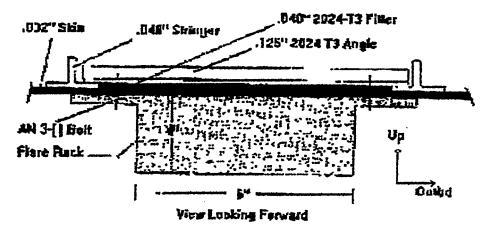


Figure IV

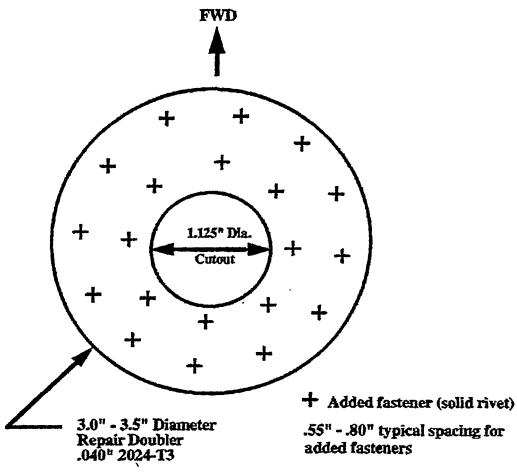
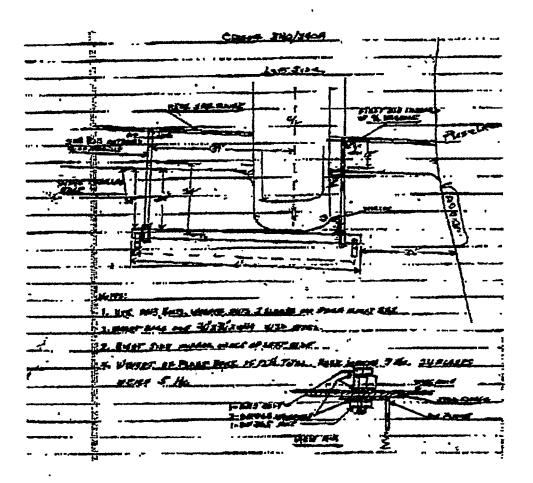


Figure V

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E.A. Number 02-01001 Sheet 10



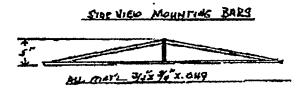
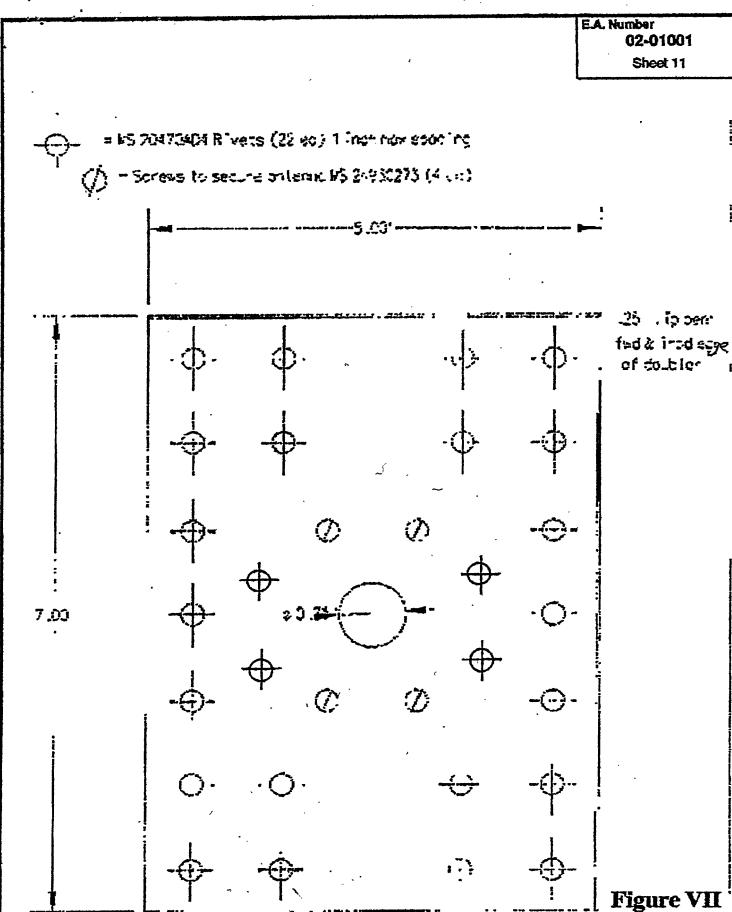


Figure VI

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E.A. Number 02-01001 Sheet 12

Figure VIII

AN-S 2014 and AN-970 washing (4 places)

Fridaction fastener localions (5/16 matpiole)

Added justiener location (3/16 culplate)

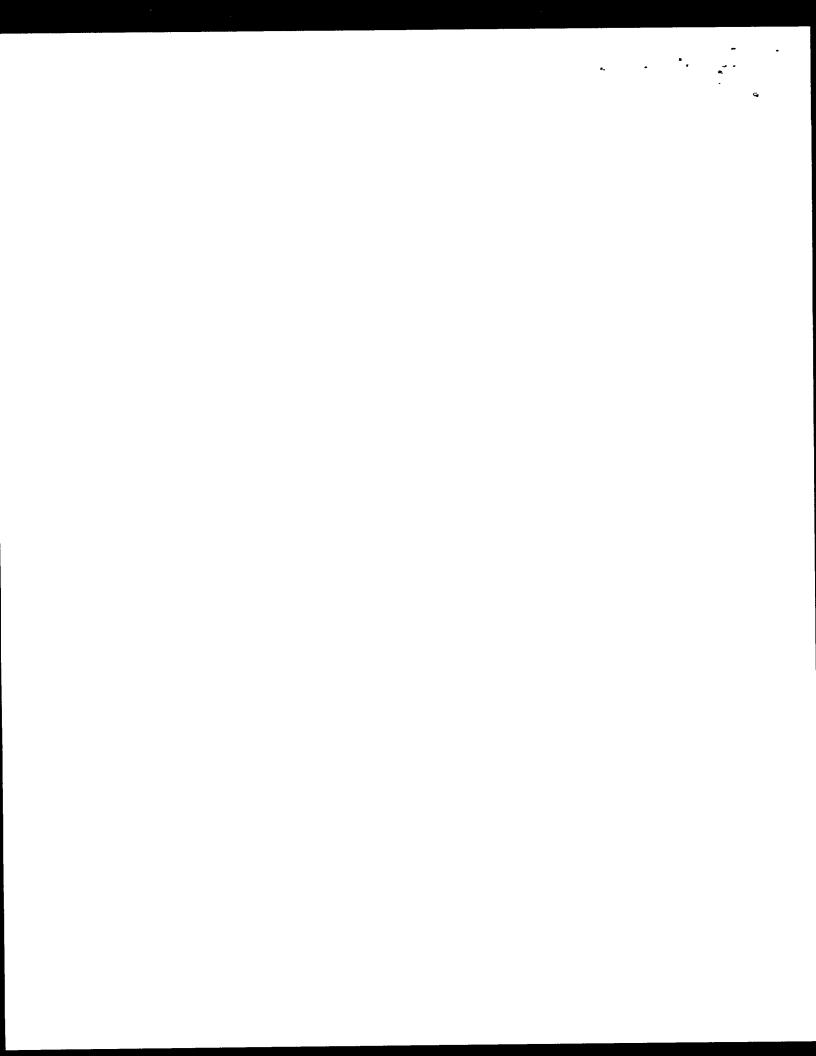
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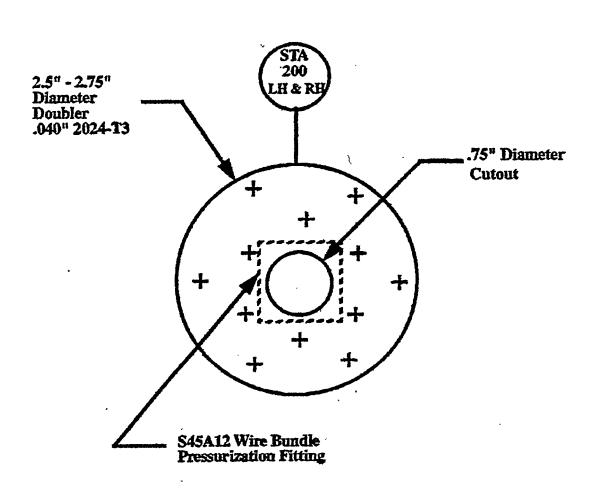
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case of the recip is 1865 atominant the will of the that thru the tower reser of the rests (3/16 use)

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Sheet 13



+: Added fastener location; install MS20470AD4

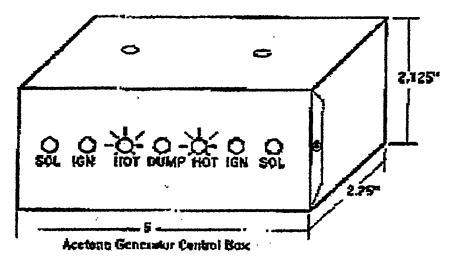
Figure IX

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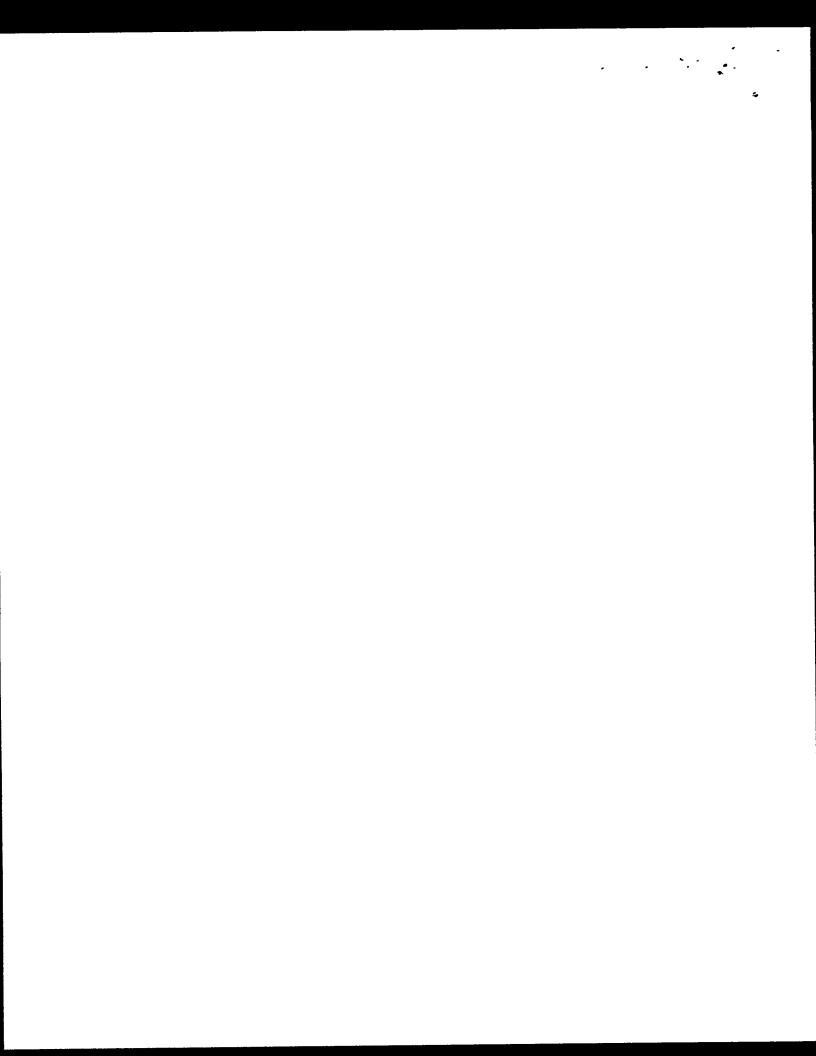
Sheet 14

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Gonerator Control Installation



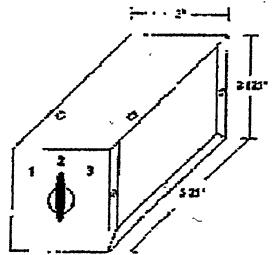
The accione generalar candul bax is a sheet metal box ascured to the bottom edge of the instrument panel using him screws. The box lies two mine pla electrical connectors monnied. The best weight less than .5 Ib.



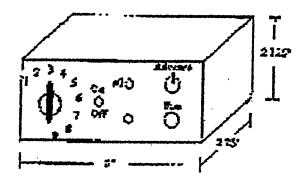
E.A. Number 02-01001 Sheet 15

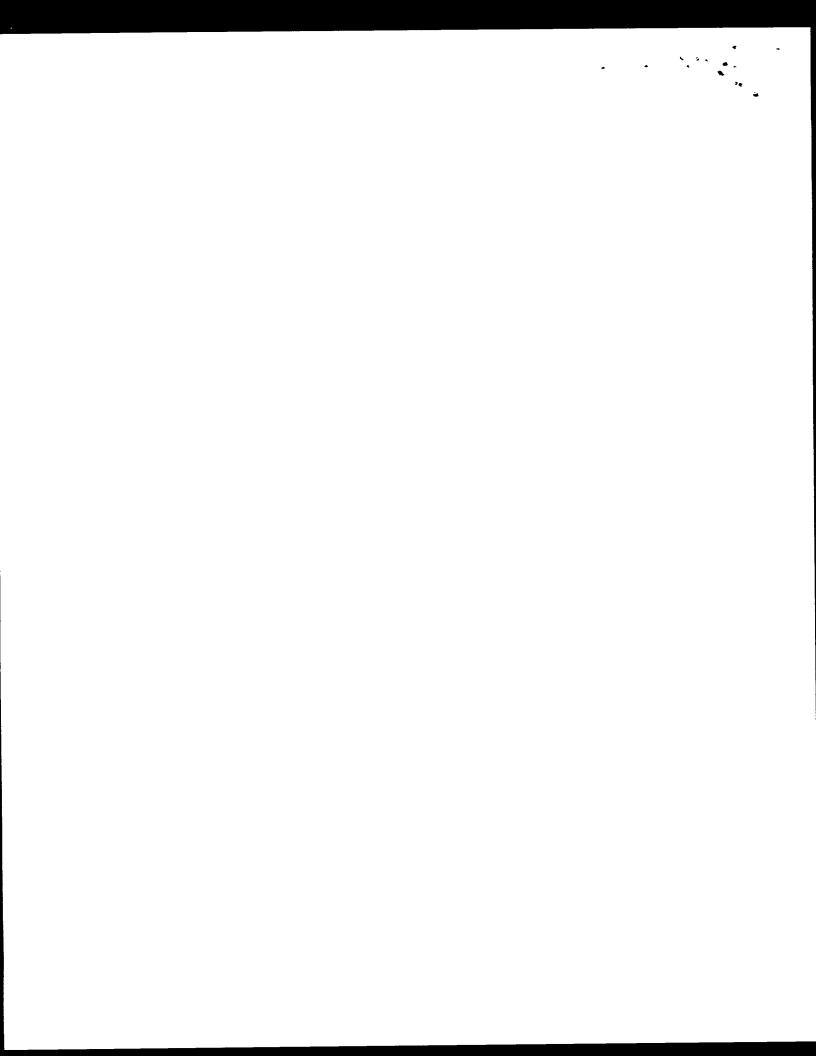
6. Belly flare rack control installation

a) The belly rack salactor, shown below, is secured to the bottom edge of the copilors instrument panel by two trim screws. This box has a 15 pin input connector and on output plug for each illare rack installed. The unit weighn .75 lbs



b) Belly flare rack control box, shown below is secured to the bottom edge of the copilots instrument panel by two trim zerows. The box has one is pin connector and four wires. The unit weight .5 lbs.





E.A. 02-01001 SH.17

U.S. DEPARTMENT OF TRANSPORTATION DATE FEDERAL AVIATION ADMINISTRATION								
STATEMENT OF COMP				IONS	February 25, 2001			
			OMPONENT IDENTIFICA					
MAKE	MODEL NO.			NAMEOFA	PPLICANT			
Cessna.	340A		Airplane		Aero Tech Designs			
		LIST	F DATA					
IDENTIFICATION		******	TME					
Ref (A) EA 02-01001	Weather Modification being modified for (standard and researt/modify in	or atmosphericted).	aric testing. Weather Mod	198624, se lifeation i	rial ramber 340A0064 is seeking dual certification			
PURPOSE OF DATA		el Tindingto-date, shaddard dar						
DER approval of engi	neering for the repair d	escribed at	xove.					
APPLICABLE REQUIREMENTS (CLA								
	•	,301 throug	th 23.305 and 23.603 thro	ugh 23.60	9			
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 an attached about numbered XXXXXXXXXXXX have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations. I (We) Therefore Recommend approval of these data								
SKINATURE(9) OF DESIGNATED EN	GINEERING REPRESENTATI	IVE(S)	DESIGNATION NUMBERS(8)	1	CLASSIFICATION(S)			
R. Steenhof.	It R.G. STEEN	HOLDT	DERT-405177-CE		STRUCTURES			
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MBS

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 mB3

			ype all entries. See FAR This report is required tion 901 Federal Aviation				43.9- to repor	1 (or subsequent na rt can result in civil p	evision ther penalty not	eof) for instru- to exceed \$1,0	ctions 100
	-	Make CESSNA					odel 340A				
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			nown on registration certi	ficate)					imelian and	formation .	
2. Ov	vner		WINSLOW RD			1	P.O B	(As shown on regist OX 2909 DS, CO 81632-2		ticate)	
					3.	For FAA Use Only					
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	Unit		Make			Model		Serial No).	Repair	Alteration
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POWE	RPLANT								<u> </u>		
PROP	ELLER										
APPLI	ANCE	Type Manufacturer									
				<u> </u>	6. Co	nformity Statement				l	
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				7. Ap	prova	I for Return To Serv	vice				
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ıy 📙	FAA F Insper	it. Standards dor	Manufacturer	x	Insp	ection Authorization		Other (Specify)			
		esignee	Repair Station		Cana	son Approved by Trans ada Airworthiness Gro	oup				
ate of 1/14		or Rejection	Certificate or Designation No. AP5276336401		Sign	ature of Authorized In	dividua	4			
FAA	Form 337	(12-88)			-(MU		INAMI			

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.

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				agen.				

| | Additional Sheets Are Attached

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ana disposi	IONS: Print or type all ent tion of this form. This rep ch violation (Section 901 F	101t IS 1	required by law (4	9 U.S.C 14	endox (421)	B, and AC 43.9-1 (or Failure to report can	subsequent result in a c	revision thereof) fo ivil penalty not to e	or instr exceed	uctions \$1,000		
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1. Aircraft	Serial No 340A-0084						Nationality N98624	and Registration I	Mərk			
2. Owner	Name (As shown of THE SANCTU	n regi JAR\	stration certificate INTERNAT	iONAL,	INC	•	1561 A	As shown on regist LPHA WINSL RDS, CO. 816	WO.	certificate) ROAD	•	
						3. For FAA Use	Only					
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<u>/ 人 //8</u> A Form 337 (12	/7 <i>)</i>					Jone	Y. 1	Inn	n		 	

NOTICE

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

8. Description of Work Accomplished (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.) CESSNA 340A 340A-0064 N98624 INSTALLED CLEVELAND CONVERSION KIT P/N 199-76, REVISION E, IN ACCORDANCE WITH INSTALLATION DRAWING 50-47, REVISION E, DATED FEBRUARY 25, 1983, OR LATER FAA APPROVED REVISIONS PER STC SA 664GL.. NO CHANGE IN WEIGHT AND BALANCE. REFER TO CLEVELAND MAINTENANCE MANUAL FOR CONTINUED AIRWORTHINESS.END-

Department of Transportation—Federal Aviation Administration

Supplemental Type Certificate

Number

SA664GL

This certificate; issued to

Aircraft Wheel and Brake Division Parker Hannifin Corporation 1160 Center Road Avon, OH 44011

cortifies 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 * effective May 15, 1956 (refer to Type Certificate Data Sheet Regulations. No. 3A25 for complete certification basis).

Original Product-Trype Certificate Number:

3A25

Make:

Cessna

Model:

340, 340A

Description of Trype Design Change:

Install Cleveland Conversion Kit P/N 199-76, revision E, in accordance with Installation Drawing 50-47, revision E, dated February 25, 1983, or later FAA approved revisions.

Limitations and Conditions:

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

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 Tederal Aviation Administration.

Date of application:

December 21, 1982

Sale reissued:

Date of issuance:

February 24, 1983

Sale umended:



W F Horn

(Signature)

Manager, Chicago Aircraft Certification Office Central Region, ACE-115C

irection of the Administrator

(Title)

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

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UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

	S	TANDARD AIF	RWORTHINE	SS CERTIFICATE	
1	NATIONALITY AND REGISTRATION MARKS	2 MANUFACTURER AND	MODEL	3 AIRCRAFT SERIAL NUMBER	4 CATEGORY
	N98624.	Cessna,	340A.	340A0064.	Normal.
5	aircraft to which operation, and to provided by And Exceptions	ss certificate is issued pursu in issued has been inspecte has been shown to meet the nex 8 to the Convention on	d and found to conform e requirements of the ap International Civil Aviation t B and par	agraphs 3.437(a)	be in condition for saled airworthiness code a

TERMS AND CONDITIONS

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

DATE OF ISSUANCE

20, May 1997. Alan K. FERGUSON, Juguet DART950015EA.

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

FAA Form 8100-2 (8-82)

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3	
US Department of Transportation	
Federal Aviation	n

APPLICATION FOR AIRWORTHINESS CERTIFICATE

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

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(Allach when required)		B. Current Operating Limitations Attached	₹ TAE
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ni noustrain inde aircealt is regisfered — th the Federal Aviation Administration in flight. Pede badnz about the flight of the sincialty be pediatoped and is an worth y for the flight.	uone osap i	F. CERTIFICATION — I hereby certify that I am the registered owner (or his agent) of the aircraft d accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation described.	
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โรย สิโลต์ทิกษณ์ ก necessary)	O'NC	E, THE FOLLOWING RESTRICTIONS ARE COUSIDERED NECESSARY FOR SAFE OPERATION	VII. SPECIAL FLIGHT PEF
			VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST
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A. MANUFACTURER

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 CE-FSDO-07 Wichita, Kansas

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

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NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with the applicable airworthiness requirements.

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

Installed Vortex Generators on the wings and vertical stabilizer and Strakes on the Engine Macelles and 5% Take Off Gross Weight increase, in accordance with Drawing List DL-340 Rev. C, and Installation Manual, P/N C-340, Inserted FAA Approved Airplane Flight Manual Supplement into the AFM, in accordance with Micro AeroDynamics Installation Manual P/N C-340, Rev A, dated May 7, P991, and January 25, 1991, respectively, or later FAA Approved revision, per STC #SA4934NM. Option #2

Negligible weight change

END

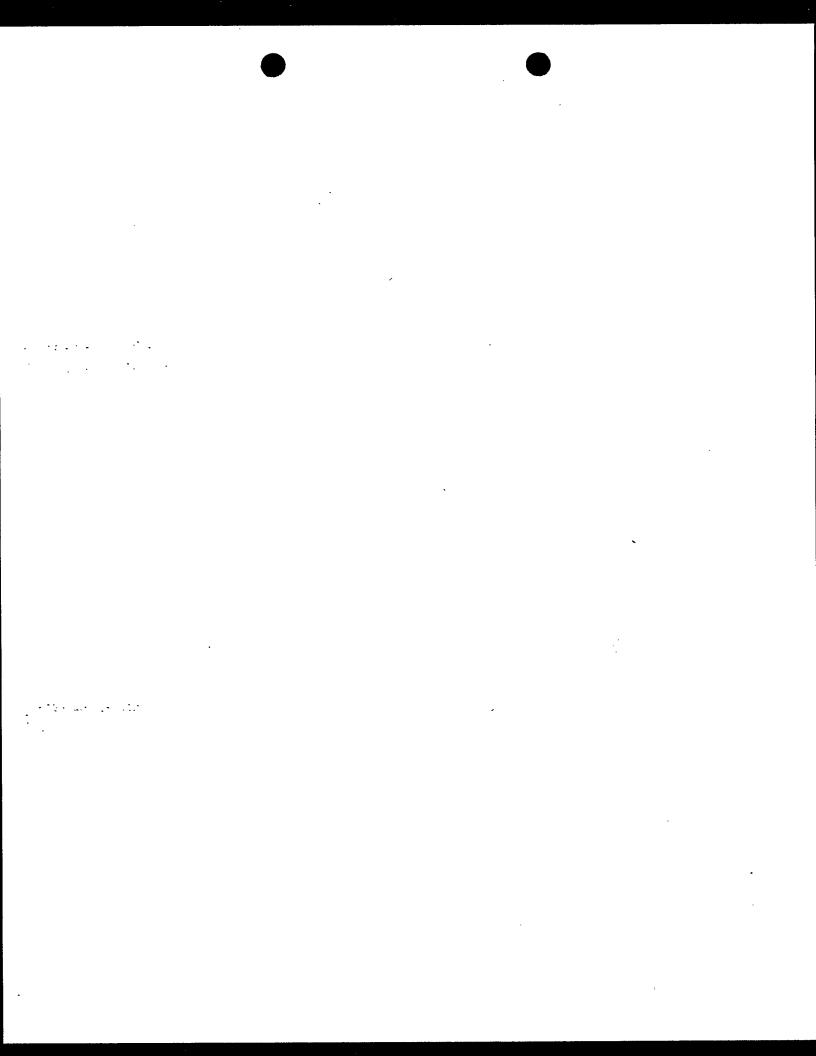
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A MEMORANDUM TO FILE FOLDER HAS BEEN IMAGED

This aircraft record was sent to imaging without ever having been a microfiche. It went directly to imaging in its paper form. The pages on the registration side of the record are not numbered and family groupings are not identified.

In the imaging system, the registration side will be identified as a single document under the Document Type of ZRL, Converted Registration/Lien, the airworthiness side under ZAW, Converted Airworthiness, and the suspense documents are identified under ZSS.

Documents below this memorandum have been imaged and cannot be moved, removed, or changed.



UNITED STATES OF AMERICA

DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION

ARD AIRWORTHINESS CERTIFICATE.

1. N'ATIONALITY AND **REGISTRATION MARKS**

N98624

2. MANUFACTURER AND MODEL

Cessna

3. AIRCRAFT SERIAL

NUMBER

4. CATEGORY

340A0064 Norma?

5. AUTHORITY AND BASIS FOR ISSUANCE

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

Exceptions:

1435: Aft position light vertical angle coverage

YCAR 3.701

6. TERMS AND CONDITIONS

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

DATE OF ISSUANCE

5-21-76

FAA REPROSENTATION Option Manuagnuter,

DESIGNATION NUMBER

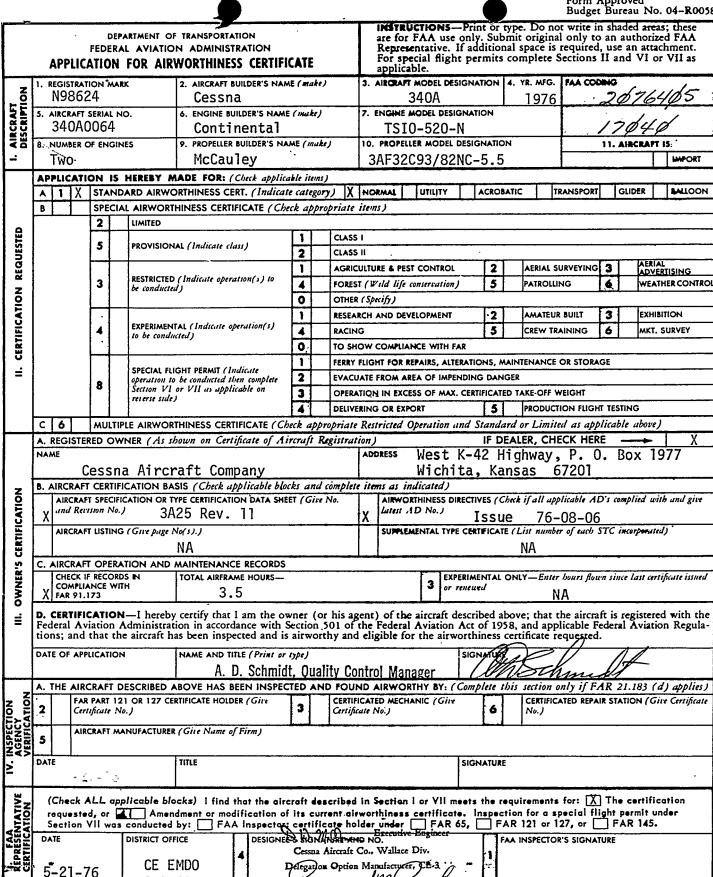
DOA CE-3

Any alteration, reproduction, or misuse of this Restituted entropy and the production of the state of this Restituted entropy and the state of the s prisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORD-ANCE WITH APPLICABLE FEDERAL AVIATION-REGULATIONS.

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

GPO 1967 -0-270 931

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Cessna Aircraft Co., Wallace Div. Delegation Option Manufacturer, CE-3.

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FAA Form 8130-6 (7-70)

5-21-76

CE EMDO

3 - 0 - 43

FAR	1	X F. This Inspection Recorded in Aircraft Records	1 21.
J. Current Airworthiness Certificate Issued in Accordance with RAB 21.1838 DBT 21.273 (Copy attached)	X	E. Major Repair and Alteration, FAA 337 (Attach ulkin required.)	-
FAR CAR (Uriginal itiached)	╫	X D. Current Weight and Balance Information Available in Aircraft	III. AIRWORTHINESS DOCUMENTATION (FAA use only)
I. Previous Airworthiness Certificate Issued in Accordance with		C. Dota, Drawings, Photographs, etc. (Attach when required)	- 5 ₹
	+	B. Current Operating Limitations Attached	
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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

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NOTICE

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

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

Manual 006-5047-03. Etatus Manual 006-0056-00 and Maintenance status 42 per King Installation Manual 006-0056-00 and Maintenance

Jod pook endorsed accordingly. New Weight load, computed and

Electrical load does not exceed 80% of alternator capacity.

Area Nav System calibrated per King Maintenance and overhaul manual

*00-6800-900

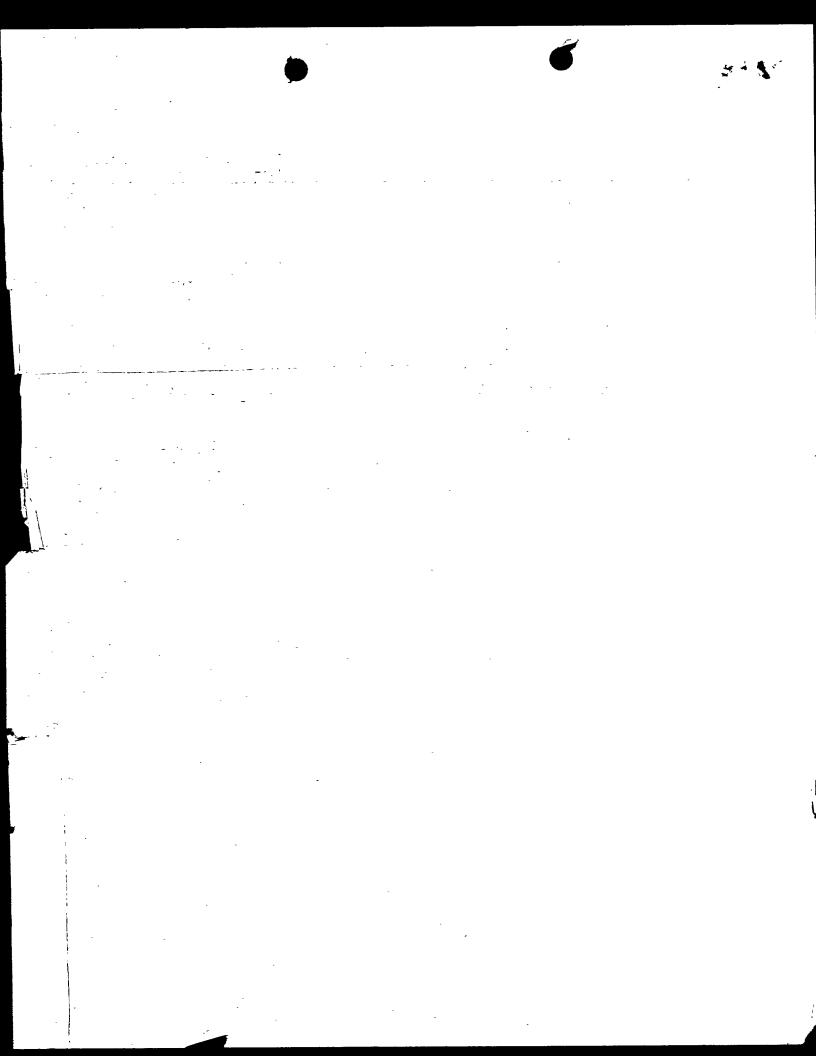
and all accuracy requirements have been met.

Bench and ramp checks were conducted per King Manual 006-0089-00

S, FAA AC 43.13.1 and FAA AC 43.13.2.

A flight test was conducted and the errors observed, as shown on attached sheet, were well within the error tables infah Advasory Circular 90-45, App. A, Pages 9, 10, 11 and data recorded and filled at CRS No. 3202. System approved IFR enroute and approach.

Actual reading during Test Course test flight Leave IMT on 304 radial distance set at 26.9 NM Check point Stambaugh 1. 304° on course DME) NM DME reading 0 NM Check point fire tower 2. 1830 on course DME 16.9 NM DME reading 16.9 NM Check point Laona Mill DME 0 NM 3. 3. on course DME reading .1 NM 4. Check point IMT Vortac 4. on course DME 0 NM DME reading 0 NM



OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

Form Approved Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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. MODEL MAKE 340A Cessna 1. AIRCRAFT NATIONALITY AND REGISTRATION MARK SERIAL NO. 340A-0064 N98624 NAME (As shown on registration certificate) ADDRESS (As shown on registration certificate) Ford Airport 2. OWNER Iron Mountain, MI 49801 Fontana Aviation, Inc. 3. FOR FAA USE ONLY 4. UNIT IDENTIFICATION 5. TYPE ALTER-UNIT MAKE MODEL SERIAL NO. REPAIR ATION **AIRFRAME** X **POWERPLANT PROPELLER APPLIANCE** MANUFACTURER 6. CONFORMITY STATEMENT A. AGENCY'S NAME AND ADDRESS B. KIND OF AGENCY C. CERTIFICATE NO. U.S. CERTIFICATED MECHANIC Fontana Aviation, Inc. FOREIGN CERTIFICATED MECHANIC CRS 3202 Ford Airport Z CERTIFICATED REPAIR STATION Iron Mountain, MI 49801 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 AUTHORIZED INDIVIDUAL August 12, 1976 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 OTHER (Specify) FAA FLT. STANDARDS MANUFACTURER INSPECTION AUTHORIZATION INSPECTOR BY CANADIAN DEPARTMENT FAA DESIGNEE REPAIR STATION OF TRANSPORT INSPECTOR OF AIRCRAFT DATE OF APPROVAL OR CERTIFICATE OR SIGNATURE REJECTION DESIGNATION NO. 3202 August 12, 1976

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 cognetications KI-76.

Installed Bendix Altimeter/Encoder TYPe 3252013 with King KT-76 manual 006-0067-01. 3252013 conformance specifications meet manual 006-0067-01. 3252013 conformance specifications for TSO-C10b and Encoder TSO-C88. King KT-76 conformance specifications to TSO-C74c.

New Weight and Balance, including new Useful Load, computed and Log book endorsed accordingly.

Equipment list modified to reflect currently installed equipment.

Altitude reporting system test for compliance with FAR 91.36(b) per Par. 6A, 7A and 7b of Advisory Circular 43-6. Equipment used for test: IFR ATC-1200 Kpndr/DME Test Set Tektronix Type 453 Oscilloscope

Barfield 1811 F-D

King KT-76 checked to comply with FAR 91.177.

Altitude reporting system checked to an altitude of 35,000 feet.

OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

Form Approved Budget Bureau No. 04–R060.1

FOR FAA USE ONLY

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

OFFICE IDENTIFICATION

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August .	12, 1976	7 10		ohn R. W		n			
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NOTICE

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

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