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uAvionix Corporation 300 Pine Needle Lane Bigfork, MT 59911 U.S.A.

September 13, 2019

Subject: STC permission to use FAA STC SA04427CH for installation of uAvionix tailBeacon ADS-B Out Transmitter

Consistent with FAA Order 8110.4C and AC 21-40A, uAvionix Corporation grants permission to uAvionix dealers, installers, and owners of tailBeacon ADS-B Out Transmitter units to utilize FAA Supplemental Type Certificate (STC) SA04427CH and associated data, for the sole and express purpose of installation and approval of the uAvionix tailBeacon ADS-B Out Transmitter. uAvionix grants permissions to use the associated data for obtaining other FAA approved means of installation for aircraft not covered in STC SA04427CH, such as FAA Policy Memorandum, *Installation Approval for ADS-B OUT Systems*, dated March 2, 2016. Following the aircraft modification, a copy of this permission statement should be placed in the aircraft's permanent records.

C. Grau

Ryan C. Braun Chief Operating Officer uAvionix Corporation

United States of America

Bepartment of Transportation — Federal Abiation Administration

Supplemental Type Certificate

Number SA04427CH

This certificate issued to

uAvionix Corporation 2411 W. Winnemac Avenue Chicago, IL 60625

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

Make .* regulations.

Criginal Product - Type Certificate Number * * See attached FAA Approved Model List (AML) No. SA04427CH for list of approved airplane models and applicable airworthiness 111 .

Description of Type Design Change:

Installation of the uAvionix tailBeacon Automatic Dependent Surveillance-Broadcast (ADS-B) Out in accordance with uAvionix tailBeacon Installation Manual UAV-1002514-001, Revision B, dated August 28, 2019 and AML Number SA04427CH or later FAA approved revisions.

Limitations and Conditions :

1) Compatibility of this design change with previously approved modifications must be determined by the installer.

- 2) A copy of this certificate and FAA Approved Model List (AML) Number SA04427CH issued September 13, 2019, or later FAA approved revision, must be maintained as part of the permanent records for the modified aircraft.
- 3) FAA Approved Airplane Flight Manual Supplement as listed on FAA AML No. SA04427CH, or later FAA approved revision, is required on board the modified aircraft.
- 4) If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

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

Date of application . May 7, 2019

Date of issuance . September 13, 2019



Date reissued :

Date amended :

By direction of the Administrator

blank AMOL (Signatu

for Steven L. Lardinois Manager, Systems Section Chicago ACO Branch

(Title)

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

FAA FORM 8110-2 (10-68) PAGE 1 of 2 PAGES

This certificate may be transferred in accordance with FAR 21.47.

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Appendix A – Installation Record

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A copy of this appendix must be used to record installation information and must be kept in the aircraft permanent records.

NOTE: A copy of this form must be sent to maintenance@uavionix.com.

tailBeacon Installation and Configuration Log

Date: 5/28/2020	By: Alan R. Wh, Je Aug 2188753
Aircraft Information	
Make: Cessna	Model: 42/C
Serial Number: 1241	Registration Number: NAUME
tailBeacon Information	, , ,
Serial Number: 201 344 8	Wi-FiSSID: Beacon 7624
tailBeacon Configuration	
Transmit Enabled: 🗷 On 🗆 Off	Anonymous Mode: On Off
Call Sign: N 40 ME	ICAO Number (hex): A4A B60
Vso (knots): 7 2/	ADS-B In Capability: 🗷 978 🗆 1090
Position Light: 🖄 On 🗆 Off	
Emitter Type: Light Aircraft	Transponder Mon. Threshold: 35%
Aircraft Length: ≤ 15	Aircraft Width: ≤ 2.3
GPS Antenna Offset (Lat): O	GPS Antenna Offset (Lon):+4
Customer Information	
Name: TOGY E. Marcou	ich
Email: Sherrie Wenske@Sup=	HIOFLAWYERS, Org
Telephone: 715 394 - 6624	
Address: 8 THE GRAI ST	E 4641
Dover DE 199	01-3618
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UAV-1002513-001 Rev A

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Date 04/09	/07						Signature of Au Alan Akre	thorized In	ndividual)e		
						7. Ap	proval for Retu	n to Serv	ice	<u> </u>		
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BY	In	A Flt Standards spector A Designee		Manufacture Repair Statio			Inspection Auth			Other (Specify)		
Data of		I or Rejection	X	ificate or	Л		Canada Airwort	hiness Gro	quo			
04/09	0/07	7 (12.99)	Des	ignation No. 5R996M			Alan Akre		a Ch	l		

FAA Form 337 (12-

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.)

N40ME

RC AVIONICS FAA CRS KP5R996M INSTALLED THE FOLLOWING:

Performed GPS-530 WAAS Upgrade to existing previously IFR Approved GPS-530 as per Garmin STC SA01933LA and Garmin STC Upgrade Installation Manual P/N 190-00357-06 Jan 07 Rev. B.

Aircraft is on the Approved Model List Issued November 6, 2006.

Removed Garmin GA-56 Antenna P/N 011-00134-00 and installed new GA-35 GPS/WAAS Antenna P/N 013-00235-00 S/N14934. Removed Garmin GPS-530 P/N 011-01064-40 S/N 78412692 and installed WAAS upgraded unit P/N 011-01064-40 S/N 78412692. The unit was configured identical to the original 530 unit. Performed all post installation checkouts.

FAA Approved Flight Manual Supplement, P/N 190-00356-63 Rev. B Dated December 21, 2006 installed in Aircraft Flight Manual.

A logbook entry has been made stating this approval.

See attached Instructions for Continued Airworthiness.

Additional Sheets Are Attached

United States Of America

Bepartment of Transportation - Federal Abiation Administration

Supplemental Type Certificate

Number SA01933LA

This Certificate issued to

Garmin AT, Inc. 2345 Turner Road S.E. Salem, Oregon 97302

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

Original Product Type Certificate Number:

vanwer.	* See attached Approved Model List (AML)
Make:	No. SA01933LA for list of approved aircraft
Model :	models and applicable airworthiness regulations.

Description of Type Design

Change: Installation of Garmin Model 400W / 500W Series GPS-WAAS Navigation System in accordance with FAA Approved Garmin 400W Series Master Data List, Drawing No.: 005-C0221-00, Revision "A", dated October 31, 2006, or later FAA approved revision; or FAA Approved Garmin 500W Series Master Data List, Drawing No.: 005-C0221-01, Revision "A", dated October 31, 2006, or later FAA approved revision. For Garmin 400W installations: FAA Approved Garmin 400W Series Airplane Flight Manual Supplement, Document No.: 190-00356-63, Revision "Original", dated November 6, 2006, or later FAA approved revision. For Garmin 500W installation: FAA Approved Garmin 500W Series Airplane Flight Manual Supplement, Document No.: 190-00357-63, Revision "Original", dated November 6, 2006, or later FAA approved revision.

Similations and Conditions. This approval should not be incorporated in any aircraft unless it is determined that the interrelationship between this installation and any previous approved configuration will not introduce any adverse effect upon the airworthiness of the aircraft. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

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

Date of application. January 31, 2006

Date of issuance: November 6, 2006

Date reissued:

Date amended :

By direction of the Administrator

. Hart

Manager, Systems & Equipment Branch, Los Angeles Aircraft Certification Office

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

FAA Form 8110-2(10-68)

This certificate may be transferred in accordance with FAR 21.47.

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500W Series

Instructions for Continued Airworthiness

Document Number 190-00357-65 Rev. A

Garmin Ltd. Or its subsidiaries c/o Garmin International, Inc. 1200 E. 151st Street Olathe, Kansas 66062 USA

Record of Revision

Rev.	Date	Description of Change						
1	10-19-06	Initial Release						
A '	11-03-06	Revision for STC Issuance						

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1. INTRODUCTION

1.1 PURPOSE

This document is designed for use by the installing agency of the Garmin Model 500W series GPS/WAAS Nav/Com as Instructions for Continued Airworthiness in response to Federal Aviation regulation (FAR) Part 23.1529, and Part 23 Appendix G. The ICA includes information required by the operator to adequately maintain the Garmin Models 500W series installed under Approved Model List (AML) STC SA01933LA.

1.2 Scope

This document identifies the Instruction for Continued Airworthiness for the modification of the aircraft for installation of the Garmin Models 500W series GPS/WAAS Nav/Com installed under Approved Model List (AML) STC SA01933LA.

1.3 Document Control

This document shall be released, archived, and controlled in accordance with the Garmin document control system. When this document is revised, refer to Section 2.15 for information on how to gain FAA acceptance or approval and how to notify customers of changes.

1.4 Airworthiness Limitations Section

There are no additional Airworthiness Limitations as defined in 14 CFR § 23, Appendix G. G23.4 that result from this modification. The Airworthiness Limitations section is FAA approved and specifies maintenance required under §§43.16 and 91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved.

1.5 Permission to Use Certain Documents

Permission is granted to any corporation or person applying for approval of a Garmin Models 500W series to use and reference appropriate STC documents to accomplish the Instructions for Continued Airworthiness and show compliance with STC engineering data. This permission does not construe suitability of the documents. It is the responsibility of the applicant to determine the suitability of the documents for the ICA.

1.6 Definitions

The following terminology is used within this document:

- 1) AC: Advisory Circular
- 2) ACO: Aircraft Certification Office
- 3) **AEG:** Aircraft Evaluation Group
- 4) CFR: Code of Federal Regulations
- 5) **DER:** Designated Engineering Representative
- 6) FAA: Federal Aviation Administration

500W Series Instructions for Continued Airworthiness P/N 190-00357-65 Rev.A Page 3 of 7

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- 7) IAW: In Accordance With
- 8) ICA: Instructions for Continued Airworthiness
- 9) **MFD:** Multi-Function Display unit
- 10) PMI: Primary Manufacturing Inspector
- 11) POI: Primary Operations Inspector
- 12) STC: Supplemental Type Certificate
- 13) TC: Type Certification or Type Certificate
- 14) **TSO:** Technical Standard Order

2. INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

2.1 Introduction

Content, Scope, Purpose and Arrangement:

Applicability:

Definition of Abbreviations:

Precautions:

Units of measurement:

Referenced publications:

(or later FAA approved revisions)

Retention:

This document identifies the Instructions for Continued Airworthiness for the modification of the aircraft by installation of the Garmin Models 500W series GPS/WAAS Nav/Com.

Applies to aircraft altered by installation of the Garmin Models 500W series GPS/WAAS Nav/Com.

See Section 1.6

None

None

190-00357-02 Rev. A 500W Series Installation Manual

005-C0221-01 Rev. A 500W Series STC Master Data List

This document, or the information contained within, will be included in the aircraft's permanent records.

2.2 Description of Alteration

The Garmin Model 500W Series GPS/WAAS Nav/Com unit is a 6 ¼ inch wide panel mounted unit with all the interface connections behind the instrument panel. Installation of the Garmin Model 500W series GPS/WAAS Nav/Com system interfaces, specific for the aircraft installation, is documented in the GNS 500W Series Post-Installation Checkout Log that is retained as part of the aircraft's permanent records. The 500W series units combine a large number of easily acceptable controls to use the color multi-function display, Nav and Com transceiver, GPS/WAAS navigator in a single unit.

500W Series Instructions for Continued Airworthiness P/N 190-00357-65 Rev.A Page 4 of 7

2.3 Control, Operating Information

See the 500W Series Installation Manual, listed under the reference documentation in paragraph 2.1 of this document, for system operation and self-test information.

2.4 Servicing Information

None. In the event of system failure, return the unit to the manufacturer or an approved Garmin repair station.

2.5 Periodic Maintenance Instructions

The 500W Series units are designed to detect internal failure. A thorough self-test is executed automatically upon application of power to the units, and built-in test is continuously executed. Detected errors are indicated on the equipment via failure annunciations and maintenance is on-condition.

Operation of the 500W Series unit is not permitted unless an inspection as described in this section has been completed within the preceding 12 calendar months. Conduct a visual inspection on the 500W series unit and its wire harness to insure installation integrity:

- 1. Inspect the unit for security of attachment.
- 2. Inspect all knobs and buttons for legibility.
- 3. Inspect condition of wiring, routing and attachment/clamping.

2.5.1 Cleaning the Front Panel

The front bezel, keypad, and display can be cleaned with a soft cotton cloth dampened with clean water. DO NOT use any chemical-cleaning agents. Care should be taken to avoid scratching the surface of the display.

2.5.2 Display Backlight

The display backlight lamp is rated by the manufacturer as having a usable life of 20,000 hours. This life may be more or less than the rated time depending on the operating conditions of the 500W series unit. Over time, the backlight lamp may dim and the display may not perform as well in direct sunlight conditions. The user must determine by observation when the display brightness is not suitable for its intended use. Contact the Garmin factory repair station when the backlight lamp requires service.

2.5.3 Battery Replacement

The 500W series has an internal keep-alive battery that will last about 10 years. The battery is used for GPS system information. Regular planned replacement is not necessary. The 500W series will display a 'low battery' message when replacement is required. Once the low battery message is displayed, the battery should be replaced within 1 to 2 months.

If the battery is not replaced and becomes totally discharged, the 500W series unit will remain fully operational, but the GPS signal acquisition time may be increased. This acquisition time can be reduced by entering a new seed position each time the unit is powered on. There is no loss of function or accuracy of the 500W series unit with a dead battery.

The battery must be replaced by the Garmin factory repair station or factory authorized repair station.

500W Series Instructions for Continued Airworthiness

P/N 190-00357-65 Rev.A Page 5 of 7

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2.6 Troubleshooting Information

If error indications are displayed on the 500W series unit, consult the Troubleshooting section contained in the 500W Series Installation Manual, listed under reference documentation in paragraph 2.1 of this document. The '500W Series Post-Installation Checkout Log' in the aircraft permanent records includes the configuration information for the installation. (See Section 5 in the 500W Series Installation Manual for a sample Log).

2.7 Removal and Replacement Information

If the 500W series unit is removed and reinstalled, verify that the 500W series unit power-up self-test sequence is successfully completed and no failure messages are annunciated.

If the 500W series unit is removed for repair and reinstalled, or if the 500W unit is removed and replaced with a different 500W series unit, then follow 'Post Installation Configuration & Checkout Procedures' procedures contained in the 500W Series Installation Manual listed in paragraph 2.1 of this document, and verify the 500W unit power-up self-test sequence is successfully completed and no failure messages are annunciated.

If any work has been done on the aircraft that could affect the system wiring, antenna cable, or any interconnected equipment, verify the 500W series unit power-up self-test sequence is successfully completed and no failure messages are annunciated.

To remove the 500W series unit from the mounting rack, insert a 3/32-inch hex drive tool into the access hole at the bottom of the unit face. Rotate the hex tool counterclockwise until the unit is forced out about 3/8 inches and can be freely pulled from the rack.

The 500W unit is installed in the rack by sliding it straight in until it stops, about 1 inch short of the final position. Insert the hex drive tool into the access hole at the bottom of the unit face. Rotate the hex tool clockwise while pressing on the left side of the bezel until the unit is firmly seated in the rack.

Note: There are no special handling requirements for the 500W series units.

2.8 Diagrams

Refer to the 500W Series Installation Manual (listed under reference documentation in section 2.1 of this document) for drawings applicable to this installation. Point to point wiring diagrams are in Appendix H of the 500W Series Installation Manual. Refer to the GNS 500W Series Post-Installation Checkout Log retained in the aircraft permanent for a list of the interfaced equipment. The antenna cables are routed between the 500W series unit and the antenna with disconnects at each unit. The antenna cable typically is routed behind interior panels in the fuselage.

2.9 Special Inspection Requirements

None, N/A.

2.10 Application of Protective Treatments

None, N/A.

500W Series Instructions for Continued Airworthiness P/N 190-00357-65 Rev.A Page 6 of 7

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2.11 Data Relative to Structural Fasteners

None, N/A.

2.12 Special Tools

No special tools are required for system checkout. See 500W Series Installation Manual listed in reference documentation in section 2.1 of this document.

2.13 Additional Instructions

None

2.14 Overhaul Period

The system does not require overhaul at a specific time period. Power on self-test and continuous BIT will monitor the health of the 500W series unit. If the unit indicates an internal failure, the unit may be removed and replaced. See troubleshooting section contained in the 500W Series Installation Manual, listed under reference documentation in paragraph 2.1 of this document.

2.15 ICA Revision and Distribution

To revise this ICA, a letter must be submitted to the ACO along with the revised ICA. The ACO will obtain AEG acceptance, and approve any revision to the Airworthiness Limitations Section 1.4. After FAA acceptance/approval, Garmin will release the revised ICA for customer use, and provide any required notification of the revision.

The latest revision of this document will be available on the Garmin website (www.garmin.com). A Garmin Service Bulletin, describing ICA revision, will be sent to dealers if revision is determined to be significant.

2.16 Assistance

Flight Standards Inspectors or the certificate holder's PMI have the required resources to respond to questions regarding this ICA. In addition, the customer may refer questions regarding this equipment and its installation to the manufacturer, Garmin. Garmin customer assistance may be contacted during normal business hours via telephone 913-397-8200 or email from the Garmin web site at www.garmin.com.

2.17 Implementation and Record Keeping

Modification of an aircraft by this Supplemental Type Certificate obligates the aircraft operator to include the maintenance information provided by this document in the operator's aircraft maintenance manual and/or the operator's aircraft scheduled maintenance program.

500W Series Instructions for Continued Airworthiness P/N 190-00357-65 Rev.A Page 7 of 7

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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.
B. Description of Work Accomplished (If more space is required, attach additional sheets, Identify with aircraft nationality and registration mark and date work accomplished.)
RC AVIONICS FAA CRS KP52996M INSTALLED THE FOLLOWING: DISCRIPTION REFERENCE
STRIKE FINDER Insight Avionics Installation Manual 2000-10 Rev. 1.7. Display SF 2000, PN 2000-021-009 Sensor , PN 2000-022
The above installation conforms to acceptable methods i.e. AC-43-13-2A, where applicable, chapter 2, paragraph 23, section a, b, c, & di paragraph 27, Section a, b, c, & e. Ramp checked the above installation, installed systems period from to manufactures specifications, and doesn't interfer with other aircraft systems. Added electrical load doesn't exceed 80% of aircrafts charging system capabilities.
Display/Processor is mounted in RH instrument panel below RH Airspeed indicator, F.S. 111. Antenna is mounted at F.S. 231using doubler fabricated IAW DER drawing. Heading information provided by IG-895A. System power is from a 2 amp circuit breaker on avionics bus. Added electrical load doesn't exceed 80% of aircraft charging systems capabilities.
STRIKE FINDER Pilot's Guide User's Guide PN 2000-01 supplied.
Updated aircraft weight / balance and equipment list. Logbook entry made.
Refer to aqttached sheet for Instructions for Continued Airworthiness.
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Additional Sheets Are Attached

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ANOKA COUNTY AIRPORT

CRS KP52996M

2161 Missouri Row Blaine, MN 55449

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(763) 780-1428 WWW.RCAVIONICS.COM

Instructions for Continued Airworthiness

2.1.1

OWNER NAME: <u>Toby E. Marcovich</u> ADDRESS: <u>19A Constellation Dr.</u> <u>Laconia, NH 03246-4082</u> DATE: <u>01/20/05</u> REGISTRATION: <u>N40ME</u> MANUFACTURER: <u>CESSNA</u> MODEL: <u>421</u> SERIAL NUMBER: <u>421C1241</u>

- 1) Introduction: Aircraft listed above, modified IAW manufactures directions as listed in reference material at top of block 8 on 337 form this date.
- 2) Description: The STRIKEFINDER is a TSO certified airborne passive thunderstorm detection system. The sensor maps electrical discharge activity 360 degrees around the aircraft to a distance of 200 nautical miles.
- 3) Control, operation information: Refer to Insight Avionics User's Guide PN 2000-01.
- 4) Servicing information: No user serviceable parts contact Insight Avionics at 716-852-3217.
- 5) Maintenance Instructions: Refer to Installation Manual PN 2000-10 Chapter 2, No scheduled maintenance is required to ensure continued airworthiness. Annual checkout recommended.
- 6) Trouble shooting information: Trouble shooting by qualified personnel only, refer to Install Manual Section 2.11.
- 7) Removal and replacement information: Unit mounted instrument panel hole and is secured to the panel with 4 6/32 screws.
- 8) Diagrams of access plates: NA
- 9) Special inspection requirements: NA
- 10) Application of protective treatments after inspection and/or maintenance: NA
- 11) Data of structural fasteners: NA
- 12) Special tools: NA
- 13) Commuter category only, a) electrical load, b) flight control balance, c) primary/secondary structures, d) special repair methods applicable to the airplane. NA
- 14) Recommended overhaul periods: No additional overhaul time limitations.
- 15) Airworthiness Limitations: No additional airworthiness limitations.
- 16) Revision: Submit revised ICA to local FISDO, with copy of 337. Contact FISDO for detailed instructions.
- 17) Assistance: Small Aircraft (General Aviation) Kansas City AEG, (816) 426-3934
- 18) Implementation and record keeping: The owner/operator operating under part 91 is responsible for ensuring that this ICA is made part of the aircraft inspection program.

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CERTIFICATION - Under authority limitations of appointment under sheets numbered <u>N/A</u> to comply with applicable requir I (me) Therefore Recommend Approve t	Part 183 of the Federal have been examinements of the Federal Avian Avian Part of the Federal Avian Part of these data	Aviation Regulations, dated in accordance with estimated in accordance with estimated by the second	ta listed above and on attached						
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Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

B. Description of Work Accomplished (If more space is required, attach additional sheets, Identify with aircraft nationality and registration mar	k and date work accomplished.)	
RC AVIONICS FAA CRS KP52996M INSTALLED THE FOLLOWING:		
Evaluated GNS-530 PN: 011-00550-10 Global Positioning System, previously installed under FAA form 337, Dated January 2005 for VFR use only. This system meets the requirements of TSO C129 (A1), AC 20-138 and is approved for IFR enroute, terminal, and non precision approach operations.		
GNS-530 is connected to a IG-895A HSI. Information on HSI can be VOR/ILS or GPS as selected on the GNS-530 front panel. Altitude information is provided via gray code from an E-601 Encoding Altimeter. Internal annuciators are in clear view of the pilots. Forced air cooling is provided to GNS-530.		
series installation manual PN: 190-00181-02 Section 5.		
This system was flight tested and meets the requirements of AC 20.138, Paragraph 8.c.(2) (iv)		
FAA Aproved Flight Manual Supplement, dated: <u>/-20-05</u> installed in Aircraft Flight Manual.		
Pilot Operating Guide 190-00181-00 is available to the pilot in the aircraft.		
A logbook entry has been made stating this approval.		
ENDEND		
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	MSP FSD0	
Additional Sheets Are Attached		

Ř.C. Avionics Anoka County Airport 2161 Missouri Row Blaine, MN 55449

N Number: 40ME FLIGHT TEST REPORT

Flight Data Evaluation Report for IFR Certification

GPS Model GAIS-530 SN 78412692 Level 6 Aircraft Model <u>421C</u> SN <u>421C1241</u> Reg <u>N40ME</u>

Verify continuity of navigation data during 360 degree left and right turns at 30 degrees of bank. At no time during these maneuvers shall the GPS fail to provide navigation data.

Passed X Failed _____

Conduct the following three published non-precision instrument approaches using approach fixes Obtained from the internal database and verify proper operation of the equipment approach environment.

Approach #1 (name) <u>GPS Ry 31 Sow</u>	Passed Failed
Approach #2 (name) 168 Ry 9 D64	Passed <u>×</u> Failed
Approach #3 (name) GPS Ry 13SOW	Passed <i>X</i> Failed
VORRY3 DLH	NASSED X

Monitor the displayed cross-track error and distance to the waypoint during the enroute and approach Transition to verify that the flight technical error (FTE) is less then 1 nmi with and without autopilot.

Passed X Failed _____

Monitor the displayed cross-track error and distance to waypoint during approach operations of the flight And verify that the FTE is less than .25 nmi with and without autopilot.

Passed _____ Failed _____

I certify that the above recorded test flight information is correct and that the GPS equipment, as installed, Meets the above listed performance requirements.

Pilot Signature _____ Date _/~26/05

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1. Aircraft	Serial No.					Nationality and						
	421C	1241				US	A N40ME					
	Name (As show	n on registration	n certifica	certificate) Address (As shown on regis					ion certificate)			
2. Owner	Tot	oy E. Marcovic	:h, S.C.	.C. 19A Constellation Dr. Laconia, NH 03246-4082								
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	e, MN 55449		41		Manufacture			<u> </u>				
have been mat	he repair and/or alt ade in accordance	eration made to with the require	ments of	s) idei Part 4	13 of the U.S.	4 above and des Federal Aviation	cribed on the Regulation	ne rev is and	that the inform	ments hereto		
furnished her	ein is true and corr			wledg	e.							
Date 01/20/	05			Sign	ature of Auth	orized Individual	/					
			-	\mathcal{O}	ndrew (John De	ig					
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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.

B. Description of Work Accomplished
(If more space is required, attach additional sheets, Identify with aircraft nationality and registration mark and date work accomplished.)
RC AVIONICS FAA CRS KP52996M INSTALLED THE FOLLOWING:
DISCRIPTION REFERENCE
GNS-530 (NAV/COM/GPS) GARMIN Install Manual PN 190-00181-02 Rev K. GA-56 (ANTENNA) STC # SA00864WI
ACF 328 (COOLING FAN) Sandia Aerospace Installation Manual ACF328-IS Rev D.
The above installation conforms to acceptable methods i.e. AC-43-13-2A, where
applicable, chapter 2, paragraph 23, section a bijon & dipparagraph 27,, - section a, b, c, d, & e. Ramp checked the above installation, installed systems
perform to manufactures specifications, and doesn't interfere with other in the second statement of the second secon
aircraft systems. Added electrical load doesn't exceed 80% aircraft charging
system capabilities.
GNS 530 is mounted in radio stack above the audio panel on the left side of the center radio
stack. Annuciators required for IFR are displayed on Garmin GNS-530 and are in full view
from either pilot position. GNS-530 is connected to a IG-895A HSI . Information on HSI
can be VOR/ILS or GPS as selected on GNS-530 front panel.
Altitude information is provided from a EA-601 encoding altimeter.
Forced air cooling is provided from the ACF 328 cooling fan to the GNS-530.
ACF 328 cooling fan is mounted at fuselage station 108, right butt line 21, above glove box.
GA-56 GPS antenna is mounted on the top of the fuselage at station 152 using approved
DER drawing N40ME-011105 provided by Strong Aero Engineering.
Installed placard "GNS 530 GPS LIMITED TO VFR USE ONLY" in clear view of pilot.
Performed post installation ground and flight tests, IAW AC 20.138, Paragraph 7.c.(2). Normal operation indicated.
Follow on IFR enroute and non-precision approach approval with flight manual supplement will follow.
Removed ARC Com C-1038A Control Head and RT-1038A Tranceiver.
Removed ARC Nav C-1048A Control Head and R-1048A Receiver.
Removed ARC R-1043A G/S Receiver.
Removed ARNAV R-21 Loran Receiver and Antenna. Removed RS08-001 Switching Relay.
Updated aircraft weight / balance and equpitment list. Logbook entry made.
Refer to attached sheet for Instructions for Continued Airworthiness.
ENDEND
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DECEIVER
UU JAN 2 8 2005
MSP FSD0

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Additional Sheets Are Attached



ANOKA COUNTY AIRPORT 2161 Missouri Row Blaine, MN. 55449

REGISTRATION: N40ME

CRS KP52996M

(763) 780-1428

Exceeding the standards

WWW.RCAVIONICS.COM

OWNER NAME: Tobt E. Marcovich

ADDRESS: <u>19A Constellation Dr.</u> Laconia, NH 03246-4082 DATE: <u>1/20/05</u> MANUFACTURER: <u>Cessna</u> MODEL: 421C SERIAL NUMBER: 421<u>C1241</u>

1) Introduction: Aircraft listed above, modified IAW manufactures directions as listed in reference material at top of block 8 on 337 form this date.

Instructions for Continued Airworthiness

- 2) Description: #1 GNS 530 installed in radio panel. GPS or VOR/ILS selectable to IG-895A HSI.
- 3) Control, operation information: Refer to GARMIN GNS 530 Pilot's Guide PN 190-00181-00 Rev C and FAA approved Flight Manual Supplement.
- 4) Servicing information: No user serviceable parts contact GARMIN Customer Service department 913-397-8200.
- 5) Maintenance Instructions: NA
- 6) Trouble shooting information: Trouble shooting by qualified personnel only, refer to Install Manual section 5 for checkout procedure.
- 7) Removal and replacement information: Unit is installed into the rack by sliding it straight in until it stops, about 1 inch short of final position, A 3/32" hex drive tool is then inserted into the access hole at the bottom of the unit face. Rotate the hex tool clockwise while pressing on the left side of the bezel until the unit is firmly seated in the rack. It may be necessary to insert the hex drive tool into the access hole and rotate it 90°. To remove the unit from the rack, insert the hex drive tool into the access hole on the unit face and rotate counterclockwise until the unit is forced out about 3/8" and can be freely pulled from the rack. Be sure not to over tighten the unit into the rack. The application of hex drive tool torque exceeding 15 in/lbs. can damage the locking mechanism.
- 8) Diagrams of access plates: NA
- 9) Special inspection requirements: NA
- 10) Application of protective treatments after inspection and/or maintenance: NA
- 11) Data of structural fasteners: NA
- 12) Special tools: NA
- 13) Commuter category only, a) electrical load, b) flight control balance, c) primary/secondary structures, d) special repair methods applicable to the airplane. NA
- 14) Recommended overhaul periods: No additional overhaul time limitations.
- 15) Airworthiness Limitations: No additional airworthiness limitations.
- 16) Revision: Submit revised ICA to local FSDO, with copy of 337. Contact FSDO for detailed instructions.
- 17) Assistance: Small Aircraft (General Aviation) Kansas City AEG, (816) 426-3934
- 18) Implementation and record keeping: The owner/operator operating under part 91 is responsible for ensuring that this ICA is made part of the aircraft inspection program.



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an	ıd dispo	sition of this form. T	e all entries. See FAR his report is required on 901 Federal Aviat	by lav	FAR 43 Appendix B, a v (49 U.S.C. 1421). Fa st of 1958).	and AC 43 ailure to re	.9-1 (or subseque port can result in	nt revision a civil pena	thereof) for ir alty not to exc	nstructions eed \$1,000		
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BY		A Flt. Standards spector	Manufacturer	xx			Other (Specify)				
		A Designee	Repair Station		Person Approved by Canada Airworthine	ss Group		n				
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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.)

Repaired lower cabin door assy P/N: 5711165-2 by replaceing the following: door frame P/N: 5711145-4, upper forward step reinforcement P/N:5711165-11, upper aft step reinforcement P/N: 5711165-12, lower forward step reinforcement P/N:5711165-13,lower aft step reinforcement P/N: 5711165-14, lower step stop P/N: 5711163-2 and upper step stop P/N: 5711163-3.

All work was preformed in accordance with Cessna Service Manual #D2525-18-13 Chapter 15 and AC43.13-1A chapter 2, section 3.

-END----Installed and checked by: $\frac{\sqrt{27 p_{H}}}{(\text{Signature})}$ $\frac{Ap 469965606}{(\text{License }\#)}$ $\frac{4-1-97}{(\text{Date})}$

Additional Sheets Are Attached

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PAA AIRCRAFT REGISTRY . CAMERA NO. 2 DATE: 6 -6

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2. OWNER	NAME (As shown on registration certificate) SUNPINE PROPERTIES- BOZICH	ADDRESS (As shown on registration certificate) 3563 ELY LAKE DRIVE EVELETH, MINNESOTA 55734

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applicab	le airworthiness requirements.
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craft no	ION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with air- ationality and registration mark and date work completed.)
1. The	combustion heater tube assembly installed in the heater identified in Block been approved for installation based on data and tests listed below in been approved for installation of the Society of Automotive Engineers, Inc.,
#4, has accordan Aeronaut	been approved for installation based on data and conditive Engineers, Inc., ce with applicable subtitles of the Society of Automotive Engineers, Inc., ical Standards AS-143B, which is the basic standards for TSO C-20.
2. In a be marks	accordance with Subtitle 4.5 of AS-143B, this combustion tube assembly will accordance with Subtitle 4.5 of AS-143B, this combustion air pressure switch ad with the C & D Airmotive logo near the combustion air pressure switch
with the	heater shroud installeu, and of
aircraft	which is equivalent to
AMS -5541	unit is constructed of stainless steel type 309.029, which is equivalent to 0, required by subtitle 5.4.1 of AS-143B.
4. Equ	ivalent unit was operated in excess of 500 hours per subtitle 5.4.3 and 5.44 438, with no deterioration as determined by subsequent analysis.
of AS-1	ts were conducted which exceeded subtitle 6.1.6 and 6.1.6.1 of AS-143B with
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NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An atteration 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 EXISTING ENGINE AIR FILTER ASSEMBLIES CESSNA PART #9910018-1 AND INSTALLED BRACKETT AIR FILTER ASSEMBLIES PART #BA-108 WORK ACCOMPLISHED IN ACCORDANCE WITH STC SA71GL AND FAA APPROVED DRAWING SHEET #BA-108E.

END

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FAA AC 72-4906 Ċ

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ADDITIONAL SHEETS ARE ATTACHED

DU.S. GOVERNMENT PRINTING OFFICE: 1985-659-121/40146 1.24

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FAA AC 72-4906

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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.)

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☆ U.S. GOVERNMENT PRINTING OFFICE: 1986-659-121/40146

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INSTALLED RAM AIRCRAFT CORPORATION SLIP JOINT EXHAUST SYSTEM IN ACCORDANCE WITH STC A7CE AND FAA APPROVED DRAWING PACKAGE #1153.

END

ADDITIONAL SHEETS ARE ATTACHED

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	DEPARTMENT OF TEANSPORTATION FEDERAL AVIATION ADMINISTRATION	Form Approved Budget Bureau No. 04-R060.1
	MAJOR REPAIR AND ALTERATION	FOR FAA USE ONLY
	(Airframe, Powerplant, Propeller, or Appliance)	OFFICE IDENTIFICATION AGL.
for instruct	IONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43. ons and disposition of this form.	9-1 (or subsequent revision thereof)
	MAKE MODEL 421C	
. AIRCRAFT	Cessna 421C	REGISTRATION MARK

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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. 191

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

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2. All work was done in accordance with AC 43.13-1A and AC 43.13-2A.

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FAA AC 72-4908 ± U.S. GPO:1961 - 775-332/47 C

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FAA AC 72-4906

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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.)

Installed an ARNAV R-21 Loran C System. Mounted the receiver in the avionics panel at station 113.0. Mounted the antenna and preamp under the floor boards at station 244.0.

Couplet Loran navigation information to the HSI as a shared CDI with Nav 1 and to autopilot through appropriate switching per AC20-121, PP 3 (3). Mounted a green annunciator light on aircraft panel per AC20-121, PP 3 (4). Placarded aircraft panel "Loran C not approved for IFR", per AC20-121, PP 3 (6).

This installation accomplished utilizing provisions provided by the aircraft manufacturer and the equipment manufacturer and complies with AC20-121, AC43.13-1A, Chapter 11, Section 2, PPs 428, 429, and 430, Section 3, Section 7, Section 13, and with AC43.13-2A, Chapter 2, PPs 22, 23, Chapter 3, PP 44.

Installed RT859A ARC transponder system. Mounted transceiver in the avionics panel at station 94, and the KA60 Antenna under the floor boards at station 156.

Installed transponder select switch through appropriate wiring in the avionics panel. Checked transponder operation for compliance with FAR 91.172 and FAR 43, Appendix F.

ADDITIONAL SHEETS ARE ATTACHED

U S, GPO 1981 775-332.47

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Computed weight and balance supplement. Entered alteration in aircraft log.



TOTAL FLOOD CORPORATION 1409 Plaza Center Blue Springs, Missouri 64105 Telephone: 816-524-6300

FAA APPROVED

AIRPLANE FLIGHT MANUAL SUPPLEMENT

Model 421C Reg. No. N27265 ONLY Ser. No. 421C1241 ONLY

This Supplement must be attached to the required Pilot's Operating Handbook and FAA Approved Airplane Flight Manual for this airplane, when Total Flood Corporation engine and cabin fire extinguisher system APR 2 7 1984

The information herein supplements the basic manual only in those areas listed herein. For Limitations, Procedures not contained in this supplement, consult the basic manual.

FAA APPROVED: Malen Manager, Wichita Aircraft Certification Office, Federal Aviation Administration, Central Region, Wichita, Kansas 1984

MAY 1 Date:



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	SERIAL NO.		NATIONALITY AND	REGISTRATION M	ARK	
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	Wichita, KS 67277	CERTIFICATED RE	PAIR STATION			
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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 Low Thrust Detector System has been installed in accordance with Advanced Aero Safety drawing list number 101, and approved by FAA supplemental type certificate SA1007NW. Note: thrust detector sensor located under pilots seat pedestal at fueselage station 141.00.

Installed a Total Flood Corporation cabin and 2-engine fire protection system per FAA STC SAI814CE and Total Flood installation instructions supplied with the fire protection system. Previously approved modifications to the aircraft required minor changes to installation defined by the Total Flood installation instructions. These minor changes were made in accordance with the previously FAA approved data contained in the Total Flood Corporation "Installation and Maintenance Manual, TFA18-0024." Container and valve mounting direction reversed to clear radar altimeter per para, 2.0.0 thru 2.3.0. Added a 2nd solenoid valve to protect cabin per section 1, and section 2's para. 2.2.1. All tube and hose routing per 2.3.0. Nozzles and their locations per STC approved data and para. 2.8.0 thru 2.8.2. Aircraft weight and balance have been revised:

.....end......

This installation has been inspected. I recommend approval of Flight Manual Supplement, as submitted May 1, 1984. Manual Martin

EEFSDO-64

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-ADDITIONAL SHEETS ARE ATTACHED

★1975-G.P.O.-1703-M/673-200/175

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Subject:	<u>ACTION</u> : Field Approval Date: April 26, 1984	
	Repty to Attn. of: ACE-FSDO-64	
From:	r Glenn L. Martin General Aviation Safety Inspector,	
· ·	Airworthiness	
To:	manager, Wichita Aircraft Certification Office	х
•	We have been approached to field approve a change to the Total Flood Corporation fire extinguisher system installed on Cessna 421 N2726S by Yingling Aircraft in Wichita.	
	We would accept the change, provided we have the concurrence of your office.	
	Please review the information and provide us with your comments.	
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	F. CERTIFICATION-1 hereby certify that 1 am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered
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1	DATE NAME AND TITLE (Print or type)	SIGNATURE
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505 L	X D. Current Weight and Balance information Available in Aircraft	FAR CAR (Original attached)
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