



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 172A
	Serial No. 47017	Nationality and Registration Mark N7417T
2. Owner	Name (As shown on registration certificate) JOHN CLARK	Address (As shown on registration certificate) 3713 S. HILLS LN EAGAN, MN 55123-2256

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 DONALD C. MCDONALD 1505 CHATEAULIN LANE BURNSVILLE, MINNESOTA 55337	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. AP3450131
--	---	--

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 3/20/2010	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	FAA Fit Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 3/20/2010		Certificate or Designation No. AP3450131A		Signature of Authorized Individual

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.

NOTICE

8. Description of Work Accomplished

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

DATE 3/20/2010

CESSNA 172A, SN - 47017, FAA - N7417T

Installation of TSO-C114, Three Point Torso Restraint Systems at each pilot position; Per Alpha Aviation Inc, STC - SA02211CH

Installation completed by reference to the Alpha Aviation Inc, STC SA02211CH Installation Manual; C1004001, Rev C, Dated 5/15/2006

Installed TSO - C114 rated belt assemblies at each pilot position. Lower torso belts (Lap Belts) were installed reusing the manufacturers attachment points and hardware configuration. The shoulder belt aft attachments were created per STC SA02211CH; Drawings C1003002.1 and C1003002.2

Updated the aircraft equipment list.

Update the aircraft weight and balance record.

Added Instructions for Continued Airworthiness (ICA) to aircraft maintenance records.

+++++ 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

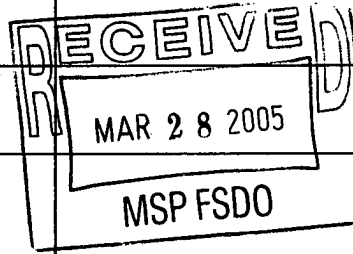
MSP-GL-15 PMW

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 172A
	Serial No. 47017	Nationality and Registration Mark N7417T
2. Owner	Name (As shown on registration certificate) Clark John	Address (As shown on registration certificate) 3713 S Hills Ln. Eagan, MN 55123-2256

3. For FAA Use Only

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



6. Conformity Statement

A. Agency's Name and Address Quality Aviation, Inc. Gerald L. Serres 5477 311 th St. Cannon Falls, MN 55009	B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. 471960279
---	--	--

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 3/22/05	Signature of Authorized Individual <i>Gerald L. Serres</i>
-----------------	---

7. Approval for Return to Service

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

BY	FAA Fit Standards Inspector		Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 3/22/05		Certificate or Designation No. 471960279		Signature of Authorized Individual <i>Gerald L. Serres</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.)

The Skytronics Incorporated Jasco Alternator, Model 6560T, 12 volt 50 amp charging system was installed in accordance with the Skytronic installation instructions and STC No. SA971WE.

END

Additional Sheets Are Attached



US Department of Transportation
Federal Aviation Administration

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

Form Approval
OMB No. 2120-0020

For FAA Use Only

Office Identification
MSP-GL-15 PMW

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 172A
	Serial No. 47017	Nationality and Registration Mark N7417T
2. Owner	Name (As shown on registration certificate) GARY M. GRANFORS	Address (As shown on registration certificate) 5700 AUDREY AVE INVER GROVE HEIGHTS MN. 55077

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 WIPAIRE, INC. 1700 HENRY AVE - FLEMING FIELD SOUTH ST. PAUL, MN 55075	B. Kind of Agency	C. Certificate No. RJWR390K
	<input type="checkbox"/> U.S. Certificated Mechanic	
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date OCTOBER 6, 2003	Signature of Authorized Individual <i>[Signature]</i> MARK A. KIRKMAN
-------------------------	---

7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee <input checked="" type="checkbox"/>	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection OCTOBER 6, 2003	Certificate or Designation No. RJWR390K	Signature of Authorized Individual <i>[Signature]</i> MARK A. KIRKMAN		

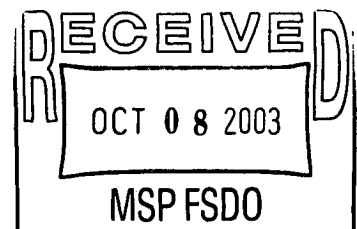
NOTICE

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

8. Description of Work Accomplished

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

INSTALLATION OF P/N CO-300-1 OIL FILTER ADAPTER WITH SPIN ON FILTER IN ACCORDANCE WITH FLOYD JONES STC # SE8409SW. END



Γ Additional Sheets Are Attached



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only **C**

Office Identification
MSP FSDO

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	172
	Serial No.	47017	Nationality and Registration Mark	N7417T
2. Owner	Name (As shown on registration certificate)		Address (As shown on registration certificate)	
	GARY M. GRANFORS		5700 AUDREY AVE. INVER GROVE HEIGHTS, MN 55076	

3. For FAA Use Only

THE DATA IDENTIFIED HEREIN COMPLIES WITH APPLICABLE AIRBORNE
THINGS REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE
DESCRIBED AIRCRAFT SUBJECT TO CONFORMITY INSPECTION BY A PER-
SON AUTHORIZED BY FAR 43.7

6/6/03 *[Signature]* MSP FSDO

DATE FAA INSPECTOR

Unit	Make	Model	Serial No.	5. Type	
				Repair	Alteration
AIRFRAME	~~~~~(As described in Item 1 above)~~~~~				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address WIPAIRE, INC. 1700 HENRY AVE. SOUTH ST. PAUL, MN 55075	B. Kind of Agency		C. Certificate No. RJWR390K
	<input type="checkbox"/>	U.S. Certificated Mechanic	
	<input type="checkbox"/>	Foreign Certificated Mechanic	
	<input checked="" 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 6-6-03	Signature of Authorized Individual <i>[Signature]</i> RICHARD WAHLMAN
----------------	---

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	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 6-6-03	Certificate or Designation No. RJWR390K	Signature of Authorized Individual <i>[Signature]</i> RICHARD WAHLMAN		

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alternation 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 a PS Engineering PDC-7100 CD player (TSO-C50c).

The PDC-7100 was mounted in the radio panel using the supplied mounting tray. The PCD-7100 was interfaced with the existing PS Engineering PM-3000 intercom.

This installation is in accordance with the manufacturer's installation manuals, AC 43.13-1B, paragraphs 11-37, 11-47, 11-48, 11-49, 11-50, 11-66, 11-67, & 11-96, and AC 43.13-2A, paragraphs 21, 22 and 27.

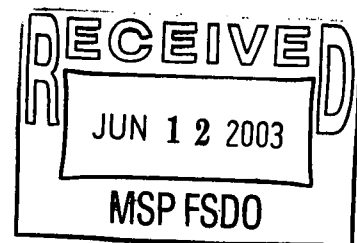
A post installation ground test was performed in accordance with the manufacturer's installation manual and the system was found to operate normally.

The continuous electrical load does not exceed 80% of the rated alternator capacity.

Continued airworthiness instructions: Refer to attached sheet.

The aircraft weight & balance, equipment list and logs were revised.

END



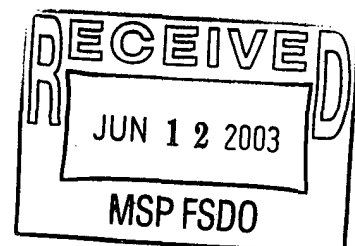
Additional Sheets Are Attached

Date: 6-6-03

Instructions for Continued Airworthiness:

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

END



10

1000

1000



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 *MND*
MSP FSDO

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)

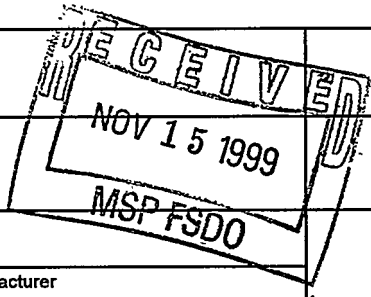
1. Aircraft	Make CESSNA	Model 172-A
	Serial No. 47017	Nationality and Registration Mark N7417T
2. Owner	Name (As shown on registration certificate) ISAKSON PAUL E	Address (As shown on registration certificate) 420 RIVERSIDE BLVD AMERY, WI 54001

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 JAMES BARKER 2999 18TH ST RICE LAKE, WI 54868	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. 469586675AP
---	--	-----------------------------------

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date <i>November 11, 1999</i>	Signature of Authorized Individual <i>James Barker</i>
----------------------------------	---

7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <i>November 11, 1999</i>	Certificate or Designation No. 469586675IA	Signature of Authorized Individual <i>James Barker</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.)

N7417T

Removed King KX145/KI205 and associated wiring.

Installed ICOM A200 communication radio, s/n 020745, per manufacturers installation instructions - A-5183H-2EX. Used existing communication antenna. Radio was installed in left lower side of instrument panel. PS Engineering PM3000 model #11931, s/n GA-01880. Unit was installed below communication radio per manufacturer installation manual #200-193-0002 Rev. 2, Feb. 1999 with approval under TSO C50c. Interfaced to aircraft communication radio with passenger 2 & 3 jacks mounted on rear door post, using external jack mounts. Ground check was performed on above systems with no problems were found.

Above installed equipment also complies with acceptable methods, techniques, and practices of AC 43.13-1A, Chapter 11 Section 2 paragraphs 424,425,428 and 429; Section 7 paragraphs 514-519. AC43.13-2A Chapter 1 paragraphs 1-12; Chapter 2 paragraphs 21-27.

Weight and balance has been updated per AC43.13-1A, Chapter 13, and paragraphs 659-663. An electrical load analysis was performed in accordance with AC43.13-1A, Chapter 11, paragraph 428, and determined that the total load does not exceed 80% of the total rated alternator capacity.

Per FAR 23.1529 and Order #8300.10 see above references and the operation/installation manuals. The ICOM A200 and PM3000 is considered an "on condition" maintenance item.

*****End*****

Additional Sheets Are Attached

G459913549



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
MSP FSDO

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 C172A
	Serial No. 471017	Nationality and Registration Mark N7417T
2. Owner	Name (As shown on registration certificate) Isakson, Paul E.	Address (As shown on registration certificate) 420 Riverside Blvd. Amery, WI 54001

3. For FAA Use Only

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

DATE: May 4, 1999 SIGNATURE: [Signature] MSP FSDO

4. Unit Identification

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

RECEIVED
MAY 10 1999
APR 26 1999
MSP FSDO

6. Conformity Statement

A. Agency's Name and Address Doug Schuebel 302 West Allen Rice Lake, WI 54868	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. 399489638
--	--	---------------------------------

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 5-7-99	Signature of Authorized Individual <u>Douglas R. Schuebel</u>
----------------	--

7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 5-7-99	Certificate or Designation No. 399489638	Signature of Authorized Individual <u>Douglas R. Schuebel</u>
---	---	--

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.)

N7417T

April 22, 1999

King KT76A Transponder, s/n 121515. Unit was installed per manufacturer installation manual #006-00143-0005 Rev. 5, Feb. 1994. Unit was installed below Narco ADF and antenna, AV22, was installed on the bottom of aircraft forward of main landing gear.

Ameriking AK350 Encoder, s/n 3527801. Unit was installed per manufacturer installation Document No. IM-3501001. Unit was mounted on bottom of glovebox and wired to King KT76A.

Above installed equipment also complies with acceptable methods, techniques, and practices of AC 43.13-1B, Chapter 11 Section 2 paragraphs 424,425,428 and 429; Section 7 paragraphs 514-519. AC43.13-2A Chapter 1 paragraphs 1-12; Chapter 2 paragraphs 21-27.

The aircraft weight and balance, and the equipment list were update in accordance with AC43.13-1A Chapter 13, paragraphs 659-663

An electrical load analysis was performed in accordance with AC43.13-1A Chapter 11, paragraph 428 and determined that the total load does not exceed 80% of the total rated alternator capacity.

The Transponder has been tested per ATC Transponder test and inspection required by FAR Section 91.413(a), and the Automatic Pressure Altitude Reporting/Transponder system integration test and inspection required by FAR 91.413(b) has been performed by a properly rated FAA Repair Station and appropriate entries have been made in the aircraft log book.

Per FAR 23.1529 see the above installation/operation manuals for the KT76A/AK350

*****End*****

Additional Sheets Are Attached



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
MSP FSDO 6115 (RW)

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 <p style="text-align: center;">Cessna</p>	Model <p style="text-align: center;">172A</p>
	Serial No. <p style="text-align: center;">47017</p>	Nationality and Registration Mark <p style="text-align: center;">N7417T</p>
2. Owner	Name (As shown on registration certificate) <p style="text-align: center;">Dan Miesen</p>	Address (As shown on registration certificate) <p style="text-align: center;">401 S. Hoyt Springfield, MN 56087</p>

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 Dan Soehren Route 1 Box 215 New Ulm, MN 56073	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. <p style="text-align: center;">476668220AI</p>
--	---	---

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 <p style="text-align: center;">10/04/96</p>	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	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 <p style="text-align: center;">10/04/96</p>		Certificate or Designation No. <p style="text-align: center;">476668220AI</p>	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.)

Inspected previous installation of Bracket Airfilter.
Installation is in accordance with instructions supplied
with STC SA71GL.

-----END-----

RECEIVED

OCT-07 1996

MSP FSDO

Additional Sheets Are Attached

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)		Form Approved OMB No. 2120-0020																																										
		For FAA Use Only																																										
		Office Identification MSP ESDO <i>MSP</i>																																										
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).																																												
1. Aircraft	Make Cessna	Model 172A																																										
	Serial No. 47017	Nationality and Registration Mark N7417T																																										
2. Owner	Name (As shown on registration certificate) Dan Miesen		Address (As shown on registration certificate) 407 S. Hoyt Springfield, MN 56087																																									
	3. For FAA Use Only																																											
4. Unit Identification																																												
	Unit	Make	Model																																									
			Serial No																																									
	(As described in Item 1 above)		Repair																																									
			Alteration																																									
AIRFRAME			X																																									
POWERPLANT																																												
PROPELLER																																												
APPLIANCE	Type																																											
	Manufacturer																																											
5. Type																																												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 5%;">0-1</td><td style="width: 5%;">0-2</td><td style="width: 5%;">0-3</td><td style="width: 5%;">0-4</td><td style="width: 5%;">0-5</td><td style="width: 5%;">0-6</td><td style="width: 5%;">0-7</td><td style="width: 5%;">0-8</td><td style="width: 5%;">0-9</td><td style="width: 5%;">0-10</td><td style="width: 5%;">0-11</td> </tr> <tr> <td colspan="10" style="text-align: center;">AUG 08 1994</td> </tr> <tr> <td colspan="10" style="text-align: center;">M-1 M-2 M-3</td> </tr> <tr> <td colspan="10" style="text-align: center;">A-1 A-2</td> </tr> </table>				0-1	0-2	0-3	0-4	0-5	0-6	0-7	0-8	0-9	0-10	0-11	AUG 08 1994										M-1 M-2 M-3										A-1 A-2									
0-1	0-2	0-3	0-4	0-5	0-6	0-7	0-8	0-9	0-10	0-11																																		
AUG 08 1994																																												
M-1 M-2 M-3																																												
A-1 A-2																																												
6. Conformity Statement																																												
A. Agency's Name and Address		B. Kind of Agency																																										
Dan Soehren Route 1 Box 215 New Ulm, MN 56073		<input checked="" type="checkbox"/> U.S. Certificated Mechanic																																										
		<input type="checkbox"/> Foreign Certificated Mechanic																																										
		<input type="checkbox"/> Certificated Repair Station																																										
		<input type="checkbox"/> Manufacturer																																										
		476668220AI																																										
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 8/5/94		Signature of Authorized Individual <i>Dan Soehren</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	Inspection Authorization																																									
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group																																									
Date of Approval or Rejection 8/5/94		Certificate or Designation No. 476668220AI																																										
		Signature of Authorized Individual <i>Dan Soehren</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.)

Inspected previous installation of Cleveland Wheel #40-97A and Brake #30-63A. Installation is in accordance with installation instructions supplied with STC #SA13GL.

END

Additional Sheets Are Attached

U.S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT		Form Approved - Budget Bureau No. 41-RML6 INSTRUCTIONS Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.	
1. TYPE OF APPLICATION (Check which)			
a. <input checked="" type="checkbox"/> ORIGINAL ISSUANCE OF CERTIFICATE b. <input type="checkbox"/> ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE c. <input type="checkbox"/> AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE		d. <input type="checkbox"/> RECERTIFICATION UNDER THE PROVISIONS OF CAR 8 e. <input type="checkbox"/> MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8 f. <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): <u>UNLIMITED</u>			
a. <input checked="" type="checkbox"/> STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES) b. <input type="checkbox"/> LIMITED (SEE CAR 9) c. <input type="checkbox"/> RESTRICTED (SEE CAR 8) (Check the restricted special purpose operation(s) to be conducted)		<input type="checkbox"/> PATROLLING <input type="checkbox"/> FOREST AND WILDLIFE CONSERVATION <input type="checkbox"/> WEATHER CONTROL <input type="checkbox"/> OTHER	
d. <input type="checkbox"/> EXPERIMENTAL (Check the type of experimental operation(s) to be conducted)		<input type="checkbox"/> RACING <input type="checkbox"/> EXHIBITION <input type="checkbox"/> OTHER	
<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"/> RESEARCH AND DEVELOPMENT <input type="checkbox"/> HATEUR-BUILT <input type="checkbox"/> DEMONSTRATION			
3. AIRCRAFT IDENTIFICATION (Complete all items)			
a. AIRCRAFT MAKE Cessna		b. AIRCRAFT MODEL 172A	c. AIRCRAFT SERIAL NO. 47017
d. ENGINE MAKE Continental		e. ENGINE MODEL O-300-C	
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 N-7417T
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:			
a. <input type="checkbox"/> CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A), DATE OF ISSUE _____ b. <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) c. <input checked="" type="checkbox"/> DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED <u>8-5-59</u>			
*In order to be eligible for registration an aircraft must be owned by a citizen of the United States, as defined by Section 1 (13) of the Civil Aeronautics Act of 1938, as amended.			
ATTACHMENTS (Check which)		SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT <u>[Signature]</u> Owner's Agent (TITLE)	
<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	
DATE: <u>10-27-59</u> (DATE)			

10-27-59
C/A

59

me

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. 3A12 THROUGH SHEET REVISION NO. 7

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, WAS ISSUED (COPY ATTACHED) 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 Indefinite (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

DMCR 31 (REPAIR STATION AUTHORIZED SIGNATURE) _____ (DATE)

6. CAA REPRESENTATIVE CERTIFICATION

Executive Engineer, Commercial Div.
 CESSNA AIRCRAFT COMPANY

I HAVE INSPECTED THE AIRCRAFT DESCRIBED ON THE REVERSE AND FOUND IT AIRWORTHY UNAIRWORTHY
 (Check appropriate item)

DESIGNEE'S SIGNATURE By <u>A. Keith John</u>	DESIGNATION NO.	DATE <u>10-27-89</u>
AVIATION SAFETY AGENT SIGNATURE <u>A. KEITH JOHN</u>	CAA DESIGNATION NO.	DATE

ACCEPTED
 REINSPECTED
 SPOT CHECKED

ATTACHMENT

FEDERAL AVIATION AGENCY			
MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)			
1. AIRCRAFT	MAKE Cessna	MODEL 172	SERIAL NO. 47017 NATIONALITY AND REGISTRATION MARK N7417T
2. OWNER	NAME (First, middle, last) Kool Kitchen Bottle Gas Co. ADDRESS (Street and number, city, zone and State) Oostburg, Wisconsin		
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.			
UNIT	MAKE	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR MAJOR ALTERATION
The alteration identified herein complied with applicable airworthiness requirements and is subject to conformity inspection by a person authorized in CAR 18.11 (b). RECEIVED MAR 27 1961 RECEIVED MAR 15 1961 GSDO 3-13			
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.		
4. AIRCRAFT WEIGHT AND BALANCE DATA <i>*AFTER the repairs and/or alterations described below were made.</i>	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Normal	1338.75	38.05"	861.25
5. CONFORMITY STATEMENT (Complete and check)			
a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY		c. CERTIFICATE NO.
Melvin J. Thompson 541 East Riverside Drive Kohler, Wis.	<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.)		RECEIVED MAR 7 1961 GSDO 3-13
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. Feb. 18, 1961 (Date repair and/or alteration completed) <i>Melvin J. Thompson</i> (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			
<input checked="" type="checkbox"/> APPROVED } BY { <input type="checkbox"/> FAA Designee <input type="checkbox"/> Manufacturer <input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft <input type="checkbox"/> REJECTED } <input type="checkbox"/> FAA Flight Standards Inspector <input type="checkbox"/> Repair Station <input checked="" type="checkbox"/> Other (Specify)			
Feb 18, 1961 (Date of approval or rejection) <i>Melvin J. Thompson</i> AEP 60499-41 (Signature of authorized individual, title or identification number)			
7. TO BE COMPLETED ONLY BY FAA PERSONNEL			
<input type="checkbox"/> Forwarded for engineering comment <input type="checkbox"/> See attached memorandum <input checked="" type="checkbox"/> Accepted 3-20-61 (Date) <input type="checkbox"/> Reinspected (Date) <input type="checkbox"/> Spot Checked (Date)			
Reg. 3 K0 ASDO 13 (FAA designation number) <i>Robert H Baker</i> (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.

8. DESCRIPTION OF WORK ACCOMPLISHED.

Installed Narco ADF - 29 Radio in space in instrument panel provided by Cessna for this size radio. Radio case fastened aluminum angles 3/4" x 1/2" in instrument panel provided by Cessna. Used 4 3/8 # 7 Parker Keylon sheet metal screws and Tinnerman nuts to secure radio case. Loop installed on bottom of fuselage with 7 1/2 x # 7 Parker Keylon sheet metal screws and Tinnerman nuts. Wiring harness supplied by Narco. 5 amp fuse used. Radio installed in accordance to Narco and CAM 18.30-22

Installed Grimes Rotating Navigation Light # B 7080-1 in mount # 0531007-3 on top of vertical fin, mount furnished by Cessna. Installed in accordance to figure 93 page 180 in Cessna 172 - 175 parts catalogue and CAM 18.30-12 Used Cessna switch, 10 amp. fuse and # 16 stranded wire.

Compass compensated, no corrections needed.

Electrical load: With Narco Superhomer, Narco ADF-29, navigation lights, panel lights and Grimes Rotation Warning light turned on and generator light off the running load is 24.6 amps. with 20 amp. generator and 80% of 20 amps. -16 amps.

Airplane	E.W.	1228.5	+ 37.18	49993#33
ADF in case		5.25	+ 11.25	59.06
Loop		2.5	+ 133.5	333.75
Rotating light		2.5	+ 226.0	565.0
		<u>1338.75</u>		<u>50951.44</u>

New empty weight C.G. 38.05"

Static load ~~EXERCISE~~ test on radio, up 16 pounds forward 48 pounds, sideways 8 pounds, down 33 pounds.

Static load test on radio loop, up 8 pounds, forward 24 pounds, sideways 7 poundw down 33 pounds.

OKLAHOMA CITY, OKLA.
 APR 7 2 04 PM '86
 FAA BRANCH
 AIRCRAFT AND ALTERNATE

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

FEDERAL AVIATION AGENCY

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

1. AIRCRAFT	MAKE Cessna	MODEL 172	SERIAL NO. 47017	NATIONALITY AND REGISTRATION MARK N741PT
2. OWNER	NAME (First, middle, last) Melvin J. Thompson		ADDRESS (Street and number, city, zone and State) 541 East Riverside, Kohler, Wis.	
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) *****			<input checked="" type="checkbox"/>
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. <i>*AFTER the repairs and/or alterations described below were made.*</i>				
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*	
Normal	1328.5	37.1	871.5	
5. CONFORMITY STATEMENT (Complete and check)				
a. AGENCY'S NAME AND ADDRESS Melvin J. Thompson		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. 60499-41
<p>RECEIVED AUG 12 1960 GSDO 3-13</p>				
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. <div style="display: flex; justify-content: space-between;"> <u>Aug 8, 1960</u> (Date of repair and/or alteration completed) <i>Melvin J. Thompson</i> (Signature of authorized individual) </div>				
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				
<input type="checkbox"/> APPROVED } BY { <input type="checkbox"/> FAA Designee <input type="checkbox"/> Manufacturer <input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft <input type="checkbox"/> REJECTED } <input type="checkbox"/> FAA Flight Standards Inspector <input type="checkbox"/> Repair Station <input checked="" type="checkbox"/> Other (Specify)				
<p>Inspection Authorization A&P 60499-41</p> <div style="display: flex; justify-content: space-between;"> <u>Aug 8, 1960</u> (Date of approval or rejection) <i>Melvin J. Thompson</i> (Signature of authorized individual; title or identification number) </div>				
7. TO BE COMPLETED ONLY BY FAA PERSONNEL				
a. <input type="checkbox"/> Forwarded for engineering comment <input type="checkbox"/> See attached memorandum				
b. <input checked="" type="checkbox"/> Accepted <u>8-15-60</u> <input type="checkbox"/> Reinspected _____ (Date) <input type="checkbox"/> Spot Checked _____ (Date)				
Reg. 3 RG ASDO 13 (FAA designation number)		<i>Robert H. Baker</i> (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.

8. DESCRIPTION OF WORK ACCOMPLISHED.

Installed Jack and Reints directional gyro, Termstedt Artificial Horizon, Two 4" venturies Mfg by Richter Aero Corp, Suction gauge US Gauge, Suction regulator Mfg by Sperry Gyroscope. Installed in accordance to Cessna Parts Catalogue page 135 figure 76.

Item			
Airplane	1316.5	37.2	49237.0
Horizion	4.5	14.0	63.0
Gyro	4.0	14.0	56.0
Venturies, tubing,	2.5	9.0	22.5
Suction gauge	.5	16.0	8.0
Regulator	.5	6.0	15.0
	<u>1328.5</u>		<u>49369.5</u>

New empty weight C.G. 37.1"

*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.