



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

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

1. Aircraft	Make Cessna	Model 310
	Serial No. 35272	Nationality and Registration Mark N811MC
2. Owner	Name (As shown on registration certificate) L A Ferroni Inc.	Address (As shown on registration certificate) P.O. Box 767 Gunter TX 75058-0767

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.
Kirk Barrett 125 Aviation Blvd Aiken, SC 29805	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	254252771
	<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 2/24/2007	Signature of Authorized Individual <i>Kirk Barrett</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

BY	FAA/Ft. 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 2/24/2007		Certificate or Designation No. 254252771	Signature of Authorized Individual <i>Kirk Barrett</i>		

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032	1033	1034	1035	1036	1037	1038	1039	1040	1041	1042	1043	1044	1045	1046	1047	1048	1049	1050	1051	1052	1053	1054	1055	1056	1057	1058	1059	1060	1061	1062	1063	1064	1065	1066	1067	1068	1069	1070	1071	1072	1073	1074	1075	1076	1077	1078	1079	1080	1081	1082	1083	1084	1085	1086	1087	1088	1089	1090	1091	1092	1093	1094	1095	1096	1097	1098	1099	1100	1101	1102	1103	1104	1105	1106	1107	1108	1109	1110	1111	1112	1113	1114	1115	1116	1117	1118	1119	1120	1121	1122	1123	1124	1125	1126	1127	1128	1129	1130	1131	1132	1133	1134	1135	1136	1137	1138	1139	1140	1141	1142	1143	1144	1145	1146	1147	1148	1149	1150	1151	1152	1153	1154	1155	1156	1157	1158	1159	1160	1161	1162	1163	1164	1165	1166	1167	1168	1169	1170	1171	1172	1173	1174	1175	1176	1177	1178	1179	1180	1181	1182	1183	1184	1185	1186	1187	1188	1189	1190	1191	1192	1193	1194	1195	1196	1197	1198	1199	1200	1201	1202	1203	1204	1205	1206	1207	1208	1209	1210	1211	1212	1213	1214	1215	1216	1217	1218	1219	1220	1221	12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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

Removed original voltage regulators and paralleling relays and replaced with Zeftronics voltage regulators, P/N G225KN, s/ns V2H006 and V2H007 in accordance with STC SA09258SC.

Weight and Balance negligible.

Ops check good.

Aircraft returned to service.

----- END -----

[] Additional Sheets Are Attached

1. Name of the person or organization 2. Address 3. City 4. State 5. Zip		6. Date of birth 7. Sex 8. Race 9. Religion 10. Education
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11. Occupation 12. Income 13. Assets 14. Liabilities 15. Other		16. Date of last contact 17. Date of next contact 18. Date of last visit 19. Date of next visit 20. Date of last call 21. Date of next call
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22. Date of last contact 23. Date of next contact 24. Date of last visit 25. Date of next visit 26. Date of last call 27. Date of next call		28. Date of last contact 29. Date of next contact 30. Date of last visit 31. Date of next visit 32. Date of last call 33. Date of next call
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34. Date of last contact 35. Date of next contact 36. Date of last visit 37. Date of next visit 38. Date of last call 39. Date of next call		40. Date of last contact 41. Date of next contact 42. Date of last visit 43. Date of next visit 44. Date of last call 45. Date of next call
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(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

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	Serial No. 35272	Nationality and Registration Mark N811MC
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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				

RECEIVED
MAR - 1 2007

CAE FSDO S013

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Howard Upthegrove 125 Aviation Blvd Aiken, SC 29805	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	3159904
	<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 2/24/2007	Signature of Authorized Individual <i>Howard Upthegrove</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 2/24/2007		Certificate or Designation No. 254252771	Signature of Authorized Individual <i>Tim Barrett</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

Installation of Hartzell HC-C2YF-2CUF/FC8468(B)-3 propellers, C-2285-4(P) spinners and A-2476-8 spinner mounting kits on cessna aircraft in accordance with STC SA00799CH and installation instructions HPC310-1 dated October 6, 1997.


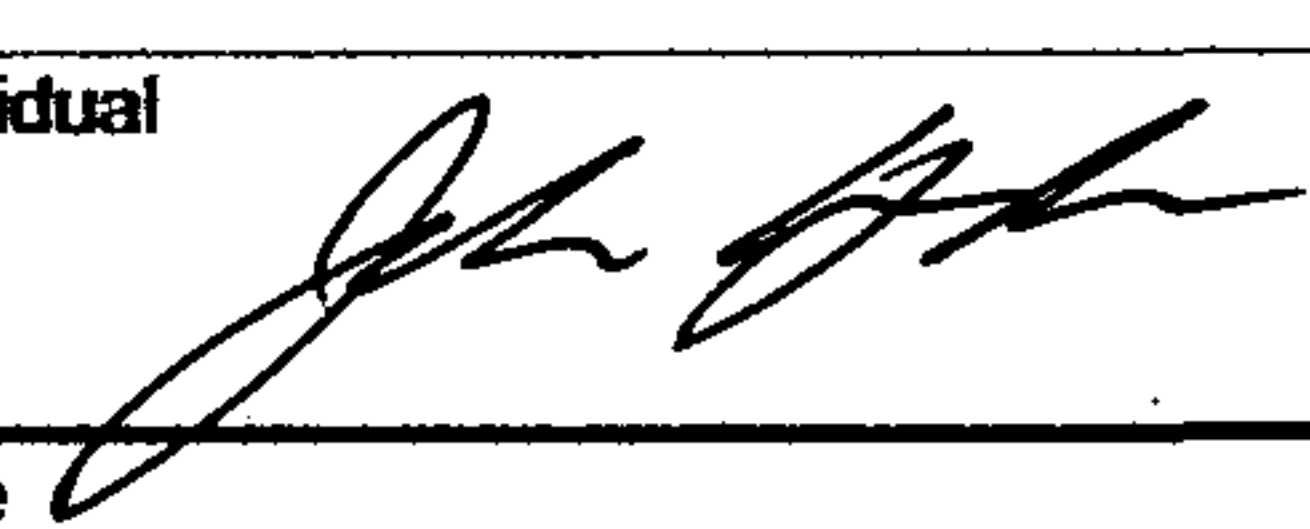
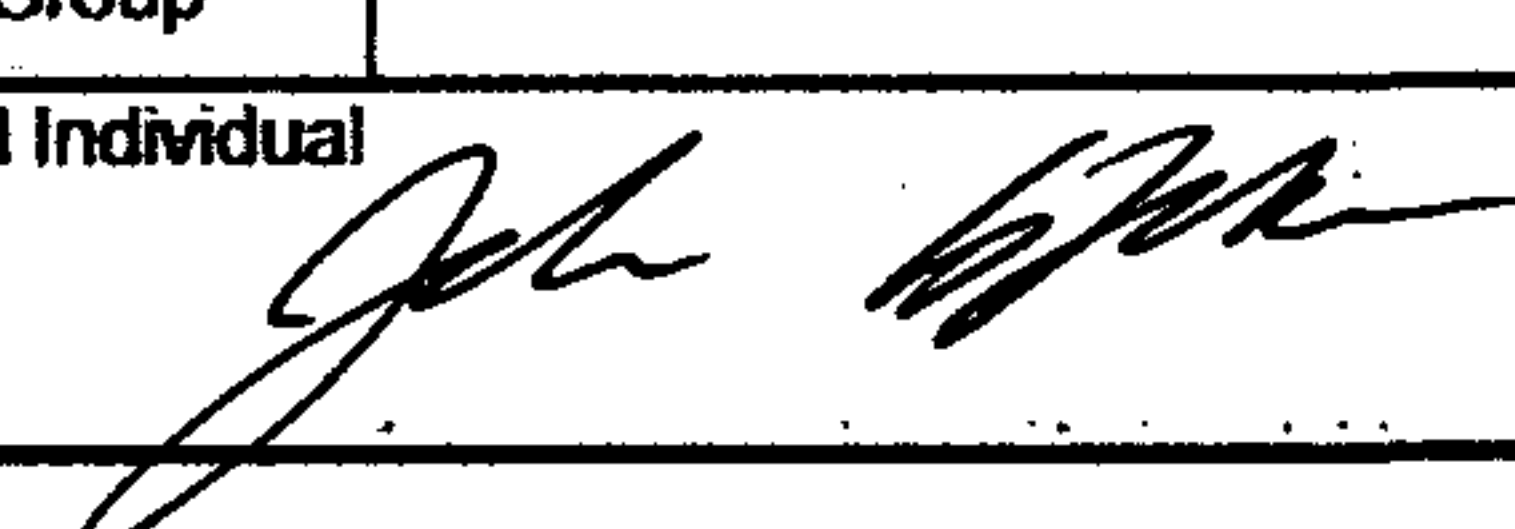
Weight and balance revised, new empty weight 3033.65 lbs. New E.W.C.G. 34.11

----- END -----

[] Additional Sheets Are Attached

[illegible][illegible]

MAT

 MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				Form Approved OMB No. 2120-0020		
				For FAA Use Only		
				Office Identification <i>M. J. DAL-05</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 civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).						
1. Aircraft	Make Cessna			Model 310		
	Serial No. 35272			Nationality and Registration Mark N811MC		
2. Owner	Name (As shown on registration certificate) L A Ferroni Inc.			Address (As shown on registration certificate) PO Box 767 Gunter Tx. 75058-0767		
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.	
John Hooker 1200 S Dewey St Sherman Tx 75090			<input checked="" type="checkbox"/> U.S. Certificated Mechanic		3026093	
			<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 1/16/06			Signature of Authorized Individual John Hooker 			
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 1/16/06		Certificate or Designation No. 3026093	Signature of Authorized Individual John Hooker 			

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 M20 air-oil separator model 300 on left engine as per STC SA02033AT and installation instructions dated 7/1/99 revised 1/24/05.

RECEIVED

JAN 18 2006

FAA-DALLAS

SW05

☐ 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 of the
Wichita, KS

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 310
	Serial No. 35272	Nationality and Registration Mark N811MC
2. Owner	Name (As shown on registration certificate) L A FERRONI INC.	Address (As shown on registration certificate) P.O. BOX 767 GUNTER, TX 75058 -0767

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

31 OCT 2005
Date

Approving Inspector

Wichita, KS

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.
Yingling Aircraft, Inc. 2010 Airport Road Wichita, KS 67277	<input type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	YN8R621Y RADIO CLASS 1, 2, 3

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 October 31, 2005	Signature of Authorized Individual TEOFILO INES JR
--------------------------	---

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 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 11-1-05	Certificate or Designation No. YN8R621Y	Signature of Authorized Individual ROBERT B. GALLOP		

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

CESSNA 310 # 35272-N811MC-10/31/05

Narco CP 136 Audio Panel
FlightTech Intercom ITC-404SP

WIRING: Wire used was MIL22759/27500 installed in accordance with the manufacturer's installation instructions adapted as required with A.C.43.13-2A par. 27 a, b, c, d, e, g, & h guidelines, and of the appropriate gauge required by A.C.43.13-1B par.11-76 & 77. Wire was installed in accordance with Chapter 11, Section 5 par. 11-66 through 11-69; Section 8 par 11-96; Section 9 par. 11-115 through 11-126; Section 11 par 11-146 through 11-147, and Section 16 par. 11-205 through 11-210. Electrical loads have been evaluated in accordance with A.C. 43.13-1B Chapter 11, Section 3 par. 11-35 and 11-36 and was found to be within limits. All installed equipment was tied to ship's power via in-line pull-type and/or switch type circuit breakers (C/B) and/or in-line fuse with location and label as follows:


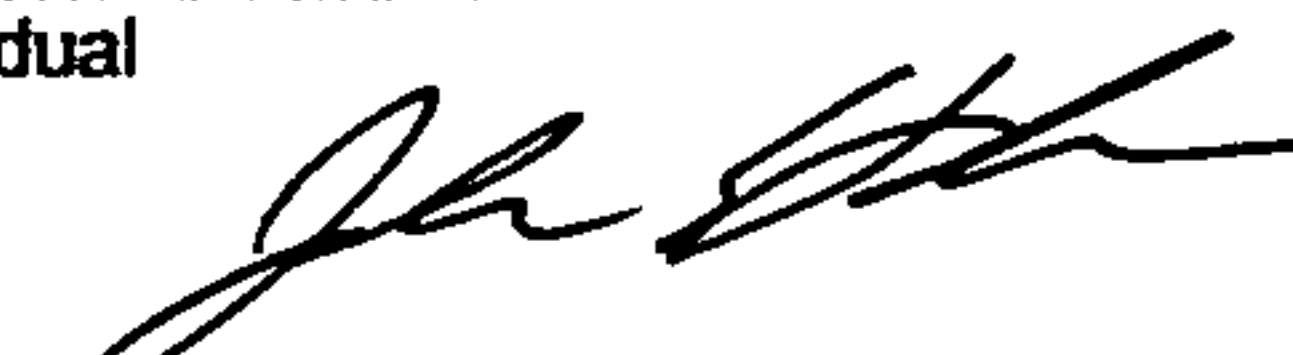

Wiring Diagrams used for reference were from the following:
GARMIN GMA 340 Installation Manual

OPERATIONAL GROUND CHECKS: Post installation ground function and accuracy tests were performed in accordance with manufacturer instructions. All systems operated normally.

WEIGHT & BALANCE and EQUIPMENT LIST: Revised Aircraft Weight & Balance and Equipment List. The above installation meets the requirements for static loading in accordance with A.C.43.13-2A Chapter 1 par. 4 through 12. No changes were noted to the compass system. Further details are on file at Yingling Aircraft under W.O. # AVI 4751

☐ Additional Sheets Are Attached

RECEIVED

 US Department of Transportation Federal Aviation Administration		MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)		Form Approved AUG 31 2005 OMB No. 2120-0020	
		For FAA Use Only Office Identification: 511843 SW05			
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).					
1. Aircraft	Make Cessna		Model 310		
	Serial No. 35272		Nationality and Registration Mark N811MC		
2. Owner	Name (As shown on registration certificate) L A Ferroni Inc.		Address (As shown on registration certificate) PO Box 767 Gunter Tx. 75058-0767		
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.
John Hooker 1200 S Dewey St Sherman Tx 75090			<input checked="" type="checkbox"/> U.S. Certificated Mechanic		3026093
			<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 8/26/05			Signature of Authorized Individual John Hooker 		
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 8/26/05		Certificate or Designation No. 3026093	Signature of Authorized Individual John Hooker 		

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 M20 air-oil separator model 300 on right engine as per STC SA02033AT and installation instructions dated 7/1/99 revised 1/24/05.

☐ 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

SW05

MBH

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 310
	Serial No. 35272	Nationality and Registration Mark N811MC
2. Owner	Name (As shown on registration certificate) L A FERRONI INC	Address (As shown on registration certificate) P.O. BOX 767 GUNTER TX 75058-0767

3. For FAA Use Only

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 MAJORS FIELD AVIONICS LLC 99 MAJORS ROAD GREENVILLE, TX. 75402	B. Kind of Agency <input type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. MF9R674X Limited Airframe Limited Radio
--	---	---

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 06-15-05	Signature of Authorized Individual
------------------	--

7. Approval for Return to Service

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

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 06-15-05		Certificate or Designation No.	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.)

IFR STATEMENT FOR GPS SYSTEM

N Number N811MC

Ser. No. 35272

Date.

06-15-05

This alteration is for the VFR/IFR operational approval of a King KLN 94 GPS System. The airworthiness and VFR operational approval for this alteration was previously approved on FAA Form 337 dated 05-06-2005.

The previously required placard stating "GPS LIMITED TO VFR USE ONLY" has been removed from the instrument panel. The previously approved Flight Manual Supplement for VFR use has been removed from the Airplane Flight Manual.

The equipment manufacturer, King, has certified the GPS portion of the receiver to Technical Standard Order (TSO) C129a, Class A(1). The King 94 GPS System has been previously demonstrated to meet the initial certification and accuracy requirements of AC 20-138B as demonstrated under STC SA00909WI-D.

Provided the King 94 GPS System receiver is receiving adequate usable signals, it has been demonstrated capable of and has been shown to meet the accuracy specifications for: VFR/IFR enroute, terminal and non-precision instrument approach (GPS, VOR, VOR-DME, TACAN, NDB, NDB-DME, RNAV) operation within the U. S. National Airspace System in accordance with AC 20-138B, provided it is receiving usable navigation information from the GPS receiver.

Navigation is accomplished using the WGS-84 (NAD783) coordinate reference datum. Navigation data is based upon the use of only the Global Positioning System (GPS) operated by the United States of America.

Electromagnetic Interference (EMI) ground and flight checks were performed satisfactorily. All information is on file at FAA Repair Station MF9R674X under work order number 00125.

The King 94 GPS System is approved for IFR use in the ENROUTE, TERMINAL AND NON-PRECISION APPROACH modes. FAA approved flight manual supplement for IFR operations for King 94 GPS System dated 05-06-2005 must be onboard aircraft for this installation.

I certify that the flight test required by 14 CFR Part 91.407 in accordance with AC 20-138A has been performed successfully with no discrepancies noted.

Pilot:

PAUL M. FERRO

Date of Checkout Flight

6-7-05

Signature:

Paul M. Ferro

Certificate Number

526966094

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

SW05 MSH

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 310
	Serial No. 35272	Nationality and Registration Mark N811MC
2. Owner	Name (As shown on registration certificate) L A FERRONI INC	Address (As shown on registration certificate) P.O. BOX 767 GUNTER TX 75058-0767

3. For FAA Use Only

The TECHNICAL DATA / ALTERATION / REPAIR identified herein complies with the applicable airworthiness requirements and is approved for use ONLY on the above described aircraft, subject to conformity inspection by a person authorized in FAR 43.7

5-6-2005
Date

Michael S. Hamilton
FAA Inspector, DAL-FSDO

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 Majors Field Avionics LLC 99 Major Road Greenville, Texas 75402	B. Kind of Agency <input type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. MF9R674X LIMITED AIRFRAME LIMITED INSTRUMENT
---	---	--

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
5-6-2005

Signature of Authorized Individual

Philip V. Blakely

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 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 5-17-05		Certificate or Designation No.	Signature of Authorized Individual Philip V. Blakely	

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.)

A. Equipment removed:

King Radio Co. KR 85 TSO ADF P/N 066-1023-00 SER# 11162, Located at A/C Sta. 23, a KI-225-01 ADF Indicator p/n 066-3017-01 Located at A/C Sta No. 20, a General Design Turn Coordinator p/n 5400-7295-3 ser. no. 4649 located at A/C Sta. No. 23, and an Apollo 618 TCA Loran p/n 430-0193-009 mod A ser. no. 83039 located at A/C Sta. 20.

B. Equipment installed was a King KLN 94 GPS p/n 069-01034-0101 ser. no. 3265, as per Installation Manual 006-10599-0004 Rev. 4 dated January 2003. A King KX 165 NAV/COM p/n 069-1025-25 ser. no. 47614, as per Installation Manual 006-00179-0006 Rev. 6 dated October 1994. A King KI 209A Indicator p/n 066-3056-10 ser. no. 7660 as per Installation Manual 006-10543-0000 Rev. 0 dated October 1996. A King KN 62 DME p/n 066-1088-00 ser. no. 7558 as per Installation Manual 006-00144-0006 Rev. 6 dated April 1997. All the above was installed at A/C Sta. 20. A MSI Avionics cooling fan p/n msi 96-10328 ser. no. 6354 as per Installation Manual msi 96-10314/28 Rev- dated 20 December 1993. This unit was located at A/C Sta. 12.

A revised Flight Manual Supplement, document number 006-00877-0000, original revision, dated 5-6-2005 ^{MDH} was supplied to the A/C owner and is to be kept on board this aircraft at all times.

Instructions for Continued Airworthiness were made available to the owner for insertion into A/C records for future maintenance of this system.

KLN 94 GPS Pilot's Guide, part number 006-18207-0000, dated September 2000 was made available to the flight crew.

KLN 94 Quick Reference, part number 006-18228-0000, revision 1, dated 8/2000 was made available to the flight crew.

C. All equipment has been installed according to the following FAA documents:

Mounting	Appropriate Installation manuals detailed above	Acceptable
Wire harness	FAA/AC 43.13-1B/Para 11-85,86,89	Acceptable
Harness routing	FAA/AC 43.13-1B/Para 11-115,116,117,118,119,120,125	Acceptable
Harness installation	FAA/AC 43.13-1B/Para 11-135,136,137,138,139	Acceptable
Wire harness installation	FAA/AC 43.13-1B/Para 11-146,147	Acceptable
Wire harness installation	FAA/AC 43.13-2A/Para 27	Acceptable
Functional tests	Appropriate Installation manuals detailed above	Acceptable
Electromagnetic Interference (EMI) design	FAA/AC 43.13-1B/Para 11-106	Acceptable
Interference tests	FAA/AC 43.13-1B/Para 11-107	Acceptable

D. All work was performed in accordance with the data referenced above. Post installation overall ground tests have been performed to assure proper operation of all affected systems.

E. The KLN 94 GPS system is approved for VFR use only. The aircraft owner has been so advised and a placard stating "GPS LIMITED TO VFR USE ONLY" is installed in plain view of the pilot on the instrument panel.

F. A/C weight and balance has been revised and supplied to the A/C owner.

G. All affected systems were tested accordingly to show compliance with 14 CFR 23.1309.

H. An electrical load analysis was performed in accordance with AC 43.13-1B/Para 11-37. The changes in electrical load were found to be within the limits established by the airframe

***** END *****

☒ Additional Sheets Are Attached

RECEIVED

MAY 19 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
FAA-DALLAS
SW05 msh

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 310
	Serial No. 35272	Nationality and Registration Mark N811MC
2. Owner	Name (As shown on registration certificate) L A FERRONI INC	Address (As shown on registration certificate) P.O. BOX 767 GUNTER TX 75058-0767

3. For FAA Use Only

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 Majors Field Avionics LLC 99 Majors Road Greenville, TX. 75402	B. Kind of Agency <input type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. MF9R674X Lim. INSTRUMENT Lim. AIRFRAME
---	---	---

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 05-09-2005	Signature of Authorized Individual Philip V. Blakely
---------------------------	--

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 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 5-17-05		Certificate or Designation No.	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 S-Tec autopilot SYSTEM 30 Double Axis Model No. ST-888-30 as per STC SA09511AC-D according to installation manual ST-888 Dated 06-14-01 and Bulletin No. 700 Rev. No. 6 Dated 08-22-02.

The FAA Approved Flight Manual Supplement issued to the aircraft owner must be kept aboard this aircraft at all times and be accessible to all crew members. The Instructions for Continued Airworthiness form No. 81604 Rev. B, S-Tec Part No. 81604 should be incorporated into this aircrafts maintenance program.

END

☐ Additional Sheets Are Attached

DEC -9 2004

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				Form Approved OMB No. 2120-0020	
				For FAA Use Only	
				Office Identification SW05 503755	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).					
1. Aircraft	Make Cessna			Model 310	
	Serial No. 35272			Nationality and Registration Mark N811MC	
2. Owner	Name (As shown on registration certificate) L A Feroni Inc.			Address (As shown on registration certificate) PO Box 767 Gunter Tx. 75058-0767	
3. For FAA Use Only					
4. Unit Identification					5. Type
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				
POWERPLANT	Continental	O 470-M	51168-6-M		X
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
6. Conformity Statement					
A. Agency's Name and Address John Hooker 1200 S Dewey St Sherman Tx 75090			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. 276563546
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 12/7/04			Signature of Authorized Individual John Hooker		
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 12/7/04		Certificate or Designation No. 276563546		Signature of Authorized Individual John Hooker	

NOTICE

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

8. Description of Work Accomplished

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

Removed oil screen from right engine and installed F&M company p/n C6LC oil filter adaptor for spin on oil filter in accordance with STC SE09356SC and installation drawing # ID-1 dated Nov.25 1996.

-----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. 2120-2804
DEC 13 2004

For FAA Use Only

Office Identification

PTRS 503755

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

1. Aircraft	Make Cessna	Model 310
	Serial No. 35272	Nationality and Registration Mark N811MC
2. Owner	Name (As shown on registration certificate) L A Ferroni Inc.	Address (As shown on registration certificate) PO Box 767 Gunter Tx. 75058-0767

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 John Hooker 1200 S Dewey St. Sherman Tx. 75090	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. 276563546
---	--	--

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 12/07/04	Signature of Authorized Individual John Hooker
-------------------------	--

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 12/07/04	Certificate or Designation No. 276563546	Signature of Authorized Individual John Hooker
--	--	--

NOTICE

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

8. Description of Work Accomplished

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

Removed South Wind model 940 sn 1447 and Installed C&D Associates Heater Model CD35K p/n CD14010K3 sn 779 Faa/Pma approved replacement Parts manufacturing No. PQ2597CE, Production approval listing supplement No.38 date May 13 2004. Installation as per Heater installation Instructions IN14010K3 rev.D dated 2/19.04.original heater controls switches replaced with switch CD21253 as per installation instructions.


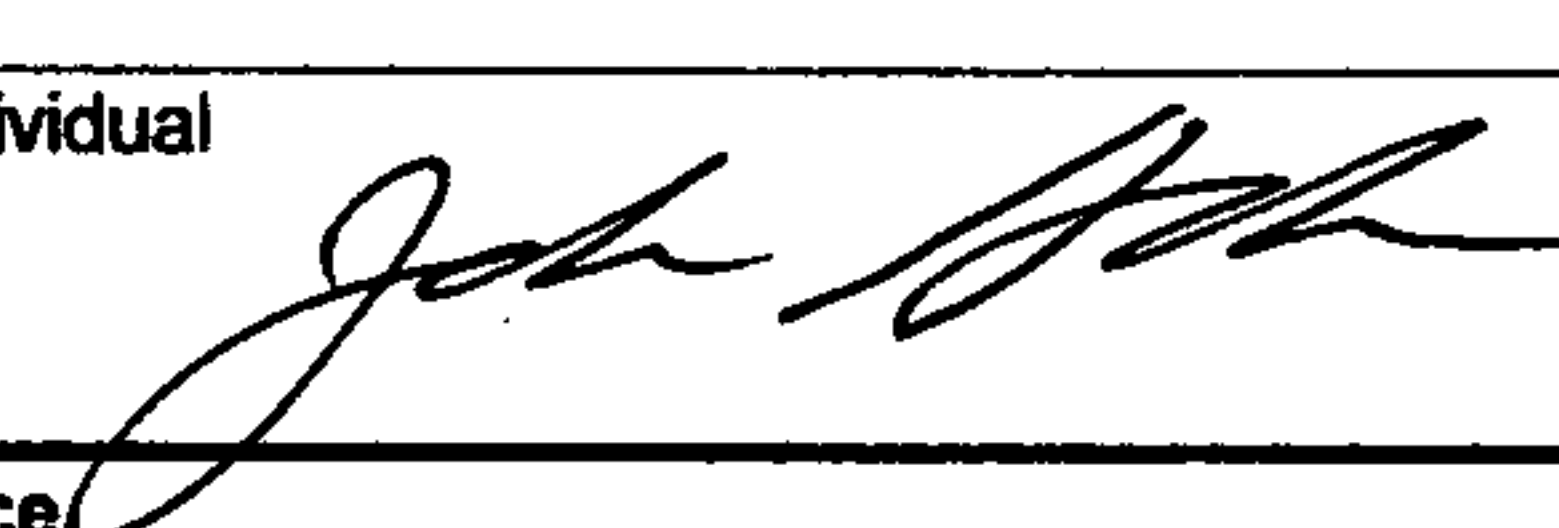
Removed rotating beacon and replaced with Whelen model HR,CFA-14/28 strobe light p/n 01-0770029-31 as per STCSA615EA and installation and service manual Sept. 16, 1999..

-----END-----

☐ Additional Sheets Are Attached

RECEIVED

DEC - 9 2004

 US Department of Transportation Federal Aviation Administration				MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				Form Approved OMB No. 2120-0020 FAA-DALLAS For FAA Use Only Office Identification: SW05 503755 SUB	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).									
1. Aircraft		Make Cessna				Model 310			
		Serial No. 35272				Nationality and Registration Mark N811MC			
2. Owner		Name (As shown on registration certificate) L A Feroni Inc.				Address (As shown on registration certificate) PO Box 767 Gunter Tx. 75058-0767			
3. For FAA Use Only									
4. Unit Identification								5. Type	
Unit	Make	Model		Serial No.		Repair	Alteration		
AIRFRAME	(As described in Item 1 above)								
POWERPLANT	Continental	0 470-M		53132-0-M-R			X		
PROPELLER									
APPLIANCE	Type								
	Manufacturer								
6. Conformity Statement									
A. Agency's Name and Address				B. Kind of Agency			C. Certificate No.		
John Hooker 1200 S Dewey St Sherman Tx 75090				<input checked="" type="checkbox"/> U.S. Certificated Mechanic			276563546		
				<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 12/7/04				Signature of Authorized Individual John Hooker 					
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 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 12/7/04		Certificate or Designation No. 276563546		Signature of Authorized Individual John Hooker 					

NOTICE

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

8. Description of Work Accomplished

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

Removed oil screen from left engine and installed F&M company p/n C6LC oil filter adaptor for spin on oil filter in accordance with STC SE09356SC and installation drawing # ID-1 dated Nov.25 1996.

-----END-----

☐ Additional Sheets Are Attached



U.S. Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

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

1. Aircraft	Make Cessna	Model 310
	Serial No. 35272	Nationality and Registration Mark N811MC
2. Owner	Name (As shown on registration certificate) Dykeswill LTD	Address (As shown on registration certificate) One Shoreline Plaza Ste.705 N. Corpus Christi Tx. 78401

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.
Donald Wayne Maloy 4718 Riverview Trail Corpus Christi Tx.78410	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	449470321
	<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 5-23-01	Signature of Authorized Individual <i>Donald Wayne Maloy</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 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 5-23-01		Certificate or Designation No. 451887394		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.)

N811MC 556.7 hobbs 3548.7 total time
Removed Goodyear brake assy. p/n 95-21792, disc p/n 95-2568, wheel p/n 95-3238. Installed Cleveland wheel and brake conversion kit p/n 199-64 in accordance with Cleveland drawing 50-68 and STC, SA111GL. Revised weight and balance. Revised equipment list.

***** 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 SD-FSD-11	
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 310		
	Serial No. 35272		Nationality and Registration Mark N811MC		
2. Owner	Name (As shown on registration certificate) JIMMY STILES		Address (As shown on registration certificate) 1261 West Ave. Cartersville, GA. 30120		
	3. For FAA Use Only				
4. Unit Identification					
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.	
Kim Dalrymple 6508 Willdupree Lane Acworth GA. 30102		<input checked="" type="checkbox"/> U.S. Certificated Mechanic		AP258372914	
		<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 Feb. 23 1993		Signature of Authorized Individual Kim Dalrymple, <i>Kim Dalrymple</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 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 Feb. 23 1993		Certificate or Designation No. IA 258372914	Signature of Authorized Individual Kim Dalrymple, <i>Kim Dalrymple</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 THE FOLLOWING....

King Transponder KT-76A SN 85080	STATION 19.0
King KX-155 SN 89594	19.0
VHF Comm. Antenna DMC63-2	41.0
Morrow 618TCA Loran SN 22456	19.0
Morrow Loran Antenna	116.3

All equipment installed with Manufacturers parts-hardware and Manufacturers installation manuals.

Operational check of systems confirms satisfactory operation.

AC 43:13 1A-2A were also used as reference for installation of equipment.

Aircraft wieght balance was revised and equipment list updated.

-----END-----

☐ Additional Sheets Are Attached

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form Approved. Budget Bureau No. 41-B041.5.
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT		INSTRUCTIONS Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.
1. TYPE OF APPLICATION (Check which)		
<input checked="" type="checkbox"/> ORIGINAL ISSUANCE OF CERTIFICATE <input type="checkbox"/> ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE <input type="checkbox"/> AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE <input type="checkbox"/> RECERTIFICATION UNDER THE PROVISIONS OF CAR 8 <input type="checkbox"/> MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8 <input type="checkbox"/>		
2. AIRWORTHINESS CLASSIFICATION (Check appropriate item(s)) It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following air- worthiness classification(s): <input checked="" type="checkbox"/> STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES) <input type="checkbox"/> LIMITED (SEE CAR 9) <input type="checkbox"/> RESTRICTED (SEE CAR 8) (Check the restricted special purpose operation(s) to be conducted) <input type="checkbox"/> AGRICULTURAL AND PEST CONTROL <input type="checkbox"/> AERIAL ADVERTISING <input type="checkbox"/> AERIAL SURVEYING <input type="checkbox"/> GLIDER TOWING <input type="checkbox"/> PATROLLING <input type="checkbox"/> FOREST AND WILDLIFE CONSERVATION <input type="checkbox"/> WEATHER CONTROL <input type="checkbox"/> OTHER <input type="checkbox"/> EXPERIMENTAL (Check the type of experimental operation(s) to be conducted) <input type="checkbox"/> RESEARCH AND DEVELOPMENT <input type="checkbox"/> AMATEUR-BUILT <input type="checkbox"/> DEMONSTRATION <input type="checkbox"/> RACING <input type="checkbox"/> EXHIBITION <input type="checkbox"/> OTHER		
3. AIRCRAFT IDENTIFICATION (Complete all items)		
a. AIRCRAFT MAKE Cessna	b. AIRCRAFT MODEL 310	c. AIRCRAFT SERIAL NO. 35272
d. ENGINE MAKE Continental	e. ENGINE MODEL 0-470M	
4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)		
a. REGISTERED OWNER'S FULL NAME Cessna Aircraft Company	b. PERMANENT MAILING ADDRESS Wichita, Kansas	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK 3072D 811MG 3/23/61
5. AIRCRAFT OWNER'S CERTIFICATION (Check and complete appropriate item) I hereby certify that I am the registered owner (or his agent) of the aircraft identified in Item 3 above which is registered* with the Civil Aeronautics Administration as required by the Regulations of the Administrator, Part 501 or 502 and when operated displays the following evidence of registration: <input type="checkbox"/> CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A), DATE OF ISSUE _____ <input type="checkbox"/> APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B), FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON _____ (DATE) <input checked="" type="checkbox"/> DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED 8-25-55 *In order to be eligible for registration an aircraft must be owned by a citizen of the United States, as defined by Section 1 (18) of the Civil Aeronautics Act of 1938, as amended.		
ATTACHMENTS (Check which) <input type="checkbox"/> ACA-319 <input type="checkbox"/> ACA-337 <input type="checkbox"/> ACA-317 <input type="checkbox"/> WEIGHT AND BALANCE REPORT <input type="checkbox"/> DATA, DRAWINGS, ETC. <input type="checkbox"/> UNAPPROVED DEVIATION DATA		
2-11-56 (DATE)		Owner's Agent (TITLE) MS

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

(To be completed by a CAA representative or approved repair station)

The aircraft described in Item 3 on the reverse of this form has been inspected and found to conform to the following:
(Check and complete applicable items)

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

- a. ☒ AIRCRAFT SPECIFICATION NO. 3A10 THROUGH SHEET REVISION NO. 4
- b. ☐ AIRCRAFT LISTING PAGE NO. _____
- c. ☐ AIRWORTHINESS DIRECTIVE SUMMARY _____ THROUGH CARD NO. _____
- d. ☐ CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

- a. ☒ AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
- b. ☐ COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
- c. ☐ AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF _____ HOURS
- d. ☐ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:
- | | |
|------------------|-------------------|
| SERIAL NO. _____ | TOTAL HOURS _____ |
| SERIAL NO. _____ | TOTAL HOURS _____ |
| SERIAL NO. _____ | TOTAL HOURS _____ |
| SERIAL NO. _____ | TOTAL HOURS _____ |

3. PREVIOUS INSPECTION RECORD (INSPECTION RECORDED ON FORM ACA-319)

- a. LAST AIRWORTHINESS INSPECTION CONDUCTED _____ (DATE)
- ☐ BY AIRCRAFT MANUFACTURER
- ☐ BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
- ☐ BY MECHANIC, CERTIFICATE NO. _____
- b. ☐ PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

- a. ☒ OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT CAR 3.777 (b) displayed in aircraft
- b. ☐ CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
- c. ☐ CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
- d. ☒ CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
- e. ☐ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
- f. ☒ CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE 2-11-57 (DATE)
- g. ☐ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE _____ (DATE)
- BY _____ (NAME OF ISSUING REPRESENTATIVE) _____ (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

The aircraft described on the reverse has been inspected under the authority accorded certificated repair station No. _____ by CAR 52 and was found to be:

☐ AIRWORTHY☐ UNAIRWORTHY

(REPAIR STATION AUTHORIZED SIGNATURE)

(DATE)

6. CAA REPRESENTATIVE CERTIFICATION

I HAVE INSPECTED THE AIRCRAFT DESCRIBED ON THE REVERSE AND FOUND IT

☒ AIRWORTHY ☐ UNAIRWORTHY
(Check appropriate item)

DESIGNEE'S SIGNATURE _____

By _____

AVIATION SAFETY AGENT'S SIGNATURE _____

DESIGNATION NO. _____

DATE _____

CAA DESIGNATION NO. _____

DATE _____

- ☐ ACCEPTED
- ☐ REINSPECTED
- ☐ SPOT CHECKED

☐ ATTACHMENT

DEPT. 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 7-3-08	
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	310	
	SERIAL NO.	35272	NATIONALITY AND REGISTRATION MARK	N. 811MC	
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	Gerald M. Lewis		P.O. Box 267 Lake Placid, Florida 33852		
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		RECEIVED		
	MANUFACTURER		A-80-0000-8		
			APR 20 1973		
			ST. PETERSBURG		
			FLORIDA		
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
Cape Kennedy Communications, Inc. P.O. Box 5196 Titusville, Florida 32780			U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION. <input checked="" type="checkbox"/> MANUFACTURER		Repair Station Radio 5454
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 4-18-73			SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Ray V. Hoffman</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	INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION 4-18-73		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Ray V. Hoffman</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 the following equipment:

1. Genave B/5000 Transponder

Equipment mounted in instrument panel in space provided for radio equipment. Cables routed with and laced to existing wire bundles.

Compass swung. Equipment list revised and electrical load computed and found to be less than 80% of generator capacity.

Weight and balance corrected and entered in Aircraft Log.

All work accomplished according to A6 43.13-1 and 43.13-2, Chapter 2, Paragraph 21, 22, 23, 24, and 27; Chapter 3, Paragraph 37.

END

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION 7-3-08	
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	310	
	SERIAL NO.	35272	NATIONALITY AND REGISTRATION MARK	N-811MC	
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	Gerald M. Lewis		P.O. Box 267 Lake Placid, Florida 33852		
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.	
Cape Kennedy Communications & Elec.		U.S. CERTIFICATED MECHANIC		Repair Station	
P.O. Box 5196		FOREIGN CERTIFICATED MECHANIC		Radio	
Ti-Co Airport		CERTIFICATED REPAIR STATION		5454	
Titusville, Florida 32780		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			
11-9-72		<i>Fred V. Hoffman</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	INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNEE	X REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
11-9-72		5454	<i>Fred V. Hoffman</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.

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

Removed the following equipment:

1. Narco Mark V.

Installed the following equipment:

1. Narco Com/11A/.

Equipment mounted in instrument panel in space provided for radio equipment. Cables routed with and laced to existing wire bundles.

Compass swung. Equipment list revised and electrical load computed and found to be less than 80% of generator capacity.

Weight and balance corrected and entered in Aircraft Log.

All work accomplished according to AC 43.13-1 and 43.13-2, Chapter 2, Paragraph 21, 22, 23, 24, and 27; Chapter 3, Paragraph -----.

END

☐ ADDITIONAL SHEETS ARE ATTACHED

Verified by Operator

FEDERAL AVIATION AGENCY

Form approved.
Budget Bureau No. 04-B010

MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

1. AIRCRAFT	MAKE Cessna	MODEL 310	SERIAL NO. 35272	NATIONALITY AND REGISTRATION MARK N8111C
2. OWNER	NAME (First, middle, last) Mr. C. A. McDowell Jr.		ADDRESS (Street and number, city, zone and State) 829 Audubon Place Shreveport, Louisiana	

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	As described in item 1 above				XXX
b. POWERPLANT					
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA

*AFTER the repairs and/or alterations described below were made.

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Normal	3029.3	33.85 inches aft	1570.7

B. CONFORMITY STATEMENT *(Complete and check)*

a. AGENCY'S NAME AND ADDRESS Harry T. Henderson Jr. Post Office Box 9129 Shreveport, Louisiana	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. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)	c. CERTIFICATE NO. A&P 1227575
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2. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

5-2-64
(Date repair and/or alteration completed)

(Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is

☒ APPROVED
☐ REJECTED

BY {

☐ FAA Designee
☒ FAA Flight Standards Inspector

☐ Manufacturer
☐ Repair Station

☐ Canadian Department of Transport Inspector of Aircraft
☐ Other (Specify)

5-6-64
 (Date of approval or rejection)

H. O. Lipscomb
 (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum
b. ☒ Accepted _____ (Date) ☐ Reinspected _____ (Date) ☐ Spot Check _____ (Date)
SW GADO-11

(FAA designation number) _____
(Signature Flight Standards Inspector)

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the FAA for administrative purposes.

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

B. DESCRIPTION OF WORK ACCOMPLISHED.*

Cessna Model 310 Serial 35272 Registration N811MC

Removed Lear LTRA-6 with omni meter system and Narco VC-27.
 Installed two Narco Mark V Transceiver systems, one with Narco VOA-3A Omni Converter and CS-3A Course Selector. Also installed Narco BT-24 Marker Receiver, and one Narco Mark VI Omni.
 Installation was made using standard radio panel mountings and standard mounting in the nose for the Mark V power supplies and the VOA-3A Omni converter. Equipment was mounted using 8-32 screws and 8-32 elastic nuts in all applicable mounting holes. Wiring was factory furnished except for audio and power cables and this was fabricated of #11 5086 20 gauge for audio circuits and #11 5086 14 gauge for power circuits. All wiring is in vinyl conduit tied in where needed with AN742 clamps.

Item	Weight	Arm	Moment
Aircraft Empty weight	3027.5	33.7	102415
LTRA-6 with Omnimeter removed	- 18.0	- 9.0	+ 162
VC-27 Transceiver removed	- 8.0	- 3.0	+ 24
	3001.5		102601
Narco Mark V Panel Unit #1	+ 6.0	+ 12	+ 72
Narco Mark V Panel Unit #2	+ 6.0	+ 12	+ 72
Narco T24 P7 Power Unit #1	+ 3.5	- 7	- 24.5
Narco T24 P7 Power Unit #2	+ 3.5	- 30	- 105
Narco VOA-3A Omni Converter	+ 4.8	- 21	- 100.8
Narco CS-3A Indicator	+ .8	+ 16	+ 12.8
Narco BT-24 Marker Receiver	+ 1.2	+ 13	+ 15.6
Power Cables	+ 2.0	+ 2	+ 4.0
	3029.3	33.85	102547.1

New Aircraft Empty Weight 3029.3 lbs
 New Empty Weight C. G. 33.85 inches aft
 New Useful Load 1570.7 lbs

Buss Bar

PSM-10 C/B

PSM-10 C/B

PSM-5 C/B

PS-3 C/B

Mark V # 1

Mark V # 2

Mark VI

BT-24

Continious night electrical load measured 18.9 ampere
 Generators are two 25 ampere.
 The magnetic compass required no correction

*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.
 Check block if additional sheets are attached. ☐

EXCHANGE	
UNITED STATES OF AMERICA DEPARTMENT OF COMMERCE - CIVIL AERONAUTICS ADMINISTRATION	
CERTIFICATE OF AIRWORTHINESS	
1. NATIONALITY AND REGISTRATION MARKS N3072D	2. AIRCRAFT AIRWORTHINESS CLASSIFICATION STANDARD
3. This Certificate of Airworthiness is issued pursuant to the Civil Aeronautics Act of 1938 as amended. The aircraft identified hereon is considered airworthy when maintained and operated in accordance with the Civil Air Regulations and applicable aircraft Operation Limitations.	
4. This Certificate will remain in effect as long as the aircraft is maintained in accordance with Part 43 of the Civil Air Regulations unless surrendered, suspended, revoked, or a termination date is otherwise established by the Civil Aeronautics Board.	
5. DATE OF ISSUANCE 1-28-57	6. CIVIL AERONAUTICS BOARD REPRESENTATIVE <i>[Signature]</i> Fred V. Hamm DESIGNATION NO. 2-16
8. Any alteration or misuse of this Certificate is punishable by a fine of not exceeding \$1,000 or imprisonment not exceeding 3 years, or both.	

GPO 16-72803-1 Form ACA-1363B (8-55)

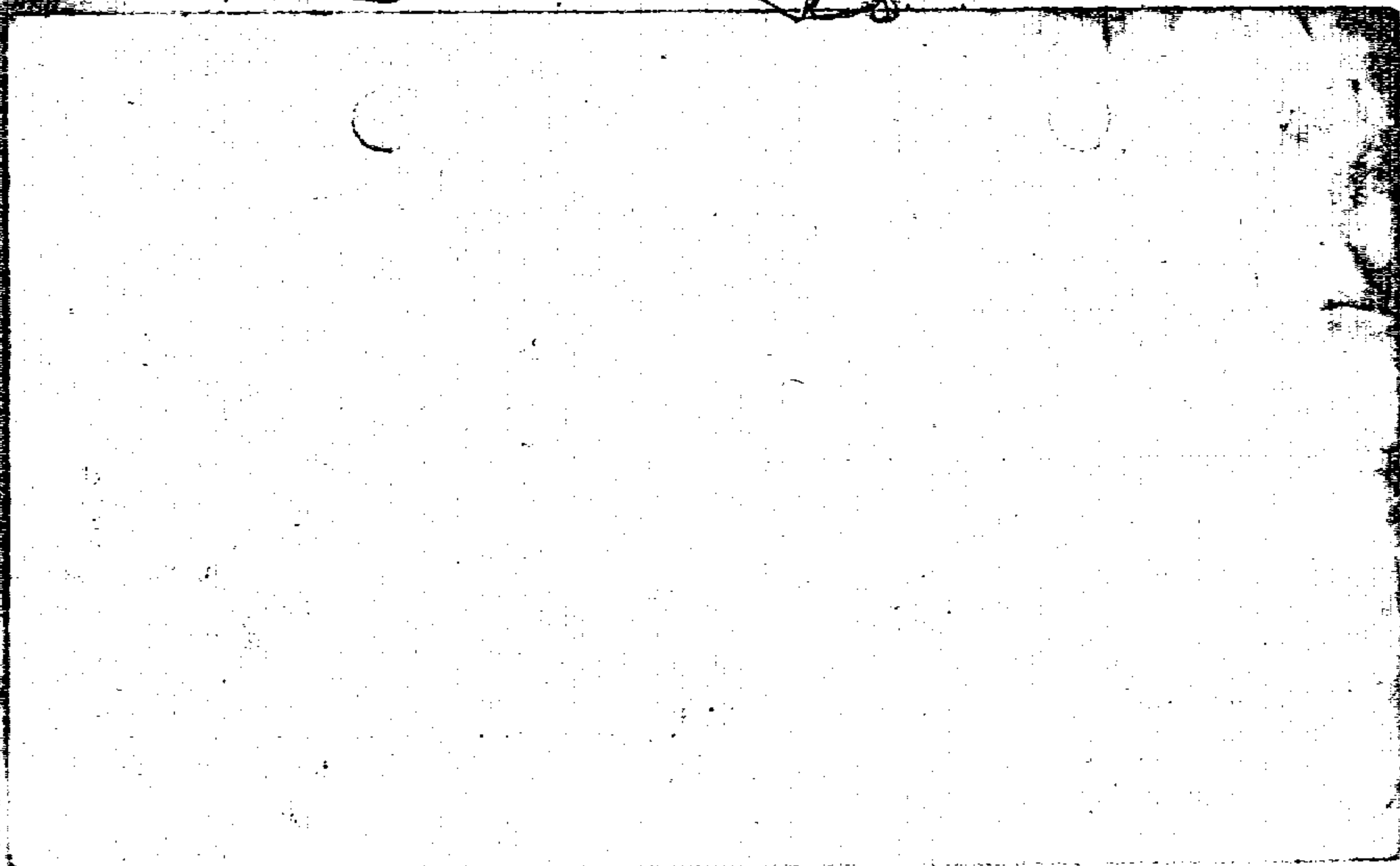
FAA AIRCRAFT REGISTRY

CAMERA NO.

4

DATE:

11-7-83



U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATIONForm approved.
Budget Bureau No. 41-R062.4

MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

1. AIRCRAFT	MAKE Cessna	MODEL 310	SERIAL NO. 35272	NATIONALITY AND REGISTRATION MARK N3072D
2. OWNER	NAME (First, middle, last) C.A. McDowell, Jr.		ADDRESS (Street and number, city, zone and State) 829 Audubon Place Shreveport, Louisiana	
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.				
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR MAJOR ALTERATION
a. AIRFRAME	As described in item 1 above			
b. POWERPLANT	The engine identified herein complied with applicable airworthiness requirements and is approved only for the above described aircraft as set to conformity inspection by a person authorized in CAA 18.11 (b).			
c. PROPELLER				
d. APPLIANCE	TYPE AND MANUFACTURER	Date 10-29-59	CAA Inspector B. F. Meyer	
4. AIRCRAFT WEIGHT AND BALANCE DATA *AFTER the repairs and/or alterations described below were made.				
This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.				
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*		USEFUL LOAD (Pounds)*
Normal	3027.5	53.7 Aft of Datum		1572.5
5. CONFORMITY STATEMENT (Complete and check)				
a. AGENCY'S NAME AND ADDRESS Orville Casteel 3807 Pike Street Shreveport, La.		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. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)		c. CERTIFICATE NO. 1167973
d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge. 10-23-59 (Date repair and/or alteration completed) Orville Casteel (Signature of authorized individual)				
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items) Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is <input checked="" type="checkbox"/> APPROVED BY <input type="checkbox"/> CAA Designee <input type="checkbox"/> Manufacturer <input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft <input type="checkbox"/> REJECTED <input checked="" type="checkbox"/> CAA Aviation Safety Agent <input type="checkbox"/> Repair Station <input type="checkbox"/> Other (Specify) 10-29-59 (Date of approval or rejection) B. F. Meyer (Signature of authorized individual; title or identification number)				
7. TO BE COMPLETED ONLY BY CAA PERSONNEL a. <input type="checkbox"/> Forwarded for engineering comment <input type="checkbox"/> See attached memorandum b. <input type="checkbox"/> Accepted <input type="checkbox"/> Reinspected <input type="checkbox"/> Spot Checked 10-29-59 (Date) ASDO 20 (CAA designation number) (Signature Aviation Safety Agent)				

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the CAA for administrative purposes.

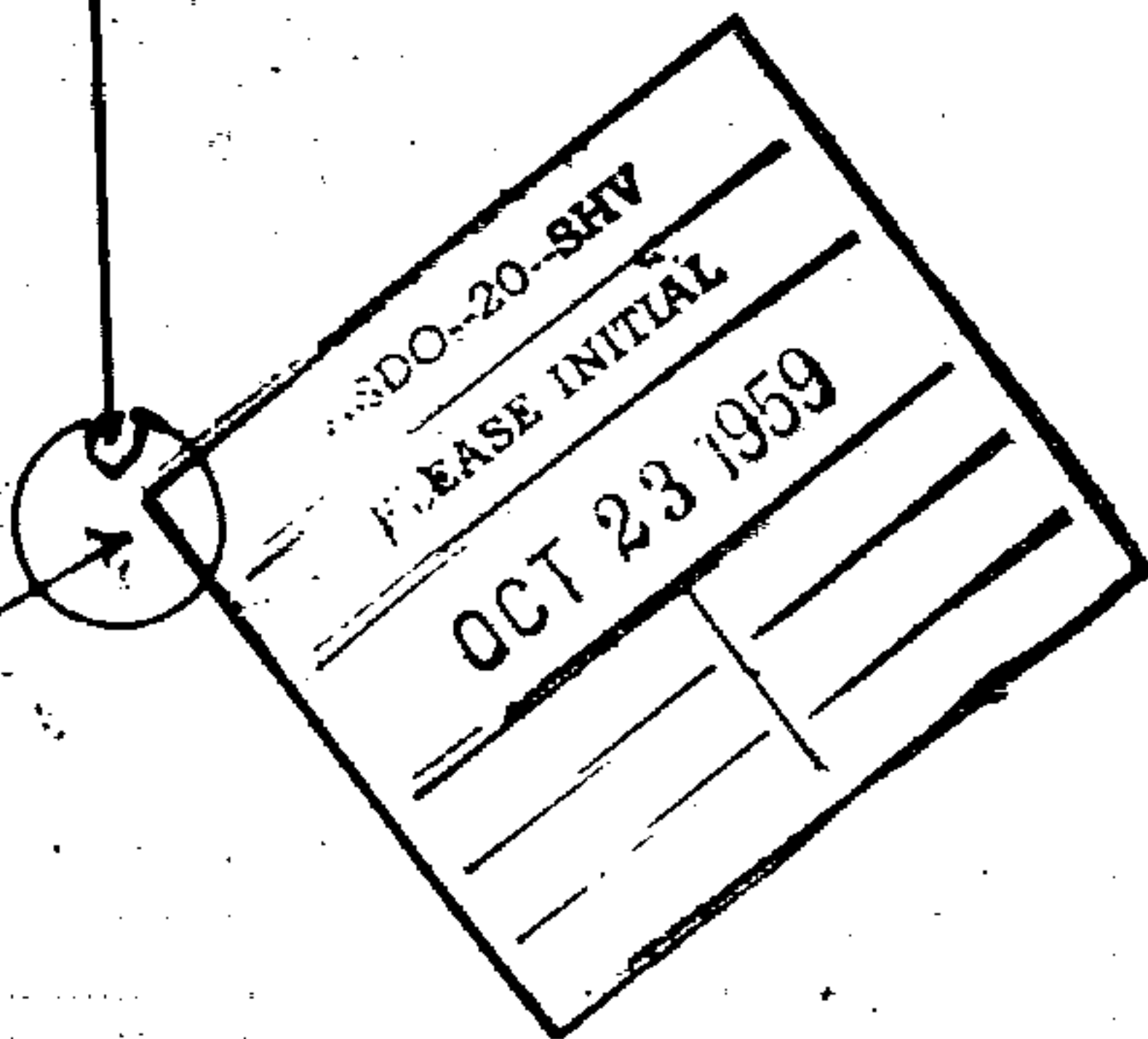
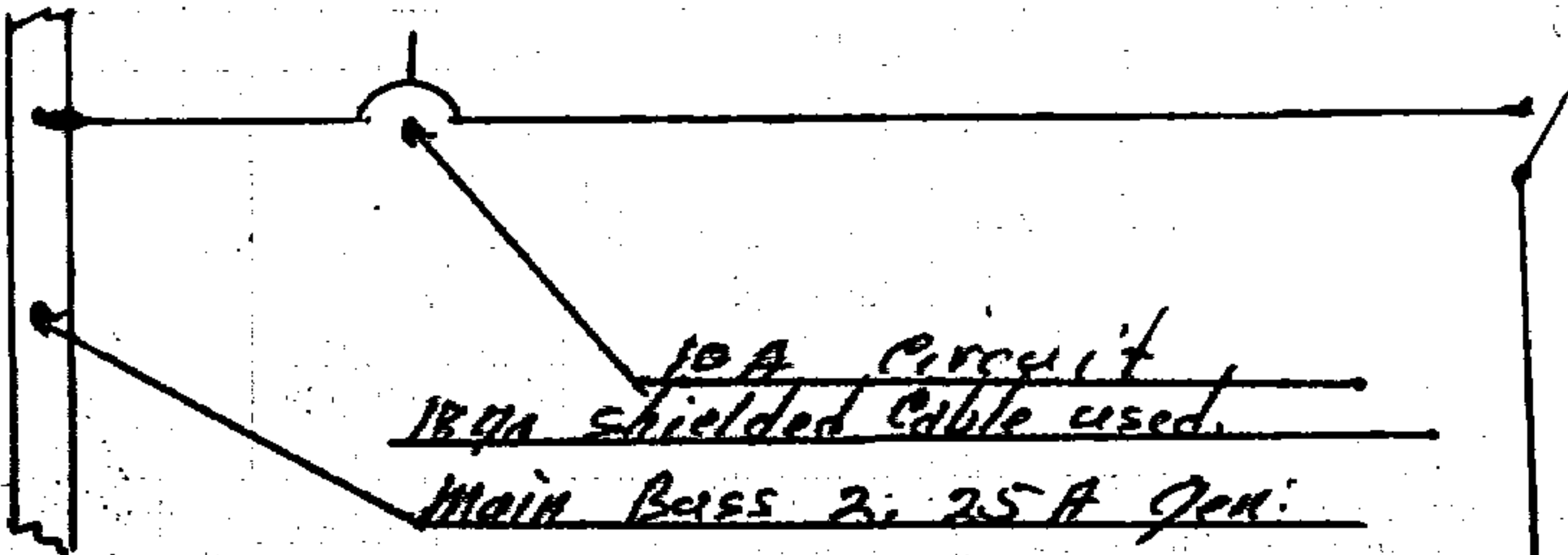
See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

8. DESCRIPTION OF WORK ACCOMPLISHED.*

Installed Grimes Rotating Beacon and Air Oasis fin mounting bracket:

	Wt.	Arm	Moment
Aircraft Weight	3024.5	33.6	101767
Light and Bracket	3.0	216.	648
	3024.5	33.7	102415

Constant Electrical Load 26A.



*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.
Check block if additional sheets are attached. ☐

DATE: 11-7-83

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATIONForm Approved
Budget Bureau No. 41-R0524

MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

1. AIRCRAFT	MAKE CESSNA	MODEL 310	SERIAL NO. 35 272	NATIONALITY AND REGISTRATION MARK N3072D
2. OWNER	NAME (First, middle, last) Magnolia Frailer Mfg. Co.		ADDRESS (Street and number, city, zone and State) Vicksburg, Miss.	
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.				
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR MAJOR ALTERATION
a. AIRFRAME	***** (As described in Item 1 above) *****			X
b. POWERPLANT				
c. PROPELLER				
d. APPLIANCE	TYPE AND MANUFACTURER			
4. AIRCRAFT WEIGHT AND BALANCE DATA. This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable. *AFTER the repairs and/or alterations described below were made.				
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*	
Normal	3024 .5	53.6	1575.5	
5. CONFORMITY STATEMENT (Complete and check)				
a. AGENCY'S NAME AND ADDRESS Allen J. Theriot Box 827 Baton Rouge, La.		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. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)		c. CERTIFICATE NO. AEI 1134651
d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge. 3-15-87 (Date repair and/or alteration completed) Allen J. Theriot (Signature of authorized individual)				
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items) Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is: <input checked="" type="checkbox"/> APPROVED } BY { <input type="checkbox"/> CAA Designee <input type="checkbox"/> Manufacturer <input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft <input type="checkbox"/> REJECTED <input type="checkbox"/> CAA Aviation Safety Agent <input type="checkbox"/> Repair Station <input checked="" type="checkbox"/> Other (Specify) Inspection Authorization 3-16-87 (Date of approval or rejection) Allen J. Theriot (Signature of authorized individual) AI-1134651				
7. TO BE COMPLETED ONLY BY CAA PERSONNEL a. <input type="checkbox"/> Forwarded for engineering comment <input type="checkbox"/> See attached memorandum b. <input checked="" type="checkbox"/> Accepted 3-21-87 (Date) <input type="checkbox"/> Reinspected (Date) <input type="checkbox"/> Spot Checked 3-21-87 (Date) 2-16 (CAA designation number) David A. Hamm (Signature Aviation Safety Agent)				

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the CAA for administrative purposes.

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

8. DESCRIPTION OF WORK ACCOMPLISHED.

Installed Lear LTRA-6 Radio
Installed Narco Simplexer Radio
Installed Glide Path receiver
Installed Lear L-2 Autopilot, 1350 Approach Coupler, & 1404B Altitude Controller
in accordance with Lear Drawing #702929 and Cessna Drawing #0861400
LTRA6, Narco, Glide Path, Power Packs installed on racks built into nose well
by Cessna. Receivers and transmitters installed in Radio access holes in stationary
instrument panel.

Aircraft	2933.5	32.8	98335
Omni	18.0	-9.0	-162
Simplexer	8.0	-3.0	-24
Autopilot	42.0	109.0	4568
Approach Coupler	8.0	120.0	960
Altitude Control	3.0	118.0	354
Glide Path	12.0	-22.0	-264
	3024.5	33.6	101767

Aircraft	3024.5	33.6	101767
Pilot	170.0	37.0	6290
Oil	68.0	00.0	0000
Fuel (mtm)	240.0	35.0	8400
	3479.5	35.4	116457

Aircraft	3042.5	33.6	101767
Pilot & copilot	340.0	37.0	12580
Oil	45.0	00.0	0000
Passengers	520.0	71.0	36210
Fuel	608.0	35.0	21210
Baggage	74.5	96.0	7152
	4600.0	38.8	178919

With all seats occupied and full load of fuel, Maximum baggage is 74.5 lbs.

With all equipment turned on, the electrical system does not overload.

*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.

Check block if additional sheets are attached. ☐