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C14-56

FAA Form 337 (7-67)

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 ACE A-30 Blind altitude reporter in accordance with ACE and NARCO installation manuels ACh3.13-1A chapter 11,16 ACh3.13-2A chapter 2.

Transpender AT59A TSO C715, altimeter United instruments P/N: 593LP A56 TSO C105,
Altitude reporter TSO C-88. Altitude reporting system was checked in accordance with
ACL3-6 APPENDIX 1, FAR 91.171 and 91.172 and found satisfactory.

Weight and Balance Revised this Date.

ADDITIONAL SHEETS ARE ATTACHED

FAA AC 72-490

AU.S. GOVERNMENT PRINTING OF FICE: 1986-659-121/40260

RASA TRANS LOSS

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	DEPARTMENT OF TRANSPORTAT FEDERAL AVIATION ADMINISTR				ureau No. R FAA U		
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	(Airframe, Powerplant, Propelle	er, or Applian	ce) 📞	AGL	6 APO-1	14.	
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		1507470				N7641	G			
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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.

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

I

Removed existing air filter and installed a Bracket Air Filter assy BA-4106 IAW instructions under STC-SA71GL.



ADDITIONAL SHEETS ARE ATTACHED

DEPARTMEN TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

MAJOR REPAIR AND ALTERATION

Form Approved
Budget Bureau No. 04-R060.1
FOR FAA USE ONLY

	(Airframe, Powerplant, Prope				I AG	-L-GA	00-14	/
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. OWNER	NAME (As shown on registration certificate) GERALD E. MERCIER			2201	shown on regis 69th St eId, Min	;	icate)	
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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.

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.) 1. Due to nose gear and firewall damage the following repair has been made to this aircraft.

Removed firewall, firewall angle, eng mount, rudder pedals, and steering rods. Repaired skin on fusluage bottom aft of the firewall approx 15%. Installed doubler as per C-150 maint manual and AC+3.13 approx 15%. Englaced the following parts either new of 1A, Chapter 2 sect 3. Replaced the following mount lower nose strut nose wheel and steering rods. 2. Removed right wing and repaired aft spar as per C=150 maint manual and AC 43.13 14 Capter 2 sect 3. Installed wing rigged and test flight accomplished. The control of the co Lit believ was been her his graph

ADDITIONAL SHEETS ARE ATTACHED

Form Approved
Budget Bureau No. 04-R0058

APPLICATION IS HEREBY MADE FOR: (Check applicable items) A 1 X STANDARD AIRWORTHINESS CERT. (Indicate category) NORMAL X UTILITY ACROBATIC TRANSPORT GLIDER BA X SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items) 2 UMATED 5 PROVISIONAL (Indicate class) 1 CLASS II 2 CLASS II 2 CLASS II 3 AGRICULTURE & PEST CONTROL 2 AERIAL SURVEYING 3 X AERIAL ADVERTISH				FEDE LICATIO	RAL A	VIATIO		STRATION ESS CERTI			For	for FAA resentative special filicable.	light	perm	its co	mplete S	ot write il only t required Sections	n shao o an a l, use II an	ded are	ichment.
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B X SPECIAL ARROGATINESS CERTIFICATE (Clock appropriate items) Comment		A	PPLIC	ATION I	S HER	EBY M	ADE FOR:	(Clack app	icable ite	as)	turi s									
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RN- NT PRINTING OFFICE: 1977 - 772-386/105/7

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- This airworthiness certificate is assued under the authority of the Federal Aviation Act of 1958 and the ederal Aviation Regulations (FAR).
 - This airworthiness certificate authorizes the manufacturer named on the reverse side to conduct production flight tests, and only production flight tests, of aircraft registered in his name. No person may conduct production flight tests under this certificate: (1) Carrying persons or property for compensation or hire; and/or (2) Carrying persons not essential to the purpose of the flight.
- This airworthiness certificate authorizes the flight specified on the reverse side for the purpose shown in Block A.
- pose shown in Block A.

 This sirvorthiness certificate certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to meet the requirements of the applicable FAR. The aircraft does not meet the requirements of the applicable comprehensive and detailed aircorritiness code as provided by Annex 8 to the Convention On International Civil Aviation. No person may operate tha aircraft described on the reverse side: (1) except in accordance with the applicable FAR and in accordance with conditions and limitations which may be prescribed by the Administrator as part of this certificate; (2) over any foreign country without the special permission of that country.
- Unléss sooner surrendered, suspended, or revoked, this airworthiness certificate is effective for the duration and under the conditions prescribed in FAR Part 21, Section 21.181 or 21.217.

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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.

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

This aircraft modified an accordance with Part 21.187 FAR as a special purpose airplane. Installed a Waugh Electronic Sign, Mod 3D 259 in accordance with the manufacturer's instructions,

Installed a quick disconnect power plug on the right side of the center console and installed a 40 amp circuit breaker 109-240-101 on the lower side of the instrument panel. Ram 10 gauge wire Presto-lite 7095-1 (mil 5086-Type II) from 12 volt buss to the circuit breaker and from there to the power plug.

Removed the co-pilot seat and installed the programmer on the seat rails utilizing the four center holes and bolts.

Cut a 4 inch inspection plate hole in the clear area aft of the right door and riveted in a standard re-inferring ring. Ram main signal cable through this opening and installed a supporting grommet.

Made am electrical load analysis and found the maximum normal operating load to be well within the alternator capacity of 60 amps. (see page 5)

See accompanying sketches and "Removal and in re-installation instructions for the Waugh 3D-259 Electronic Billboard" and the conversion of the aircraft from RESTRICTED to STANDARD category.

When operated in the RESTAICTED category, the attached weight and balance data and the instructions must be followed.

This modified aircraft fight checked on Desember 1, 1977 19

by William & Blaston 408882 902 in accordance with FAR 91.167 and found to operate Stisfactorily with the Waugh sign installed.

This aircraft must be operated in compliance with the limitations prescribed in FAR 91.19.

WARNING!!! Any changes or modifications to this product without documented approval of Waugh Electronics and the FAA, voids warrenty with Waugh Electronics and will be operated in violation of FAR 21.187.

All wavrenty work will be accomplished at our Nashville, Th. facility. If repairs must be made at customers location, all transportation and subsistance expenses of repair crew will be the responsibility of the customer.

ADDITIONAL SHEETS ARE ATTACHED

C FAA AC 72-6157

Page 2 of 5 pages N 7641G November 30, 1977

INSTRUCTIONS FOR REMOVAL AND RE-INSTALLATION OF THE WAUGH ELEUTHON TO BILLBOARD MODEL 3-D 255 FOR CESSNA 150 L

- 1. Remove the main power plug from it's receptable on the lower center of the instrument panel
- 2. Remove the multi-wire contact head from it's supporting bracket in the programmer and with-draw through the rear of the console and thence through the fuselage opening in the right side aft of the door. Dish at the bottom of the computer contains mercury which is extreme incompatable with aluminum.
- 3. Loosen the four nuts on the bolts which secure the programmer to the co-pilot seat track. Store carefully.
- 4. Remove the nuts from the AN-3 bolts at points A,B,C,D, and E (see attached drawings) on both sides of the aircraft. Then remove the bolts and allow the lamp bank to lie on the floor.
- 5. Disconnect the lateral tension wire links (Painted Red) so the lamp bank can be withdrawn rearward around the gear legs.
- 6. Remove the "Restricted" signs from the entrances. Aircraft must be inspected for mercury spills after each use. When changing back to "Standard" category, aircraft must be inspected by an A & P for corrosion.
- 7. Make a log book entry stating that the sign has been removed and the airplane is now in a "STANDARD" category.
- 8. Personnel qualification requirements for the conversion must be an A&P mechanic or a commercial pilot.

TO RE-INSTALL

- 1... Install programmer on co-pilot seat rails, utilizing existing four forward holes in the tracks for the programmer mount bolts.
- 2. Insert the power plug in it's receptacle on the lower center of the instrument panel.
- 3. Place the lamp bank on the floor centered aft of the main landing gear. Move it forward and attach at the main landing gear brackets first, point E (see drawings) on both sides.

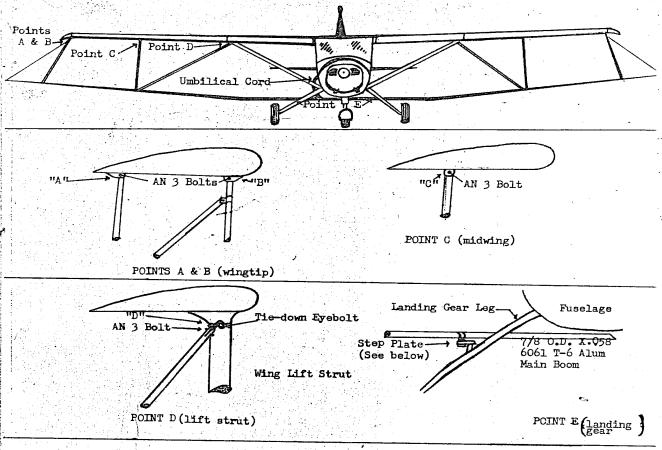
 Attach strut brace D and wing brace C, then the tip braces B and A.
- 4. Connect the lateral tension wire links (painted red).
- 5. Route the multi-wire contact head and wire bundle through the opening in the fuselage and into the rear of the console and position it properly in it's bracket. Plug resistor plug in.
- 6. Add enough mercury to make all the lamp circuits operative (sign running) while the plane is in a tail low position.
- 7. Install the "RESTRICTED" signs near the entrances.
- 8. Make a log book entry stating the sign has been re-installed and the aircraft is now in a "RESTRICTED" category:

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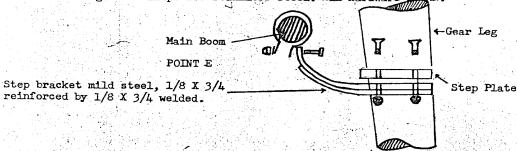
INSTALLATION DETAILS FOR WAUGH ELECTRONIC
BILLBOARD MOTEL 3D-259 FOR CESSNA 150L
N7641G

Page 3 of 5 pages N7641G November 30, 1977

PREFLIGHT INFORMATION-The tips and first longitudinal braces are prebent by manufacturer.



All brackets remain on the aircraft. All boom braces 1/2" reinforced with 3/8" .058 6061-T6 aluminum tubing. All clamps are stainless steel. All hardware is AN.



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This falls within the envelope found in the loading schedule, Cessna Aircraft Company
Wichita, Kansas dated April 18, 1973

Lorin L. Waugh
Waugh Electronics
P. O. Bex 17184
November 30, 1977Nashville, Tenn. 37217

4 of 5

Page 5 of 5 pages November 30, 1977 N7641G

Electrical Load Analysis Cessna 150 7641g

Installed alternator capacity 60 Amps.

Battery Contactor	•6	
Electric Turn and Bank	.6	*
Flashing Beacon	3.0	
Navigation Lights	4 • 0	
Radio	3.0	
Sign	20 • 2	•
Strobe Light (s)	n/• a	
TOTAL	31.4	AMPS

Date
November 30, 1977

Lorin L. Waugh
Waugh Electronics
Box #17184
Metro Airport
Nashville, Tenn. 37217

Page 5 of 5

FAA AIRCRAFT REGISTRY CAMERA NO. 2 NDATE: / - 5 # ld body seed 20134 (77) decemb r VII 31.15 Neverber 20, 1977

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