

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

Number 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 product with the limitations and conditions
thereof as specified herein meets the airworthiness requirements of the attached FAA AML.*

Original Product Type Certificate Number:

Notes: * 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 Design Change: 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.

Limitations 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
surrendered, suspended, revoked or a termination date is otherwise established by the Administrator of the
Federal Aviation Administration.*

Date of application: December 7, 2010

Date of issuance: March 1, 2011

Date revised:

Date amended:



By direction of the Administrator

[Signature]
(Signature)

Anthony Socias
Manager
New York Aircraft Certification Office

(Title)

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

Number SA157NE

This certificate, issued to Insight Instrument Corporation
Box 194, Ellicott Station
Buffalo, New York 14205-0194

certifies 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 3/23 of the Civil Air/ Federal Aviation Regulations.

Original Product — Type Certificate Number: See Master Eligibility List
Make:
Model: See STC Continuation Sheet, Page 3

Description of Type Design Change: 1. 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.

3. Installation of GEM-602 and GEM-603 in accordance with I.I.C. Manual "Installing the G.E.M." Drawing 8258 version 2.1.

Limitations and Conditions: 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 surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: March 30, 1983

Date received:

Date of issuance: June 4, 1983

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

6/14/85, 1/29/88
By direction of the Administrator

Raymond J. Borowski
(Signature)

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.

United States of America
Department of Transportation—Federal Aviation 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...

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

United States of America
Department of Transportation—Federal Aviation Administration
Supplemental Type Certificate
(Continuation Sheet)

Number SA157NE

Date amended: January 29, 1988

Master Eligibility List

Insight Instrument Corporation Model 602 (Dwg List 8200, 5/4/83) and
Model 603 (Dwg List 8260, 4/16/85)

Graphic Engine Monitor System Installation

<u>Make</u>	<u>Model</u>	<u>Type Certificate</u>
British Aerospace (Beagle)	206 - all	A11EU
Beechcraft	23 - all	A1CE
Beechcraft	24 - all	A1CE
Beechcraft	33 - all	3A15
Beechcraft	34 - all	A26CE
Beechcraft	35 - all	777/3A15
Beechcraft	36 - all	3A15
Bellanca	17-30/31-all	1A3/A18CE
Bellanca	19-2/3-all	1A3
Bellanca	14-13-all	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 Aerospace	AA-5B	A16EA

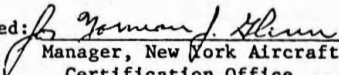
Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

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: 
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
1	Change to multiple approval	All	<i>for H.G. Bray</i> Raymond J. Borowski Mgr. N.Y. Aircraft Certification Office August 30, 1983
2	Add additional aircraft models	All	<i>for N.J. Glenn</i> Raymond J. Borowski Mgr. N.Y. Aircraft Certification Office October 13, 1983
3	Add GEM-603 with a numeric digital TIT readout and additional aircraft models	All	<i>for N.J. Glenn</i> Raymond J. Borowski Mgr., N.Y. Aircraft Certification Office May 6, 1985

FAA Approved: June 14, 1983

Removed



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

Form Approved OMB No. 2120-0020 11/30/2007	Electronic Tracking Number 2008001004
For FAA Use Only	
Electronically Submitted 337	

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

1. Aircraft	Nationality and Registration Mark N 6195B	Serial No. 21062705	
	Make CESSNA	Model T210M	Series
2. Owner	Name (As shown on registration certificate) STP AIRCRAFT PARTNERSHIP		Address (As shown on registration certificate)
			Address 6441 PINEY CREEK CIRCLE
			City AURORA State CO
			Zip 80016 Country UNITED STATES

3. For FAA Use Only

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

Inspector Signature **Richard Hosker**
Digitally signed by Richard Hosker
DN: cn=Richard Hosker, o=FAA, ou=FAA, email=richard.hosker@faa.gov, c=US
Date: 2008.07.21 17:29:00Z

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

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name Arasphoe Aero Avionics		<input type="checkbox"/> U. S. Certificated Mechanic	Manufacturer
Address 12780 E. Control Tower Road		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
City Englewood State CO		<input checked="" type="checkbox"/> Certificated Repair Station	ZL6R006Y
Zip 80112 Country UNITED STATES		<input type="checkbox"/> Certificated Maintenance Organization	

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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual debbie L paschky <small>Digitally signed by debbie L paschky DN: cn=Debbie L Paschky, o=Arasphoe Aero Avionics, ou=Arasphoe Aero Avionics, email=debbie.l.paschky@arasphoeaero.com, c=US Date: 2008.07.21 15:53:14 -0600</small>
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7. Approval for Return to Service

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

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

Certificate or Designation No. ZL6R006Y	Signature/Date of Authorized Individual debbie L paschky <small>Digitally signed by debbie L paschky DN: cn=Debbie L Paschky, o=Arasphoe Aero Avionics, ou=Arasphoe Aero Avionics, email=debbie.l.paschky@arasphoeaero.com, c=US Date: 2008.07.24 15:53:45 -0600</small>
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NOTICE

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

8. Description of Work Accomplished

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

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 supplied 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 Manufacturers 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 placed 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.

☐ Additional Sheets Are Attached

GDR-69 XM WX



US Department
of Transportation
Federal Aviation
Administration

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

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

Electronic Tracking Number

2008001007

For FAA Use Only

Electronically Submitted 337

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

1. Aircraft	Nationality and Registration Mark	N 6195B		Serial No.	21062705	
	Make	CESSNA		Model	T210M	
2. Owner	Name (As shown on registration certificate)			Address (As shown on registration certificate)		
	STP AIRCRAFT PARTNERSHIP			Address 5441 PINEY CREEK CIRCLE		
				City	AURORA	State CO
				Zip	80016	Country UNITED STATES

3. For FAA Use Only

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

Inspector
Signature

Richard Hosker

Digitally signed by Richard Hosker
DN: cn=Richard Hosker, o=FAA, ou=FAA, email=richard.hosker@faa.gov
Date: 2008.07.22 11:21:00-0500

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

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name Arapahoe Aero Avionics		U. S. Certificated Mechanic	
Address 12780 E. Central Tower Road K-6		Foreign Certificated Mechanic	
City Englewood State CO		<input checked="" type="checkbox"/> Certificated Repair Station	
Zip 80112 Country UNITED STATES		C. Certificate No. ZL6R006Y	
		Certificated Maintenance Organization	

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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual
	debbie L paschky

Digitally signed by debbie L paschky
DN: cn=US, o=FAA, ou=FAA, email=debbie.l.paschky@faa.gov, c=US
Date: 2008.07.22 11:21:01-0500

7. Approval for Return to Service

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

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

Certificate or Designation No.
ZL6R006Y

Signature/Date of Authorized Individual

debbie L paschky

Digitally signed by debbie L paschky
DN: cn=US, o=FAA, ou=FAA, email=debbie.l.paschky@faa.gov, c=US
Date: 2008.07.24 15:53:45-0500

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.)

N6195B

07/22/2008

Nationality and Registration Mark

Date

Aircraft is Cessna T210M sn: 21062705, N6195B. Tach time is 3237.9 hours.

This 337, dated July 22, 2008, is issued for the installation of one GARMIN GDL-69 XM Weather Receiver pn: 011-00986-00 sn: 47706179 with one GA-55 XM Antenna sn: 87509185, one GARMIN GTX-327 Transponder sn: 83733744, one PS Engineering PMA 8000B Audio Panel sn: VO3895, one KING KX-165 NAV/COM/GS with GI-106A Indicator sn: F08-11118.

The above equipment has been installed and ground checked per GARMIN GDL-69/69A Installation Manual 190-00355-02 Rev. F DEC/07 and STC SA01487SE. GARMIN GTX-327 Transponder has been installed per GARMIN GTX-327 Installation manual pn: 190-00187-02 Rev. N MAY/08 and STC SA01487SE. PS ENGINEERING PMA-8000B installed per PS Engineering PMA -8000B Installation Manual 200-890-0100 Rev. 8 MAY/08. KING KX-165 NAV/COM/GS installed per KING KX-165 Installation manual pn: 006-00179-00006 Rev. 6 OCT/94.

All work done in accordance with AC 43.13-1B Chapter 10, Chapter 11 Sections 3-5 and 8-13, Chapter 12 sections 1 & 2 and AC 43.13-2A Chapters 1, 2 & 3.

Wire used was Mil-W-22759 16-22 gage. Power supplied through 5A circuit breaker labeled "WX RX", 3A labeled "XPDR", 10A labeled "N/C 2", 5A labeled "Audio Panel", on Avionics Electrical Buss.

Weather is displayed on the GARMIN GNS 530W. Instructions for Continued Airworthiness are provided by the manufacturer. See their Document 190-00355-00 Rev. C, which has been added to aircrafts records. GARMIN Optional Displays Pilots Guide pn: 190-00140-13 Rev. G has been provided by the Manufacturer and remains with the aircraft.

GARMIN GTX-327 Pilot's Guide Book pn: 190-00187-00 Rev. D APR/08 has been provided by the Manufacturer and remains with the aircraft. Instructions for Continued Airworthiness not required. Other than the periodic test per FAR 91.413, Maintenance is as On Condition only.

The ATC Test and Inspection per FAR 91.413 Part 43 Appendix F has been complied with as of this date. See log book entry for details.

PS Engineering PMA -8000B Pilot's Guide 202-890-0202 Rev. 5 SEPT/06 has been provided by the Manufacturer and remains with the aircraft.

Aircrafts Equipment List has been ammended and a New Weight and Balance prepared and entered in aircraft's records.

☐ Additional Sheets Are Attached



U.S. Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
11/29/2007

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark USA N6195B	Serial No. 21062705	
	Make CESSNA	Model T210M	Series
2. Owner	Name (As shown on registration certificate) STP AIRCRAFT PARTNERSHIP	Address (As shown on registration certificate) 6441 Piney Creek Circle	
		City Aurora	State CO
		Zip 80016	Country United States

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input checked="" type="checkbox"/>	POWERPLANT	Continental	TSIO-520-R	217425-R
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name Eric R. Lundquist		<input checked="" type="checkbox"/> U. S. Certificated Mechanic	Manufacturer
Address 13124 Mercury Drive		Foreign Certificated Mechanic	C. Certificate No.
City Littleton	State CO	Certificated Repair Station	A&P 3442975
Zip 80124-2926	Country United States	Certificated Maintenance Organization	

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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual Eric R. Lundquist April 29, 2011
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7. Approval for Return to Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)
Certificate or Designation No. 3442975		Signature/Date of Authorized Individual Eric R. Lundquist April 29, 2011		

NOTICE

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

8. Description of Work Accomplished

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

USA N6195B

04/29/2011

Nationality and Registration Mark

Date

Continental TSIO-520-R Serial No. 217425-R

1. Removed Cessna exhaust system and installed new modified exhaust system per Knisley Welding, Inc. (STC) No. SE5009NM in accordance with (MMDL) #1), Rev. G, dated 05-19-1993.
2. Exhaust system was installed in accordance with Knisley Welding Installation Instructions No. MMDL #1, Rev. B, dated 07-16-1990.
3. No change to the Aircraft Weight and Balance was required.
4. Instructions for Continued Airworthiness have been incorporated into the aircraft records and a copy attached to this Form 337.

-----END-----

☐ Additional Sheets Are Attached

Department of Transportation—Federal Aviation Administration
Supplemental Type Certificate

Number SE5009NM

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

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

Regulations. See Type Certificate Data Sheet E8CE for the complete certification basis.

Original Product—Type Certificate Number: E8CE
Make: Continental
Model: TS10-520-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.

Limitations and Conditions: Approval of this change in type design is limited to 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 modified in accordance with this STC. *This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.*

Date of application: September 10, 1989

Date received:

Date of issuance: October 12, 1990

Date amended: January 12, 1994

By direction of the Administrator



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

(Title)

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

This certificate may be transferred in accordance with FAR 21.47.



US Department
of Transportation
Federal Aviation
Administration

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

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

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark USA N6195B	Serial No. 21062705	
	Make CESSNA	Model T210M	Series
2. Owner	Name (As shown on registration certificate) STP AIRCRAFT PARTNERSHIP		Address (As shown on registration certificate) 6441 Piney Creek Circle
	City Aurora		State CO
	Zip 80016		Country United States

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name Eric R. Lundquist	<input checked="" type="checkbox"/> U. S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Certificated Maintenance Organization	Manufacturer	
Address 13124 Mercury Drive		C. Certificate No.	
City Littleton		A&P 3442975	
State CO			
Zip 80124-2926	Country United States		

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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual Eric R. Lundquist April 29, 2011
---	--

7. Approval for Return to Service

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

BY	FAA FTL Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)
Certificate or Designation No. 3442975		Signature/Date of Authorized Individual Eric R. Lundquist April 29, 2011		

NOTICE

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

8. Description of Work Accomplished

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

USA N6195B

04/29/2011

Nationality and Registration Mark

Date

Cessna

T210M

S/N: 21062705

N6195B

1. Removed Cessna exhaust system and installed new modified exhaust system per Knisley Welding, Inc. (STC) No. SA5012NM in accordance with (MMDL) as listed on Approved Model List No. SA5012NM dated 01-06-1994.
2. 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.
3. No change to the Aircraft Weight and Balance was required.
4. Instructions for Continued Airworthiness have been incorporated into the Aircraft Records and a copy attached to this Form 337.

-----END-----

☒ Additional Sheets Are Attached



KNISLEY EXHAUST SYSTEMS

KNISLEY WELDING, INC.

FAA Certified Repair Station No. NJ3R712L

Date: 29 APRIL 2011

To Whom It May Concern:

This letter authorizes you to install MODIFIED EXHAUST SYSTEM on your CESSNA T210M.

Serial No.: 21062705

Registration No.: N6195B

Date Installed: 29 APRIL 2011

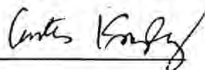
Signature: 

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.



Department of Transportation — Federal Aviation Administration

Supplemental Type Certificate

Number SA5012NM

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

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

Original Product — Type Certificate Number: * *See attached FAA Approved Model List (AML) No. SA5012NM for list of approved airplane models and applicable airworthiness regulations
Make: *
Model: *

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.

Limitations and Conditions: Approval of this change in type design applies to the above model aircraft only. This approval should not be extended to aircraft of these models 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 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 Federal Aviation Administration.

Date of application: September 10, 1989

Date issued:

Date of issuance: October 12, 1990

Date amended: January 15, 1991, January 12, 1994



By direction of the Administrator
John F. Olson
(Signature)

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

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

FAA APPROVED MODEL LIST (AML) NO. SA5012NM

KNISLEY WELDING, INC.
FOR
INSTALLATION OF A MODIFIED EXHAUST SYSTEM

Issue Date: 1/6/94

ITEM	AIRCRAFT MAKE	AIRCRAFT MODEL	ORIGINAL TYPE CERTIFICATE NUMBER	CERTIFICATION BASIS FOR ALTERATION	INSTALLATION INSTRUCTIONS		AFM SUPPLEMENT NUMBER / DATE	AML AMENDMENT DATE
					NUMBER	REVISION & 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



U.S. Department
of Transportation
Federal Aviation
Administration

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

NOV 07 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,

Lawrence A. Herron, Manager
Wichita Aircraft Certification Office



KNISLEY EXHAUST SYSTEMS

KNISLEY WELDING, INC.

FAA Certified Repair Station No. NJ3R712L

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.

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

Form Approved
OMB No. 2120-0020
For FAA Use Only
Office Identification

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

1. Aircraft	Make Cessna	Model T210M
	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) 6441 Piney Creek Circle Aurora, CO 80016

3. For FAA Use Only

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in item 1 above)				
POWERPLANT	Continental	TSIO-520-R	512781		X
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Paul Randall 3309 Julian Street Denver, CO 80211	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	A&P 504809876
	Foreign Certificated Mechanic	
	Certificated Repair Station	
	Manufacturer	

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

Date 19 May 97	Signature of Authorized Individual Paul Randall <i>Paul D. Randall</i>
--------------------------	--

7. Approval for Return to Service

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

☒ **APPROVED** ☐ **REJECTED**

BY	FAA Fit. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	Person Approved by Transport Canadian Airworthiness Group	
Date of Approval or Rejection 19 May 97		Certificate or Designation No. 504809876	Signature of Authorized Individual Paul D. Randall <i>Paul D. Randall</i>	

NOTICE

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

8. Description of Work Accomplished

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

Cessna T210M S/N 21062705 N6195B

1. Removed six TCM fuel nozzles P/N 632748-14 and installed General Aviation Modifications, Inc. GAMjectors kit No. GT14B, Serial No. 2004 under STC SE09289SC using Turbo GAMjector installation procedure No. IP-97-002 (Rev. 002) dated 6 Feb 97.

2. No change in weight and balance.

-----END-----

☐ Additional Sheets Are Attached

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

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

FOR FAA USE ONLY
OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE Cessna	MODEL T210M
	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) 6441 Piney Creek Circle Aurora, CO 80016

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

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

6. CONFORMITY STATEMENT

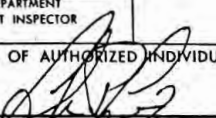
A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Charles P. Craig Arapahoe Aero, Inc. 12850 E. Control Tower Rd. Englewood, CO 80112	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	A & P 1391958
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> MANUFACTURER	

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

DATE 01/09/90	SIGNATURE OF AUTHORIZED INDIVIDUAL  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

FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION	OTHER (Specify)
FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 01/09/90	CERTIFICATE OR DESIGNATION NO. IA 1391958	SIGNATURE OF AUTHORIZED INDIVIDUAL  Charles P. Craig	

NOTICE

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

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

Removed 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

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

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

FOR FAA USE ONLY
OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE Cessna	MODEL T210M
	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 Co. 80014

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

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

6. CONFORMITY STATEMENT

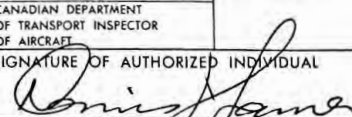
A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Denver Avionics Inc. 7625 So. Provia St. Englewood, Co. 80110	<input type="checkbox"/> U.S. CERTIFICATED MECHANIC	CRS D03-16 Radio class I & II and Instrument
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> MANUFACTURER	

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

DATE 2/15/88	SIGNATURE OF AUTHORIZED INDIVIDUAL 
-----------------	---

7. APPROVAL FOR RETURN TO SERVICE

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

b. of	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	X	REPAIR STATION	
DATE OF APPROVAL OR REJECTION 2/15/88		CERTIFICATE OR DESIGNATION NO. D03-16		SIGNATURE OF AUTHORIZED INDIVIDUAL 

NOTICE

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

6. 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:

Description	MANUAL#	WT	ARM	MOMENT
<u>INSTALLED:</u>				
LA-16 DF system	LAA manual:	(2.0)		(46.8)
LA-16 DF-receiver		1.2	19.0	22.8
S/W 1252				
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 43.13-2A.

The LAA ant (3ea) and coupler were mounted on belly of aircraft at sta 30.0 in accordance with procedures described in AC 43.13-2A ch3.

Weight and balance and equipment list amended.

Details on file under JO # 2781.

-----END-----

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

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

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) or instructions and disposition of this form.

1. AIRCRAFT	MAKE CESSNA	MODEL T210M
	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

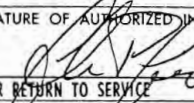
5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Charles P. Craig Arapahoe Aero, Inc. 12850 E. Control tower rd. Englewood, Co. 80112	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	A&P 1391958
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> MANUFACTURER	

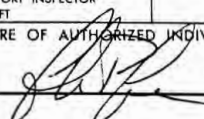
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and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

DATE 01/22/88	SIGNATURE OF AUTHORIZED INDIVIDUAL  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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR SECTION 01/22/88	CERTIFICATE OR DESIGNATION NO. IA 1391958	SIGNATURE OF AUTHORIZED INDIVIDUAL  Charles P. Craig
--	---	---

NOTICE

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

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

Installed 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 amended August 8, 1984.

Airplane Flight Manual 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

☐ 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

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

1. AIRCRAFT	MAKE CESSNA	MODEL 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

5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				X
POWERPLANT	Continental	TSIO-520-R	512781		X
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Charles P. Craig Arapahoe Aero, Inc. 12850 East Control Tower Road Englewood, Colorado 80112	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	A&P 1391958
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> MANUFACTURER	

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

DATE November 20, 1987	SIGNATURE OF AUTHORIZED INDIVIDUAL 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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION November 20, 1987	CERTIFICATE OR DESIGNATION NO. IA 518548506	SIGNATURE OF AUTHORIZED INDIVIDUAL Joel Burkholder			

NOTICE

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

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

Installed 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

Form Approved
Budget Bureau No. 04-R060.1

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

FOR FAA USE ONLY
OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE Cessna	MODEL T210M
	SERIAL NO. 21062705	NATIONALITY AND REGISTRATION MARK N6195B
2. OWNER	NAME (As shown on registration certificate) Roach Aircraft	ADDRESS (As shown on registration certificate) Jefferson County Airport Broomfield, Co. 80020

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

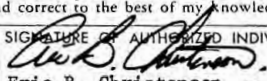
5. TYPE

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

6. CONFORMITY STATEMENT

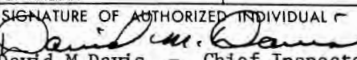
A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Robertson Aircraft Corporation 839 West Perimeter Road Renton, Washington 98055	<input type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	ARS 415-23

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

DATE December 12, 1978	SIGNATURE OF AUTHORIZED INDIVIDUAL  Eric B. Christenson - Assistant Inspector
---------------------------	--

7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 12/13/78	CERTIFICATE OR DESIGNATION NO. ARS 415-23	SIGNATURE OF AUTHORIZED INDIVIDUAL  David M Davis - Chief Inspector		

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.)

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 SA1525WE, dated 7-31-78.

Weight Increase 20 Pounds, at 39 Inches.

Tach Time 0032.1 Hours.

END

☐ ADDITIONAL SHEETS ARE ATTACHED



U.S. Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
For FAA Use Only
Office Identification

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

1. Aircraft	Make CESSNA	Model T210M
	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) 6441 PINEY CREEK CIRCLE AURORA, CO 80016-1111

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Scott L. Utz 13450 Peacock Drive Littleton, CO 80124	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	A&P523021803
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> Manufacturer	

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

Date 02/07/2003	Signature of Authorized Individual Scott L. Utz
--------------------	--

7. Approval For Return To Service

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

☒ APPROVED ☐ REJECTED

BY	FAA Fit Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 02/07/2003		Certificate or Designation No. IA523021803	Signature of Authorized Individual Scott L. Utz		

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

T210M

S/N: 21062705

N6195B

1. Removed Cessna pilots and co-pilots seat belts and shoulder harnesses and installed BAS, Inc dual belt shoulder harness with inertia reel for the pilot and co-pilot seats. Kit was installed per STC SA00855SE and BAS report 1002, dated April 1, 2000.

2. Updated the aircraft weight and balance and equipment list to reflect this change. Installed the flight manual supplement in the Pilots Operating Handbook.

----- END -----

☐ Additional Sheets are Attached

Department of Transportation—Federal Aviation Administration

Supplemental Type Certificate

IMPORTANT DOCUMENTS
KEEP WITH AIRCRAFT RECORDS

This certificate, issued to

Number SA00855SE
BAS, Inc.
P.O. Box 190
13319 419th Street East
Eatonville, WA 98328

Reg # N 61958
AC Ser. # 2106270
B.A.S. Inc. Ser. # 7856
1. 7857
2. _____

*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

Make:

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:



By direction of the Administrator

Adrian J. As...
(Signature)

Acting Manager, Seattle Aircraft
Certification Office

(Title)

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

This certificate may be transferred in accordance with FAR 21.47.

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		Page 1 of 1
STC SA2067NM	BAS Incorporated	

United States of America
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

certifies 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 of the Civil Air Regulations:

Original Product—Type Certificate Number: 3A21

Make: Cessna

Model: 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, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: September 15, 1986

Date issued:

Date of issuance: November 26, 1986

Date amended:

By direction of the Administrator

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



United States of America
Department of Transportation - Federal 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 design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 3 of the Civil Air Regulations.

Original Product—Type Certificate Number: A4CE

Make: Cessna

Model: 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, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: September 15, 1986

Date received:

Date of issuance: April 15, 1987

Date amended:

By direction of the Administrator

David T. Grossman

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



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

Number SA2768NM

This certificate, issued to Heliarc Welding Service, Inc.
P. O. Box 38509
3965 Newport Street
Denver, Colorado 80238

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

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 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, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: September 15, 1986

Date of issuance: January 12, 1987

Date issued:

Date amended:

By direction of the Administrator

David T. Grossman
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.
- 3) **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.
- 4) **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.**
- 5) **Proper curing is critical.** Aremco 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.
- 7) 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 cowl 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: **HotStrip Oil Sump Heater System is 7 oz.**, on the **Standard System 3.3 oz.**, and on the **Turbo & Turbo XP Systems 5.2 oz.** Note if you are installing the Standard, Turbo, or Turbo XP System you will also need to add to the above the weight of the cylinder heat system which is indicated in the cylinder heating system installation instructions.

Get the PREHEAT SYSTEM that runs on ALL CYLINDERS

Reiff Corp. PO Box 5

reiff.com

INSTALL

REIFF



Failure to
If any of these inst

VS

beginning.

1) Test each heating element before

2) See photos on pg. 2 showing the smooth area on the bottom of the sump. Letters, gaps, dents, etc. Continue as possible from controls like the composite (non-metallic) sumps

3) **Surface preparation is** (the heater) must be scuffed (the

4) **Thorough mixing is critical** clip and lay the bag on a table. Simply kneading the bag a few times the heater (the side with flaps epoxy, and use duct tape to help save it for final touch up in step not substitute any other ad

5) **Proper curing is critical** weather installations, start with installed you can cover the engine. After the epoxy is fully cured (they heat up. Probe the epoxy longer. If using JB Weld follow hours stated in their instructions: bead around and over the heat exit hole to keep out oil, water running the engine.

6) If your system includes a thermostat the same procedure and epoxy.

7) 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: **HotStrip Oil Sump Heater System is 7 oz.**, on the **Standard System 3.3 oz.**, and on the **Turbo & Turbo XP Systems 5.2 oz.** Note if you are installing the Standard, Turbo, or Turbo XP System you will also need to add to the above the weight of the cylinder heat system which is indicated in the cylinder heating system installation instructions.

*Aircraft preheating systems
& related products*

*Long engine life
Starts with Reiff*

warm (a few seconds).

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

both of the surfaces (sump y.

leakage. Remove the divider inlets with a large socket. onto the **unprinted side** of sure to squeeze out excess sed epoxy in the freezer and ble substitute epoxy but do

will inhibit curing. For cold you have our cylinder heaters warm the engine and sump. ii) 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 heater.

ReiffPreheat.com

Third Page of Notice
Department of Transportation—Federal Aviation Administration
Supplemental Type Certificate

Number SA00432SE

This certificate, issued to

J. P. Instruments
P.O. Box 7033
Huntington Beach, CA 92646

certifies 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 21 of the Regulations.

Original Product—Type Certificate Number:

Label
Label

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

Description of the Type Design Change: 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.

Notes: 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 fuel flow indicating system per STC SA00861SE.

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

Date of application: January 3, 1997
Date of issuance: May 2, 1997

Date received: December 18, 2000
Date amended:



By *[Signature]*
Acting Manager, Seattle Aircraft
Certification Office
(This)

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

This certificate may be transferred in accordance with FAR 21.47.

FAA Form 3110-2 (10-91)

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 FUEL FLOW INSTALLATION permission to use the STC SA00432SE, or SA00861SE

Signed *[Signature]*

Department of Transportation—Federal Aviation Administration

Supplemental Type Certificate

Number SA00861SE

This certificate, issued to

J. P. Instruments
P.O. Box 7033
Huntington Beach, CA 92646

writes 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 21 of the Regulations.

Original Product—Type Certificate Number:

Make:

Model:

*See attached FAA Approved Model List (AML)

No. SA00861SE for a list of approved airplane models and applicable airworthiness regulations.

Description of the Type Design Change: 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.

Limitations and Conditions: 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, FAA Approved Model List (AML) No. SA00861SE, and Airplane 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 modified 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 transducer, P/N: 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 fuel 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 certificate and the supporting data which is the basis for approval shall remain in effect until *revoked, suspended, recalled, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.*

Date of application: April 7, 2000

Date of issuance: December 18, 2000

Date received:

Date amended:



[Signature]
(Signature)
Acting Manager, Seattle Aircraft
Certification Office

(11/01)

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

This certificate may be inspected in accordance with FAR 21.47.

FAA Form 1190-204-000



U.S. Department
of Transportation
Federal Aviation
Administration

Transport Airplane Directorate
Los Angeles Aircraft
Certification Office
3900 Paramount Boulevard
Lakewood, California 90712-4117

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

Regulation	Type: Type I	Type II - Counter type instrument that indicates both fuel consumed and quantity remaining.
3.1.1 Materials	PASSED	
3.1.2 Workmanship	PASSED	
3.2 Identification	PASSED	
3.3 Environmental	See section 5, 6, 7	
3.3.1 Temperature	Instrument Location: Power Plant Compartment	
3.3.2 Humidity	PASSED	
3.3.3 Vibration	Power Plant Mounted:	
3.3.4 Altitude	PASSED	
3.3.5 Radio Interference	PASSED	
3.3.6 Magnetic Effect	PASSED	
4.0 Detail Req.	PASSED	
4.1.1 Indicating Method	Type II instrument with a counter to indicate both fuel consumed and quantity remaining.	
4.2 Dial Markings	PASSED	
4.2.1 Finish	PASSED	
4.2.2 Numerals	PASSED	
4.2.3 Graduations	PASSED	
4.2.4 Counters	PASSED	
4.2.5 Visibility	PASSED	
4.3 Flow Direction	PASSED	
4.4 Fuel Characteristics	All transmitters are specifically designed to operate with all aviation fuel.	
4.4.1 Power Variations	PASSED	
4.4.2 Fuel Provision	PASSED	
4.4.3 S.F.	PASSED	
6.0 Individual performance	Tested to Category "M". This category may be suitable for equipment and associated interconnecting wiring located in the engine bay of an aircraft.	
6.1 Additional testing:	See Section 21. Emission of Radio Frequency Energy	
6.1.1 Scale Error	PASSED	
6.1.2 Dielectric	PASSED	
6.1.3 Insulation res.	Not Applicable	
6.2.1 Overpotential	Not Applicable	
6.2.2.1 Thermally treated	Not Applicable	
6.3 Leak test	PASSED	
7.1 Low and High temperature	PASSED	
7.2 Extreme Temperature Exposure	PASSED	
7.3 Magnetic Effect	PASSED	
7.4 Humidity	PASSED	
7.5 Vibration	PASSED	
7.5.1 Resonance	PASSED	
7.5.2 Cycling	PASSED	
7.6 Locked rotor	PASSED	

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) 460000 SERIES STC SA00861SE FUEL FLOW INSTRUMENT

STC SA00432SE Issue Date: May 2, 1997

STC SA00861SE Issue Date: December 18, 2000

ITEM	AIRCRAFT MAKE	AIRCRAFT MODEL	TYPE CERTIFICATE NUMBER	CERTIFICATION BASIS FOR ALTERATION	AML REVISION DATE
		A. SINGLE ENGINE AIRCRAFT (ITEMS 1-34)			
		B. TWIN ENGINE AIRCRAFT (ITEMS 35-127)			
SINGLE ENGINE					
1.	AERMACCHI S.p.A. (<i>SIAI Marchetti</i>)	F.280, F.260B, F.260C, F.260D, F.260E, F.260F	A10EU	CAR 3 FAR 23	12-18-2000
2.	Aero Commander (<i>Dynac</i>)	100-180	1A21	CAR 3	05-31-2001
3.	Interceptor (<i>Aero Commander</i>) (<i>Meyers</i>)	200B, 200C, 200D	3A18	CAR 3	04-09-2002
4.	Rogers (<i>Aeronca</i>)	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
6.	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, 8KACB	A21CE	FAR 23	03-26-2013
9.	American Champion	7AC, 7DC, 7ECA, 7GCBG, 7GCAA, 7GCBA, 7KCAB	A-759	CAR 4a	03-26-2013
10.	Varga (<i>Augustair</i>)	2150A	4A19	CAR 3	07-06-2009
11.	Aviat Aircraft Inc (<i>Sky International</i>)	A-1, A-1A, A-1B, A-1C-180, A-1C-200	A22NM	FAR 23	03-26-2013
12.	Hawker Beechcraft (<i>Beech</i>)	D17S	A-849	CAR 3	11-30-2005
13.	Hawker Beechcraft (<i>Beech</i>)	G17S	TC 778	Aero Bulletin 7A & CAR 4	03-26-2013
14.	Hawker Beechcraft (<i>Beech</i>)	19A, B19, A23-19, M19A, A24R, B24R, C24R, B23, C23	A1CE	CAR 3	03-26-2013
15.	Hawker Beechcraft (<i>Beech</i>)	35, A35, B35, C35, D35, E35, F35, 35R, G35	A-777	CAR 3	12-18-2000
16.	Hawker Beechcraft (<i>Beech</i>)	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, 36, A36, G36, A36TC, and B30TC	3A15	CAR 3	03-26-2013
17.	Hawker Beechcraft (<i>Beech</i>)	A45 (T-34A, B-45), D45 (T-34B), 45 (YT-34), Cont. E-225-8	SA3	CAR 3	12-18-2000
18.	Alexandria Aircraft (<i>Bellanca</i>)	14-19-2, 14-19-3, 17-30, 17-31	1A3	CAR 3	03-26-2013
19.	Alexandria Aircraft (<i>Bellanca</i>)	17-30A, 17-31A, 17-31ATC	A18CE	FAR 23	03-26-2013
20.	Cessna (<i>Regal Air</i>)	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	4-8-2002

J.P. INSTRUMENTS FAA APPROVED MODEL LIST (AML) FOR:
 1. INSTALLATION OF THE EGT 701 SERIES FUEL FLOW TRANSDUCER STC SA004325E
 2. INSTALLATION OF THE (FS-460) 460000 SERIES STC SA008615E FUEL FLOW INSTRUMENT and TRANSDUCER
 STC SA004325E issue Date: May 2, 1987
 STC SA008615E issue Date: December 18, 2000

		AIRCRAFT MODEL		STC SA00015E ISSUED DATE: DECEMBER 18, 2000		
ITEM	AIRCRAFT MAKE	A. SINGLE ENGINE AIRCRAFT (ITEMS 1-34) B. TWIN ENGINE AIRCRAFT (ITEMS 85-127)	TYPE CERTIFICATE NUMBER	CERTIFICATION BASIS 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	
6.	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	
7.	Cessna	172RG, R172E, R172F, R172G, R172H, R172J, R172K, 175, 175A, 175B, 175C, P172D	3A17	CAR 3	12-18-2000	
8.	Cessna	177, 177A, 177B	A13CE	FAR 23	12-18-2000	
9.	Cessna	177RG	A20CE	FAR 23	12-18-2000	
10.	Cessna	180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 180J, 180K	5A6	CAR 3	12-18-2000	
11.	Cessna	182, 182A, 182B, 182C, 182D, 182E, 182F, 182G, 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, 182R, 182S, 182T, T182T, R182, TR182, T182	3A13	CAR 3	03-26-2013	
12.	Cessna	185, 185A, 185B, 185C, 185D, 185E, A185E, A185F	3A24	CAR 3	12-18-2000	
13.	Cessna	188, 188A, 188B, A188, A188A, A188B, T188C	ABCE	FAR 21	12-18-2000	
14.	Cessna	190, 195, 195A, 195B	A-790	CAR 3	03-26-2013	
15.	Cessna	206, U206, U206A, U206B, U206C, U206D, U206E, U206F, U206G, 206H, T206H, P206, P206A, P206B, P206C, P206D, P206E, TP206A, TP206B, TP206C, TP206D, TP206E, TU206A, TU206B, TU206C, TU206D, TU206E, TU206F, TU206G	A4CE	CAR 3	03-26-2013	
16.	Cessna	207, 207A, T207, T207A	A16CE	FAR 23	12-18-2000	
17.	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-S (205), 210-SA (205A)	3A21	CAR 3	03-26-2013	
18.	Cirrus Design Corporation	SR20, SR22	A00009CH	FAR 23	03-26-2013	
19.	CPAC, Inc. (Commander, Rockwell)	112, 112B, 112TC, 112CTA, 114, 114A, 114B, 114TC	A12SO	FAR 23	12-18-2000	
20.	Cub Crafters	CC18-180, CC18-180A	A00006SE	FAR 23	03-26-2013	
21.	Viking Air Limited (De Havilland)	DHC-2 Mk I	A-808	CAR 3 CAR 10	07-08-2009	
22.	Viking Air Limited (De Havilland)	DHC-3	A-815	CAR 3 CAR 10	03-26-2013	
23.	DeHavilland Support Limited (Beagle)	B.121 Series 1, B.121 Series 2, B.121 Series 3	A22UE	FAR 21.29 FAR 23	02-09-2004	
24.	Diamond	DA40, DA40F	A47CE	FAR 21.29	03-26-2013	
25.	Diamond	DA20-A1, DA20-C1	TA4CH	FAR 23 FAR 21.29	03-26-2013	

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

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

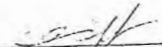
2. INSTALLATION OF THE (FS-460) 460000 SERIES STC SA00861SE FUEL FLOW INSTRUMENT and TRANSDUCER

STC SA00432SE issue Date: May 2, 1997

STC SA00861SE issue Date: December 12, 2000

ITEM	AIRCRAFT MAKE	AIRCRAFT MODEL	TYPE		CERTIFICATION BASIS FOR ALTERATION	AML REVIEW DATE
			TYPE	CERTIFICATE NUMBER		
46.	Enstrom (<i>Helicopter</i>)	F-28A		HICE	CAR 8	07-06-2009
47.	EXTRA	EA-400		A43CE	FAR 23	04-09-2002
48.	EXTRA	EA-300, EA-300S, EA-300L, EA-300/200		A67EU	FAR 21,29	12-18-2000
49.	Fairchild	24R48A (Army UC-81K)		A-708	CAR 4a	03-26-2013
50.	Found Aircraft Canada, Inc.	FBA-2C2		A7EA	FAR 23	03-26-2013
51.	GENERAL AVIA	F22B, F22C		A75EU	FAR 23	12-18-2000
52.	Globe (<i>Swift</i>)	GC-1B		A-766	CAR 4a	07-06-2009
53.	Waco Classic Aircraft Corporation (<i>Great Lakes</i>)	2T-1A-1, 2T-1A-2		A18EA	AERO BULL 7-A, FAR 23	07-06-2009
54.	True Flight Holdings LLC (<i>Grumman American</i>)	AA-1, AA-1A, AA-1B, AA-1C		A11EA	FAR 23	04-09-2002
55.	True Flight Holdings LLC (<i>Grumman American</i>)	AA-5, AA-5A, AA-5B, AG-5B		A10EA	FAR 23	12-18-2000
56.	Helio	H-295, HT-295, H-395, H-391, H-391B, H-800		1A8	CAR 3	03-26-2013
57.	Howard (<i>Jobmaster Company</i>)	DGA-15P (Army UC-70, Navy GH-1, GH-2, GH-3, NH-1)		A-717	CAR 4a	12-18-2000
58.	Sikorsky (<i>Hughes</i>) (<i>Schweitzer</i>)	289A, 289A-1, 289B, 269C		4H12	CAR 8	07-06-2009
59.	Interstate (<i>STOL Aviation</i>)	S-1B1 (Army L-8, XL-8)		A-754	CAR 04	03-26-2013
60.	Revo, Inc. (<i>Lake</i>)	LA-4, LAKE Model 250, LAKE LA-4-200		1A13	CAR 3 FAR 23	12-18-2000
61.	Cessna Company (<i>Lancair/Columbia</i>)	LC40-550FG, LC41-550FG		A00003SE	FAR 23	03-26-2013
62.	Maule	M-4-210, M-4-210C, M-4-210S, M-4-210T, M-4-220, M-4-220C, M-4-220S, M-4-220T, M-5-180C, M-5-200, M-5-210C, M-5-235C, M-6-235, MT-7-235, MT-7-260, M-7-235, M-7-235A, M-7-235B, M-7-235C, M-7-260, MX-7-180, MX-7-180A, MX-7-180B, MX-7-180C, MX-7-180D, MX-7-235, MX-7-235, MX-7-180, MX-7-180, MX-7-180A, M-7-260C		3A23	CAR 3	03-26-2013
63.	MICCO Aircraft Co., Inc.	MAC-145A, MAC-145B		3A1	FAR 23	07-06-2009
64.	Mooney	M20A, M20B, M20C, M20D, M20E, M20F, M20G, M20J, M20K, M20L, M20M, M20R, M20S, M20T		2A3	CAR 3, CAR 23	03-26-2013
65.	Mooney	M22		A6SW	CAR 3	12-18-2000
66.	Zlin Aircraft a.s. (<i>Moravian</i>)	Z-143L, Z-242L		A76EU	FAR 23	03-26-2013

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

FAA Approved: Acting Manager, Seattle Aircraft
Certification OfficeAMENDED: 06-23-1997; 10-09-1997; 07-16-1999; 06-05-2000;
05-31-2001; 04-18-2002; 01-27-2003; 02-09-2004;
11-30-2005; 07-06-2009; 04-12-2013

REISSUED: