



US Department
of Transportation
Federal Aviation
Administration

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

OMB No. 2120-0020
Exp: 5/31/2018

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark N6622C	Serial No.	21063936
	Make Cessna	Model T210N	Series
2. Owner	Name (As shown on registration certificate) Jones Aircraft LLC.		Address (As shown on registration certificate) Address 6513 Deidre Ter
			City McLean State VA
			Zip 22101-1605 Country USA

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	Cessna	(As described in Item 1 above)	21063936
<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 Maurice Lemmond		<input checked="" type="checkbox"/> U. S. Certificated Mechanic	<input type="checkbox"/> Manufacturer
Address 1444 Cabrillo Drive		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
City Florence State SC		<input type="checkbox"/> Certificated Repair Station	2060784
Zip 29505 Country USA		<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 Maurice Lemmond 6/18/19
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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 Flt. 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. 2060784	Signature/Date of Authorized Individual Maurice Lemmond
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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.)

N6622C

6/18/2019

Nationality and Registration Mark

Date

Removed Cessna/Lamar Alternator Control P/N DGR3 S/N 80746838 and installed Zeftronics P/N R25400 S/N 805045 in accordance with Tovia Group, Inc. dpa Zeftronics drawing list Z05PCF per STC SA8427SW. No change in weight and balance. Log book entry made.-----END-----

☐ Additional Sheets Are Attached



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

Form Approval
ONB No. 2120-0020

For FAA Use Only

Office Identification

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

1. Aircraft	Make Cessna	Model T210N
	Serial No. 21063936	Nationality and Registration Mark N6622C
2. Owner	Name (As shown on registration certificate) Jones, John F Jr	Address (As shown on registration certificate) 6513 Deidre Ter McLean, VA 22101

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 Dennis Wolter Air Mod 2025 Sporty's Dr Batavia, OH 45103	B. Kind of Agency		C. Certificate No. AP21535421A
	X	U.S. Certificated Mechanic	
		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 03/18/15	Signature of Authorized Individual Dennis Wolter
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7. Approval for Return To Service

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

BY	FAA Flt. Standards Inspector	Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 03/18/15		Certificate or Designation No. AP21535421A	Signature of Authorized Individual Dennis Wolter		

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 aircraft nationality and registration mark and date work completed.)

CESSNA T210N N6622C s/n 21063936 03/18/15

Install BAS Inc inertia reel shoulder harness system, serial numbers 16299 & 16300, in accordance with BAS report 1002 dated April 01, 2000, or later FAA-approved revision; STC SA00855SE.

----end----

☐ Additional Sheets Are Attached

Department of Transportation Federal Aviation Administration

Supplemental Type Certificate

IMPORTANT DOCUMENTS

KEEP WITH AIRCRAFT RECORDS

Number SA00855SE

N 6622C
 AG Ser. # 2106373C
 B.A.S. Inc. Ser. # 16299
 76300

This certificate, issued to:

BAS, Inc.
 411 Super Cub Drive North
 PO Box 190
 Eatonville, WA 98328

certifies that the change in the type design for the following product with the limitations and conditions therefore 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, and T210R

Description of the Type Design Change: Installation of BAS, Inc. dual belt shoulder harness with inertia reel in accordance with BAS Report 1002, dated April 01, 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: December 02, 2010



By direction of the Administrator

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.



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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 N6622C	Serial No. 21063936	
	Make CESSNA	Model T210N	Series
2. Owner	Name (As shown on registration certificate) Jones John r Jr	Address (As shown on registration certificate) 6513 Deidre Ter McLean, VA 22101-1605 USA	

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 Cincinnati Avionics 2001 Sportys Drive Clermont County Airpo Batavia, OH 45103 USA	B. Kind of Agency <table style="width: 100%;"> <tr> <td style="width: 60%;"><input type="checkbox"/> U. S. Certified Mechanic</td> <td style="width: 40%;"><input type="checkbox"/> Manufacturer</td> </tr> <tr> <td><input type="checkbox"/> Foreign Certified Mechanic</td> <td>C. Certificate No.</td> </tr> <tr> <td><input checked="" type="checkbox"/> Certified Repair Station</td> <td>VYTR380B</td> </tr> <tr> <td><input type="checkbox"/> Certified Maintenance Organization</td> <td>Radio Class 1 & 2</td> </tr> </table>	<input type="checkbox"/> U. S. Certified Mechanic	<input type="checkbox"/> Manufacturer	<input type="checkbox"/> Foreign Certified Mechanic	C. Certificate No.	<input checked="" type="checkbox"/> Certified Repair Station	VYTR380B	<input type="checkbox"/> Certified Maintenance Organization	Radio Class 1 & 2
<input type="checkbox"/> U. S. Certified Mechanic	<input type="checkbox"/> Manufacturer								
<input type="checkbox"/> Foreign Certified Mechanic	C. Certificate No.								
<input checked="" type="checkbox"/> Certified Repair Station	VYTR380B								
<input type="checkbox"/> Certified Maintenance Organization	Radio Class 1 & 2								

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 	Scott Cole 18-March-2015
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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

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

Certificate or Designation No. VYTR380B	Signature/Date of Authorized Individual 	Scott Cole 18-March-2015
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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.)

USA N6622C

Dec-31-2014

Nationality and Registration Mark

Date

Performed WAAS Upgrade to the existing Garmin GNS 430 system in accordance with STC Upgrade Installation Manual 190-00357-06 Rev. D. The Garmin GNS 430W is FAA approved under STC SA01933LA.

Validated that the previous installation of the GNS 430 was installed in accordance with Garmin instructions and was FAA approved.

Verified this aircraft and all interfaced equipment are covered under the STC AML.

The existing GNS 430 was removed and sent to Garmin where it was upgraded to GNS 430W.

The existing coax cable was inspect and found to meet the new loss factors of the GNS 430W's.

Installed Garmin GA 35 WAAS GPS antenna per upgrade installation manual instructions using the previously approved mounting.

The GNS 430W was configured identical to the original GNS 430. Each interface was checked out in accordance with the 400W Series Installation Manual 190-00356-02 Rev. G.

Installed a Garmin 400W Series GPS-WAAS Navigation System Supplemental Airplane Flight Manual P/N 190-00356-03, Rev. E.

Advisory Circulars AC 43.13-1B (Chapters 10, 11, and 12), AC 43.13-2B (Chapters 1, 2, 3 and 11), AC 20-165 and AC 20-138A were used as reference as applicable.

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

400W Series Instructions for Continued Airworthiness can be found in Garmin document P/N 190-00356-65. These superceed ICAW data for the previously installed GNS 430.

Reference Cincinnati Avionics Work Order #8132.END

☐ ADDITIONAL SHEETS ARE ATTACHED



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

Electronic Tracking Number

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1. Aircraft	Nationality and Registration Mark USA N6622C	Serial No. 21063936	
	Make CESSNA	Model T210N	Series
2. Owner	Name (As shown on registration certificate) Jones John r Jr	Address (As shown on registration certificate) 6513 Deidre Ter McLean, VA 22101-1605 USA	

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 Cincinnati Avionics 2001 Sportys Drive Clermont County Airpo Batavia, OH 45103 USA	B. Kind of Agency	
	<input type="checkbox"/> U. S. Certified Mechanic	<input type="checkbox"/> Manufacturer
	<input type="checkbox"/> Foreign Certified Mechanic	C. Certificate No.
	<input checked="" type="checkbox"/> Certified Repair Station	VYTR380B
	<input type="checkbox"/> Certified Maintenance Organization	Radio Class 1 & 2

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 Scott Cole 18-March-2015
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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

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

Certificate or Designation No. VYTR380B	Signature/Date of Authorized Individual Scott Cole 18-March-2015
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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.)

USA N6622C

Dec-31-2014

Nationality and Registration Mark

Date

Removed the existing Cessna 300 ADF, ARC IN-385A Nav Indicator, ARC Autopilot, BendixKing KX 155 Nav/Com, Garmin GTX 327 Transponder.

The following equipment was installed in the aircraft:

Make	Model	Description	Location	Approval basis/Installation Data
Garmin	GTN 750	Com/Nav/GS/WAAS GPS	Radio Rack	STC SA02019SE-D
Garmin	GA 35	WAAS GPS Antenna	Top Fuselage	STC SA01695SE & STC SA01933LA-D
Garmin	GTX 330 ES	Transponder	Radio Rack	STC SA01714WI
Garmin	GDL 88	ADS-B UAT Transceiver	Aft Avionics	STC SA02119SE
Aspen	EFD1000 Pro	PFD EFIS	Various	STC SA10822SC
S-TEC	55X	Autopilot System	Varioius	STC SA8896SW-D

The Garmin GTN 750 Com/Nav/GS/WAAS GPS System is interfaced to the following:

The Garmin GDL 88 ADS-B Transceiver via ethernet.

The Aspen EFD 1000 Pro Primary Flight Display.

The Garmin GNS 430W GPS/WAAS Nav/Com.

The Garmin GTX 330ES Transponder.

The Garmin GMA 340 Audio Panel.

The existing com , nav, and Garmin GA 35 WAAS GPS Antenna.

The Garmin GTN 750 is protected by a 5 amp CB "GPS 1", & 5 amp CB "COM 1" supplied by the avionics buss. The FAA Approved Airplane Flight Manual Supplement and Pilot Guide for the GTN 750 have been placed aboard the aircraft.

The Garmin GTX 330ES Transponder was interfaced as documented above and to the following:

The Garmin GDL 88 ADS-B Transceiver, GTN 750 Com/Nav/GS/WAAS GPS, GMA 340 Audio Panel, Aspen EFD 1000 Pro PFD and existing pulse antenna. The Garmin GTX 330ES is protected by a 5 amp CB "TXP" supplied by the avionics buss. The FAA Approved Airplane Flight Manual Supplement and Pilot Guide for the GTX 330ES has been placed aboard the aircraft.

The Garmin GDL 88 ADS-B UAT Transceiver was interfaced as documented above and to the following:

The Garmin GMA 340 Audio Panel, GNS 430W GPS/WAAS Nav/Com, GTX 330 ES Transponder and the existing pulse antenna. The Garmin GDL 88 is protected by a 3 amp CB "ADS-B" supplied by the avionics buss. The FAA Approved Airplane Flight Manual Supplement and Pilot Guide for the GDL 88 have been placed aboard the aircraft.

The Aspen EFD 1000 Pro Primary Flight Display was interfaced as documented above and to the following:

The Garmin GNS 430W GPS/WAAS Nav/Com & STEC 55X Autopilot. The Aspen EFD 1000 Pro is protected by a 2 amp CB "ACU" supplied by the avionics buss and a 7.5 amp CBS "EFD1000" supplied by the main buss. The FAA Approved Airplane Flight Manual Supplement and Pilot Guide for the EFD 1000 Pro have been placed aboard the aircraft.

The S-TEC 55X Autopilot System was interfaced as documented above and to the following:

The Garmin GMA 340 Audio Panel. The S-TEC Autotrim option was installed. The S-TEC 55X is protected by a 5 amp CB "AP" & 2 amp CB "TRIM" supplied by the avionics buss. The FAA Approved Airplane Flight Manual Supplement and Pilot Guide for the 55X have been placed aboard the aircraft.

Advisory Circulars AC 43.13-1B (Chapters 10, 11, and 12), AC 43.13-2B (Chapters 1, 2, 3 and 11), AC 20-165. and AC 20-138A were used as reference as applicable.

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

Reference Cincinnati Avionics Work Order #8132, 8202, & 8203.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
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INSTRUCTIONS: Print or type all entries. See Title CFR 43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 44701). Failure to report can result in a civil penalty for each such violation (49 U.S.C. 46301(a)).

1. Aircraft	Nationality and Registration Mark N6622C	Serial No. 21063936	
	Make Cessna	Model T210N	Series
2. Owner	Name (As shown on registration certificate) John F Jones, Jr.	Address (As shown on registration certificate) Address 6513 Deidre Terrace	
		City McLean	State VA
		Zip 22101-1605	Country USA

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

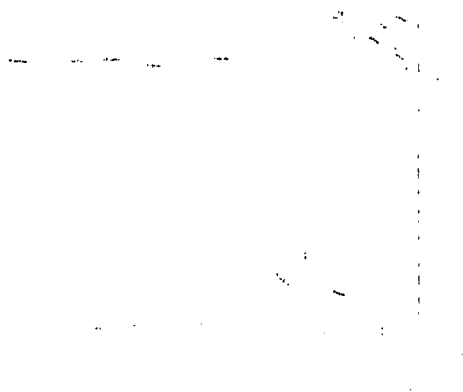
A. Agency's Name and Address		B. Kind of Agency	
Name Geoffrey E Peterson		<input checked="" type="checkbox"/> U.S. Certificated Mechanic	Manufacturer
Address 10507 Wakeman Drive		Foreign Certificated Mechanic	C. Certificate No.
City Manassas	State VA	Certificated Repair Station	3236901
Zip 20110	Country USA	Certificated Maintenance Organization	

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

Extended range fuel per 14 CFR Part 43 App. B ☐ Signature/Date of Authorized Individual Geoffrey E Peterson 06/12/2009

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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Person Approved by Canadian Department of Transport	
	FAA Designee	Repair Station	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)	
Certificate or Designation No. 3236901		Signature/Date of Authorized Individual <u>Geoffrey E Peterson</u> 06/12/2009			



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.)

N6622C

Nationality and Registration Mark

06/12/2009

Date

1. The purpose of the 337 Form is to document and memorialize the installation of an Electronics International UBG-16 EGT/CHT gauge system.
2. The approval basis for this alteration is STC SA00680SE. A copy of the STC and FAA Approved Model List is attached to this submission.
3. The installation was accomplished in accordance with the manufacturer's Installation Instructions as follows:
Ultimate Bar Graph Engine Analyzer UBG-16 II1111981 dated 11/11/1998, Rev A dated 12/29/2004
Black Box Data Recorder MUX-8A II1221991 dated 12/21/1999, Rev A dated 10/14/2003
Fuel Flow Module II1111981 Supplement 1110985 dated 11/10/1998
Annunciator Light AL-1(X) 0913932 dated 09/13/1993, Rev D dated 05/10/2005
P-102-3/8 0620051 no date or revision listed
Important Installation Information for Connector Crimping 0811061 no date or revision listed
CP-1 LED Intensity Control Pot 0308931A, Rev B dated 05/10/2005
FT-60 Flow Transducer (Red Cube) 1030032 dated 10/30/2003, Rev A dated 12/22/2004
4. The channel configuration of the monitor was accomplished as follows:

Left Channels	Right Channels
1-EGT	1-CHT
2-EGT	2-CHT
3-EGT	3-CHT
4-EGT	4-CHT
5-EGT	5-CHT
6-EGT	6-CHT
7-Turbine Inlet Temp	7-Oil Temp
8-Outside Air Temp	8-Fuel Flow
5. All electrical connections were accomplished in accordance with the above-captioned installation instructions. An electrical load analysis determined that the installed equipment will not exceed 80% of the available power output of the alternator.
6. The weight and balance date of the aircraft was updated to reflect this alteration, and the aircraft equipment list was also updated.
7. A post-maintenance checkout determined that the installed equipment performs as advertised, and causes no interference with any other installed equipment.
8. All operators handbooks and instructions for use of the installed equipment were provided to the owner.
9. Maintenance personnel shall use the guidance provided in the above-captioned Installation Instructions to perform all Inspections for Continued Airworthiness.
- 10.

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

☒ Additional Sheets Are Attached

Supplemental Type Certificate

Number SA00680SE

This certificate, issued to Electronics International
63296 Powell Butte Highway
Bend, OR 97701

*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)
Make: No. SA00680SE for a list of the approved airplane
Model: models and applicable airworthiness regulations.

Description of the Type Design Change: Installation of Electronics International Inc. Model UBG-16, or UBG-16T bar graph engine analyzer in accordance with Electronics International Inc. Master Drawing List MDL 1111982, Revision "NEW", dated November 11, 1998, and Installation Instructions II 1111981, dated November 11, 1998, or later FAA approved revisions.

NOTE: The UBG-16 and UBG-16T listed here are designed as advisory engine analyzers, and are not to be used as primary engine instruments.

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 AML No. SA00680SE 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: November 12, 1998

Date reissued: July 8, 2005

Date of issuance: March 10, 1999

Date amended:



By direction of the Administrator

[Signature]
(Signature)

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

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

This certificate may be transferred in accordance with FAR 21.47.

FAA Approved Model List (AML) SA00680SE

For

Electronics International, Inc. Digital Automatic Engine Analyzers

Issue Date: March 10, 1999

Item	Aircraft Make	Aircraft Model	Original Type Certificate Number	Certification Basis For Alteration	FAA Sealed Drawings		Installation Instructions		AML Amended Date
					Number	Revision	Number	Revision	
22	Camair Aircraft Corp. Cessna Aircraft (Also see Reims)	Navion 480	2A2	CAR 3	MDL 1111982	11/1198 IR or Later FAA Approved Revision	11/11981	11/1198 IR or Later FAA Approved Revision	Initial Release
23		120 Series, 140 Series	A768 & 5A2	CAR 4A	-	-	-	-	Initial Release
		C-145, C-165	A-701	CAR 4A	-	-	-	-	7/8/2005
		150 Series, 152 Series	3A19	CAR Part 3	-	-	-	-	Initial Release
		170 Series	A799	CAR Part 3	-	-	-	-	Initial Release
		172 Series, 175 Series	3A12, 3A17	CAR Part 3	-	-	-	-	Initial Release
		177 Series	A13CE, A20CE	FAR Part 23	-	-	-	-	Initial Release
		180 Series	5A6	CAR Part 3	-	-	-	-	Initial Release
		182 Series, 185 Series	3A13, 3A24	CAR Part 3	-	-	-	-	Initial Release
		188 Series	A9CE	FAR Part 23	-	-	-	-	Initial Release
		190 Series, 195 Series	A-790	CAR Part 3	-	-	-	-	Initial Release
		206 Series	A4CE	CAR Part 3	-	-	-	-	Initial Release
		207 Series	A16CE	FAR Part 23	-	-	-	-	Initial Release
		210 Series	3A21	CAR Part 3	-	-	-	-	Initial Release
		303 Series, 305 Series	5A5, 3A14	CAR Part 3	-	-	-	-	Initial Release
		310 Series	3A10	CAR Part 3	-	-	-	-	Initial Release
		320 Series, 335 Series, 340 Series	3A25	CAR Part 3	-	-	-	-	Initial Release
		321	3A11	CAR Part 3	-	-	-	-	7/8/2005
		336	A2CE	CAR Part 3	-	-	-	-	Initial Release
		337	A6CE	CAR Part 3	-	-	-	-	Initial Release
		401 Series, 402 Series, 411 Series, 414 Series, 421 Series, 425 Series	A7CE	CAR Part 3	-	-	-	-	Initial Release
		404	A25CE	FAR Part 23	-	-	-	-	Initial Release
		406	A25CE	FAR Part 23	-	-	-	-	7/8/2005
24	Christen Industries Inc. Child, Doyle F. Clark	See Aviat	-	-	-	-	-	-	Initial Release
25		See Aviat	-	-	-	-	-	-	Initial Release
26	Commander Aircraft	1000	2A6	CAR 8	-	-	-	-	7/8/2005
		12	2A12	CAR 8	-	-	-	-	7/8/2005
		111 Series, 112 Series	A1250	FAR 23	-	-	-	-	Initial Release
		114 Series	A1250	FAR 23	-	-	-	-	Initial Release
		500 Series, 520, 560-A, 560-E	6A1	CAR 3	-	-	-	-	7/8/2005
		560-F, 680, 680-E, 680-F, 680FL, 685	2A4	CAR 3	-	-	-	-	7/8/2005
		700	A125W	FAR 23	-	-	-	-	7/8/2005
		720	2A4	CAR 3	-	-	-	-	7/8/2005
		114B	A1250	FAR 23	-	-	-	-	7/8/2005
28	Consolidated Aeronautic (Lake) De Havilland (Bombardier, Inc.)	Colonial C. Series	1A13	FAR Part 23	-	-	-	-	Initial Release
		Lake LA Series	1A13	FAR Part 23	-	-	-	-	Initial Release
		DH Series	A8EU	FAR 21.29	-	-	-	-	Initial Release
29		DH Series	2-439	FAR 21.29	-	-	-	-	Initial Release
		80A	2-393	FAR 21.29	-	-	-	-	7/8/2005



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

BCP SW-01

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

1. Aircraft	Make CESSNA	Model T210N
	Serial No. 21063936	Nationality and Registration Mark. N6622C
2. Owner	Name (As shown on registration certificate)	Address (As shown on registration certificate)
	JONES, JOHN F JR.	6513 DEIDRE TER MCLEAN, VA 22101-1605

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.
THOMAS KAUT 3337 GABALDON PL NW ALBUQUERQUE, NM 87104	<input checked="" type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	2732423

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 27 JULY 2004	Signature of Authorized Individual THOMAS KAUT <i>Thomas Kaut</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	X	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 27 JULY 2004		Certificate or Designation No. 585236252 I.A.		Signature of Authorized Individual Kevin Fredekind <i>Kevin Fredekind</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.)

N6622C CESSNA T210N S/N: 21063936

INSTALLED NEW MODIFIED EXHAUST SYSTEM P/N K1250860-203 IAW STC # SA5012NM DATED 12 OCT 1990. STC # SE5009NM KNISLEY EXHAUST IS A REQUIRED PART OF THIS INSTALLATION. INSTALLED PER KNISLEY WELDING, INC. MODIFIED MASTER DRAWING LIST NO. 1 REVISION B, DATED 16 JULY 1990 AND INSTALLATION INSTRUCTIONS M-2-1.

NEGLIGIBLE WEIGHT AND BALANCE CHANGE.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS MY BE ACCOMPLISHED PER INSTALLATION INSTRUCTIONS M-2-1 BY REFERENCING CESSNA SERVICE MANUAL.

AD 71-09-07R1 EXHAUST INSPECTION INTERVAL MAY BE INCREASED TO A 100 HOUR PRESSURE TEST INSPECTION PER FAA CORRESPONDENCE TO KNISLEY WELDING, INC. DATED 07 NOVEMBER 1990.

THE END

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

Number SE5009NM

This certificate, issued to Knisley Welding, Inc.

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. dated June 15, 1956, as amended 13-1 through 13-6.

Original Product — Type Certificate Number: E8CE-19

Make: Continental

Model: TS10-520-C, H, M, R

Description of Type Design Change:

Installation of a modified exhaust system in accordance with FAA Approved Knisley Welding, Inc. Modified Master Drawing List No. 1, Revision B, dated July 16, 1990, or later FAA approved revision to this document.

Limitations and Conditions: This approval 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 previously approved modifications will introduce no adverse effect upon the airworthiness of the engine. A copy of this STC must be included in the permanent records of each engine 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: Septem. 1988

Date received:

Date of issuance: October 12, 1990



By direction of the Administrator:

Robert J. Filler
(Signature)

Manager, Propulsion Branch

(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

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



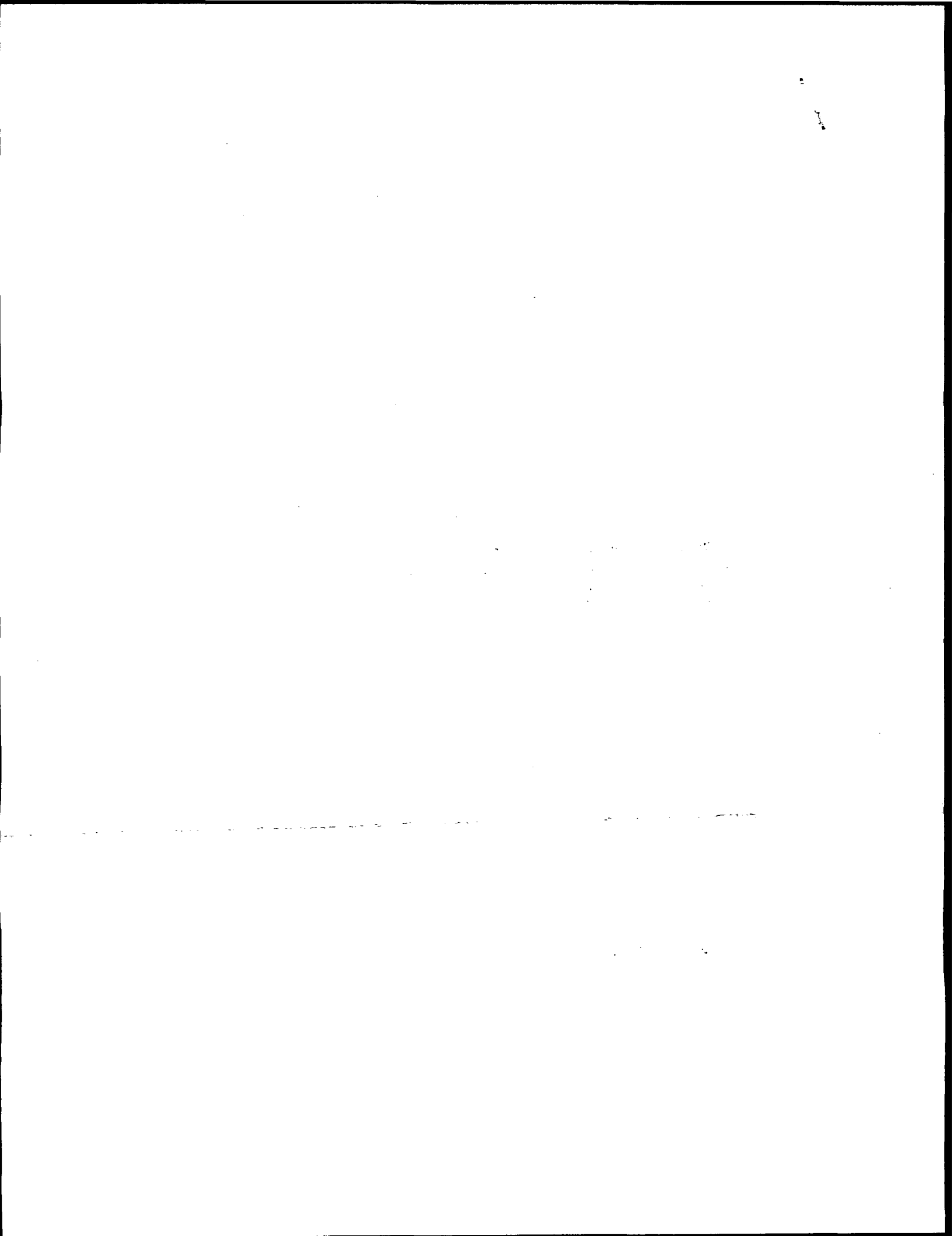
By direction of the Administrator

[Signature]
(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.





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

Lawrence A. Herron, Manager
Wichita Aircraft Certification Office



U.S. Department
of Transportation

**Federal Aviation
Administration**

Flight Standards District Office
1601 Randolph Rd. SE, Suite 200N
Albuquerque, New Mexico 87106
505 764-1200, Fax: 505 764-1233

OPERATING LIMITATIONS AIRCRAFT DOOR-REMOVED OPERATIONS

REG. NO.	MAKE:	MODEL:	SERIAL NO:
N6622C	Cessna	CE-210-T210N	21063936

This aircraft may be flown with only the right hand passenger door removed, for the purpose of photography, provided the aircraft is operated in accordance with the applicable Federal Aviation Regulations, Appendix 2 of Advisory Circular 105-2 and the following limitations.

1. Maximum speed not to exceed any of the following:
 - The approved maneuvering speed
 - 70 percent maximum level flight speed
 - 70 percent maximum structural cruising speed
2. Acrobatic maneuvers are not permitted.
3. Maximum yaw angle - 10 degrees, maximum bank angle - 15 degrees.
4. An FAA approved safety belt installation must be provided and worn by each occupant during takeoff and landing, and at all other times when required by the pilot-in-command in the interest of safety.
5. Smoking is not permitted with door removed.
6. A suitable guard rail or equivalent safety device must be provided for the doorway.
7. All loose articles must be tied down or stowed.
8. No baggage may be carried.
9. Operations limited to VFR operations.
10. The pilot at the controls must hold at least a private pilot certificate.
11. Operation of this aircraft for any other purpose than for which it is certificated, with a door removed, is prohibited.
12. The following placard must be placed on the instrument panel in full view of the pilot:


FOR FLIGHT WITH DOOR REMOVED, SEE AIRCRAFT OPERATING LIMITATIONS DATED (enter date of this letter)

13. A copy of these limitations must be carried in the aircraft when flight operations are conducted with the door removed.
14. The pilot-in-command shall be responsible for ensuring that each operation of the aircraft under this authorization is conducted in a safe manner and pursuant to the provisions stated herein.
15. These Operating Limitations are a part of the Airworthiness Certificate and must be displayed in the aircraft in accordance with 14 CFR Section 91.203(b).
16. Removal and installation of the cabin door for the specified aircraft is considered maintenance and as such must be accomplished by persons authorized under FAR 43.3



Patrick M. MacQuarrie
Aviation Safety Inspector

Date issued: November 12, 2003

 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 <i>NM-03</i> <i>[Signature]</i>	
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 or each such violation (Section 901 Federal Aviation Act 1958)						
1. Aircraft	Make Cessna Serial No. 21063936	Model T210N	Nationality and Registration Mark N6622C			
2. Owner	Name (As shown on registration certificate) JONES JOHN F. JR	Address (As shown on registration certificate) 6513 DEIDRE TER MCLEAN VA. 22101-1605				
3. For FAA Use Only						
The data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR Part 43, Section 43.7						
<i>NM-DEN-FSDO</i> <i>6-9-03</i> District Office Date		<i>[Signature]</i> Signature of FAA Inspector				
4. Unit Identification					5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration	
AIRFRAME	----- (As described in item 1 above) -----			<input type="checkbox"/>	<input checked="" type="checkbox"/>	
POWERPLANT				<input type="checkbox"/>	<input type="checkbox"/>	
PROPELLER				<input type="checkbox"/>	<input type="checkbox"/>	
APPLIANCE	Type			<input type="checkbox"/>	<input type="checkbox"/>	
	Manufacturer			<input type="checkbox"/>	<input type="checkbox"/>	
6. Conformity Statement						
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.		
Bode Aviation, Inc.. 7401 Paseo del Volcan, N.W. Albuquerque, NM 87121		<input type="checkbox"/> U.S. Certified Mechanic		J7BR555Y		
		<input type="checkbox"/> Foreign Certified Mechanic				
		<input checked="" type="checkbox"/> Certified 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		Signature of Authorized Individual				
9 June 2003		Steven R Johnson <i>[Signature]</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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED						
BY	<input type="checkbox"/> FAA Fit Standards Inspector	<input type="checkbox"/> Manufacturer	<input type="checkbox"/> Inspection Authorization	Other (Specify)		
	<input type="checkbox"/> FAA Designee	<input checked="" type="checkbox"/> Repair Station	<input type="checkbox"/> Person Approved by Transport Canada Airworthiness Group			
Date of Approval or Rejection		Certificate or Designation No.		Signature of Authorized Individual		
6/28/03		GM6R566N		Mark Colman <i>[Signature]</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.)

*** USA * N6622C * WO 16007 * TT=4796.1 * June 9, 2003 ***

INSTALLED A GARMIN GNS 430 TSO C129 A1 GPS IFR SYSTEM AS A SUPPLEMENTAL ENROUTE, TERMINAL, AND NON-PRECISION APPROACH SYSTEM.

THIS SYSTEM IS A FOLLOW-ON TO STC SA00705W1 WHICH APPROVED THE GNS 430 FOR IFR INSTALLATION IN A CESSNA PA-32 AIRCRAFT. THIS UNIT INCLUDES A TSO-C37d/C38d COMM SECTION.

ICA requirements: Per the 400 Series Installation Manual P/N 190-00140-02, appendix A.1: Maintenance of the 400 Series unit is "on condition" only.

THE GNS 430 IFR FLIGHT MANUAL SUPPLEMENT, P/N "6622C GNS-430 FMS.doc", HAS BEEN PUT WITH THE AIRCRAFT FLIGHT MANUAL.

THIS SYSTEM UTILIZES A TSO'd KI-209A CDI TO DISPLAY THE NAVIGATION OUTPUTS FROM THE GNS-430.

THE ANNUNCIATION OF THE GPS COMMANDS AND VLOC/GPS SELECTION IS ON THE FACE OF THE GNS 430 UNIT. THE GNS 430 IS LOCATED AT THE TOP OF THE AVIONICS STACK, JUST UNDER THE AUDIO PANEL, WITH THE KI-209A CDI APPROXIMATELY 3 INCHES TO THE LEFT. BOTH THE CDI AND GNS-430 UNITS ARE IN THE PILOT'S PRIMARY SCAN AREA, PER THE STC REQUIREMENTS AND IS APPROVED REFERENCING A LETTER FROM THE FAA PROGRAM MANAGER (C. Dale Bleakney) OF THE WICHITA AIRCRAFT CERTIFICATION OFFICE DATED JANUARY 25, 1999.

THIS SYSTEM HAS BEEN FLOWN THREE TIMES ON THE ALAMOSA, COLO. GPS Rwy 2 APPROACH TO WITHIN THE ACCURACY REQUIREMENTS OF AC 20-138; AND IS THEREFORE CERTIFIED FOR IFR ENROUTE, TERMINAL, AND NON-PRECISION APPROACH OPERATION.

IFR OPERATIONAL FLIGHT CHECK REPORT PER AC 20-138 FOLLOWS: (also see attachment)

FLIGHT DATA EVALUATION REPORT FOR IFR APPROVAL ON:

GPS MODEL GNS 430 # 011-00280-10 SN# 97112980, SOFTWARE VERSION 3.0.

(NOTE: "OVER A POINT" FLIGHT EVALUATION DATA PER PARAGRAPH (8)(c)(2)(iv)(H) IS OMITTED PER AIR-100 MEMORANDUM DATED MAY 24, 1996.)

AC20-138 paragraphs complied with:

8(a)(2-noted for information).

8(c)(2)(iv):

(B-a failure flags the CDI)

(C-CDI normal operation)

(D-CDI/ANNUNCIATOR- current VOR/ILS or GPS mode enunciated on the GNS-430)

(E-normal)

(F-no effect)

(G-all controls back lighted and visible in pilot's primary scan)

(H-note above remark, not required at this time)

(I-no loss)

(J-the FTE falls within 1.0 nmi for en route/terminal and 0.25 nmi for approach)

(K-three approaches flown at ALS as described above, see attached certification data)

Appendix 1. Paragraph 2 complied with as noted above, and this system is approved for IFR en route, terminal, and non-precision approach.

*****ONE ATTACHMENT ** (C/W AC 20-138 FOR IFR) *****
(6622C 337.doc)

☒ Additional Sheets Are Attached

Depot Avionics, Inc.

2550 STATE AVENUE ALAMOSA, CO 81101

www.depotavionics.com

PH. (719) 589-6777 FAX (719) 589-6888

info@depotavionics.com



SLV REGIONAL AIRPORT (ALS)

FAA #GM6R566N

"SERVICE FOR PROFESSIONAL AVIATION"

*** USA * N6622C* WO 16007 * TT= 4796.1* June 9, 2003***

Attachment: page one of one. TSO'd GNS-430/KI-209A INSTALLATION.

THE EQUIPMENT REGISTRATION HAS BEEN TURNED IN SO THAT GARMIN International, Inc. WILL SUPPLY THE OWNER WITH ANY UPDATES AND ANY OTHER INFORMATION ON THIS SYSTEM.

INSTALLED:

1/ GNS-430 P/N 011-00280-10 (SW VERSION 3.0), S/N 97112980 VLOC/GPS/COMMUNICATIONS UNIT WAS INSTALLED AT THE TOP AVIONICS STACK, JUST UNDER THE AUDIO PANEL, IN ACCORDANCE WITH INSTALLATION MANUAL 190-00140-02, REV. K, DATED MAY 2002. THE GA-56 P/N 011-00134-00 #59069722 GPS ANTENNA WAS INSTALLED AT FS 75.0 WITH MANUFACTURER SUPPLIED HARDWARE AND RG-58/AU COAX IN ACCORDANCE WITH INSTALLATION MANUAL P/N 190-00140-02, REV. K, DATED MAY 2002. THIS SYSTEM UTILIZES A TSO'd KI-209A CDI. THE ANNUNCIATOR FOR THE GPS OR VLOC IS ON THE FRONT OF THE GNS-430. THE AIRCRAFT ALTITUDE IS RETRIEVED FROM THE AIRCRAFT ENCODER.

1. VHF COMM INTERFERENCE TESTS HAVE BEEN COMPLIED WITH AND NO INTERFERENCE IS FOUND TO EXIST.
2. THIS GPS SYSTEM, AS INSTALLED, COMPLIES WITH AC20-138 PARAGRAPH 7c(2)(i, iii) AND APPENDIX 1 PARAGRAPH 1.

INSTALLATION PRACTICES FOLLOWED FOR THIS UPDATE:

1. AC43.13-1B paragraphs 7-34(hardware used conforms to proper type for the uses intended) 10-1(weight and balance information provided), 11-30(within load limits, per 11-36), 11-31, 11-32, 11-96 and 11-00 and 11-103(as applicable), 11-115, 12-1(a, b, c), 12-17(GPS info)
2. AC43.13-2A PARA 9, 21-AS ABOVE DESCRIPTION, 22, 23b, 23e-UTILIZED AN HARDWARE, 23f-NO EFFECT, 27 a, b, c, d, e, g.
3. GPS SYSTEM HAS BEEN GROUND AND FLIGHT CHECKED WITH NO AFFECT TO OTHER AIRCRAFT SYSTEMS.

NOTE: THE SERIAL NUMBERED AND/OR PART NUMBERED ITEMS LISTED MAY BE REPLACED WITH FAA APPROVED EXCHANGE OR UPGRADED ITEMS AT ANY FUTURE DATE.

IFR Operational Flight Check Report.

Work order 16007

Flight Data Evaluation Report for IFR approval on:

*GPS Model = GNS 430 *S/N = 97112980 * SOFTWARE = VERSION 3.0 *

*AIRCRAFT MAKE AND MODEL = CESSNA T210N * S/N 21063936* REGISTRATION = N6622C *

RESULTS OF THREE IFR APPROACHES MADE UTILIZING THE ALBUQUERQUE, NM/DOUBLE EAGLE II (AEG). GPS RWY 22 APPROACH, ENDING AT RW22:

Point	Latitude	Longitude	Error in Feet
Ref: AEG RWY 22	35-9.17	106-47.48	N/A
Point 1	35-9.18	106-47.48	60
Point 2	35-9.18	106-47.51	191
Point 3	35-9.19	106-47.5	170

Maximum recorded error = 191Feet. Within the 0.25 NMI FTE (1507 feet) requirement for IFR approach.)

I certify the above recorded flight data information is correct and that the GPS equipment, as installed, meets the IFR requirements of AC 20-138.

Inspector/Depot Avionics, Inc. =

June 9, 2003

Mark Colman

***** ATTACHMENT **(C/W AC 20-138 FOR IFR)*****
(6622C 337.doc)



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

SWOK

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

1. Aircraft	Make <i>Cessna</i>	Model <i>T 210 N</i>
	Serial No. <i>21063936</i>	Nationality and Registration Mark <i>N 6622C</i>
2. Owner	Name (As shown on registration certificate) <i>JONES JOHN F JR</i>	Address (As shown on registration certificate) <i>1110 Marquette Place NE ALBUQUERQUE NM 87106</i>

3. For FAA Use Only

4. Unit Identification

5. Type

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

6. Conformity Statement

A. Agency's Name and Address <i>Jorge Gonzales 3209 ALTA Monte Ave NE APT 4 ALBUQUERQUE NM 87107</i>	B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. <i>571908087 IA</i>
---	--	---

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 <i>08-13-96</i>	Signature of Authorized Individual <i>Jorge Gonzales</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 Flt. 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 <i>08-13-96</i>		Certificate or Designation No. <i>571908087 IA</i>		Signature of Authorized Individual <i>Jorge Gonzales</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.)

Replaced fuel inlet caps in accordance with
Barton Drawing List No WW-1 + STC #
SA2456CE Resealed Panels IDW7 SM section 13
Para. 13-12 a,b,c with CS3300 sealant NO Leaks
noted at LEAK CK.

End

RECEIVED
AUG 15 1996
ABQ FSDO

☐ 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 Other Use: <i>SW-01 KDR</i>	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).					
1. Aircraft	Make	T210N		Model	
	Serial No.	N6622C		Nationality and Registration Mark	
2. Owner	Name (As shown on registration certificate)	JONES, JOHN F JR.		Address (As shown on registration certificate)	
				1110 MARQUETTE PLACE NE ALBUQUERQUE, NM 87106	
3. For FAA Use Only					
4. Unit Identification					
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				
POWERPLANT					
PROPELLER					XX
APPLIANCE	Type				
	Manufacturer				
RECEIVED JUL 15 1994 ABQ FSDO					
6. Conformity Statement					
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
RANDY BESSON 292 MEADOWLARK LANE CORRALES, NM 87048		<input checked="" type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer		A&P 585138913	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
Date		Signature of Authorized Individual			
7/13/1994		<i>Randy Besson</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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA Flt. 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		Certificate or Designation No.	Signature of Authorized Individual		
7-13-94		1A 2017204	<i>Randy Besson</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.


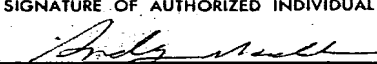
8. Description of Work Accomplished

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

Installed new Hartzell Model PHC-J3YF-1RF F7663D-2Q Propellor
IAW Supplemental type Certificate Number SA4111SW Revision 5.
end.-----

☐ Additional Sheets Are Attached

DATE: 12-28-89

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				JAN 17 REC'D		Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)						FOR FAA USE ONLY	
						OFFICE IDENTIFICATION	
						SW-ESDO-61	
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	T210N			
	SERIAL NO.	21063936	NATIONALITY AND REGISTRATION MARK	N6622C			
2. OWNER	NAME (As shown on registration certificate)	John F. Jones, Jr.		ADDRESS (As shown on registration certificate)	14328 Soula NE Albuquerque, NM 87123		
3. FOR FAA USE ONLY							
4. UNIT IDENTIFICATION							
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE			
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTER- ATION		
POWERPLANT							
PROPELLER							
APPLIANCE	TYPE						
	MANUFACTURER						
6. CONFORMITY STATEMENT							
A. AGENCY'S NAME AND ADDRESS				B. KIND OF AGENCY		C. CERTIFICATE NO.	
Barry Ireland 220 South 5th Street Belen, NM 87002				<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		585646094	
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 01-12-89				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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> 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 01-12-89		CERTIFICATE OR DESIGNATION NO. 510507005		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.

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 Brackett Air Filter Part # BA 2410 in accordance with manufacturer's installation instructions: STC-SA71GL List No 1, FAA-PMA Supplement No. 1.

END

☐ ADDITIONAL SHEETS ARE ATTACHED

80 04 1880

Form Approved
Budget Bureau No. 04-R0058

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION APPLICATION FOR AIRWORTHINESS CERTIFICATE		INSTRUCTIONS—Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable.			
I. AIRCRAFT DESCRIPTION	1. REGISTRATION MARK N6622C	2. AIRCRAFT BUILDER'S NAME (make) Cessna	3. AIRCRAFT MODEL DESIGNATION T210N	4. YR. MFG. 1980	FAA CODING 2073456
	5. AIRCRAFT SERIAL NO. 21063936	6. ENGINE BUILDER'S NAME (make) Continental	7. ENGINE MODEL DESIGNATION TS10-520-R	17040	
	8. NUMBER OF ENGINES One	9. PROPELLER BUILDER'S NAME (make) McCauley	10. PROPELLER MODEL DESIGNATION D3A34C402/90DFA-10	11. AIRCRAFT IS IMPORT	
	APPLICATION IS HEREBY MADE FOR: (Check applicable items)				
II. CERTIFICATION REQUESTED	A. <input checked="" type="checkbox"/> STANDARD AIRWORTHINESS CERT. (Indicate category) <input checked="" type="checkbox"/> NORMAL <input type="checkbox"/> UTILITY <input type="checkbox"/> ACROBATIC <input type="checkbox"/> TRANSPORT <input type="checkbox"/> GLIDER <input type="checkbox"/> BALLOON				
	B. SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)				
	2. LIMITED				
	5. PROVISIONAL (Indicate class)				
	3. RESTRICTED (Indicate operation(s) to be conducted)				
	4. EXPERIMENTAL (Indicate operation(s) to be conducted)				
	B. SPECIAL FLIGHT PERMIT (Indicate operation to be conducted then complete Section VI or VII as applicable on reverse side)				
	C. <input checked="" type="checkbox"/> MULTIPLE AIRWORTHINESS CERTIFICATE (Check appropriate Restricted Operation and Standard or Limited as applicable above)				
	A. REGISTERED OWNER (As shown on Certificate of Aircraft Registration)				
	B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)				
III. OWNER'S CERTIFICATION	NAME Cessna Aircraft Company ADDRESS 5800 East Pawnee Road Wichita, Kansas 67201				
	X AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Revision No.) 3A21 Rev. 30				
	X AIRCRAFT LISTING (Give page No(s))				
	C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS				
	X CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173				
	TOTAL AIRFRAME HOURS—2-8				
	3 EXPERIMENTAL ONLY—Enter hours flown since last certificate issued or renewed				
	D. CERTIFICATION—I hereby certify that I am the owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.				
	DATE OF APPLICATION 3-1-80 NAME AND TITLE (Print or type) Gen. Mgr. William A. Boettger, Pawnee Div. SIGNATURE William A. Boettger				
	IV. INSPECTION AUTHORITY VERIFICATION	A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.187(d) applies)			
2 FAR PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No.)					
3 CERTIFICATED MECHANIC (Give Certificate No.)					
5 AIRCRAFT MANUFACTURER (Give Name of Firm)					
V. FAA REPRESENTATIVE CERTIFICATION	DATE 3-1-80				
	TITLE DISTRICT OFFICE 1CT EMDO 3-0-43				
DESIGNER'S SIGNATURE, AND NO. Delegation Option Manufacturer, GE-1 By L. E. Spalding					
FAA INSPECTOR'S SIGNATURE					

VI. PRODUCTION FLIGHT TESTING	A. MANUFACTURER			
	NAME		ADDRESS	
	B. PRODUCTION BASIS (Check applicable item)			
	<input type="checkbox"/> PRODUCTION CERTIFICATE (Give production certificate number) <input type="checkbox"/> TYPE CERTIFICATE ONLY <input type="checkbox"/> APPROVED PRODUCTION INSPECTION SYSTEM			
C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS:				
DATE OF APPLICATION		NAME AND TITLE (Print or type)		SIGNATURE
VII. SPECIAL FLIGHT PERMIT PURPOSE OTHER THAN PRODUCTION FLIGHT TEST	A. DESCRIPTION OF AIRCRAFT			
	REGISTERED OWNER		ADDRESS	
	BUILDER (Make)		MODEL	
	SERIAL NUMBER		REGISTRATION MARK	
	B. DESCRIPTION OF FLIGHT			
	FROM		TO	
	VIA		DEPARTURE DATE	DURATION
	C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT			
	<input type="checkbox"/> PILOT <input type="checkbox"/> CO-PILOT <input type="checkbox"/> NAVIGATOR <input type="checkbox"/> OTHER (Specify)			
	D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:			
	E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION (Use attachment if necessary)			
F. CERTIFICATION —I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 301 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.				
DATE		NAME AND TITLE (Print or type)		SIGNATURE
VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)	<input checked="" type="checkbox"/> A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable		<input type="checkbox"/> G. Statement of Conformity, FAA Form 317 (Attach when required)	
	<input type="checkbox"/> B. Current Operating Limitations Attached		<input type="checkbox"/> H. Foreign Airworthiness Certification for Import Aircraft (Attach when required)	
	<input type="checkbox"/> C. Data, Drawings, Photographs, etc. (Attach when required)		<input type="checkbox"/> I. Previous Airworthiness Certificate Issued in Accordance with FAR _____ CAR _____ (Original attached)	
	<input checked="" type="checkbox"/> D. Current Weight and Balance Information Available in Aircraft		<input type="checkbox"/> J. Current Airworthiness Certificate Issued in Accordance with FAR 21.183-(B) _____ (Copy attached)	
	<input type="checkbox"/> E. Major Repair and Alteration, FAA 337 (Attach when required)			
	<input checked="" type="checkbox"/> F. This Inspection Recorded in Aircraft Records			

Typed by # 4