




FAA

 US Department of Transportation Federal Aviation Administration		<b>MAJOR REPAIR AND ALTERATION</b> <b>(Airframe, Powerplant, Propeller, or Appliance)</b>		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 <b>USA N29538</b>		Serial No. <b>17700949</b>		
	Make <b>Cessna</b>		Model <b>C-177 Cardinal</b>	Series	
2. Owner	Name (As shown on registration certificate) <b>Sela Holdings Llc</b>		Address (As shown on registration certificate) Address <b>PO Box 21623</b>		
			City <b>Saint Paul</b> State <b>MN</b>	Zip <b>55121</b> Country <b>USA</b>	
<b>3. For FAA Use Only</b>					
<b>4. Type</b>		<b>5. Unit Identification</b>			
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 checked="" type="checkbox"/>	POWERPLANT	Lycoming	O-320 E2D	L-21269-27A
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		
<b>6. Conformity Statement</b>					
<b>A. Agency's Name and Address</b> Name <b>Chad W. Morley</b> Address <b>26690 Forli Ave</b> City <b>Wyoming</b> State <b>MN</b> Zip <b>55092</b> Country <b>USA</b>			<b>B. Kind of Agency</b> <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		
			<input type="checkbox"/> Manufacturer <input type="checkbox"/> C. Certificate No. <b>3813736</b>		
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 <b>May 31, 2017</b> <b>Chad W. Morley</b> 			
<b>7. Approval for Return to Service</b>					
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 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. <b>3374420</b>		Signature/Date of Authorized Individual <b>May 31, 2017</b> <b>Ronald Redmond</b> 			

## 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 N29538

05/31/2017

Nationality and Registration Mark

Date

1. Removed the following:
  - A. Cessna engine instruments
  - B. Cessna fuel indicators
  - C. Cessna fuel sending units
  - D. Cessna Control Wheels
  
2. Installed the following:
  - A. J P Instruments EDM 930 Primary Engine Monitor with fuel flow transducer
  - B. (2) Cies Inc. CC284022-(0601)-(101) Fuel Sending Units
  - C. Avion Research Control Wheels
  
3. Mounted the EDM930 and remote indicator in the pilots instrument panel, and wired into an existing Garmin GTN650 GPS. All temperature and pressure sensors were installed in accordance with JPI Instruments Install Report #908 Rev. K, dated 5/02/17, and per STC SA01435SE. The fuel flow transducer was installed per report 503 Rev. B, dated 3/14/97, and per STC SA00432SE. Installed the Cies fuel sending units in both the fuel tanks per Cies Install manual CC-TR-2840-031, original issue, dated 3/10/17 and STC SA02511SE in same location as removed senders. Wired into EDM930. Installed the Avion Research Control Wheels per Avion manual CW-8001 Rev. 1, dated 2/26/98, and per STC SA00709LA in the same location as removed Cessna Wheels. Installed and wired push to talk switches and push to command switches from control wheels to Garmin GMA350c audio panel. All units installed per AC43.13-1B chapters 4,7,8,10,11 and 12 and AC43.13-2B chapters 1 and 11.
  
4. Installed JP Instruments EDM930 flight manual supplement No. 930-0001 Rev. D, in the aircrafts flight manual.
  
5. Provided EDM930 Instructions for continued airworthiness 905-01 Rev. E., Cies ICA CC284022, and Avion ICA instructions, both original issue, to be placed in the aircraft maintenance records.
  
6. The continuous electrical load does not exceed 80% of the charging system.
  
7. Updated weight and balance and equipment list.

-----END-----

Additional Sheets Are Attached



US Department  
of Transportation  
Federal Aviation  
Administration

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

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

Electronic Tracking Number

For FAA Use Only

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

<b>1. Aircraft</b>	Nationality and Registration Mark <b>USA N29538</b>	Serial No. <b>17700949</b>	
	Make <b>Cessna</b>	Model <b>C-177 Cardinal</b>	Series
<b>2. Owner</b>	Name (As shown on registration certificate) <b>Sela Holdings Lic</b>		
	Address (As shown on registration certificate) Address <b>PO Box 21623</b>		
	City <b>Saint Paul</b>	State <b>MN</b>	
	Zip <b>55121</b>	Country	

### 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		C. Certificate No.	
Name	<b>St. Cloud Aviation</b>	<input type="checkbox"/>	U. S. Certificated Mechanic	<input type="checkbox"/>	Manufacturer
Address	<b>1544 45th Ave SE</b>	<input type="checkbox"/>	Foreign Certificated Mechanic	<input checked="" type="checkbox"/>	<b>BDKR393C</b>
City	<b>Saint Cloud</b> State <b>MN</b>	<input type="checkbox"/>	Certificated Repair Station		
Zip	<b>56304</b> Country <b>USA</b>	<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 February 26, 2016 James D Fairchild <i>James D Fairchild</i>
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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

<b>BY</b>	FAA Fit. 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. <b>BDKR393C</b>	Signature/Date of Authorized Individual February 26, 2016 James D Fairchild <i>James D Fairchild</i>
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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 N29538	02/26/2016
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Nationality and Registration Mark

Date

1. Removed the Following:
  - A. TERRA TMA350D
  - B. TERRA TN200D
  - C. TERRA TRT250D
  - D. (2) TERRA TX760D's
  - E. TERRA TRINAV C
  - F. BENDIX KING Skywatch GPS
  
2. Installed the Following:
  - A. Aspen EFD1000PRO Flight Display
  - B. Garmin GTN650 Nav/Com/GPS
  - C. Garmin GTR225 Com Radio
  - D. Garmin GTX330ES Transponder Md S
  - E. Garmin GMA350c Audio Panel / Intercom
  - E. ACK Technologies A-30.9 Altitude encoder w/RS232
  
3. Fabricated a new instrument panel using .062 2024-T3 aluminum and mounted the EFD1000PRO in the pilots panel. Mounted the GMA350c, GTN650, GTR225, & GTX330ES in the center radio stack. Mounted the Aspen ACU and A-30.9 Encoder on firewall above copilot's rudder pedals. Mounted Aspen RSM on top of the tail. Wired the EFD1000PRO to GTN650 and previously installed Century I autopilot. The EFD1000PRO provides altitude and heading information to the GTN650 & GTX330ES. The GTX330ES gets GPS information from the GTN650. Mounted a CI105 antenna on the bottom of the fuselage in previous transponder antenna position, and wired to GTX330ES with RG400 coax cable. Mounted GA35 GPS antenna on top of cabin and connected to GTN650 with RG400 coax cable. Wired GTN650 and GTR225 Nav & Com sections to existing Nav & Com antennas and cables.
  
4. The EFD1000PRO was installed in accordance with Aspen install manual p/n 900-00003-001 Rev. BG and per AML STC SA10822SC. The GTX330 was installed in accordance with Garmin install manual p/n 190-00734-10 Rev. 4 and per AML STC SA01714WI. The GTN650 was installed in accordance with Garmin install manual p/n 190-01007-A3 Rev. 9 and per AML STC SA02019SE-D. The Garmin GTR225 was installed in accordance with Garmin install manual p/n 190-01182-02 Rev. F, and the Garmin GMA350c was installed in accordance with Garmin install manual p/n 190-01134-11 Rev. H. The A-30.9 was installed in accordance with ACK Technologies install manual p/n A-30M Rev. 6. All units were installed in accordance with AC43.13-1B chapters 4,7,10.11 and 12 and AC43.13-2B chapters 1,2,3 and 11.
  
5. Installed the following flight manual supplements in the aircraft POH supplement section. Aspen p/n 900-00008-001 Rev. Z, Garmin GTX330 p/n 190-00734-15 Rev. 1, and Garmin GTN650 p/n 190-01007-A2 Rev. 5.
  
6. Included the following Instructions for Continued Airworthiness in the aircrafts maintenance records. Aspen EFD100PRO p/n 900-00012-001 Rev. W, Garmin GTX330ES p/n 190-00734-11 Rev. 2 section 4, Garmin GTN650 p/n 190-01007-A1 Rev. 8.
  
7. The maximum continuous electrical load does not exceed 80% of the charging system.
  
8. The Altimeters and transponder were tested as required by FAR 91.411, FAR 91.413, & 91.217 and found to be within the limits of FAR43 appendix E and F and AC43.6b
  
9. Updated the weight and balance and equipment list and swung the compass.

-----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

*GL-15 GLO*

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)

<b>1. Aircraft</b>	Make <b>CESSNA</b>	Model <b>177</b>
	Serial No. <b>17700949</b>	Nationality and Registration Mark <b>N29538</b>
<b>2. Owner</b>	Name (As shown on registration certificate) <b>JOEL FRANA</b>	Address (As shown on registration certificate) <b>6841 TECH CT. FT. MEYERS FL. 33905</b>

**3. For FAA Use Only**

**4. Unit Identification**

**5. Type**

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

**6. Conformity Statement**

<b>A. Agency's Name and Address</b>	<b>B. Kind of Agency</b>	<b>C. Certificate No.</b>
<b>OWEN R. WASS 8260 COOPER WAY INVER GROVE HEIGHTS MN.</b>	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	<b>A&amp;P1844994IA</b>
	<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 <b>12/22/03</b>	Signature of Authorized Individual <i>Owen R. Wass</i>
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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

<b>BY</b>	FAA Fit Standards Inspector		Manufacturer	<b>X</b>	Inspection Authorization	Other (Specify)
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <b>12/22/03</b>		Certificate or Designation No. <b>1844994</b>		Signature of Authorized Individual <i>Owen R. Wass</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 WILLIAM J. BARTON MONARCH AIR AND DEVELOPMENT, INC. FUEL INLETS AND CAPS IN ACCORDANCE WITH BARTON STC SA2457CE AND BARTON DRAWING LIST NO. WW-1 REVISION "G" DATED SEPTEMBER 1, 2000.

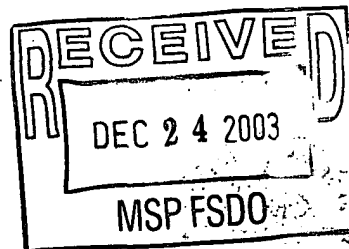
END

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 WILLIAM J. BARTON MONARCH AIR AND DEVELOPMENT, INC. FUEL INLETS AND CAPS IN ACCORDANCE WITH BARTON STC SA2457CE AND BARTON DRAWING LIST NO. WW-1 REVISION "G" DATED SEPTEMBER 1, 2000.



Additional Sheets Are Attached

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

Number SA2457CE

This certificate, issued to William J. Barton  
429 North St. Francis  
Wichita, KS 67202

WILLIAM J. BARTON  
MONARCH AIR AND DEVELOPMENT, INC.  
CESSNA 177

AIRPLANE: CESSNA 177  
A/C REG: N29538  
A/E SN: 177-00949  
ONLY ORIGINAL INK STAMP COPY VALID

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

Original Product — Type Certificate Number: A13CE  
Make: Cessna  
Model: 177, 177A, and 177B, S/N 17700001 through 17702752

Description of Type Design Change:  
Installation of fuel inlets and caps in accordance with Barton Drawing List No. WW-1 dated November 7, 1988, or later "FAA Approved" revisions.

Limitations and Conditions: This approval should not be extended to other specific airplanes of this model on which other previously approved modifications are incorporated, unless it is determined that the interrelationship between this change and any of those other previously approved modifications will introduce no adverse effect upon the airworthiness of that airplane.

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 8, 1988

Date received:

Date of issuance: April 26, 1989

Date amended:



By direction of the Administrator

Lawrence A. Herron

(Signature)

Lawrence A. Herron, Manager  
Wichita 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

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

Form Approved  
OMB No. 2120-0020

For FAA Use Only

Office Identification

*GL15*

**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)

<b>1. Aircraft</b>	Make <b>CESSNA</b>	Model <b>177</b>
	Serial No. <b>17700949</b>	Nationality and Registration Mark <b>N29538</b>
<b>2. Owner</b>	Name (As shown on registration certificate) <b>JOEL A. FRANA</b>	Address (As shown on registration certificate) <b>6841 TECH COURT FORT MEYERS, FL. 33905</b>

### 3. For FAA Use Only

THE DATA IDENTIFIED HEREIN COMPLIES WITH APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE DESCRIBED AIRCRAFT SUBJECT TO CONFORMITY INSPECTION BY A PERSON AUTHORIZED IN FAR 43.7.

DATE 11/7/2000 *Ray John*  
FAA INSPECTOR (MSP FSDO)

### 4. Unit Identification

### 5. Type

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

### 6. Conformity Statement

<b>A. Agency's Name and Address</b>	<b>B. Kind of Agency</b>	<b>C. Certificate No.</b>
<b>OWEN R. WASS 8260 COOPER WAY INVER GROVE HEIGHTS MN. 55076</b>	<input checked="" type="checkbox"/> U.S. Certified Mechanic	<b>A&amp;P1844994IA</b>
	<input type="checkbox"/> Foreign Certified Mechanic	
	<input 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 **10/25/00** Signature of Authorized Individual *Owen R. Wass*

### 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 FTL 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 <b>11/26/00</b>		Certificate or Designation No. <b>1844994</b>	Signature of Authorized Individual <i>Owen R. Wass</i>		

## NOTICE

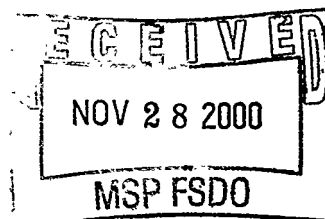
*Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.*

### 8. Description of Work Accomplished

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

1. Installed the following list of Roy Sobchuck (R.S. Engineering) modifications I/A/W R.S. Engineering installation instructions, drawings and under previously approved repetitive 337 forms.
  - A. Exhaust stack fairing part #. EP-001 and drawing EPX177001 dated 6/20/83.
  - B. Lower cowl fairing part #. EF-003 and drawing EF-003PD dated 10/18/84.
  - C. Tail cone fairing kit upper part #. TFU-KT & lower fairing TFL-002 drawing numbers KT177TFU001AD & RS177TFL001 (ID) dated 1/1/92.
2. Instructions for continued airworthiness.
  1. Introduction: See 1 above.
  2. Description: See 1,A,B,&C. above.
  3. Operation Information: N/A.
  4. Servicing Information. Fairings can be removed to gain access to other components.
  5. Maintenance Instructions: Maintenance of the fairings listed above is on condition, only. Periodic maintenance of these fairings is not required.
  6. Trouble Shooting Information: N/A.
  7. Removal and Replacement Information: All fairings listed above can be removed and replaced with common hand tools and practices.
  8. Diagrams: N/A.
  9. Special Inspection Requirements: N/A.
  10. Application of Protective Treatments: N/A. Above mentioned fairings are made of fiberglass and are primed painted for protection.
  11. Data Relative to Structural Fasteners: N/A.
  12. List of Special Tools: N/A.
  13. For Commuter Category Aircraft: N/A.
  14. Recommended Overhaul Periods: N/A.
  15. Airworthiness limitations: N/A.
  16. Revisions: N/A.
3. Aircraft weighed and new weight and balance and equipment list revised.

\*\*\*\*\* End Report \*\*\*\*\*



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

GLIS

**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)

<b>1. Aircraft</b>	Make CESSNA	Model 177
	Serial No. 17700949	Nationality and Registration Mark N29538
<b>2. Owner</b>	Name (As shown on registration certificate) JOEL A. FRANA	Address (As shown on registration certificate) 6841 TECH COURT FORT MYERS, FL. 33905

### 3. For FAA Use Only

THE DATA IDENTIFIED HEREIN COMPLIES WITH APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE DESCRIBED AIRCRAFT SUBJECT TO CONFORMITY INSPECTION BY A PERSON AUTHORIZED IN FAR 43.7.

11/22/00  
DATE

*Ray John*  
FAA INSPECTOR (MSP FSDO)

### 4. Unit Identification

### 5. Type

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

### 6. Conformity Statement

<b>A. Agency's Name and Address</b>	<b>B. Kind of Agency</b>	<b>C. Certificate No.</b>
OWEN R. WASS 8260 COOPER WAY INVER GROVE HEIGHTS MN. 55076	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	A&P1844994IA
	<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  
10/25/00

Signature of Authorized Individual

*Owen R. Wass*

### 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 11/26/00		Certificate or Designation No. 1844994		Signature of Authorized Individual <i>Owen R. Wass</i>	

**NOTICE**

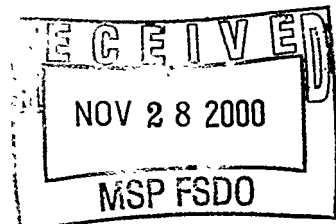
*Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.*

**8. Description of Work Accomplished**

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

1. Original O-320-E2D engine SER. #. L-21269-27A modified I/AW LYCON REBUILDING CO. STCSE00252SE
2. Maximum continuous horse power and RPM at Sea Level pressure altitude and full throttle are 160 hp and 2700 RPM respectively.  
Takeoff horsepower and RPM at full throttle Sea Level pressure altitude are 160 hp and 2700 RPM respectively.
3. (minimum grade aviation gasoline) 100/100LL fuel tanks placarded for 100/100LL Only.
4. Instructions for Continued Airworthiness:
  1. Introduction: See 1 above.
  2. Description: See 1 and 2 above.
  3. Operation Information. See Lycoming operators manual or Cessna 177 owners manual.
  4. Servicing Information. Cessna 177 Cardinal maintenance manual.
  5. Maintenance Instructions. Cessna 177 Cardinal maintenance manual.
  6. Trouble Shooting Information. Per. Cessna 177 Cardinal maintenance manual.
  7. Removal and Replacement Information. As described in Cessna 177 Cardinal maintenance manual.
  8. Diagrams: N/A.
  9. Special Inspections: N/A.
  10. Application of Protective Treatments: N/A.
  11. Data: N/A.
  12. Special Tools: N/A.
  13. Commuter Category: N/A.
  14. Recommended Overhaul Periods: As original 2000HRs.
  15. Airworthiness Limitations. (minimum grade aviation gasoline) 100/100LL
  16. Revisions: To revise this ICA-"A" letter will be submitted to the local FSDO with a copy of the revised FAA form 337 and revised ICA".
5. Aircraft weighed and new weight and balance and equipment list revised.

\*\*\*\*\* End Report \*\*\*\*\*



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

GLIS

**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)

<b>1. Aircraft</b>	Make <b>CESSNA</b>	Model <b>177</b>
	Serial No. <b>17700949</b>	Nationality and Registration Mark <b>N29538</b>
<b>2. Owner</b>	Name (As shown on registration certificate) <b>JOEL A. FRANA</b>	Address (As shown on registration certificate) <b>6841 TECH COURT FORT MEYERS FL, 33905</b>

### 3. For FAA Use Only

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
<b>AIRFRAME</b>	~~~~~ (As described in item 1 above) ~~~~~				
<b>POWERPLANT</b>	<b>LYCOMING</b>	<b>O-320-E2D</b>	<b>L-21269-27A</b>		<b>X</b>
<b>PROPELLER</b>					
<b>APPLIANCE</b>	Type				
	Manufacturer				

### 6. Conformity Statement

<b>A. Agency's Name and Address</b>	<b>B. Kind of Agency</b>	<b>C. Certificate No.</b>
<b>OWEN R. WASS 8260 COOPER WAY INVER GROVE HEIGHTS MN. 55076</b>	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	<b>A&amp;P1844994IA</b>
	<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 <b>11/26/00</b>	Signature of Authorized Individual <i>Owen R. Wass</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 Ftl. Standards Inspector	Manufacturer	<b>X</b>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <b>11/26/00</b>		Certificate or Designation No. <b>1844994</b>	Signature of Authorized Individual <i>Owen R. Wass</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.*

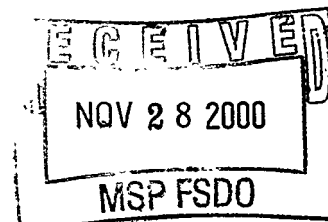
**8. Description of Work Accomplished**

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

Modified engine O-320-E2D I/AW LY-CON Rebuilding Co. STC SE00252SE Converted engine to 160 HP. PER LY-CON DRAWINGS 601001, 601002, & 150002. WEIGHT AND BALANCE UPDATED TO REFLECT CHANGES.

—END—

\*\*\*\*\* End Report \*\*\*\*\*



Additional Sheets Are Attached

TDG



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

F500 BLL-15

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 177
	Serial No. 17700949	Nationality and Registration Mark N2953B
2. Owner	Name (As shown on registration certificate) JOEL A. FRANA	Address (As shown on registration certificate) 6841 TECH COURT FORT MEYERS FL. 33905

#### 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				

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NOV 02 2000  
MSP FODJ

#### 6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
OWEN R. WASS 8260 COOPER WAY INVER GROVE HEIGHTS MN. 55076	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	A&P1844994IA
	<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 10/25/00	Signature of Authorized Individual <i>Owen R. Wass</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	<input type="checkbox"/> FAA Flt. Standards Inspector	<input type="checkbox"/> Manufacturer	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)
	<input type="checkbox"/> FAA Designee	<input type="checkbox"/> Repair Station	<input type="checkbox"/> Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 10/31/00	Certificate or Designation No. 1844994	Signature of Authorized Individual <i>Owen R. Wass</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.)

1. Removed a Narco ELT 10 emergency locator transmitter.
2. Installed an AMERI-KING AK-450 ELT.
3. The AK-450 was installed in the spot vacated by the ELT10 at station 189.00. The antenna was mounted where the existing antenna was removed on top of fuselage aft of rear window. The remote switch was mounted in the instrument panel below pilots control yoke, station 75.50.
4. The installation is in accordance with AMER-KING installation manual document no. IM-450 per TSO-C91a, RTCA DO-183 and DO-160c requirements. and AC43.13-1B, paragraphs 11-3, 11-31, 12-21, 12-22, and AC43-13-2A paragraph 28
5. Post installation ground test were performed in accordance with manufacturers manual and the unit was found to operate normally.

#### Instructions for Continued Airworthiness:

1. Introduction: See paragraphs 1&2 above.
2. Description: See paragraphs 1&2 above.
3. Control, Operation Information: Operation of the ELT is described in the operations manual. Doc. #.IM-450.
4. Servicing Information: The batteries must be replaced when the expiration date has expired which is stamped on each cell. and as per operational manual.
5. Maintenance Instructions: References: FAR part 91.52, part 91.169, part 43 Appendix D (i). Periodic maint. is required as per operators manual section 3.4.
6. Trouble Shooting Information: Trouble shooting should be accomplished by the factory or approved facility other then battery replacement and test.
7. Removal and Replacement. ELT may be removed from aircraft by hand without tools.
8. Diagrams: N/A
9. Special Inspection Requirements: The ELT should be tested every 3 months per operators manual section 3.3.
10. Application of Protective Treatments: N/A
11. Data Relative to Structural Fasteners: N/A
12. List of Special Tools: N/A
13. For Commuter Category Aircraft: N/A
14. Recommended Overhaul Periods: N/A
15. Airworthiness Limitations Section: N/A
16. Revisions: N/A.

Aircraft weighed and new weight and balance and equipment list drawn up.

\*\*\*\*\* End Report \*\*\*\*\*

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

*GLIS*

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)

<b>1. Aircraft</b>	Make <b>CESSNA</b>	Model <b>177</b>
	Serial No. <b>17700949</b>	Nationality and Registration Mark <b>N29538</b>
<b>2. Owner</b>	Name (As shown on registration certificate) <b>JOEL A. FRANA</b>	Address (As shown on registration certificate) <b>6841 TECH COURT FORT MEYERS, FL. 33905</b>

### 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

<b>A. Agency's Name and Address</b>	<b>B. Kind of Agency</b>	<b>C. Certificate No.</b>
<b>OWEN R. WASS 8260 COOPER WAY INVER GROVE HEIGHTS MN. 55076</b>	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	<b>A&amp;P1844994IA</b>
	<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 <b>10/25/00</b>	Signature of Authorized Individual <i>Owen R. Wass</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	<input type="checkbox"/>	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <b>10/25/00</b>		Certificate or Designation No. <b>1844994</b>	Signature of Authorized Individual <i>Owen R. Wass</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 engine cowling and firewall fasteners I/A/W SKYBOLT AEROMOTIVE CORP. STC SA3286S0 and Master Drawing List -C177, SKMDL177.WQ9, no revisions, dated March 1, 1992. —END—

\*\*\*\*\* End Report \*\*\*\*\*

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

*GLIS*

**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)

<b>1. Aircraft</b>	Make <b>CESSNA</b>	Model <b>177</b>
	Serial No. <b>17700949</b>	Nationality and Registration Mark <b>N29538</b>
<b>2. Owner</b>	Name (As shown on registration certificate) <b>JOEL A. FRANA</b>	Address (As shown on registration certificate) <b>6841 TECH COURT FORT MEYERS FL. 33905</b>

### 3. For FAA Use Only

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

### 6. Conformity Statement

<b>A. Agency's Name and Address</b>	<b>B. Kind of Agency</b>	<b>C. Certificate No.</b>
<b>OWEN R. WASS 8260 COOPER WAY INVER GROVE HEIGHTS MN. 55076</b>	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	<b>A&amp;P1844994IA</b>
	<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 <b>10/25/00</b>	Signature of Authorized Individual <i>Owen R. Wass</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"/> <b>APPROVED</b> <input type="checkbox"/> <b>REJECTED</b>						
<b>BY</b>		FAA Ft. Standards Inspector	Manufacturer	<b>X</b>	Inspection Authorization	Other (Specify)
		FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <b>10/25/00</b>		Certificate or Designation No. <b>1844994</b>		Signature of Authorized Individual <i>Owen R. Wass</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 Fiberglass Stabilator Tips I/AW MAPLE LEAF AVIATION LTD. STC SA00908NY And Master Drawing List  
Report No. 177-0960200, dated July 24, 1998. WT. & BAL. and Equip. List N/A.-----END-----

\*\*\*\*\* End Report \*\*\*\*\*

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

*GLIS*

**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)

<b>1. Aircraft</b>	Make <b>CESSNA</b>	Model <b>177</b>
	Serial No. <b>17700949</b>	Nationality and Registration Mark <b>N29538</b>
<b>2. Owner</b>	Name (As shown on registration certificate) <b>JOEL A. FRANA</b>	Address (As shown on registration certificate) <b>6841 TECH COURT FORT MYERS, FL. 33905</b>

### 3. For FAA Use Only

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

### 6. Conformity Statement

<b>A. Agency's Name and Address</b>	<b>B. Kind of Agency</b>	<b>C. Certificate No.</b>
<b>OWEN R. WASS 8260 COOPER WAY INVER GROVE HEIGHTS MN. 55076</b>	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	<b>A&amp;P1844994IA</b>
	<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 <b>10/25/00</b>	Signature of Authorized Individual <i>Owen R. Wass</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**

<b>BY</b>	FAA Ft. Standards Inspector	Manufacturer	<b>X</b>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <b>10/25/00</b>		Certificate or Designation No. <b>1844994</b>		Signature of Authorized Individual <i>Owen R. Wass</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 M-20 Oil Separator, LLC air oil separator I/AW STC SA02033AT and I/AW M-20 Turbos, Inc. Assembly drawing No. 303, Rev. B dated October 13, 1999, Installation drawing No. 304, no revision, dated September 27, 1999 and Installation Instructions, Air/Oil Separator dated July 1, 1999 and revised November 17, 1999. and amended February 28, 2000. A/C Weight & Balance and equipment list revised to reflect changes. END\_\_\_\_\_

\*\*\*\*\* **End Report** \*\*\*\*\*

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

GLIS

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)

<b>1. Aircraft</b>	Make <b>CESSNA</b>	Model <b>177</b>
	Serial No. <b>17700949</b>	Nationality and Registration Mark <b>N29538</b>
<b>2. Owner</b>	Name (As shown on registration certificate) <b>JOEL A. FRANA</b>	Address (As shown on registration certificate) <b>6841 TECH COURT FORT MEYERS FL. 33905</b>

### 3. For FAA Use Only

--

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

### 6. Conformity Statement

<b>A. Agency's Name and Address</b>	<b>B. Kind of Agency</b>	<b>C. Certificate No.</b>
OWEN R. WASS 8260 COOPER WAY INVER GROVE HEIGHTS MN. 55076	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	A&P1844994IA
	<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 10/25/00	Signature of Authorized Individual <i>Owen R. Wass</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	<b>X</b>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 10/25/00		Certificate or Designation No. 1844994		Signature of Authorized Individual <i>Owen R. Wass</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 Edo-Aire Mitchell Century IIB auto pilot in accordance with Edo-Aire STC SA3181SW-D and Edo-Aire installation manual AK421 and bulletin # 544 Rev. 2 dated 1/27/77, and AC43.13-1B paragraphs 11-37, 11-47, 11-48, 11-49, 11-50, 11-66, 11-96, 12-9, & 12-18. Installed auto pilot roll servo in right wing just outbd. of rib station 155.0 and inbd. of the aileron bellcrank. Installed cable harness from roll servo to instrument panel. Removed existing dir. gyro. and installed 52D54 dir. gyro. Performed post ground checks per Section IV of installation manual all systems performed normally.

aircraft weighed and new weight and balance and equipment list drawn up.

\*\*\*\*\* End Report \*\*\*\*\*

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 *LRL*  
*GL 15*

**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)

<b>1. Aircraft</b>	Make <b>CESSNA</b>	Model <b>177</b>
	Serial No. <b>17700949</b>	Nationality and Registration Mark <b>N29538</b>
<b>2. Owner</b>	Name (As shown on registration certificate) <b>JOEL A. FRANA</b>	Address (As shown on registration certificate) <b>6841 TECH COURT FORT MEYERS, FL. 33905</b>

THE DATA IDENTIFIED HEREIN COMPLIES WITH  
APPLICABLE AIRWORTHINESS REQUIREMENTS AND  
IS APPROVED ONLY FOR THE ABOVE DESCRIBED  
AIRCRAFT SUBJECT TO CONFIRMITY INSPECTION  
BY A PERSON AUTHORIZED FAR 43.7

*Oct 27, 2002 Robert J. Landi*  
Date / FAA INSPECTOR MSP-FSDO

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

6. Conformity Statement		
<b>A. Agency's Name and Address</b>	<b>B. Kind of Agency</b>	<b>C. Certificate No.</b>
<b>OWEN R. WASS 8260 COOPER WAY INVER GROVE HEIGHTS MN. 55076</b>	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	<b>A&amp;P1844994IA</b>
	<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 <b>10/25/00</b>	Signature of Authorized Individual <i>Owen R. Wass</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	<input type="checkbox"/>	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection <b>10/29/00</b>	Certificate or Designation No. <b>1844994</b>	Signature of Authorized Individual <i>Owen R. Wass</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.)*

1. Removed a MX-11 nav/com system, Cessna 300 nav/com system, Narco NAV-12 vor/loc/gs, Narco UGR-3 glide slope receiver, K76 transponder, ACK A-30 blind encoder, and a Narco ADF 31A.
2. Installed, (2 each) Terra TX 760D VHF Com. transceiver, a Terra TN200D navigational receiver, a Terra TRT250D transponder, a Terra Tri-Nav C course deviation indicator, ATerra TMA350D audio panel/marker beacon receiver/ 4 place intercom, and a Terra AT3000 blind encoder.
3. The TX760d/s, TN200D, TRT250D, & TMA350D were installed in the center instrument panel vacated by the radios removed. sta. 69.0. The Tri-Nav C indicator was installed in the instrument panel vacated by the Nav-12 vor ind. sta. 69.0. The AT3000 blind encoder was installed on the aft side of firewall forward of glove box sta. 59.0. The existing Nav, Com, Xpndr, Marker Beacon, & Glide Slope antennas were used.
4. This installation is in accordance with the manufacturers installation manual's, and AC43.13-1B, paragraphs 11-37, 11-47, 11-48, 11-49, 11-50, 11-66, 11-96, 12-9, 12-10, 12-11, 12-14, 12-20, and AC43.13-2A paragraphs 21,22,& 27.
5. Post installation ground tests were performed in accordance with manufacturers installation manuals and the units were found to operate normally.
6. Total continuous electrical load does not exceed 80% of the total rated alternator capacity.
7. The aircraft altimeter(TSO-C10B), static system, transponder and altitude reporter have been tested to 20,000 feet in accordance with FARs 91.411, 91.413, &91.217 and were found to be within the limits of FAR 43 appendices E & F. by Wipaire, Inc., CRS#RJWR390K.

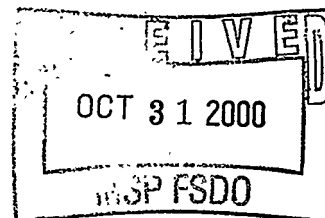
#### Instructions for Continued Airworthiness:


1. Introduction: See paragraph 1&2 above
2. Description: See paragraph 1&2 above
3. Control, Operation Information: Operation of the equipment listed in paragraph 2 is described in their respective operating guides.
4. Servicing Information: N/A.
5. Maintenance Instructions: Maintenance of the equipment listed in paragraph 2 above is "on condition" only. Periodic maintenance of this equipment is not required.
6. Trouble Shooting Information: Trouble shooting this equipment should only be accomplished by an appropriately rated, FAA approved individual or facility.
7. Removal and Replacement Information: All components listed in paragraph 2 above can be removed and replaced with common tools and practices.
8. Diagrams: N/A
9. Special Inspection Requirements: N/A.
10. Application of Protective Treatments: N/A.
11. Data Relative to Structural Fasteners: N/A.
12. List of Special Tools: N/A.
13. For Commuter Category Aircraft: N/A.
14. Recommended Overhaul Periods: N/A.
15. Airworthiness Limitation Section: N/A
16. Revisions: N/A.

Aircraft weighed and new weight and balance and equipment list drawn up.

\*\*\*\*\* End Report \*\*\*\*\*

Additional Sheets Are Attached



 US Department of Transportation Federal Aviation Administration	<b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)				Form Approved OMB No 2120-0020	
					For FAA Use Only	
					Office Identification <b>SO-FSDO-15</b>	
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 <b>Cessna</b>			Model <b>177 Cardinal</b>		
	Serial No. <b>17700949</b>			Nationality and Registration Mark <b>N29538</b>		
2. Owner	Name (As shown on registration certificate) <b>Joel A. Frana</b>			Address (As shown on registration certificate) <b>6841 Tech Court Fort Myers, FL 33905</b>		
	<b>3. For FAA Use Only</b>					
<b>4. Unit Identification</b>						
Unit	Make	Model	Serial No.	Repair	Alteration	
AIRFRAME	(As described in item 1 above)					<b>XX</b>
POWERPLANT						
PROPELLER						
APPLIANCE	Type					
	Manufacturer					
<b>6. Conformity Statement</b>						
A. Agency's Name and Address			B. Kind of Agency		C. Certificate No.	
<b>FLIGHT CONTROL SERVICES 351 8TH AVE SE HANGER 3 ST PETERSBURG, FL 33701</b>			<input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station Manufacturer		<b>OFHR414L</b>	
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 <b>08/10/94</b>			Signature of Authorized Individual <i>Don French</i> <b>CHIEF INSPECTOR</b>			
<b>7. Approval for Return To Service</b>						
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 Fit. Standards Inspector	Manufacturer	Inspection Authorization		Other (Specify)	
	FAA Designee <b>XX</b>	Repair Station	Person Approved by Transport Canada Airworthiness Group			
Date of Approval or Rejection <b>08/10/94</b>		Certificate or Designation No. <b>OFHR414L</b>	Signature of Authorized Individual <i>Don French</i> <b>CHIEF INSPECTOR</b>			

**NOTICE**

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

**8. Description of Work Accomplished**  
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)  
The following installation conforms to acceptable methods using previously approved data supplied by the FAA and manufacturer's as described below, listed by item:

**UNIT INSTALLED: TKM MX-11 COM TRANSCEIVER**

**1. INSTALLATION**

The unit was supplied with mounting tray and connector. Installation was performed using approved materials and data provided by manufacturer. Circuit breaker (5 amps) and power wires supplied by this agency. Circuit breaker installed in space provided for avionics breakers, labeled RADIO, and tied into power buss. Harness fabricated using approved material, and tied into aircraft audio system as outlined in manufacturer's installation manual. Com unit installed in radio stack. Connection to com antenna. Unit firmly bonded to airframe ground. All wires tied away from controls. No other connections or interfacing attempted.

**2. APPROVAL:**

Installation conforms with articles in AC 43.13 1A Chapter 15 sections 1,2,4,5,6. Chapter 5 section 1. Chapter 11 sections 2,3,4,5,7. Chapter 13 paragraphs 659 & 662. And AC 43.13 2A Chapter 1 paragraphs 4,5,6,9,10,11,12. Chapter 2 paragraphs 21,22,23,24,27. Additional data from previously approved data supplied by the manufacturer.

3. This system was ground and bench tested, and found not to be a source of objectionable electromagnetic interference, and is functioning properly and safely and operates in accordance with manufacturer's specifications. This installation was inspected by this agency for safety of mounting and is approved for return to service.

4. Weight and balance has been recomputed and entered as a permanent record in the proper section of flight manual. Equipment list has been revised. A logbook entry has been made.

-----END-----

APPROVED FOR INSTALLATION

REGISTRATION MARK

Additional Sheets Are Attached

U.S. 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 NO.

SAC-FSDO

NOV 1 1990

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 <i>Cessna</i>	MODEL <i>177</i>
	SERIAL NO. <i>17700949</i>	NATIONALITY AND REGISTRATION MARK <i>U.S.A.N 29538</i>
2. OWNER	NAME (As shown on registration certificate) <i>Fas's, Kelly S.</i>	ADDRESS (As shown on registration certificate) <i>8956 Pershing Ave. Orangeville, CA 95662</i>
	<i>Nations, Tracy H.</i>	

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				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>ADVANCED AVIONICS</b> FAA 412-47 1406 Flight Line Drive Lincoln Airport Lincoln, CA 95648	B. KIND OF AGENCY U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION MANUFACTURER	C. CERTIFICATE NO. <i>ADTA-151K</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>September 7, 1990</i>	SIGNATURE OF AUTHORIZED INDIVIDUAL <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  APPROVED  REJECTED

BY	<input type="checkbox"/> FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	<input checked="" type="checkbox"/> FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION <i>9/7/90</i>	CERTIFICATE OR DESIGNATION NO. <i>ADTA-151K</i>	SIGNATURE OF AUTHORIZED INDIVIDUAL <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.)

Installed new Alt. A30 encoder sn # 28692 under  
copilot's instrument panel & interfaced to existing King  
K76 transponder. Verified correspondence to 15000 feet  
I.A.W. FAR 91.36 Part 43 appendix E. All work was  
accomplished I.A.W. the manufacturer's installation  
instructions, AC 43.13-1A, and AC 43.13-2A. Weight & balance  
change negligible.

END

ADDITIONAL SHEETS ARE ATTACHED

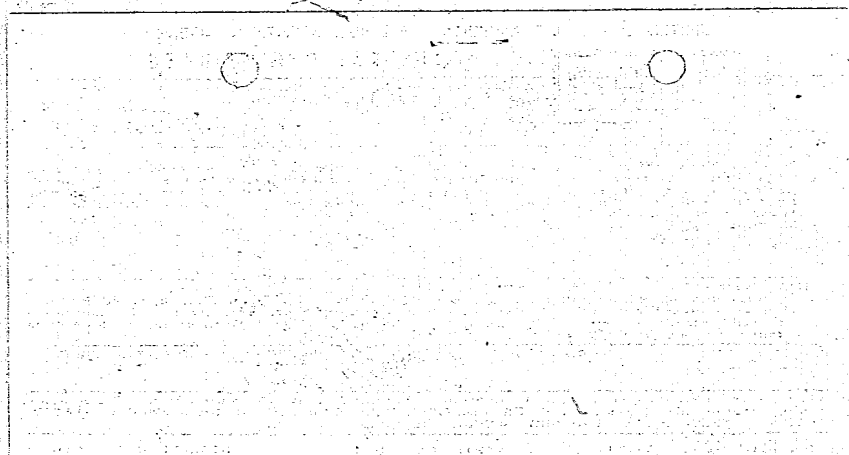
UNITED STATES OF AMERICA — FEDERAL AVIATION AGENCY

STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONAL REGISTRATION NUMBER <b>N29538</b>	2. MANUFACTURER AND MODEL <b>Cessna 177</b>	3. AIRCRAFT SERIAL NUMBER <b>117700949</b>	4. CATEGORY <b>Normal &amp; Utility</b>
5. AUTHORITY AND BASIS FOR ISSUANCE This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft in which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein. Exceptions: <b>None</b>			
6. TERMS AND CONDITIONS Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the performance, preservation, maintenance, and alterations are performed in accordance with Parts 23, 25, and 29 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.			
DATE OF ISSUANCE <b>2-12-68</b>	FAA REPRESENTATIVE <b>James Aircraft Co. Commercial Div. Inspector in Charge, Manufacturer, CE-1</b>	DESIGNATION NUMBER	
Any alteration, reproduction, or misuse of this certificate may be punished by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.			
FAA Form 1362 (7-65)		GPO : 1966 O - 798-353	0052-040-8000 (8100)

FAA AIRCRAFT REGISTRY

CAMERA NO. 11/DATE: 11-3-83



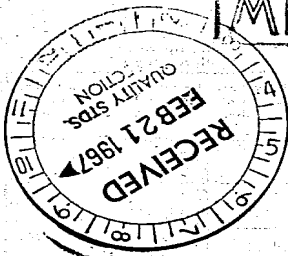


1345-1956 20 FEB 28 '68

Form Approved  
Budget Bureau No. 04-R058.2

FEDERAL AVIATION AGENCY APPLICATION FOR AIRWORTHINESS CERTIFICATE (FAR 21)		INSTRUCTIONS: Print or type these on for FAA use only. Authorized FAA Representative, use reverse side.		Do not write in shaded areas; Submit original only to an authorized FAA Representative, use reverse side.	
I. AIRCRAFT DESCRIPTION	1. REGISTRATION MARK <b>N29538</b>	2. AIRCRAFT MAKE <b>Cessna</b>	3. AIRCRAFT MODEL DESIGNATION <b>177</b>	FAA CODING <b>2073704</b>	
	4. AIRCRAFT SERIAL NO. <b>17700949</b>	5. ENGINE MAKE <b>Lycoming</b>	6. ENGINE MODEL DESIGNATION <b>0-320-E2D</b>	<b>41508</b>	
	7. NO. OF ENGINES <b>One</b>	8. PROPELLER MAKE <b>McCaughey</b>	9. PROPELLER MODEL DESIGNATION <b>1C172/TM7653</b>	10. YR. AIRC. MANUFACTURED <b>1968</b>	
II. CERTIFICATION REQUESTED	A. APPLICATION IS HEREBY MADE FOR:				
	<input checked="" type="checkbox"/> ORIGINAL CERTIFICATE—AIRCRAFT IS	<input checked="" type="checkbox"/> NEW	USED	IMPORT	
	<input type="checkbox"/> AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE				
	<input type="checkbox"/> OTHER (Specify)				
	B. AIRWORTHINESS CLASSIFICATION (For multiple certification, check appropriate items)				
<input checked="" type="checkbox"/> STANDARD (Indicate category)	<input checked="" type="checkbox"/> NORMAL	<input checked="" type="checkbox"/> UTILITY	ACROBATIC	TRANSPORT	
<input type="checkbox"/> LIMITED					
<input type="checkbox"/> RESTRICTED (Indicate operation(s) to be conducted)	<input type="checkbox"/> 1 AGRICULTURE & PEST CONTROL	<input type="checkbox"/> 2 FOREST (Wild life conservation)	<input type="checkbox"/> 3 AERIAL SURVEYING	<input type="checkbox"/> 4 PATROLLING	<input type="checkbox"/> 5 AERIAL ADVERTISING
<input type="checkbox"/> EXPERIMENTAL (Indicate operation(s) to be conducted)	<input type="checkbox"/> 1 RESEARCH AND DEVELOPMENT	<input type="checkbox"/> 2 AMATEUR BUILT	<input type="checkbox"/> 3 EXHIBITION		
<input type="checkbox"/> PROVISIONAL (Indicate class)	<input type="checkbox"/> 1 CLASS I	<input type="checkbox"/> 2 CLASS II	FAA CODING		
III. OWNER'S CERTIFICATION	A. REGISTERED OWNER (As shown on Certificate of Aircraft Registration)				
	NAME <b>Cessna Aircraft Company</b>		ADDRESS (Number, street, city, State and ZIP code) <b>5800 Pawnee Road Wichita, Kansas 67201</b>		
	B. AIRCRAFT CERTIFICATION BASIS				
	<input checked="" type="checkbox"/> AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Rev. No.) <b>A13CE</b>	AIRWORTHINESS DIRECTIVE SUMMARY (Give year and last card No.)			
<input type="checkbox"/> AIRCRAFT LISTING (Give page No(s.))	SUPPLEMENTAL TYPE CERTIFICATE (Give No(s.))				
C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS					
<input checked="" type="checkbox"/> AIRCRAFT NEW—NO PREVIOUS HISTORY	TOTAL AIRFRAME HOURS RECORDED		FAA CODING		
<input type="checkbox"/> RECORDS MAINTAINED IN COMPLIANCE WITH FAR 91.173					
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 Agency 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 classification(s) requested.					
DATE OF APPLICATION <b>1-30-68</b>		NAME AND TITLE (Print or type) <b>V.G. Weddle, Owner's Agent</b>		SIGNATURE <i>V.G. Weddle</i>	
IV. INSPECTION AGENCY VERIFICATION	IN ACCORDANCE WITH FAR 21.183, THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY:				
	<input checked="" type="checkbox"/> CERTIFICATED AIR CARRIER (Give Certificate No.)	<input checked="" type="checkbox"/> CERTIFICATED MECHANIC (IA) (Give Certificate No.)	CERTIFICATED DOMESTIC REPAIR STATION (Give Certificate No.)		FAA CODING
	<input type="checkbox"/> AIRCRAFT MANUFACTURER (Give name of firm)				<b>4</b>
DATE		TITLE		SIGNATURE <b>No. 16</b>	
V. AIRWORTHINESS DOCUMENTATION	<input checked="" type="checkbox"/> A. CURRENT OPERATING LIMITATIONS AVAILABLE IN AIRCRAFT	<input checked="" type="checkbox"/> G. THIS INSPECTION RECORDED IN AIRCRAFT RECORDS			
	<input type="checkbox"/> B. CURRENT OPERATING LIMITATIONS ATTACHED	H. STATEMENT OF CONFORMITY, FAA FORM 317 (Attach when required)			
	<input type="checkbox"/> C. CURRENT APPROVED FLIGHT MANUAL AVAILABLE IN AIRCRAFT	I. PREVIOUS AIRWORTHINESS CERTIFICATE ISSUED IN ACCORDANCE WITH FAR _____ CAR _____ (Orig. attached)			
	<input type="checkbox"/> D. DATA, DRAWINGS, PHOTOGRAPHS, ETC. (Attach when required)	J. AIRWORTHINESS CERTIFICATE ISSUED IN ACCORDANCE WITH FAR <b>21.183 (a)</b> (Copy attached)			
	<input checked="" type="checkbox"/> E. CURRENT WEIGHT & BALANCE INFORMATION AVAILABLE IN AIRCRAFT				
	<input type="checkbox"/> F. MAJOR REPAIR AND ALTERATION, FAA FORM 337 (Attach when req.)				
VI. FAA REPRESENTATIVE CERTIFICATION	<input checked="" type="checkbox"/> A. I have inspected the aircraft described above, find it conforms to its type certificate, and is in condition for safe operation.				
	<input type="checkbox"/> B. I have inspected the aircraft described above, find it is in condition for safe experimental operation.				
	<input type="checkbox"/> C. Current Airworthiness Certificate amended.				
DATE <b>02-68</b> <b>2-12-68</b>	DESIGNATION NO. <b>000</b>	OFFICE NO. <b>ICT EMDO</b> <b>3-0-43</b>	SIGNATURE <i>[Signature]</i> Executive Engineer Cessna Aircraft Co., Commercial Div. Delegation District Office, GE-1 By <i>[Signature]</i> John P. [Signature] 24-7000		

MICRO



OKLAHOMA  
FEB 26 8 40 PM '68

FAA AIRCRAFT REGISTRY  
MEMPHIS, TENNESSEE

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

Form Approved  
Budget Bureau No. 04-R060.1  
FOR FAA USE ONLY  
OFFICE IDENTIFICATION: SAC-GADC  
4-0-12

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 177
	SERIAL NO. 17700949	NATIONALITY AND REGISTRATION MARK N29538
2. OWNER	NAME (As shown on registration certificate) Newton, John W. Jr., Co-owner Newton, Janet C., Co-owner	ADDRESS (As shown on registration certificate) 8124 Carabean Way Sacramento, California 95826

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 YOLO AVIATION INC. MAINTENANCE, SALES and SERVICES DIV. P. O. BOX 942 WINTERS, CALIF. 95694	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. Airframe & Powerplant #1176589
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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 7-17-75	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Melvin O. Miles</i>
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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 Agency and is  APPROVED  REJECTED

BY	FAA FIT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		
DATE OF APPROVAL OR REJECTION 7-17-75	CERTIFICATE OR DESIGNATION NO. 1176589	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Melvin O. Miles</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.)

1. Fabricated doubler as per paper template contained in Hoskins OL 1155 Strobe Light Kit.
2. Drilled and attached doubler at Station 188.5.
3. Installed Hoskins Strobe at weight of 1.3 lbs.
4. Installation was accomplished in accordance with manufacturer's instructions and F.A.R. 43.13-1 and 43.13-2, Chapter 4.
5. Weight and Balance sheet was computed and a copy was given to owner.

-----END-----

RECEIVED

JUL 21 1975

Sacramento — GADO

ADDITIONAL SHEETS ARE ATTACHED