Bepartment of Transportation - Federal Abiation Administration

Supplemental Type Certificate

Vimber SA02930NY

This certificate issued to

Insight Instrument Corporation PO Box 122 Fort Erie, Ontario Canada L2A 5M6

certifies that the change in the type design for the following perduct with the limitations and conditions therefore as specified hereen meets the wienerthiness requirements of the attached FAA AML.

Criginal Product Type Crelificate . Vimber:

. Hake:

* See attached FAA Approved Model List dated 03/01/2011 or later FAA approved revisions for the list of approved airplane models.

Model:

Description of Type Levign Vinney. Installation of Insight Instrument Corporation Graphic Engine Monitor (GEM 610C) as primary Cylinder Head Temperature (CHT), Exhaust Gas Temperature (EGT), and Turbine Inlet Temperature (TIT) Instruments.

Similations and Conditions:

(See Continuation Sheet 2 of 2)

This certificate and the supporting data which is the basis for approval shall remain in effect until succeedered, suspended, recoked or a termination date is otherwise established by the . Coloninistrator of the Jederal . Location . Coloninistration

Lute of upplication. December 7, 2010 Late of issuance:

March 1, 2011

Sale reissued

Lute amended

By direction of the . I.dministrator

Anthony Socias

Manager

New York Aircraft Certification Office

(Title)

Bepartment of Transportation - Federal Abiation Administration

Supplemental Type Certificate

(Continuation Sheet)

Vimber SA02930NY

Date of Issuance: March 1, 2011

Limitations and Conditions (Continued).

- Installation must be in accordance with Insight Instrument Corporation Master Document List MDL 610C-000 Rev. 6
 and Installation Manual Document No. 070906 as specified in AML SA02930NY or later Transport Canada approved
 revisions.
- Operation must be in accordance with Flight Manual Supplement as specified in AML SA02930NY or later Transport Canada approved revisions.
- Maintenance must be in accordance with Insight Instrument Corporation Instructions for Continued Airworthiness –
 Document No. 610C-ICA Issue 2 dated May 14, 2010 or later Transport Canada approved revisions. Compliance with
 Chapter 4.0. "Airworthiness Limitations" of this Instructions for Continued Airworthiness is mandatory.
- 4. The installer must determine whether this design change is compatible with previously approved modifications.
- If the holder agrees to permit another person to use this certificate to alter a product, the holder must give the other person written evidence of that permission.

.....END......

FAA-APPROVED MODEL LIST (AML) NO. SA02930NY

Insight Instrument Corp. - GEM 610C-001 Graphic Engine Monitor

Original Issue Date: 03/01/2011 Amended Date: N/A

INSTALLATION INSTRUCTIONS AFM SUPPLEMENT NUMBER AND AML AMENDMENT AIRCRAFT CERTIFICATION CERTIFICATE BASIS FOR NUMBER ALTERATION DATE (As Defined in TCDS) DATE NUMBER REVISION NO. AND DATE Cessna 170-all A-799 CAR 3 610C-FMS Iss2 May 14, 2010 610C-FMS Iss2 070906 Nov 10, 2010 172-all CAR 3, FAR 23 Cessos 3A12 Doc No Rev. 1.2 070906 Nov 10, 2010 May 14, 2010 610C-FMS Iss2 Cessna **CAR 3, FAR 23** Doc. No. Nov 10, 2010 Rev. 1.2 070906 May 14, 2010 610C-FMS Iss2 Cessna 177-911 20 A13CE FAR 23 Nov 10, 2010 Rev. 1,2 May 14, 2010 610C-FMS Iss2 070906 177RG 21 Cessna A20CE FAR 23 Doc No 070906 Nov 10, 2010 180.00 SAR 610C-FMS Iss2 Cessna CAR 3, FAR 23 Doc. No 070906 Doc. No Nov 10, 2010 May 14, 2010 610C-FMS Iss2 182-all 3A13 CAR 3, FAR 23 Nov 10, 2010 Rev. 1.2 070906 May 14, 2010 610C-FMS Iss2 Cessna 3424 CAR 3. FAR 21. LAR 23 070906 Nov 10, 2010 May 14, 2010 610C-FMS lss2 25 Cessna 205-all, 210-all 3A21 CAR 3. FAR 23 Doc. No. Rev. 1.2 May 14, 2010 610C-FMS Iss2 070906 Nov 10, 2010 Cessna 206-all A4CE CAR 3 FAR 23 Dac. No. Nov 10, 2010 May 14, 2010 070906 27 Cessoa 207-all A16CE FAR 23 610C-FMS Iss2 Rev. 1.2 Doc. No. Nov 10, 2010 May 14, 2010 610C-FMS Iss2 070906 Cessna T303 28 A34CE FAR 23 Doc. No Nov 10, 2010 May 14, 2010 610C-FMS Iss2 070906 29 310-all 3A10 CAR 3, FAR 23 Doc. No Nov 10, 2010 Rev. 1.2 May 14, 2010 610C-FMS Iss2 070906 30 Cessoa 320-all 340-all 3A25 CAR 3, FAR 23 Doc. No. Nov 10, 2010 May 14, 2010 610C-FMS Iss2 070906 31 Cessna 336 A2CE CAR 3 Doc. No Nov 10, 2010 May 14, 2010 610C-FMS Iss2 070906 32 Cessna 337-all A6CE CAR 3. FAR 23 Nov 10, 2010 Rev. 1.2 33 Cassna 401-all, 402-all A7CE CAR 3, FAR 23 Doc. No 411-all, 414-all, 070906 Nov 10, 2010 May 14, 2010

Page 2 of 5

Department of Transportation — Federal Aviation Administration

Supplemental Type Certificate

Number SALSTNE

This certificate, issued to

Insight Instrument Corporation Box 194, Ellicott Station Buffalo, New York 14205-0194

cortifies that the change in the type design for the following product with the limitations and conditions

therefor as specified herein meets the airworthiness requirements of Part 3 123 of the Civil Air/

Federal Aviation

Regulations.

Original Product - Type Certificate Number: See Master Eligibility List

M. M. See STC Continuation Sheet, Page 3

Description of Type Design Change: Installation of Graphic Engine Monitor (G.E.M.) System Model GEM-602 S/N 403 and subsequent in accordance with Insight Instrument Corporation (I.I.C.) Manual "Installing the G.E.M." dated September 1, 1982.

- 2. GEM-603, S/N 001126 and subsequent installed in accordance with I.I.C. Manual "Installing the G.E.M", Drawing 8258, dated February 1, 1985.
- Installation of GEM-602 and GEM-603 in accordance with I.I.C. Manual
- "Anstalling the C.E.M." Drawing 8258 version 2.1.
 1. Insight Instrument Corporation Airplane Flight Manual Supplement No. 1, Revision No. 3, FAA approved May 6, 1985, is required with this installation. Beech 33, 35 and 36 series aircraft may also use AFMS No. 1, FAA approved August 30, 1983.
- 2. This instrument is approved as optional equipment only and shall not replace any other required instrument. (See STC Continuation Sheet, Page 2)

This certificate and the supporting data which is the basis for approval shall remain in effect until sur-

rendered, suspended, rowked, or a termination date is otherwise established by the Administrator of the

Federal Aviation Administration.

Date of application: March 30, 1983

Dale of issuance: June 4, 1983

FAA FORM 8110-2 (10-68)

Date reissued:

Date amended: 8/30/83, 10/13/83

By direction of the Landing 129 188

Raymond J. Borowski

Manager, NY Aircraft Certification Office

(Title)

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

This certificate may be transferred in accordance with FAR 21.47.

Department of Transportation—federal Abiation Administration

Supplemental Type Certificate

(Continuation Sheet)

Number SA157NE

Date amended: January 29, 1988

Limitations and Conditions: (continued)

- 3. Each aircraft installation shall be ground and flight checked, and calibrated in accordance with the requirements given on pages 4 and 5 of the I.I.C. "Installing the Graphic Engine Monitor" manual Drawing 8258 version 2.1.
- 4. This approval should not be incorporated in any aircraft of these specific models on which other approved modifications are incorporated, unless it is determined that the interrelationship between this change and any of those previously incorporated approved modifications will not introduce any adverse effect upon the airworthiness of the aircraft.

(See the following STC Continuation Sheets for Master Eligibility List)

...END...

Department of Transportation—federal Aviation Administration

Supplemental Type Certificate

(Continuation Sheet)

Number SA157NE

Date amended: January 29, 1988

Master Eligibility List

Graphic Engine Monitor System Installation

Make	Model T	ype Certificate
British	206 - all	Alleu
Aerospace (Beagle)		
Beechcraft	23 - all	A1CE
Beechcraft	24 - all	Alce
Beechcraft	33 - all	3A15
Beechcraft	34 - all	A26CE
Beechcraft	35 - all	777/3A15
Beechcraft	36 - all	3A15
Bellanca	17-30/31-a11	1A3/A18CE
Bellanca	19-2/3-all	1A3
Bellanca	14-13-a11	773
Bellanca	14-19-all	1A3
Britten Norman	BN-2A	A29EU
Cessna	150, 152-all	3A19
Cessna	170 - all	799
Cessna	172 - all	3A12
Cessna	175 - all	3A17
Cessna	177 - all	A13CE
Cessna	180 - all	5A6
Cessna	182 - all	3A13
Cessna	185 - all	A9CE/3A24
Cessna	205 - all	3A21
Cessna	206 - all	A4CE
Cessna	207 - all	A16CE
Cessna	210 - all	3A21
Cessna	T303- all	3A21
Gulfstream	AA-5B	A16EA
Aerospace		

Insight Instrument Corp. Box 194 Ellicott Station Buffalo, New York 14205

FAA Approved
Airplane Flight Manual Supplement No. 1
For

Single and Twin Engine Powered Small Airplanes (4 or 6 cylinder engines only) as Listed on Master Eligibility List of STC SA157NE.

This Supplement must be attached to the FAA Approved Airplane Flight Manual when the Insight Instrument Corp. Graphic Engine Monitor System is installed in accordance with Supplemental Type Certificate (STC) SA157NE. On aircraft which require an Airplane Flight Manual, the AFMS must be attached. The information contained herein supplements the information of the basic AFM; for limitations, procedures and performance information not contained in this Supplement, consult the basic Airplane Flight Manual.

FAA Approved: L. Young f. Him Manager, New York Aircraft Certification Office

Date: June 14, 1983

Revised: May 6, 1985

Insight Instrument Corp. Box 194 Ellicott Station Buffalo, New York 14205

Airplane Flight Manual Supplement No. 1 (See Title Page (page 1) For Aircraft Applicability List)

REVISION LOG PAGE

Rev. No.	Description	Pages Affected	Approval
i	Change to multiple approval	A11	Jen Raymond J. Barowski Mgr. N.Y. Aircraft Certification Office August 30, 1983
2	Add additional aircraft models	A11	Raymond J. Borowski Mgr. W.Y. Aircraft Certification Office October 13, 1983
3	Add GEM-603 with a numeric digital TIT readout and additional aircraft models	A11 (Raymond J. Borowski Mgr., N.Y. Aircraft Certification Office May 6, 1985

FAA Approved: June 14, 1983



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

	Electronic Tracking Number 2008001004			
	For FAA Use Only			
20.0	For FAA Use Only			

of Transport Federal Avi Administrat	ation	(Airfran	ne, Powerplant, Pr	opell	ler, or	Appliance)	El	ectroni	cally Submitted 337-	
instructio	OTIONS: Prin	sition of this	form. This report is requ	CFR §	43.9, F by law	art 43 Appendix B, and AC (49 U.S.C. §44701). Failure	43.9-1 to report	(or subs	equent revision thereof) for ult in a civil penalty for each	
	Nationali	ly and Regis	tration Mark			Serial No.				
. Aircraft		N 6195B				2106270	05			
Alteralt	Make					Model		S	eries	
	-	CESSNA				T210M				
		S Shown on RAFT PARTI	registration certificate)			Address (As shown Address 6441 PINEY CR			ertificate)	
2. Owner	on rune					City AURORA			State CO	
				Zip 80016					Country UNITED STATES	
				3.1	For FA	A Use Only				
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4.1	уре		Manage and	5.	Unit Id	entification				
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have	been made in	accordanc	e with the requirements rrect to the best of my k	of Par nowle	rt 43 of idge.	d in item 5 above and descri the U.S. Federal Aviation Re				
er 14 CFR			signature/Date of Auth				ed by debble to CO, I=Engleye 00300, 100, 1, 1= 7,21 16:21:14 -6	paschly cod, o=Azapahoe 2768, cn=debble 26'00'	Aero Avionics, our Arspahoe Aero Avionics, I, paschly, email nevionics per apahoesero.com	
			7.	Appro	oval for	Return to Service				
Pursuant Administr	to the author of the Fe	ority given deral Aviation	persons specified bel on Administration and is	ow, th	he unit	identified in item 5 was Approved	înspeci Rejecte		ne manner prescribed by	
_ li	FAA FIL Stand	dards	Manufacturer	N	Mainten	ance Organization		ons Approv	ved by Canadian Transport	
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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.

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

N6195B 07/21/2008

Nationality and Registration Mark Date

Aircraft is Cessna T210M sn: 21062705, N6195B.

This 337 dated July 22, 2008 is issued for the removal of two ARC RT-385A Navcoms with Indicators, one ARC RT-443B Glideslope Receiver, one ARC Audio Panel, one ARC R-546E ADF with Indicator and Loop and Sense Antennas, one ARC DME 400 system, one R-402A Marker Receiver, one ARC RT-459A Transponder and one Sigtronics SPA 400 Intercom system.

Installed the following equipment:

GARMIN GNS 530W pn: 011-01064-00 sn: 23803742 TSO C146a

GARMIN GA-35 WAAS GPS Antenna pn; 013-00235-00 sn; 38323 TSO C144

GARMIN GI-106A Indicator sn: F08-10100

The above equipment has been installed and ground checked in accordance with the Appliance Manufacturers Installation/ Operation procedures and instructions: GARMIN GNS 530W pn: 190-00357-02 Rev. E MAR/08. All work done in accordance with AC 43.13-1B Chapter 10, Chapter 11 sections 3-5 & 8-13, Chapter 12 Sections 1 & 2 and AC 43.13-2A Chapters 1, 2 & 3. See GARMIN GNS 530W Master Drawing List 005-C0221-01 Rev. D JUN/08.

Wire used was Mil-W-22759 16-22 gages. Power was suppled through 5A circuit breakers labeled "COM 1: and "NAV 1" on aircrafts Avionics Electrical Buss.

The GNS 530W displays GPS and NAV information on the #1 CDI (GI-106A). Altitude data is supplied through grey code from the existing Encoding Altimeter.

The GNS 530W displays XM weather from the GDL-69 system.

The system has been checked per the Manufaturers Post-Installation Checkout Log, Table 5.1 in the GNS 530W Install Manual. A copy of this record remains on file at this Repair Station with our WO# AV-01294.

Approval basis derived from STC SA01933LA in accordance with AC 20-138A.

This aircraft is on the AML (Approved Model List) for STC SA01933LA.

A copy of the AML and STC have been placed in the aircrafts records and remain with the aircraft.

Instructions for Continued Airworthiness Document No. 190-00357-65 Rev. A NOV/06 have been placed in the aircrafts records and remain with the aircraft.

An FAA Approved Flight Manual Supplement has been place in the aircraft's Pilot's Operating Handbook.

A GNS 530W Pilot's Guide Reference Manual pn: 190-00357-00 Rev. C APR/08, 500W Series Display Interfaces Pilot's Guide Addendum pn: 190-00356-31, Quick Reference Guide pn: 190-00357-65 Rev.C and the 500W Series Optional Displays Pilot's Guide Addendum pn: 190-00356-30 Rev.C have been supplied by the Manufacturer and remain with the aircraft.

Aircraft's Equipment List has been updated and a new Weight & Balance prepared and entered in aircrafts records and Airframe Log book.

	Addition	I Shoote	Ara	Attached

	6
1	US Department of Transportation Federal Aviation Administration

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

	Electronic Tracking Number 2008001007				
7	For FAA Use Only				
Electron	ically Submitted 337				

Temporation	The state of the s
INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC	
instructions and disposition of this form. This report is required by law (49 U.S.C. §44701), Fallure	to report can result in a civil penalty for each
such violation. (49 U.S.C. 846301/a))	

such vi	olation. (49 U.S	V 32					To July		_		
	Nationali	ly and Regi	stration	N 6195B		Serial No. 21062705					
1. Alrera	ft Make	_	_	14 0 1000	Model				18	Series	
CESSNA					T210M						
_	Name (A	67-6-9-6	registr	ration certificate)			Address (As si	Garie.	regis	stration o	certificate)
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2. Owner							City AURORA		_		State CO
							Zip 80016			Count	NY UNITED STATES
					3. F	or FAA Use	Only				
alrworthi describe	identified herein ness requirement d aircraft, subject ad in section 43.7.	s and is appr to conformity	oved for inspect	the above tion by a person							
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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.

			work completed.)
		N6195B	07/22/2008
	Natio	nality and Registration Mark	Date
Aircraft is Cessna T210M sn: 21062705, N6195B. Tach time	e is 3237.9 hou	rs.	
This 337, dated July 22, 2008, is issued for the installation of nr. 47706179 with one GA-55 XM Antenna sn: 87509185, on ngineering PMA 8000B Audio Panel sn: VO3895, one KING	e GARMIN GT	X-327 Transponder sn: 837	33744. one PS
The above equipment has been installed and ground checker. DEC/07 and STC SA01487SE. GARMIN GTX-327 Transp.nr. 190-00187-02 Rev. N MAY/08 and STC SA01487SE. PS 8000B Installation Manual 200-890-0100 Rev. 8 MAY/08. Klinanaul pn. 006-00179-00006 Rev. 6 OCT/94. Il work done in accordance with AC 43.13-18 Chapter 10, C	oonder has bee ENGINEERIN NG KX-165 NA	n installed per GARMIN GT G PMA-8000B installed per V/COM/GS installed per KI	X-327 Installation manua PS Engineering PMA NG KX-165 Installation
3.13-2A Chapters 1,2 & 3. Vire used was Mil-W-22759 16-22 gage. Power supplied thro	3636		
abeled "N/C 2", 5A labeled "Audio Panel", on Avionics Electr		broaker labeled WATEA ,	on labeled XF Note, 107
Veather is displayed on the GARMIN GNS 530W. Instruction fee their Document 190-00355-00 Rev. C, which has been a m: 190-00140-13 Rev. G has been provided by the Manufac SARMIN GTX-327 Pilot's Guide Book pn: 190-00187-00 Rev with the aircraft. Instructions for Continued Airworthiness not as On Condition only. he ATC Test and Inspection per FAR 91.413 Part 43 Apper etails. S Engineering PMA -8000B Pilot's Guide 202-890-0202 Re	added to aircrate turer and remain of the control o	ts records. GARMIN Option ins with the aircraft. s been provided by the Mai er than the periodic test per a complied with as of this da	nal Displays Pilots Guide nufacturer and remains FAR 91.413, Maintenanc ate. See log book entry fo
rith the aircraft.	116669-1015		
Aircrafts Equipment List has been ammended and a New W	eight and Bala	nce prepared and entered i	n aircraft's records.

6
US Department
of Transponation
Federal Aviation
Administration

MAJOR REPAIR AND ALTERATION

Form Approved OMB No. 2120-0020 11/30/2007	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. Nationality and Registration Mark USA N6195B 21062705 1. Aircraft Model Series Make CESSNA T210M Address (As shown on registration certificate) Name (As shown on registration certificate) STP AIRCRAFT PARTNERSHIP State CO 2. Owner Aurora Country United States 80016 3. For FAA Use Only 5. Unit Identification 4. Type Make Model Serial No. Repair Alteration Unit (As described in Item 1 above) AIRFRAME X POWERPLANT Continental 217425-R TSIO-520-R PROPELLER APPLIANCE Manufacturer 6. Conformity Statement A. Agency's Name and Address B Kind of Agency Eric R. Lundquist X U. S. Certificated Mechanic Manufacturer 13124 Mercury Drive C. Certificate No Foreign Certificated Mechanic Littleton CO Certificated Repair Station A&P 3442975 Country United States 80124-2926 Zip 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 Indi Extended range fuel per 14 CFR Part 43 App. B April 29, 2011 Eric R. Lundquist 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 X Approved FAA FIL Standards Persons Approved by Canadian Manufacture Maintenance Organization Department of Transport Inspector BY Other (Specify) FAA Designee Repair Station Inspection Authorization Certificate or Signature/Date of Authorized Individual Designation No. Eric R. Lundquist 3442975 April 29, 2011

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.

			USA N6195B	04/29/2011	
			Nationality and Registration Mark	Date	
Continental	TSIO-520-R	Serial No.	217425-R		
Removed Cessna exhaust sys Knisley Welding, Inc. (STC) Rev. G, dated 05-19-1993.					
Exhaust system was installed Instructions No. MMDL #1,	in accordance wit Rev. B, dated 07-	th Knisley We 16-1990.	lding Installation		
No change to the Aircraft W	eight and Balance	was required.			
Instructions for Continued A attached to this Form 337.	irworthiness have	been incorpor	ated into the aircraft records	and a copy	
***************************************		END			+
*					
*	0				
	7				

Department of Transportation — Kederal Aviation Administration

Supplemental Type Certificate

Number SESOOGNM

This cortificate, issued to

KNISLEY WELDING, INC. 3450 Swetzer Road Loomis, California 95650

contiles that the change in the type design for the following product with the limitations and conditions

therefor as specified hereon meets the airworthiness requirements of Part 13 of the Civil Air

Regulations: See Type Certificate Data Sheet ESCE for the complete certification basis.

Original Product - Tryto Corlificato Number: ESCE

Make: Continental

Model: TSIO-520-C, G, H, M, R

Description of Type Design Change: Installation of a modified exhaust system in accordance with Knisley Welding, Inc., Modified Master List (MMDL) #1, Revision G. dated May 19, 1993, or later FAA approved revision.

Approval of this change in type design is limited to Limitations and Conditions: engines specifically identified above and does not constitute approval for installation in an aircraft. A separate FAA approval for installation on each aircraft must be obtained. Engines which have previously approved modifications shall not be modified by this STC, unless it is determined that the interrelationship between this change and any other modification will introduce no adverse effect on the airworthiness of these aircraft: A copy of this STC must be included in the permanent records of each airplane moidified in accordance with this SEC. This coelificate and the supporting date which is the basis for approval shall romain in effect until sur-

rendored suspended rowked or a termination date is otherwise established by the Administrator of the

Federal Aviation Administration

Dale of issuance:

Dalos application: September 10, 1989

October 12, 1990

Sinte reissued:

Salvanunded: January 12, 1994

Manager, Propulsion Branch

Los Angeles Aircraft Certification Office

(Title)

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

Form Approved OMB No. 2120-0020 11/30/2007	Electronic Tracking Number
	or FAA Use Only

MAJOR REPAIR AND ALTERATION (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. USA N6195B 21062705 1. Aircraft Make Series Model CESSNA T210M Name (As shown on registration certificate) Address (As shown on registration certificate) Address 6441 Piney Creek Circle STP AIRCRAFT PARTNERSHIP 2. Owner State CO Country United States 80016 3. For FAA Use Only 4. Type 5. Unit Identification Repair Alteration Unit Make Model Serial No. (As described in Item 1 above) X AIRFRAME POWERPLANT PROPELLER APPLIANCE Manufacturer 6. Conformity Statement A. Agency's Name and Address B. Kind of Agency Name Eric R. Lundquist U. S. Certificated Mechanic Manufacturer Address 13124 Mercury Drive Foreign Certificated Mechanic C. Certificate No. Littleton State CO Certificated Repair Station A&P 3442975 80124-2926 country Untited States Certificated Maintenance Organization D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information

furnished herein is true and correct to the best of my knowledge.

xtended range fuel er 14 CFR Part 43	Signature/Date of Author	Fric R. Lundquist	udoscust	
рр. В	April 29, 2011	Eric R. Lundquist	0	
				۰

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 X Approved

BV _	FAA Fit. Standards Inspector	Manufacturer		Maintenance Organization	17	Persons Approved by Canadian Department of Transport	
ВТ	FAA Designee	Repair Station	x	Inspection Authorization	Oth	er (Specify)	
Certific	cate or	Signature/Date of	Authori	zed Individual	_	1 1	_

hundgunt Designation No. 3442975 April 29, 2011

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.

Knisley Welding, Inc. (STC) No. SA5012NM in accordance with (MMDL) as listed on Approved Model List No. SA5012NM dated 01-06-1994. Knisley Welding, Inc. (STC) SE5009NM has been installed in accordance with (MMDL) #1), Rev. G, dated 05-19-1993, see FAA Form 337 for Continental engine TSIO-520-R, S/N: 217425-R dated 04-29-2011 for additional information. No change to the Aircraft Weight and Balance was required.	Cessna T210M S/N: 21062705 N6195B smoved Cessna exhaust system and installed new modified exhaust system per nisley Welding, Inc. (STC) No. SA5012NM in accordance with (MMDL) as listed Approved Model List No. SA5012NM dated 01-06-1994. nisley Welding, Inc. (STC) SE5009NM has been installed in accordance with IMDL) #1), Rev. G, dated 05-19-1993, see FAA Form 337 for Continental engine SIO-520-R, S/N: 217425-R dated 04-29-2011 for additional information. o change to the Aircraft Weight and Balance was required. structions for Continued Airworthiness have been incorporated into the Aircraft fecords and a copy attached to this Form 337.	installed new modified exhaust system per 5012NM in accordance with (MMDL) as listed 2NM dated 01-06-1994. NNM has been installed in accordance with 993, see FAA Form 337 for Continental engine 4-29-2011 for additional information. It Balance was required. The shape been incorporated into the Aircraft form 337.		2011
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Instructions for Continued Airworthiness have been incorporated into the Aircraft Records and a copy attached to this Form 337.	structions for Continued Airworthiness have been incorporated into the Aircraft seconds and a copy attached to this Form 337.	ness have been incorporated into the Aircraft form 337.	MDL) #1), Rev. G, dated 05-19-1993, see FAA Form 337 for Continental engine	
Records and a copy attached to this Form 337.	cords and a copy attached to this Form 337,	Form 337.	change to the Aircraft Weight and Balance was required.	
END	END	END	cords and a copy attached to this Form 337.	
			END	

X Additional Sheets Are Attached



KNISLEY EXHAUST SYSTEMS

KNISLEY WELDING, INC.

FAA Certified Repair Station No. NJ3R712L

D-4	20	APRIL	2011	
Date:	21	WILL	wii	

To Whom It May Concern:

This letter authorizes you to install MODIFIED EXHAUST SYSTEM on your CESSNA TOOM

Serial No.: 21062705

Registration No.: N6195B

Date Installed: 29 APRIL 2011

Signature Line Lung week

Installation must be done in accordance with Knisley Welding STC SA5012NM

Upon completion of the installation, mail a copy of this completed form to Knisley Welding, and keep the original for your records:

Knisley Welding 3450 Swetzer Road Loomis, CA 95650

Sincerely,

Knisley Welding, Inc.

Centes Konfy

Anited Stores of America

Department of Transportation — Federal Aviation Administration

Supplemental Type Certificate

Number SA5012NM

This certificate issued to

KNISLEY WELDING, INC. 3450 Swetzer Road Loomis, California 95650

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 *

Regulations.

Original Product - Type Corlificate Number: * *See attached FAA Approved Model

Make: * List (AML) No. SA5012NM for list of approved airplane models and Medel: * applicable airworthiness regulations

Description of Type Design Change: Installation of a modified exhaust system in accordance with Knisley Welding, Inc., Modified Master Drawing List (MMDL) as listed on Approved Model List No. SA5012NM dated January 6, 1994; or later FAA approved revision. Supplemental Type Certificate No. SE5009NM is required as part of this installation.

Approval of this change in type design applies to Limitations and Gonditions: the above model aircraft only. This approval should not be extended to aircraft of these models that incorporate any other previously approved modification unless it is determined that the interrelationship between this change and any other modification will introduce no adverse effect on the airworthiness of these aircraft. A copy of this Certificate and FAA Approved Model List No. SA5012NM dated January 6, 1994, or later FAA approved revision, must be maintained as part of the permanent records for the modified This corlificate and the supporting data which is the basis for approval shall remain in effect until sur-

rendered, suspended, renoked, or a termination date is otherwise established by the Administrator of the

Federal Aviation Administration

Date of application: September 10, 1989

Sale wissued:

Date of issuance: October 12, 1990

Sale amended; January 15, 1991, January 12, 1994

By difetin of the flaministrator

Manager, Propulsion Branch

Los Angeles Aircraft Certification Office

(Title)

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

FAA APPROVED MODEL LIST (AML) NO. SA5012NM

KNISLEY WELDING, INC. INSTALLATION OF A MODIFIED EXHAUST SYSTEM

Issue Date: 1/6/94

			ORIGINAL TYPE	CERTIFICATION BASIS	INSTALL INSTRUC		AFM	AML
ITEM	AIRCRAFT MAKE	AIRCRAFT MODEL	CERTIFICATE NUMBER		NUMBER	REVISION & DATE	SUPPLEMENT NUMBER / DATE -	AMENDMENT DATE
1	Cessna	T210F, G, H J, K, L, M, & N	3A21	* CAR 3	MMDL #1	B 7/16/90	N/A	-
2	Cessna	T207/T207A	A16CE	** FAR 23	MMDL #1	G 5/19/93	N/A	-

See Type Certificate Data Sheet No. 3A21 for complete Certification Basis. See Type Certificate Data Sheet No. A16CE for complete Certification Basis.

FAA Approved:

Manager, Propulsion Branch Los Angeles Aircraft Certification Office



Small Airplane Directorate
Wichita Aircraft Certification Office
1801 Airport Road, Room 100
Mid-Continent Airport
Wichita, Kansas 67209

NOV 0 7 1990

Mr. Bill Knisley Knisley Welding Inc. 3450 Swetzer Rd Loomis, California 95650

Dear Mr. Knisley:

This refers to your September 25, 1990, letter and data submittal concerning an alternate method of compliance with Airworthiness Directive (AD) 71-09-07R1.

We have reviewed your data and our malfunction and defect reports concerning AD 71-09-07R1 and concur with your request in part. We do not concur with your request for a visual only inspection at 100 hours. However, you may advise your customers that Cessna 200 Series airplanes equipped with your Part Number K1250860-203 in place of the Cessna Part Number 1250860-203 exhaust stack assembly (heat exchanger) may extend the 50 hour pressure test inspection interval to 100 hours. Those operators with an approved inspection system may adjust the inspection interval 10 hours at each scheduled 100 hour interval.

We congratulate you on your efforts to provide an improved replacement for the Cessna 1250860-203 exhaust stack assembly.

Sincerely;

Adurence A. Herron, Manager

Wichita Aircraft Certification Office



KNISLEY WELDING, INC.

FAA Certified Repair Station No. NJ3R7 | 2L

Document Number: K1250860ICA Revision: N/C Date: June 28, 2004

KNISLEY WELDING INC. CESSNA TU/TP206 T207/T207A T210 MODIFIED EXHAUST SYSTEM INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

GENERAL: The Knisley Welding exhaust system is fit and function identical to the Cessna exhaust system. While the form is slightly different, this difference does not affect aircraft performance.

MAINTENANCE REQUIREMENTS: The Knisley Welding exhaust system requires no additional maintenance than the original Cessna exhaust system. The system must be maintained in accordance with the inspection requirements specified in the applicable aircraft maintenance manual and repetitive Airworthiness Directive (AD) 71-09-07R1.

The Knisley Welding exhaust system allows for the extension of the repetitive pressure test inspection required by AD 71-09-07R1 from 50 hours to 100 hours. See attached FAA Alternate Means of Compliance letter dated November 7, 1990.

US Department of Transportation Federal Aviation Administration

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

Make

Form Approved OMB No. 2120-0020

For FAA Use Only

5. Type

Repair

Atteration

Office Identification

Serial No.

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

3. For FAA Use Only

4. Unit Identification

Model

AIRFE	RAME			(As de	escrit	eed in item 1 above)				
POWE	ERPLANT	Continental		TSI	0-52	D-R	512781			×
PROP	PELLER									
		Туре								
APPLI	IANCE	Manufacturer		Ш						
				6.	Confo	mity Statement				
A. Ad	ency's Na	me and Address			_	ind of Agency		C. Certificate	e No.	
	Randal				x	U.S. Certificated Mechanic		A&P 5048	200976	
3309	Julian !	Street			Foreign Certificated Mechanic		_ Adr 504005070			
Den	ver, CO	80211			Certificated Repair Station		1			
					Manufacturer		1			
ha	eve been m	ade in accordance		s of Par	t 43 o dge.	ed in item 4 above and desc f the U.S. Federal Aviation I	Regulations and th			
D-44					Clas	ation of Authorized Individue				_
Mary Control	May 97				Sign	Paul Randall		Zala	1	
Mary Control	May 97		7	. Appro				Zarda	1	
19 Pursu	uant to the	authority given pe		the uni	oval fo	Paul Randall Pau	10.6			
Pursu Admir	uant to the	the Federal Avial	ersons specified below,	the uni	t iden	Paul Randall ar r Return to Service lified in item 4 was inspecte	1 D. C	rescribed by the		
Pursu	pant to the nistrator of FAA Inspe	the Federal Avial	ersons specified below, tion Administration and	the uni	oval fo	Paul Randall ar Return to Service iffied in Item 4 was inspecte X APPROVED	d in the manner programmer progra	rescribed by the		

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

B. Description o	f Work Accomplished	in the second of the same	A.CA CACAMAR AND
If more space is re	quired, attach additional sheets. Identif	y with aircraft nationality and registration mai	rk and date work completed.)
Cessna T2	10M S/N 21062705 N6195	В	
l. Removed si GT14B, Serial lated 6 Feb 97	x TCM fuel nozzles P/N 63274 No. 2004 under STC SE0920	48-14 and installed General Avia 89SC using Turbo GAMljector in:	tion Modifications, Inc. GAMIjectors kit No. stallation procedure No. IP-97-002 (Rev. 002)
. No change	in weight and balance.		
		END	
			×-

DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

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

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

(8330)

OFFICE IDENTIFICATION

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

3-10	MAKE	MODEL	
1. AIRCRAFT	Cessna	T210M	
	SERIAL NO.	NATIONALITY AND REGISTRATION MARK	
	21062705	N6195B	_
	NAME (As shown on registration certificate)	ADDRESS (As shown on registration certificate)	
2. OWNER	STP Aircraft Partnership	6441 Piney Creek Circle	

3. FOR FAA USE ONLY

	4. UNIT	IDENTIF	ICATION			5. 1	YPE
UNIT	MAKE		MODEL	SE	RIAL NO.	REPAIR	ALTER
AIRFRAME	(As	describe	d in item 1 above)				х
VERPLANT							
PROPELLER							
P	ТУРЕ						
APPLIANCE	MANUFACTURER		Tall a				
		6. CONF	ORMITY STATEMENT				
, A.	AGENCY'S NAME AND ADDRESS		B. KIND OF	AGENCY	C. CE	RTIFICATE	NO.
Charles	P. Craig	X	U.S. CERTIFICATED MECH	ANIC			
Arapahoe Aero, Inc. 12850 E. Control Tower Rd.			FOREIGN CERTIFICATED N	ECHANIC	A & I	1391	958
			CERTIFICATED REPAIR STATION				
Englewo	ood, CO 80112		MANUFACTURER .				
attachme	that the repair and/or alteration made nts hereto have been made in accordant the information furnished herein is tru	e with	the requirements of P	art 43 of the L	J.S. Federal Avi	on the res	verse or ulations
		1.000		10	/		

and that the information furnished herein	is true and correct to the best of my knowledge
DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL.

01/09/90 Charles P. Craig 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

Pop	FAA FLT. STANDARDS	MANUFACTURER	x	INSPECTION AUTHORIZATION	OTHER (Specify)
W (0)	FAA DESIGNEE :11)	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
	ON 01/09/90	CERTIFICATE OR DESIGNATION NIA 139195	o. '	SIGNATURE OF AUTHORIZE	Charles P. Craig

Charles P. Craig 227 17 47

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

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

Removed Alcor Economy mixture EGT system (Item D49-A on Equipment list) and installed Insight Instrument Corp. Graphic Engine Monitor (GEM) system model GEM-603-6 (TIT/EGT/CHT)

Installation made in accordance with I.I.C. (Insight Instrument Corp.) installation manual & drawing. 8258, version 2.1 dated 02/01/85 and FAA STC-SA157NE.

Flight manual supplement #1 revision #3 placed in P.O.H.

Weight & balance computed & supplement inserted in W & B section of P.O.H.

Nothing Below

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DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

MAJOR REPAIR AND ALTERATION

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

OFFICE IDENTIFICATION

(Airframe, Powerplant, Propeller, or Appliance)

DO3-16

2/15/88

007

	MAKE					MODEL					
1. AIRCRAFT Cessi			na			T210M					
I. AIRCRAFT	SERIAL NO.		21062705				TY AND REGISTI	RATION MA	RK		
	NAME (As sho	wn o	n registration certifica	ate)		ADDRESS (A	As shown on regist	ration certif	icate)		
2. OWNER	ST	Aircraft Pa	rtner	shij	242 Aur	2 South Fora Co. 8	raser 0014				
				3. FO	R FAA USE ONL	Y					
			4. UNI	T IDENTIF	ICATION				5.	TYPE	
TINU		M	KE		MODEL		SERIAL	но.	REPAIR	ALTER-	
AIRFRAME			(A	As describe	ed in item 1 ab	ove)		•		x	
LWERPLAN	т						5				
				-						-	
PROPELLER											
Jan k	TYPE										
APPLIANCE	MANUFACTURER										
				6. CONF	ORMITY STATE						
Α.	AGENCY'S NA	ME	AND ADDRESS			ID OF AG		C. CE	RTIFICATE	NO.	
De	enver Avi	on	ics Inc.	1	U.S. CERTIFICA			CRS D			
76	glewood,	PO	ria St.	У	114200 (417) 2 - 4111				io class II and		
									rument		
attachm	ents hereto hav	e be	d/or alteration made en made in accorda arnished herein is to	nce with	the requireme	nts of Part	43 of the U.S.	described Federal Avi	on the reation Reg	verse or gulation:	
DATE 2/1	15/88			SIC (SMATURE OF	AUTHORIZE	D INDIVIOUAL	ne			
		_	7. 1	PPROVAL	FOR RETURN T	O SERVICE	10				
Pursuant to	the authority strator of the F	giver eder:	persons specified l I Aviation Administ	below, th	ie unit identifi nd is ∑(APP	ROVED	was inspected REJECTED	in the man	ner presci	ribed by	
INS	A FLT. STANDARDS		MANUFACTURER		SPECTION AUTHOR	65.30	OTHER (Specify)				
O f	A DESIGNEE	X	REPAIR STATION		NADIAN DEPARTA		-				

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.

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

Cessna T210M S/N 21062705 N6195B

2/15/88

The following equipment changes were performed:

escription MANUAL#		WT	ARN	MOMENT
INSTALLED:				
LA-16 DF system	LAA manual:	(2.0)		(46.8)
LA-16 DF-Receiver S/N 1252		1.2	19.0	22.8
LAA ant (3)		0.6	30.0	18.0
Coupler assy		0.2	30.0	. 6.0

The interconnect harness for the installed equipment was fabricated of mil 27500 tefzel wire per drawings provided in manufacturers installation manual indicated above. The DC power source for the LA-16 DF system is #20 ga wire and is protected with a 2 amp circuit breaker.

The LA-16 rec-DF was mounted in r-hand avionics stack under ADF at sta 19.0 in accordance with LAA manual using procedures described in AC $^{1}3.13-24$. The LAA ant (3ea) and coupler were mounted on belly of aircraft at sta 30.0 in accordance with procedures described in AC $^{1}3.13-24$ ch3.

Weight and balance and equipment list amended.

Details on file under JO # 2781.

3

ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

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

Form Approved Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION

5. TYPE

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

1 AUDEDIES	MAKE CESSNA	MODEL T210M
1. AIRCRAFT	SERIAL NO. 21062705	NATIONALITY AND REGISTRATION MARK N6195B
2. OWNER	NAME (As shown on registration certificate) STP Aircraft Partnership	ADDRESS (As shown on registration certificate) 2422 South Fraser Aurora, Colorado 80014

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

	TIMU	li li	MAKE		MODEL	SERIAL	NO.	REPAIR	ATION
AIRF	RAME	*****		As de	scribed in item 1 above)		,,		xx
POW	ERPLANT								
ROF	PELLER		¥						
		TYPE							
APPL	IANCE	MANUFACTURER							1
	-			6.	CONFORMITY STATEMENT	1		1	1
	A. A	GENCY'S NAM	E AND ADDRESS		B. KIND OF AC	ENCY	C. C	ERTIFICATE	NO.
		P. Crai			XX U.S. CERTIFICATED MECHAN	A&P 1	391958		
Arapahoe Aero, Inc. 12850 E. Control tower rd.			FOREIGN CERTIFICATED MEC						
			CERTIFICATED REPAIR STATIS						
Er	iglewo	ood, Co. 8	80112		MANUFACTURER				
	attachmer	its hereto have l	been made in accord	ance '	the unit(s) identified in its with the requirements of Part and correct to the best of my	43 of the U.S.	described Federal Av	on the re- iation Reg	verse or ulations
DATE		01/22/8			SIGNATURE OF AUTORIZ	1)	rles P	. Crai	-q
			7.	APPRO	IVAL FOR RETURN TO SERVICE	C			
Purs	suant to t Administr	he authority giverator of the Fede	en persons specified eral Aviation Admini	belov	v, the unit identified in item n and is XXAPPROVED [4 was inspected REJECTED	in the man	mer prescr	ibed by
		FLT. STANDARDS	MANUFACTURER	х	INSPECTION AUTHORIZATION	OTHER (Specify)			
ВУ	FAA	DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT				
	TION	22/88	CERTIFICATE OR DESIGNATION NIA 1391958		SIGNATURE OF AUTHORIZE	7/	rles P	. Cra	ig

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.

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

Installed Airborne Auxiliary Dry Air Pump Kit #372-2 in accordance with Airborne Installation Instructions #SP 372-2 Dated March 15, 1984 and Rev A. Dated October 18, 1984. Per STC SA668GL Dated March 16, 1984 and amemded August 8, 1984.

Airplane Flight Manusl Supplement, dated August 8, 1984, placed in P.O.H. supplement section.

Electrical load checked per page 31 of installation inst. and determined that alternator capacity is not exceeded under normal maximum electrical load.

Weight & Balance computed and supplement to P.O.H. placed in Handbook.

Nothing Below

DEPARTMENT OF TRANSPORTATION PEDERAL 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

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

1. AIRCRAFT	MAKE CESSNA	MODEL T210M
	SERIAL NO. 21062705	NATIONALITY AND REGISTRATION MARK N 6195B
2. OWNER	NAME (As shown on registration certificate) STP Aircraft Partnership	ADDRESS (As shown on registration certificate) 2422 South Fraser Aurora, Colorado 80014

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT		MAKE		MODEL	SERIAL	NO:	REPAIR	ALTER-
AIRFRAME			(As des	cribed in item 1 above)		••		х
POWERPLA	NT Continen	tal	TSI	0-520-R	51278	1.		х
PROPELLER								
	TYPE		-					
APPLIANCE	MANUFACTURER							
_			6	CONFORMITY STATEMENT		_	-	1
A	. AGENCY'S NAM	E AND ADDRESS	0.	B. KIND OF AC	GENCY	C. CE	RTIFICATE	NO.
Charles P. Craig			X U.S. CERTIFICATED MECHAN					
	oe Aero, I			FOREIGN CERTIFICATED MED	A&P 1391958			
12850 East Control Tower Road			ad	CERTIFICATED REPAIR STATE	2000 0000000			
Englew	ood, Color	ado 80112		MANUFACTURER				
attachi	nents hereto have	been made in accor	dance v	the unit(s) identified in it with the requirements of Par and correct to the best of my	t 43 of the U.S.	described of Federal Avia	on the res	verse o
DATE	ember 20,	1987		SIGNATURE OF AUTHORIZ	ED INDIVIDUAL	1/2	2	
11311	THING STIME			Charles P.	Craig()	le /	2	
	The Alexander			VAL FOR RETURN TO SERVICE	-7	11 '	-	
Pursuant t	to the authority given istrator of the Federal	ven persons specific eral Aviation Admir	d below histratio	the unit identified in item and is APPROVED	4 was inspected REJECTED	W the man	ner prescr	ibed by
11	AA FLY, STANDARDS	MANUFACTURER	х	INSPECTION AUTHORIZATION	OTHER (Specify)			
BY	AA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT				
EJECTION	PPROVAL OR	CERTIFICATE OR DESIGNATION 1	NO.	SIGNATURE OF MITHORI	le IA5185	48506		

FAA Form 337 (7-67)

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

In alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

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

Installed Riley International Corporation air to air intercooler in the induction system of the engine per Engine Portion of Riley International STC SE2599NM and Master Drawing List R-15801, Revision "C", dated September 25, 1985.

Aircraft portion installed per Riley International STC SA2598NM and Master Drawing List R-15801, Revision "D", dated October 11, 1985.

Weight & Balance computed and supplement inserted in Pilot's Operating Handbook.

Riley International Corporation FAA approved Flight Manual Supplement #1 dated October 17, 1985, for T210M placed in aircraft paperwork.

Nothing below

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

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

MAKE

SERIAL NO.

1. AIRCRAFT

Cessna

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

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

MODEL

T210M

NATIONALITY AND REGISTRATION MARK

	2106	21062705 N6195B							
2. OWNE	R	NAME (As shown on registration certificate) Roach Aircraft			ADDRESS (As shown on registration certificate) Jefferson County Airport Broomfield, Co. 80020				
	1.0000000000000000000000000000000000000		3. FOR	FAA USE ONLY		P 35.00 E			
		4. UNI	T IDENTIFIC	CATION			1 5	TYPE	
UNIT		MAKE		MODEL	SER	IAL NO.	REPAIR	ALTER-	
AIRFRAM		······································	s déscribed	l in item 1 above) *************************************	****		xx	
POWERPL	ANT								
ROPELLE	R					3			
	TYPE								
APPLIANC	MANUFACTURER								
		4	6. CONFO	RMITY STATEMEN	ır		1	1	
	A. AGENCY'S NAME	AND ADDRESS	7	B. KIND	OF AGENCY	C. C	ERTIFICATE	NO.	
Rober	tson Aircraft	Corporation		U.S. CERTIFICATED					
	est Perimeter	the state of the same and the s	1	FOREIGN CERTIFICATED MECHANIC			ADD /15 00		
200		98055					5 415-23		
	rtify that the repair a	nd/or alteration made		MANUFACTURER	ed in item 4 above a	nd described	on the rea	verse of	
attac	hments hereto have be that the information	een made in accorda	nce with th	he requirements	of Part 43 of the U	S. Federal Av	iation Reg	ulations	
Decem	ber 12, 1978		SIG	ic B. Chris	stenson - As	Decree 6	nspecto	r	
		7. A	PPROVAL F	OR RETURN TO	SERVICE				
Pursuan the Adm	t to the authority give	en persons specified b	elow, the	unit identified is XX APPRO	in item 4 was inspect VED REJECTED	ed in the man	nner prescr	ibed by	
	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER		ECTION AUTHORIZA	OTHER (Specify)				
SY _	FAA DESIGNEE XX	REPAIR STATION	OF TI	ADIAN DEPARTMENT RANSPORT INSPECT MRCRAFT					
ATE OF	APPROVAL OR	CERTIFICATE OR DESIGNATION NO ARS 415-23		id M Davis	THORIZED INDIVIDIO	-			
	m /337 (7-67)							(8320	

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.)
	Robertson STOL full span wing trailing edge flap system and recontoured wing leading edge has been installed in accordance with Robertson Aircraft Corporation Drawing List 15 . Approved by STC $\underline{SA1525WE}$, dated $\underline{7-31-78}$.
	Weight Increase 20 Pounds, at 39 Inches.
	Tach Time 0032.1 Hours.
	END

ADDITIONAL SHEETS ARE ATTACHED

A	•
1	U.S. Department
	of Transportation
F	ederal Aviation
1	Administration

1. Aircraft

CESSNA

21062705

Serial No.

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

Form Approved	
OMB No.	2120-0020
Eor EA	A Hea Only

N6195B

Office Identification

INSTRUCTIONS: Print or type all entries, See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000.00 for each such violation (Section 901 Federal Aviation Act of 1958).

> Model T210M

Nationality and Registration Mark

2. Owner		vn on registration cert. FT PARTNERSH			runcate)					
	1-	3. For	FAA	Jse Only			_			
			ž.							
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	4. Uni	t Iden	lification				5. Type		
Unit	N	fake		Model		Serial No	۸.	Repair	Alteration	
AIRFRAME		(As de	scribed in Item 1 a	bove)				×	
POWERPLANT										
PROPELLER	- AI*			*						
	Туре									
APPLIANCE	Manufacturer	-								
				6. Conformity S	tatement					
A. Agency's Na	ame and Address			B. Kind of Ager			C. Certif	icate No.		
Scott L. Utz	TORENT			X U.S. Certific	cated Mechanic		ARP	52302180	13	
13450 Peac	ock Drive			Foreign Cer	1	Adr 020021000				
Littleton, CC	00124			Certificated						
1	40	handler made to the		Manufactur			1			
have been n	nade in accordance	lteration made to the e with the requirement rect to the best of my	ts of F	art 43 of the U.S.					ereto	
Date				Signature of Auth	norized Individu	al				
02/0	7/2003			Scott L. Utz	01	7				
				Approval For Ret						
Pursuant to the Administrator	he authority given portion of the Federal Avi	persons specified beli ation Administration a	ow, the	unit identified in i		ected in the man EJECTED	ner prescri	bed by the		
1 0.000	Fit Standards ector	Manufacturer	x	Inspection Author	orization	Other (Speci	fy)			
	A Designee	Repair Station		Person Approve Canada Airworth						
Date of Approva 02/07	or Rejection 7/2003	Certificate or Designation No. IA523021803		Signature of Aut	horized Individu	ial				
AA Form 3	37 (12-88)				0	_	_			

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.

Cessna	T210M	S/N: 21062705	N6195B	
ed April 1, 2000.				led BAS, Inc duel belt shoulde 855SE and BAS report 1002,
Updated the aircra plement in the Pilot	ft weight and balar ts Operating Handl	ce and equipment list to book. END	reflet this change. Ins	stalled the flight manual
			-11-	

Additional Sheets are Attached

Bevertment of Transportation—Wederal Autation Administration

Supplemental Type Certificate IMPORTANT DOCUMENTS

KEEP WITH AIRCRAFT RECORDS

Number SA00855SE

This certificate, issued to

BAS, Inc. P.O. Box 190 13319 419th Street Fast Eatonville, WA 98328

AC Ser. # B.A.S. Inc. Ser.

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

Original Product - Type Certificate Number:

3A21

Cessna

Model.

210K, 210L, 210M, 210N, 210R, P210N, P210R T210K, T210L, T210M, T210N, T210R

Description of the Type Design Change: Installation of BAS, Inc. duel belt shoulder harness with inertia reel in accordance with BAS Report 1002, dated April 1, 2000, or later FAA approved revision.

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

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

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

Date of application

June 16, 2000

Date reissued

Date of issuance:

November 28, 2000

Date amended.

(Signature)

Acting Manager, Seattle Aircraft Certification Office

(Title)

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

IMPORTANT DOCUMENTS KEEP WITH AIRCRAFT RECORDS

B.A.S., INC. INERTIAL REEL SHOULDER HARNESS SYSTEM

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

B.A.S, INC. parts should be inspected periodically in accordance with AC 43.13-1B, 9-8-98, paragraph 5-15.

Check for corrosion of parts and hardware and repair or replace as necessary as per AC 43.13-1B, 9-8-98, Chapter 6. Any bent broken or damaged parts must be replaced.

For harness & lap belt maintenance refer to attached AMSafe Maintenance Manual Number 25-22-25, Pages 15, 16, 19, 20, 21, 22 and 23.

B.A.S., INC. 888-255-6566 360-832-6566 360-832-6566 FAX

	Continued Airworthiness	Report 1502
August 1, 2000	- Continued / III Work IIII Coo	Page 1 of 1
STC SA2067NM	BAS Incorporated	

Department of Transportation — Federal Aviation Administration

Supplemental Type Certificate

Number SA2765NM

This certificate, issued to

Heliarc Welding Service, Inc.

P. O. Box 38509

3965 Newport Street

Denver, Colorado 80238

coolifies that the change in the type disign for the following product with the limitations and conditions

therefor as specified hereon much the nieworthiness requirements of Part 3 of the Civil Air

Regulations

Original Product - Type Gerlificate. Number: 3A21

Make: Cessna

Mistel: T210F,G,H,J,K,L,M, and N

Description of Type Design Change:

Installation of replacement left exhaust heat exchanger unit in accordance with Heliarc Welding Service Drawing List No. 5 dated September 12, 1986: FAA approved November 26, 1986, or later FAA approved revision.

Limitations and Conditions: This approval should not be extended to other aircraft of this model on which other previously approved modifications are incorporated unless it is determined that the interrelationship between this change and any 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, reveked, or a termination date is otherwise established by the Administrator of the

Federal Aviation Administration

Date of application: September 15, 1986

Date reissued:

Dale of issuance :

November 26, 1986

Date amended:

By direction of the Administrator

David T. Grossman (Signature) Acting Manager Denver Aircraft Certification Office Northwest Mountain Region, Aurora, Colorado

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

Department of Transportation Acceral Aviation Administration

Supplemental Type Certificate

Number SA2767NM

This certificate; issued to Heliarc Welding Services, Inc.

P. O. Box 38509 3965 Newport Street

Denver, Colorado 80238

certifies that the change in the type disign for the following product with the limitations and conditions

therefor as specified herein much the nieworthings requirements of Part 3 of the Civil Air

Regulations.

Original Product - Type levelipente. Sumber: AACE

. Make: Cessna

. Medel: TP206 A, B, C, D, E, F and G

TU206 A.B.C.D.E.F and G (thru 1986 model)

Description of Type Design Change: Installation of replacement left exhaust heat exchanger unit in accordance with Heliarc Welding Service Drawing List No. 5 dated September 12, 1986; FAA approved April 15, 1987, or later FAA approved revision.

Limitations and Conditions:

This approval should not be extended to other aircraft of this model on which other previously approved modifications are incorporated unless it is determined that the interrelationship between this change and any 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, rowked, or a termination date is otherwise established by the Administrator of the

Federal Anintion Solministration.

Dale of application: September 15, 1986

Date of issuance: April 15, 1987

Date reissued:

Date umended:

By direction of the Administrator

David T. Grossman, (Signature Manager Northwest Mountain Region, Aurora, Colorado

(Title)

Denver Aircraft Certification Office

Department of Transportation—Federal Abiation Administration

Supplemental Type Certificate

Number SA2768NM

This certificate, issued to

Heliarc Welding Service, Inc.

P. O. Box 38509

3965 Newport Street

Denver, Colorado 80238

corlifees that the change in the type design for the following product with the limitations and conditions

therefor as specified hereon meets the ninworthiness requirements of Part 23 of the Federal Aviation

Regulations

Original Product - Type Certificate Number: A16CE

Make: Cessna

Model: T207. T207A (through 1984 model year)

Description of Type Design Change:

Installation of replacement left exhaust heat exchanger unit in accordance with Heliarc Welding Service Drawing List No. 5 dated September 12. 1986: FAA approved January 12, 1987, or later FAA approved revision.

Limitations and Gondilions : This approval should not be extended to other aircraft of this model on which other previously approved modifications are incorporated unless it is determined that the interrelationship between this change and any 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, reveked, or a termination date is otherwise established by the Administrator of the

Federal Aviation Administration

Date of application: September 15, 1986

Duterrissued: Date amended:

Date of issuance :

January 12, 1987



By direction of the Administrator

David T. Grossman (Signature) Manager Denver Aircraft Certification Office Northwest Mountain Region, Aurora, Colorado

(Title)

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

This certificate may be transferred in accordance with FAR 21.47.



Reiff Corp. PO Box 5 Ft. Atkinson, WI 53538 262-593-5292 Sales@ReiffPreheat.com www.ReiffPreheat.com

HotStrip Oil Sump Heater INSTALLATION & OPERATING INSTRUCTIONS

Failure to follow these instructions may result in product failure.

If any of these instructions are unclear, please call for clarification before beginning.

- 1) Test each heating element before installation by plugging it in just long enough to verify that it gets warm (a few seconds).
- 2) See photos on pg. 2 showing how the parts plug together, and do a trial fit. Pick a spot to install the heater(s) that is a flat, smooth area on the bottom or side of the oil sump below the oil level. Do not install on a surface that is not flat, or over raised letters, gaps, dents, etc. Continental 360, 470, 520, 550: heater must go on side, the bottom is not flat. Locate it as far away as possible from controls like the throttle and mixture arms, to insure there can be no interference with them. Do not bond to composite (non-metallic) sumps.
- Surface preparation is critical. The paint MUST be removed (use paint remover) and both of the surfaces (sump and heater) must be scuffed (use Scotchbrite pad), cleaned with lacquer thinner or acetone, and dry.
- Thorough mixing is critical. Mix the Aremco epoxy following the instructions on the package. Remove the divider clip and lay the bag on a table and roll the two parts back and forth in the bag for several minutes with a large socket. Simply kneading the bag a few times with your fingers is NOT sufficient. Apply a coating of epoxy onto the unprinted side of the heater (the side with flaps), P/N 14. Position the heater onto the sump and apply firm pressure to squeeze out excess epoxy, and use duct tape to hold the heater tightly to the sump while the epoxy cures. Place unused epoxy in the freezer and save it for final touch up in step 5. JB Weld epoxy (available in most hardware stores) is a suitable substitute epoxy but do not substitute any other adhesive.
- Proper curing is critical. Aremoo cures in 24-48 hrs at 75° F. Temps cooler than that will inhibit curing. For cold weather installations, start with the engine warm or use other means to warm the sump. If you have our cylinder heaters installed you can cover the engine with a blanket and plug in the cylinder heaters overnight to warm the engine and sump. After the epoxy is fully cured (when it's hard), power up the heating elements (with sump full of oil) and watch them closely as they heat up. Probe the epoxy as it heats up and if the epoxy softens or the heater moves, unplug it and allow it to cure longer. If using JB Weld follow the curing instructions on the package, except that 75° F is required to be fully cured in the 16 hrs stated in their instructions. Curing of either epoxy is complete when the epoxy is solid. Use epoxy to form a generous bead around and over the heater edges to "lock" the heater in place, and to seal the openings in the corners and the lead wire exit hole to keep out oil, water, or other foreign matter which can short out the heater. Allow this edge bead to cure before running the engine.
- 6) If your system includes a thermostat (P/N HSTS) it should be bonded to the oil sump with the flat side against the sump using the same procedure and epoxy as for the heater. Install it below the oil level at least 3" from the heater.
- Using good aircraft practice route the power cord (P/N HSPC or HSH). P/N HSH plugs into a connector on the cylinder heater harness (P/N CH4, CH6, CH7, or CH9). For P/N HSPC locate the AC plug so it will be accessible with an extension cord, typically through a front air inlet or oil access door. Follow the routing of existing lines or wiring if possible. Secure the wires using cable ties, clamps, or by bonding to the sump with epoxy or RTV. Avoid interference with any moving parts such as throttle linkage and heat sources such as exhaust pipes. Attach the green ground wire to the engine, and test the connection by checking for continuity between the engine and the ground pin on the AC plug. Before installing the cowling have someone get in the cockpit and move all controls while you watch to see if there is any interference with any parts.
- 8) Installation of these FAA-PMA parts is a minor alteration and does not require an STC or Form 337. An A&P is required to install them (or supervise owner installation) and document the engine logbook and W&B. The weight of the oil sump heater components used in each of our systems is as follows: <a href="https://document.ncbi.nlm.ncbi.nl



Reiff Corp. PO Box 5

heat.com

INSTALL

Failure to If any of these inst

- 1) Test each heating element befor
- See photos on pg. 2 showing his smooth area on the bottom or s letters, gaps, dents, etc. Contir as possible from controls like the composite (non-metallic) sumps
- 3) Surface preparation is and heater) must be scuffed (ur
- 4) Thorough mixing is cricip and lay the bag on a table Simply kneading the bag a few the heater (the side with flaps epoxy, and use duct tape to he save it for final touch up in strong substitute any other add
- 5) Proper curing is critic weather installations, start wil installed you can cover the er After the epoxy is fully cured (they heat up. Probe the epot longer. If using JB Weld follow hrs stated in their instructions bead around and over the hea exit hole to keep out oil, wate running the engine.
- If your system includes a ther the same procedure and epox.



Aircraft preheating systems & related products VS

beginning.

warm (a few seconds).

the heater(s) that is a flat, lat is not flat, or over raised it flat. Locate it as far away with them. Do not bond to

both of the surfaces (sump

ickage. Remove the divider inutes with a large socket. onto the unprinted side of soure to squeeze out excess sed epoxy in the freezer and ible substitute epoxy but do

will inhibit curing. For cold 30 have our cylinder heaters warm the engine and sump. il) and watch them closely as inplug it and allow it to cure ed to be fully cured in the 16 se epoxy to form a generous the corners and the lead wire his edge bead to cure before

t side against the sump using



- Using good aircraft practice route the power cord (P/N HSPC or HSH). P/N HSH plugs into a connector on the cylinder heater harness (P/N CH4, CH6, CH7, or CH9). For P/N HSPC locate the AC plug so it will be accessible with an extension cord, typically through a front air inlet or oil access door. Follow the routing of existing lines or wiring if possible. Secure the wires using cable ties, clamps, or by bonding to the sump with epoxy or RTV. Avoid interference with any moving parts such as throttle linkage and heat sources such as exhaust pipes. Attach the green ground wire to the engine, and test the connection by checking for continuity between the engine and the ground pin on the AC plug. Before installing the cowling have someone get in the cockpit and move all controls while you watch to see if there is any interference with any parts.
- 8) Installation of these FAA-PMA parts is a minor alteration and does not require an STC or Form 337. An A&P is required to install them (or supervise owner installation) and document the engine logbook and W&B. The weight of the oil sump heater components used in each of our systems is as follows: <a href="https://document.ncbi.nlm.ncbi.nl

Third States of America

Bestureners of Comparatation—Behard Augusta Aberitastration

Supplemental Tope Certificate

Number SA00432SE

This certificate issued to

J. P. Instruments

P.O. Box 7033 Huntington Beach, CA 92646

actifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the simporthiness requirements of Part " of the "Repulations.

Original Gradual - Turo Bertilicale Number

"See attached FAA Approved Model List (AML) No. SA00432SE for a list of approved airplane models and applicable airworkliness regulations.

Description of the Tune Design Blange: Fuel flow transducer installed in accordance with

J.P. Instruments (JPI) Fuel Flow Installation Manual, Report No. 503, Revision B, dated March 14, 1997. and manufactured in accordance with JPI Drawing List Report No. 500 Revision B, dated March 14, 1997.

Note: This STC requires the installation of either; 1. JPI Fuel flow option with the EGT-701 temperature indicating system per STC SA2586NM; or

2. JPI FS-450 (uel flow indicating system per STC SA00861SE.

Similations and Bonditions. Approval of this change in type design applies to the aircraft models listed on the AML only. This approval should not be extended to other aircraft of these models on which other previously approved modifications are incorporated unless it is determined that the relationship. between this change and any of those other previously approved modifications, including changes in type design, will introduce no adverse effect upon the airworthiness of that aircraft. A copy of this certificate, and FAA Approved Model List (AML) No. SA00432SE must be maintained as part of the permanent records for the modified aircraft.

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

This vertificate and the suggesting data which is the basis for approval shall remain in effect until surrendered suspended revoled or a termination date is otherwise established by the Administrator of the Federal Sociation Stanssistration

But of systemine January 3, 1997

Acting Manager, Seattle Alvoraft Certification Office

Any attention of this cartificate is purishable by a fine of not exceeding \$1,000, or improprient not exceeding 3 years, or bots.

This cartificate may be iransferred in accordance with FAR 21.47.

FAA FORM \$115-2719-441

Subject: Permission to use STC. To Whom It May Concern:

J.P. Instruments holder of STC SA00432SE and STC SA00861SE grants to the purchaser of the EDM-700 series (PN EGT-701) or the (FS-450) PN 450000 Series AUEL FLOW INSTALLATION permission to use the STC/SA00432SE, or SA00861SE

Signed

Bried Stees of America

Benertment of Communication—Bedend Assestion Administration

Supplemental Type Certificate

Number SA00861SE

This writinate, istend to

J. P. Instruments P.O. Box 7033

Huntington Beach, CA 92646

wright that the change in the type design for the following product with the limitations and conditions throps as smalled became meets the airporthices regularments of Part * of the *Regulations.

Original Product - Type Bertificale Number:

"See attached FAA Approved Model List (AML)
No. SA00861SE for a list of approved airclane

Madel:

models and applicable airworthiness regulations.

Besoprition of the Type Steipe Wagon: Installation of J.P. Instruments (JPI) fuel flow indicating system in accordance with JPI installation Manual FS-450, Report No. 400, Revision -, dated August 16, 2000, or later FAA approved revision.

Emitation and Renditions: Approval of this change in type design applies to the aircraft models listed on the AML only. This approval should not be extended to other aircraft of these models on which other previously approved modifications are incorporated unless it is determined that the relationship between this change and any of those other previously approved modifications, including changes in type design, will introduce no adverse effect upon the airworthiness of that aircraft. A copy of this Certificate, EAA approved Model List (AML) No. SA00861SE, and Airptaine Flight Manual Supplement No. 1, dated December 18, 2000, or later FAA approved revision, must be maintained as part of the permanent records for the model aircraft.

Note: This STC requires the installation of a fuel flow transducer per STC SA00432SE; or aircraft listed on the FAA approved AML SA00432SE and that have been previously modified with a fuel flow indication system that utilizes the Flowscan fuel flow fransducer, PN: 201-A, 201-B, 201-C or 231 are eligible for installation for the FS-450. This certificate does not constitute installation approval of the flow transducer.

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

This wriftests and the supervise data which is the basis for approval shall remain in effect until secretaind inspenden rounded as a termination date is extensive established by the Sidministrator of the Industrictions Administration

Date of application. April 7, 2000

April 7, 2000 December 18, 2000 Dale reissand

Acting Manager, Seattle Alecraft

Certification Office

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

the committee Stewall

This certificate may be transferred in accordance with FAR 21.47,



U.S. Deportment of Transportation Federal Aviation Administration

Transport Airplane Directorate Los Angeles Aircraft Certification Office

3960 Paramount Boulevard Lakewood, California 90712-4137

DEC - 1 2000

J.P. Instruments Mr. Joseph Polizzotto 3402-I West MacArthur Santa Ana. California 92704

Dear Mr. Polizzotto:

J.P. Instruments, Fuel Flowmeters; Technical Standard Order C44b

Your application dated November 29, 2000, requesting the issuance of a Technical Standard Order (TSO) authorization in accordance with the procedural requirements of 14 Code of Federal Regulations (14 CFR) Part 21, Subpart O, has been reviewed. Based upon your data and statement of conformance certifying your article(s) has met the requirements of 14 CFR Part 21, Subpart O, and the minimum performance standards of TSO C44b (Ref. 14 § 21.305, authorization is hereby granted for the following.

MODEL NO.

DESCRIPTION

FS-450

450000() Fuel Flowmeter

The technical data submitted with your application have been accepted to fulfill the requirements for your TSO authorization and will be retained in our files. For your information the conditions and tests required for TSO authorization are minimum performance standards. The article(s) may be installed on or within a specific type or class of aircraft only if further evaluation by the user/installer documents an acceptable installation that is approved by the Administrator.

The quality control procedures contained in your quality control manual, currently on file at the Los Angeles Manufacturing Inspection District Office, and your statement that those procedures will be applied to the manufacture of the subject articles at the above address, are considered adequate in accordance with 14 CFR § 21.143.

Effective this date, your authorization to use TSO procedures is extended to include the subject article(s). You may identify this article(s) with the applicable TSO markings as required by TSO C44b.

Purpose - Aviation Safety Professionalism - Technical Excellence Pride - Highest Quality

			1									1	() General	eral emen	ts		2) Scope																				
7.6 Locked motor	7.5.2 Cycling:	7.5.1 Resonance:	7.5 Vibration	7.4 Humidity	7.3 Magnetic Effect	7.2 Extreme Temperature Exposure	temperature	6.3 Leak test	6.2.2.1 Hermetically sealed	6.2.2 Overpotential	8.2.1 Insulation res.	6.2 Dielectric	6.1 Scale Error	Radio Frequency Energy	Section 21, Emission of	req. Additional testing: DO-180D,	6.0 individual performance	5.0 to 5.6	4.6 Safety Provision	4.4 ruel Characteristics	4.3 Flow Direction	4.2.6 Visibility	4.2.4 Counters	4.2.3 Graduations	4.2.2 Numerals	4.2 Dial Markings	4.1.1 Indicating Method	4.0 Detail Req.	3.5 Magnetic Effect	34 Radio interference	and a minute of	3.3.2 Humidity:	3.3.1 Temperature	3.3 Environmental	3.2 Mentification	3.1.1 materials	Types: Type II
	PASSED		PASSED	PASSED	PASSED	PASSED	PASSED	PASSED	Not Applicable	Not Applicable	Not Applicable	ITTOOLIS	PASSED	b), Passed category M Section 21.4 Radiated RF Emission Passed category M	Section 21,3 Conducted RF Emission a). Passed category M	equipment and associated interconnecting wring locates to the electronic bay of an aircraft.	Category 'M'. This category may		PASSED	nitters are specifically designed to operate min		PASSED	PASSED	PASSED	PASSED		Type II instrument with a counter to indicate both fuel consumed and quantity remaining.		PASSED	PASSED Additional testing see section 6.0	PASSED	PASSED	Instrument Location: Power Plant Compartment PASSED	See section 5, 6, 7			Type II – Counter type instrument that indicates both fuel consumed and quantity remaining.

J.P. INSTRUMENTS FAA APPROVED MODEL LIST (AML) FOR:

1. INSTALLATION OF THE EGT 701 SERIES FUEL FLOW TRANSDUCER STC SA00432SE

2. INSTALLATION OF THE (FS-460) 460000 SERIES STC SA00861SE FUEL FLOW INSTRUMENT and TRANSDUCER

STC SA00861SE Issue Date: May 2, 1997

STC SA00861SE Issue Date: December 18, 2000

			0861SE Issue	Date: Decembe	r 18, 2000
ITEM	AIRCRAFT MAKE	AIRCRAFT MODEL A. SINGLE ENGINE AIRCRAFT (ITEMB 1-94) D. TWIN ENGINE AIRCRAFT (ITEMB 58-127)	TYPE CERTIFICATE NUMBER	CERTIFICATION BASIS FOR ALTERATION	AML REVISION DATE
		SINGLE ENGINE			1: - 1
7	AERMACCHI S.p.A. (SIAI Marchetti)	F.260, F.260B, F.260C, F.260D, F.260E, F.260F	A10EU	CAR 3 FAR 23	12-18-2000
	Aero Commander (Dynac)	100-180	1A21	CAR 3	05-31-2001
	Interceptor (Aero Commander) (Meyers)	200B, 200C, 200D	3A18	CAR 3	04-09-2002
1,	Rogers (Aeronca)	15AC	A-802	CAR 3	03-26-2013
5.	Air Tractor	AT-301 with STC SA01583CH (OE600A engine)	A9SW	FAR 21.25(a)(1)	03-26-2013
3.	Air Tractor	AT-401, AT-401A, AT-401B, AT-402, AT-402A, AT-402B with STC SA01583CH (OE600A engine)	A17SW	FAR 21.25(a)(1)	03-26-2013
7.	GA 8 Airvan (Pty) Ltd	GA8-TC320	A00011LA	FAR 23	03-26-2013
8.	American Champion	8GCBC, 8KCAB	A21CE	FAR 23	03-26-2013
9.	American Champion	7AC, 7DC, 7ECA, 7GCBC, 7GCAA, 7GCBA, 7KCAB	A-759	CAR 4a	03-26-2013
10.	Varga (Augusteir)	2150A	4A19	CAR 3	07-06-2009
11.	Avial Aircraft Inc (Sky International)	A-1, A-1A, A-1B, A-1C-180, A-1C-200	A22NM	FAR 23	03-26-2013
12.	Hawker Beechcraft (Beech)	D17S	A-649	- CAR 3	11-30-2005
13.	Hawker Beechcraft (Beech)	G178	TC 779	Aero Bulletin 7A & CAR 4	03-26-2013
14.	Hawker Beechcraft (Beech)	19A, B19, A23-19, M19A, A24R, B24R, C24R, B23, C23	A1CE	CAR 3	03-26-2013
15.	Hawker Beechcraft (Beech)	35, A35, B35, C35, D35, E35, F35, 35R, G35	A-777	CAR 3	12-18-2000
18.	Hawker Beechcraft (Beech)	35-33, 35-A33, 35-B33, 35-C33, 35-C33A, E33, E33A, E33C, F33, F33A, F33C, G33, H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, 38, A36, G38, A36TC, and B36TC	3A15	CAR 3	03-26-2013
17.	Hawker Beechcraft (Beech)	A45 (T-34A, B-45), D45 (T-34B), 45 (YT-34), Cont. E-225-B	5A3	CAR 3	12-18-2000
18.	Alexandria Aircraft (Bellanca)	14-19-2, 14-19-3, 17-30, 17-31	1A3	CAR 3	03-26-2013
19.	Alexandria Aircraft (Bellanca)	17-30A, 17-31A, 17-31ATC	A18CE	FAR 23	03-26-2013
20.	Cessna (Regal Air)	305A (USAF 0-1A), 305C (USAF 0-1E), 305D (USAF 0-1G), 305F	5A5	CAR 3	03-26-2013
21.	Cessna	120, 140	A-768	CAR 4a	5-31-2001
22.	Cessna	140A	5A2	CAR 3	5-31-2001
23.	Cessna	150, 150A, 150B, 150C, 150D, 150E, 150F, 150G, 150H, 150J, 150K, 150L, 150M, A150K, A150L, A150M, 152, A152	3A19	CAR 3	4-9-2002

J.P. INSTRUMENTS FAA APPROVED MODEL LIST (AML) FOR:

 INSTALLATION OF THE EGT 701 SERIES FUEL FLOW TRANSDUCER STC SA00432SE
 INSTALLATION OF THE (FS-460) 460000 SERIES STC SA00661SE FUEL FLOW INSTRUMENT and TRANSDUCER
 STC SA00432SE issue Date: May 2, 1997 STC SA00861SE Issue Date: December 18, 2000

TEM	AIRGRAFT MAKE	AJRCRAFT MODEL A. BINGLE ENGINE AIRCRAFT (ITEMS 1-34) B. TWIN ENGINE AIRCRAFT (ITEMS 16-127)	TYPE CERTIFICATE NUMBER	CERTIFICATION BABIS FOR ALTERATION	AML REVISION DATE
4.	Cessna	170, 170A, 170B	A-799	CAR 3	12-18-2000
5.	Cessna	FR172E, FR172F, FR172G, FR172H, FR172J	A18EU	CAR 3 FAR 21.29	03-26-2013
5.	Cessna	172, 172A, 172B, 172C, 172D, 172E, 172F, 172G, 172H, 172I, 172K, 172L, 172M, 172N, 172P, 172Q, 172R, 172S	3A12	CAR 3 FAR 23	03-26-2013
50	Cessna	172RG, R172E, R172F, R172G, R172H, R172J, R172K, 175, 175A, 175B, 175C, P172D	3A17	CAR 3	12-18-2000
1.	Cessna	177, 177A, 177B	A13CE	FAR 23	12-18-2000
	Cessna	177RG	A20CE	FAR 23	12-18-2000
	Cessne	180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 180J, 180K	5A6	CAR 3	12-18-2000
	Cessna	182, 182A, 182B, 182C, 182D, 182E, 182F, 182G, 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182O, 182R, 182S, 182T, T182T, R182, TR182, T182	3A13	CAR 3	03-26-2013
.	Cessna	185, 185A, 185B, 185C, 185D, 185E, A185E, A185F	3A24	CAR 3	12-18-2000
. 1	Cessna	188, 188A, 188B, A188, A188A, A188B, T188C	A9CE	FAR 21	12-18-2000
. 1	Cessna	190, 195, 195A, 195B	A-790	CAR 3	03-26-2013
	Cessna	206, U206, U208A, U206B, U206C, U206D, U206E, U208F, U206G, 208H, T208H, P206, P206A, P206B, P206C, P206D, P206E, P206A, TP206B, TP206C, TP206D, TP206E, TU206A, TU206B, TU206C, TU206C, TU206C, TU206F, TU20F, TU20	A4CE	CAR 3	03-26-2013
. (Cessna	207, 207A, T207, T207A	A16CE	FAR 23	12-18-2000
	Cessna	210, 210A, 210B, 210C, 210D, 210E, 210F, 210G, 210H, 210J, 210K, 210L, 210M, 210N, 210R, P210N, P210R, T210F, T210G, T210H, T210J, T210K, T210L, T210M, T210N, T210R, 210-5 (205), 210-5A (205A)	3A21	CAR 3	03-26-2013
	Cirrus Design Corporation	SR20, SR22	A00009CH	FAR 23	03-26-2013
1	CPAC, Inc. (Commander, Rockwell)	112,112B, 112TC, 112TCA, 114, 114A, 114B, 114TC	A1250	FAR 23	12-18-2000
i	Cub Crafters	CC18-180, CC18-180A	A00006SE	FAR 23	03-26-2013
	Viking Air Limited (De Havilland)	DHC-2 Mk I	A-806	CAR 3 CAR 10	07-06-2009
2.	Viking Air Limited (De Havilland)	DHC-3	A-815	CAR 3 CAR 10	03-26-2013
3.	DeHavilland Support Limited (Beagle)	B.121 Series 1, B.121 Series 2, B.121 Series 3	A22EU	FAR 21,29 FAR 23	02-09-2004
44.	Diamond	DA40, DA40F	A47CE	FAR.21.29	03-26-2013
45.	Diamond	DA20-A1, DA20-C1	TA4CH	FAR 23 FAR 21.29	03-26-2013

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J.P. INSTRUMENTS FAA APPROVED MODEL LIST (AML) FOR:

1. INSTALLATION OF THE EGT 701 SERIES FUEL FLOW TRANSDUCER STC SA00432SE

2. INSTALLATION OF THE (FS-450) 450000 SERIES STC SA00861SE FUEL FLOW INSTRUMENT and TRANSDUCER
STC SA00422SE Issue Date: May 2, 1997

STC SA00861SE Issue Date: December 18, 2000 AIRCRAFT MODEL REVISION TYPE CERTIFICATE NUMBER BASIS FOR ALTERATION ITEN AIRCRAFT MAKE BINGLE ENGINE AIRCRAFT (ITEMS 1-94) TWIN ENGINE AIRCRAFT (ITEMS 96-127) HICE CARB 07-06-2009 46 F-28A Enstrom (Helicopter) FAR 23 04-09-2002 A43CE EA-400 EAD 21 20 EA-300, EA-300S, EA-300L, EA-300/200 A67EU 12-18-2000 48 FXTRA FAR 23 03-26-2013 49 Fairchild 24R48A (Army UC-81K) A-708 CAR 4n 03-28-2013 FAR 23 50 Found Aircraft Canada, Inc. FBA-2C2 A7EA 51 GENERAL AVIA F22B. F22C A75FU FAR 23 12-18-2000 52 Globe (Swift) GC-1B A-768 CAR 48 07-06-2009 AERO BULL 7-A,FAR 23 Waco Classic Aircraft Corporation 53 2T-1A-1, 2T-1A-2 A18EA 07-06-2009 (Great Lakes) True Flight Holdings LLC (Grumman 54. AA-1, AA-1A, AA-1B, AA-1C ATTEA FAR 23 04-09-2002 True Flight Holdings LLC (Grummar 55 AA-5, AA-5A, AA-5B, AG-5B American) AIREA EAR 23 12-18-2000 56 Helio H-295, HT-295, H-395, H-391, H-391B, H-800 148 CAR 3 03-26-2013 57 Howard (Jobmaster Company) DGA-15P (Army UC-70, Navy GH-1, GH-2, GH-3, NH-1) A-717 CAR 48 12-18-2000 58 Sikorsky (Hughes) (Schweizer) 269A, 269A-1, 269B, 269C CAR 07-06-2009 59. Interstate (STOL Aviation) S-1B1 (Army L-8, XL-6) A-754 CAR 04 03-26-2013 80 Revo, Inc. (Lake) LA-4, LAKE Model 250, LAKE LA-4-200 1A13 CAR 3 FAR 23 12-18-2000 61 Cessna Company (Lancalr/Columbia) LC40-550FG, LC41-550FG A00003SE FAR 23 03-26-2013 M-4-210, M-4-210S, M-4-210S, M-4-210T, M-4-220, M-4-220S, M-4-220T, M-5-180C, M-5-20C, M-5-210C, M-5-235C, M-6-238, M-7-238, MT-7-269, M-7-235, M-7-235C, M-7-235C, M-7-236, M-7-180A, MX-7-180A, MX-7-180A, MX-7-180A, MX-7-180A, MX-7-280C 62 3A23 CAR 3 03-26-2013 MAC-145A, MAC-145B 63 MICCO Aircraft Co. Inc. 3A1 FAR 23 07-06-2009 M20A, M20B, M20C, M20D, M20E, M20F, M20G, M20J, M20K, M20L, M20M, M20R, M20S Mooney 64 CAR 3 2A3 M20TN 03-28-2013 FAR 23 M22 65 Mooney ARSIM CAR 3 12-18-2000 Zlin Aircraft a.s. (Moravan) Z-143L, Z-242L

A76EU

FAR 23

03-26-2013

: J.P. INSTRUMENTS FAA APPROVED MODEL LIST (AML) FOR:
1. INSTALLATION OF THE EGT 701 SERIES FUEL FLOW TRANSPOUGER STC SA00432SE
2. INSTALLATION OF THE (FS-460) 450000 SERIES STC SA00681SE FUEL FLOW INSTRUMENT and TRANSDUCER

STC SA00432SE Issue Date: May 2, 1997

STC SA00861SE Issue Date: December 18, 2000

FAA Approved:

AACIng Manager, Seattle Aircraft Certification Office

AMENDED: 06-23-1997; 10-09-1997; 07-16-1999; 06-05-2000; 05-31-2000; 04-19-2002; 07-27-2003; 02-99-2004; 11-30-2005; 07-06-2009; 04-12-2013

REISSUED: