

2

THE
adlogTM

AIRCRAFT
MAINTENANCE
RECORDKEEPING
SYSTEM

N868 MT

**AVIONICS
MAINTENANCE
RECORDS**

DATE

AIRFRAME
TIME
IN
SERVICE

AVIONICS
TIME
IN
SERVICE

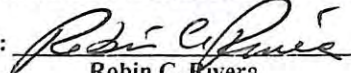
DESCRIPTION OF WORK PERFORMED—
SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK

Make: Cessna
Model: 337G
SN: 33701561
Reg. No: N868MT
Hobbs: 2029.1

Gwinnett Aero
MAINTENANCE LLC

Gwinnett Aero Maintenance
850 Airport Road Box 7
Lawrenceville, GA 30046
770-962-9092
www.GwinnettAero.com

Accomplished 14 CFR Part 91.411 and 91.413 required tests and inspections IAW 14 CFR Part 43 Appendix E & F. Altimeters are certified to 18,000 feet. This aircraft is approved for return to service. Reference Gwinnett Aero Maintenance W/O No. 1133 for details.

Signature: 
Robin C. Rivera

DATE: 3/28/2020

FAA APPROVED CRS# 1GWR012C

DATE

AIRFRAME
TIME
IN
SERVICE

AVIONICS
TIME
IN
SERVICE

DESCRIPTION OF WORK PERFORMED—
SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK

Make: Cessna
Model: 337G
SN: 33701561
Reg. No: N868MT
Tach: N/A Hobbs: 2089.9

Gwinnett Aero
MAINTENANCE LLC

Gwinnett Aero Maintenance
850 Airport Road Box 7
Lawrenceville, GA 30046
770-962-9092
www.GwinnettAero.com

Garmin transponder, MN: GTX327 PN: 011-00490-00 SN: 011-00490-00, complies with the inspection and test outlined in 14 CFR Part 91.413 and Part 43 Appendix F. This aircraft is approved for return to service. Reference Gwinnett Aero Maintenance W/O No. 1222 for details.

Signature: 
David Urmetz Jr.
1GWR012C

DATE: 04-01-2022

FAA APPROVED CRS#

Make: Cessna
Model: 337G
SN: 33701561
Reg. No: N868MT
Hobbs: 2092.7

Gwinnett Aero
MAINTENANCE LLC

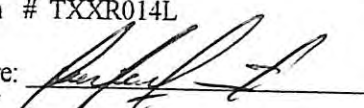
Gwinnett Aero Maintenance
850 Airport Road Box 7
Lawrenceville, GA 30046
770-962-9092
www.GwinnettAero.com

Removed standby altimeter pn# 5934P-3 sn# 409316 and installed overhauled pn# 5934-1 sn# T1912, see AQI work order 76954. Accomplished 14 CFR Part 91.411 and 91.413 required tests and inspections IAW 14 CFR Part 43 Appendix E & F. Altimeter PN-011-03809-00, SN: 4JQ031835 certified to 20,000 feet. Transponder PN# 011-00490-00 SN# 83729237. This aircraft is approved for return to service. Refer to Gwinnett Aero Maintenance W/O No. 1222 for details.

Signature: 
David Urmetz Jr.

DATE: 04-22-2022

FAA APPROVED CRS# 1GWR012C

DATE	AIRFRAME TIME IN SERVICE	AVIONICS TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
7-6-17 Hobbs: 1897.3			Reg: <u>N868MT</u> Type: <u>C. 337G</u> 1897.3 Hobbs: <u>1897.3</u> Date <u>7-6-17</u> Model <u>GTX327</u> S/N <u>83729237</u> The Transponder was tested in accordance with Part 43 Appendix F for compliance with FAR 91.413 this date. FAA Repair Station # TXXR014L Authorized Signature: 

7-6-17
Hobbs:
1897.3

Date: July 06 2017 Reg. N868MT Model: Cessna 337 G S/N: 33701561 Time 1897.3

Upgraded the Garmin GNS-530W S/N 78302680 and GNS-430W S/N 97108698 to 5.30 Main and 5.0 GPS WAAS Software.

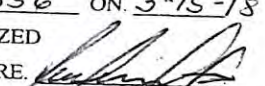
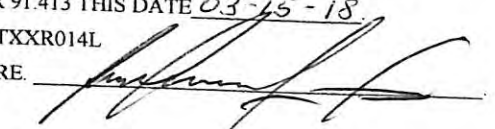
Details of this work is filed at Three Crown Avionics Inc. C.R.S. # TXXR014L under Work Order # 06771.

Authorized Signature for Three Crown Avionics, Inc. C.R.S. # TXXR014L 

10-1-17
1910
Hobbs

Installed New Artex C406 ELT battery P/N 452-0133 Lithium

Experation date OCT-2022

DATE	AIRFRAME TIME IN SERVICE	AVIONICS TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
3-15-18 Hobbs	1921.7		REG: <u>N868MT</u> MODEL: <u>C. 337G</u> TACH Hobbs: <u>1921.7</u> I CERTIFY THAT THE ALTIMETER, STATIC LEAK AND ALTITUDE ENCODER TESTS REQUIRED BY FAR 91.411 HAVE BEEN PERFORMED. THE ALTIMETER P/N <u>5934 P-3</u> S/N: <u>409316</u> WAS TESTED TO <u>20000</u> FEET ON <u>03-15-2018</u> BY <u>Three Crown Avionics Inc.</u> THE ENCODER P/N <u>55D120-30N-238</u> S/N: <u>12556</u> ON <u>3-15-18</u> AUTHORIZED DATE OF STATIC TEST <u>3-15-18</u> SIGNATURE:  THE ATC TRANSPONDER MODEL: <u>GTX327</u> S/N: <u>83729237</u> WAS TESTED IN ACCORDANCE WITH PART 43 APPENDIX F FOR COMPLIANCE WITH FAR 91.413 THIS DATE <u>03-15-18</u>. FAA REPAIR STATION #TXXR014L AUTHORIZED SIGNATURE: 

ALTIMETER CORRECTION CARD					
ALT. S/N <u>409316</u>		DATE <u>03-15-18</u>		INSP: 	
TRUE	ERROR	TRUE	ERROR	ALT.	FRICTION
-1000	-20	14000	-5	1000	30
0	-10	16000	±0	2000	35
500	+5	18000	-20	3000	30
1000	±0	20000	-35	5000	30
1500	+15	22000	-	10000	30
2000	+10	25000	-	15000	35
3000	+15	30000	-	20000	35
4000	+10	35000	-	25000	-
6000	+15	AFTER EFFECT		30000	-
8000	+5	HYSTERESIS		35000	-
10000	-5	50%	20	CASE	
12000	-5	40%	20	LEAK	10 ✓

THREE CROWN AVIONICS • FAA REPAIR STATION #TXXR014L Form L-1

DATE	AIRFRAME TIME IN SERVICE	AVIONICS TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			The ATC Transponder tests and inspections required by FAR 91.413(a) have been performed and found to comply with FAR Part 43, Appendix F. Transponder No 1 S/N <u>83705751</u> Transponder No 2 S/N <u> </u> Aircraft Make <u>Cessna</u> Model <u>337G</u> Reg. <u>N868MT</u> Date <u>4-5-11</u> WO No <u>31032</u> Sig <u>Don Dande</u> CRS VT3R931L Gibbs Service Center Inc. 8906 Aero Drive San Diego CA 92123 The Altimeter, Automatic Pressure Altitude Reporting, and Static System tests and inspections required by FAR 91.411(a)(1) have been performed and found to comply with FAR Part 43, Appendix E. Altimeter(s) tested to <u>20000</u> feet. Pilot Altim S/N <u>In A/C</u> CoPilot Altim S/N <u> </u> Aircraft Make <u>Cessna</u> Model <u>337G</u> Reg. <u>N868MT</u> Date <u>4-5-11</u> WO No <u>31032</u> Sig <u>Don Dande</u> CRS VT3R931L Gibbs Service Center Inc. 8906 Aero Drive San Diego CA 92123 EMERGENCY BATTERY REPLACEMENT Affix this label in aircraft logbook Recommended battery replacement 3 years from date of manufacture. Order replacement battery from Mid-Continent Instruments at (800) 821-1212. Date of Manufacture: <u>3-2-2011</u> The ATC Transponder tests and inspections required by FAR 91.413(a) have been performed and found to comply with FAR Part 43, Appendix F. Transponder No 1 S/N <u>83705751</u> Transponder No 2 S/N <u> </u> Aircraft Make <u>Cessna</u> Model <u>337G</u> Reg. <u>N868MT</u> Date <u>5-15-13</u> WO No <u>31773</u> Sig <u>Don Dande</u> CRS VT3R931L Gibbs Service Center Inc. 8906 Aero Drive San Diego CA 92123 The Altimeter, Automatic Pressure Altitude Reporting, and Static System tests and inspections required by FAR 91.411(a)(1) have been performed and found to comply with FAR Part 43, Appendix E. Altimeter(s) tested to <u>25000</u> feet. Pilot Altim S/N <u>In A/C</u> CoPilot Altim S/N <u> </u> Aircraft Make <u>Cessna</u> Model <u>337G</u> Reg. <u>N868MT</u> Date <u>5-15-13</u> WO No <u>31773</u> Sig <u>Don Dande</u> CRS VT3R931L Gibbs Service Center Inc. 8906 Aero Drive San Diego CA 92123 10-22-13 Updated the Main and GPS softwares to version 5.03 for Main and 5.00 for the GPS on the Garmin GNS 530W and GNS 430W GIBBS SERVICE CENTER MONTGOMERY FIELD, CA 92123 FAA APPROVED REPAIR STATION VT3R931L WO# 31919 <u>Don Dande</u> SIGNATURE

DATE	AIRFRAME TIME IN SERVICE	AVIONICS TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			EMERGENCY BATTERY REPLACEMENT Affix this label in aircraft logbook Recommended battery replacement 3 years from date of manufacture. Order replacement battery from Mid-Continent Instruments and Avionics at (800) 821-1212. Date of Manufacture: <u>May 2014</u> 7-14-14 Updated the Main and GPS software to version 5.10 for Main and 5.00 for the GPS on the Garmin GNS 530W and GNS 430W. GIBBS SERVICE CENTER MONTGOMERY FIELD, CA 92123 FAA APPROVED REPAIR STATION VT3R931L WO# 32154 <u>Don Dande</u> SIGNATURE 6-2-15 Updated the Main software to version 5.20 on the Garmin GNS 530W and GNS 430W. GIBBS SERVICE CENTER MONTGOMERY FIELD, CA 92123 FAA APPROVED REPAIR STATION VT3R931L WO 32454 <u>Don Dande</u> SIGNATURE The Altimeter, Automatic Pressure Altitude Reporting, and Static System tests and inspections required by FAR 91.411(a)(1) have been performed and found to comply with FAR Part 43, Appendix E. Altimeter(s) tested to <u>20000</u> feet. Pilot Altim S/N <u>In A/C</u> CoPilot Altim S/N <u> </u> Aircraft Make <u>Cessna</u> Model <u>337G</u> Reg. <u>N868MT</u> Date <u>6-2-15</u> WO No <u>32454</u> Sig <u>Don Dande</u> CRS VT3R931L Gibbs Service Center Inc. 8906 Aero Drive San Diego CA 92123 The ATC Transponder tests and inspections required by FAR 91.413(a) have been performed and found to comply with FAR Part 43, Appendix F. Transponder No 1 S/N <u>83705751</u> Transponder No 2 S/N <u> </u> Aircraft Make <u>Cessna</u> Model <u>337G</u> Reg. <u>N868MT</u> Date <u>6-2-15</u> WO No <u>32454</u> Sig <u>Don Dande</u> CRS VT3R931L Gibbs Service Center Inc. 8906 Aero Drive San Diego CA 92123 6-29-15 Updated the GTX 327 Transponder software to version 2.10. GIBBS SERVICE CENTER MONTGOMERY FIELD, CA 92123 FAA APPROVED REPAIR STATION VT3R931L WO 32454 <u>Don Dande</u> SIGNATURE 6-29-15 Installed Garmin GDL 88 and Flightstream 210. Units installed in accordance with STC SA021195E. Weight and Balance updated. GIBBS SERVICE CENTER MONTGOMERY FIELD, CA 92123 FAA APPROVED REPAIR STATION VT3R931L WO# 32454 <u>Don Dande</u> SIGNATURE

AVIONICS MAINTENANCE RECORDS

(including transponder biennial checks)

Log No. 2

Aircraft Registration No. N 868MT

Aircraft Manufacturer Cessna

Model 337G

Serial No. 33701561

EQUIPMENT LISTING

List all installed avionics, autopilot and flight director equipment.

	Mfg.	Model	Serial No.
1.			
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
13.			
14.			
15.			
16.			
17.			
18.			
19.			
20.			

N 868MT



AEROTECH PUBLICATIONS INC.

P.O. Box 1359 / Southold, NY 11971-0965

(631) 765-9375

1-800-235-6444

FAX: (631) 765-9359

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THE
adlogTM

AIRCRAFT
MAINTENANCE
RECORDKEEPING
SYSTEM

N868MT
OLD

**AVIONICS
MAINTENANCE
RECORDS**

DATE	AIRFRAME TIME IN SERVICE	AVIONICS TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
Removed Ameri King AK450 ELT and installed ARTEX C406N ELT S/N 03570.			I certify that the ELT has been inspected in accordance with the requirements of FAR 91.207(d), and was found to be in satisfactory condition. ELT <u>ARTEX C406N</u> S/N <u>03570</u>
Aircraft Make <u>Cessna</u> Model <u>337G</u> Reg. <u>N868MT</u> Date <u>10-16-07</u> WO No <u>29391</u> Sig <u>Don Dard</u> CRS VT3R931L Gibbs Service Center Inc. 8906 Aero Drive San Diego CA 92123			Aircraft Make <u>Cessna</u> Model <u>337G</u> Reg. <u>N868MT</u> Date <u>10-16-07</u> WO No <u>29391</u> Sig <u>Don Dard</u> CRS VT3R931L Gibbs Service Center Inc. 8906 Aero Drive San Diego CA 92123
The Altimeter, Automatic Pressure Altitude Reporting, and Static System tests and inspections required by FAR 91.411(a)(1) have been performed and found to comply with FAR Part 43, Appendix E. Altimeter(s) tested to <u>25000</u> feet. Pilot Altim S/N <u>In A/c</u> CoPilot Altim S/N <u>~</u> Aircraft Make <u>Cessna</u> Model <u>337G</u> Reg. <u>N868MT</u> Date <u>5-11-09</u> WO No <u>30092</u> Sig <u>Don Dard</u> CRS VT3R931L Gibbs Service Center Inc. 8906 Aero Drive San Diego CA 92123			The ATC Transponder tests and inspections required by FAR 91.413(a) have been performed and found to comply with FAR Part 43, Appendix F. Transponder No 1 S/N <u>83705751</u> Transponder No 2 S/N <u>~</u> Aircraft Make <u>Cessna</u> Model <u>337G</u> Reg. <u>N868MT</u> Date <u>5-11-09</u> WO No <u>30092</u> Sig <u>Don Dard</u> CRS VT3R931L Gibbs Service Center Inc. 8906 Aero Drive San Diego CA 92123
Copilot side DG, Sigma Tek model H000HR-2, S/N T49750K overhauled. Hobbs 1189.0			
Aircraft Make <u>Cessna</u> Model <u>337G</u> Reg. <u>N868MT</u> Date <u>5-11-09</u> WO No <u>30076</u> Sig <u>Don Dard</u> CRS VT3R931L Gibbs Service Center Inc. 8906 Aero Drive San Diego CA 92123			
10-20-09 Garmin GNS 530W repaired at the factory and main software updated to Version 3.30. GPS software updated to Version 3.0. GNS 530W S/N 78302680.			
GIBBS SERVICE CENTER MONTGOMERY FIELD, CA 92123 FAA APPROVED REPAIR STATION VT3R931L WO 30306 <u>Don Dard</u> SIGNATURE			
11-11-09 Garmin GNS 430W S/N 97104096 Software Main updated to Version 3.30 and GPS Software updated to Version 3.2.			
GIBBS SERVICE CENTER MONTGOMERY FIELD, CA 92123 FAA APPROVED REPAIR STATION VT3R931L WO 30356 <u>Don Dard</u> SIGNATURE			
Installed Garmin GTS 800 Traffic System IAW AML STC number SA02016SE-D. See 337 this date for details, Hobbs 1307.9			
Aircraft Make <u>Cessna</u> Model <u>337G</u> Reg. <u>N868MT</u> Date <u>6-28-10</u> WO No <u>30598</u> Sig <u>Don Dard</u> CRS VT3R931L Gibbs Service Center Inc. 8906 Aero Drive San Diego CA 92123			

DATE	AIRFRAME TIME IN SERVICE	AVIONICS TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			The Altimeter, Automatic Pressure Altitude Reporting, and Static System tests and inspections required by FAR 91.411(a)(1) have been performed and found to comply with FAR Part 43, Appendix E. Altimeter(s) tested to <u>20 000</u> feet. Pilot Altim S/N <u>In A/C</u> CoPilot Altim S/N <u>~</u> Aircraft Make <u>Cessna</u> Model <u>337</u> Reg. <u>N868MT</u> Date <u>1-12-05</u> WO No <u>28140</u> Sig <u>Don Dande</u> CRS VT3R931L Gibbs Service Center Inc. 8906 Aero Drive San Diego CA 92123
			The ATC Transponder tests and inspections required by FAR 91.413(a) have been performed and found to comply with FAR Part 43, Appendix F. Transponder No 1 S/N <u>83705751</u> Transponder No 2 S/N <u>~</u> Aircraft Make <u>Cessna</u> Model <u>337</u> Reg. <u>N868MT</u> Date <u>1-12-05</u> WO No <u>28140</u> Sig <u>Don Dande</u> CRS VT3R931L Gibbs Service Center Inc. 8906 Aero Drive San Diego CA 92123

A/C Model Cessna 337G
S/N 33701561
REG. NO. N868MT

Gibbs Service Center

Montgomery Field, San Diego, CA 92123
FAA Approved Repair Station # VT3R931L

T.P.T.

SMOH

Date 04/19/05
W.O. # 28232
Tach
Hobbs 654.9
AirFrame

The aircraft and / or component identified above was repaired / replaced and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Details of the repair / replacement are on file at this agency under Work Order number 28232

Date 04/19/05

Signature

Don Dande

Installed WSI AV200-5 Inflight weather receiver, AVX-5 Data Converter and AV-003 WSI/VHF whip antenna.
Weight and Balance updated.

Removed WSI AV-200 and AVX-5
Data Link receiver and installed
Garmin GDL-69 Data Link receiver.
see 337 for details. Hobbs 808.9

Aircraft Make Cessna Model 337G Reg. N868MT
Date 5-4-06 WO No 28759 Sig Don Dande CRS VT3R931L
Gibbs Service Center Inc. 8906 Aero Drive San Diego CA 92123

DATE	AIRFRAME TIME IN SERVICE	AVIONICS TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			The Altimeter, Automatic Pressure Altitude Reporting, and Static System tests and inspections required by FAR 91.411(a)(1) have been performed and found to comply with FAR Part 43, Appendix E. Altimeter(s) tested to <u>20 000</u> feet. Pilot Altim S/N <u>In A/C</u> CoPilot Altim S/N <u>~</u> Aircraft Make <u>Cessna</u> Model <u>337</u> Reg. <u>N868MT</u> Date <u>5-3-06</u> WO No <u>28776</u> Sig <u>Don Dande</u> CRS VT3R931L Gibbs Service Center Inc. 8906 Aero Drive San Diego CA 92123
			The ATC Transponder tests and inspections required by FAR 91.413(a) have been performed and found to comply with FAR Part 43, Appendix F. Transponder No 1 S/N <u>83705751</u> Transponder No 2 S/N <u>~</u> Aircraft Make <u>Cessna</u> Model <u>337G</u> Reg. <u>N868MT</u> Date <u>5-3-06</u> WO No <u>28776</u> Sig <u>Don Dande</u> CRS VT3R931L Gibbs Service Center Inc. 8906 Aero Drive San Diego CA 92123
			<u>Pilot Vacuum Horizon repaired.</u> <u>Sigma Tek 5000M-8 S/N T85594F</u> <u>Hobbs 808.9</u>
			Aircraft Make <u>Cessna</u> Model <u>337G</u> Reg. <u>N868MT</u> Date <u>5-3-06</u> WO No <u>28758</u> Sig <u>Don Dande</u> CRS VT3R931L Gibbs Service Center Inc. 8906 Aero Drive San Diego CA 92123
			The ATC Transponder tests and inspections required by FAR 91.413(a) have been performed and found to comply with FAR Part 43, Appendix F. Transponder No 1 S/N <u>83705751</u> Transponder No 2 S/N <u>~</u> Aircraft Make <u>Cessna</u> Model <u>337G</u> Reg. <u>N858MT</u> Date <u>8-1-07</u> WO No <u>29328</u> Sig <u>Don Dande</u> CRS VT3R931L Gibbs Service Center Inc. 8906 Aero Drive San Diego CA 92123
			The Altimeter, Automatic Pressure Altitude Reporting, and Static System tests and inspections required by FAR 91.411(a)(1) have been performed and found to comply with FAR Part 43, Appendix E. Altimeter(s) tested to <u>25 000</u> feet. Pilot Altim S/N <u>In A/C</u> CoPilot Altim S/N <u>~</u> Aircraft Make <u>Cessna</u> Model <u>337G</u> Reg. <u>N868MT</u> Date <u>8-1-07</u> WO No <u>29328</u> Sig <u>Don Dande</u> CRS VT3R931L Gibbs Service Center Inc. 8906 Aero Drive San Diego CA 92123

A/C Model Cessna 337G
S/N 33701561
REG. NO. N868MT

Gibbs Service Center

Montgomery Field, San Diego, CA 92123
FAA Approved Repair Station # VT3R931L

T.E.T.

SMOH

Date 07/31/07
W.O. # 29284
Tach
Hobbs 966.4
AirFrame

The aircraft and / or component identified above was repaired / replaced and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Details of the repair / replacement are on file at this agency under Work Order number 29284

Date 07/31/07

Signature

Don Dande

Garmin GNS530 and GNS 430 upgrade to GNS530W and GNS 430W per STC SA01933LA. See 337 this date for details.

DATE	AIRFRAME TIME IN SERVICE	AVIONICS TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
HORTON Avionic Services N # <u>N868MT</u> Mfg. <u>CESSNA</u> Model <u>337</u> 2810 Perimeter Rd., Ste. 103 N. Las Vegas, Nevada 89030 APPROVED REPAIR STATION # YHSR-284L FAA APPROVED REPAIR STATION LOG BOOK SUPPLEMENT FORM S/N <u>33701561</u> W.O. # <u>03-19</u> DATE <u>01/31/03</u> HOBBS / TACH: <u>209.2</u> ACFT TOT: <u> </u> ENG. TOT: <u> </u> REMOVED AND REPLACED ALTIMETER P/N OFF 5934P-1 S/N P8261 P/N ON 5934P-3 S/N 429104 LEAK TEST SYSTEM GOOD, 91.411 CHECK C/P APPROVED FOR RETURN TO SERVICE <i>James L. Horton</i>			
HORTON Avionic Services N # <u>N868MT</u> Mfg. <u>CESSNA</u> Model <u>337</u> 2810 Perimeter Rd., Ste. 103 N. Las Vegas, Nevada 89030 APPROVED REPAIR STATION # YHSR-284L FAA APPROVED REPAIR STATION LOG BOOK SUPPLEMENT FORM S/N <u>33701561</u> W.O. # <u>03-19</u> DATE <u>01/31/03</u> HOBBS / TACH: <u>209.2</u> ACFT TOT: <u> </u> ENG. TOT: <u> </u> I certify that the static system(s), altimeter(s), and automatic pressure altitude reporting system(s) was tested and inspected as required by FAR 91:411 and found to comply with FAR 43, Appendix E and F Altimeter(s) tested to <u>20,000 FEET</u> #1 Altimeter <u>5934P-3</u> S/N <u>429104</u> #2 Altimeter <u>ENCODER 550120</u> S/N <u>52500</u> #3 Altimeter <u> </u> S/N <u> </u> I certify that the ATC transponder(s) was tested and inspected as required by FAR 91:413 and found to comply with FAR 43, Appendix F #1 Transponder M/N <u>GTX-327</u> S/N <u>83705751</u> #2 Transponder M/N <u> </u> S/N <u> </u> APPROVED FOR RETURN TO SERVICE <i>James L. Horton</i>			

DATE	AIRFRAME TIME IN SERVICE	AVIONICS TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
3-8-04			Removed RC Allen standby Attitude Indicator and installed Mid Continent 4300-431 standby Attitude Indicator. GIBBS SERVICE CENTER MONTGOMERY FIELD, CA 92123 FAA APPROVED REPAIR STATION VT3R931L WO# 27716 <i>Don Dardle</i> SIGNATURE
Express Air Aviation May 5, 2004 TOTAL Tach Time - 2303.8 AFTT 2303.8 Hobbs - 472.7 Directional Gyro Overhauled by Mid-Continent Instruments Work order number WRK0033158. Attitude horizon overhauled by Castleberry Instruments Work order number 001607. Tach calibrated by Instrument Overhaul of San Diego, work order number 43091. Fuel Flow calibrated by Instrument Overhaul of San Diego, work order number 43092. <i>Bill Andrews</i> 374544115 IA			
6-21-04			F.D. Attitude Horizon replaced with overhauled exchange 900-23V Horizon. See Castleberry Instruments Work Order 001738 GIBBS SERVICE CENTER MONTGOMERY FIELD, CA 92123 FAA APPROVED REPAIR STATION VT3R931L WO# 27860 <i>Don Dardle</i> SIGNATURE
12-6-04			Replaced Mid Continent 4300-431 standby Attitude Indicator with new 4300-431. GIBBS SERVICE CENTER MONTGOMERY FIELD, CA 92123 FAA APPROVED REPAIR STATION VT3R931L WO 28101 <i>Don Dardle</i> SIGNATURE

DATE	AIRFRAME TIME IN SERVICE	AVIONICS TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
PABAS AVIONCS FAA Approved Repair Station No. BV3R411L <i>Carlsbad California 760-443-2424</i>			
Aircraft: Cessna 337G N72324 Total time airframe: 1831.1			Date: 3-30-02 Hour Meter: 0.0
1. Installed new Garmin Model GNS 530 VHF Communications Transceiver / VOR / ILS / GPS Receiver in the center radio console in the space provided by the original manufacturer at Station # 80" IAW with Garmin Installation Manual # 190-00181-02, Rev. B, Dated March 2000. 2. Installed new Garmin Model GNS 430 VHF Communications Transceiver / VOR / ILS / GPS Receiver in the center radio console in the space provided by the original manufacturer at Station # 80" IAW with Garmin Installation Manual #190-00140-02 Rev F dated October 1999. 3. The GNS 530 is interfaced to the Garmin GMA 340 Audio Panel for speaker and phone audio and microphone inputs. The GNS 530 outputs Nav, ILS or GPS to be displayed on the Sandel SN3308 HSI and the digital display repeater indicator, an Icarus Nav Alert 2 model number NA2000-3. The HSI is interfaced to the S-Tec System 55X Auto Pilot. The Auto pilot can utilize steering information from Nav, ILS or GPS as selected on the GNS 530, and displayed on the HSI. The GNS 530 outputs RS-232 data to the GNS 430 for Crossfill information. The GNS 530 receives RS-429 data directly from the BF Goodrich WX500 Stormscope and is displayed on the 530. The GNS 530 receives input from the Trans-Cal model SSD120 -30K Altitude Encoder for altitude information. 4 The GNS 430 is interfaced to Garmin GMA 340 Audio Panel for speaker and phone audio and microphone input. The GNS 430 outputs Nav, ILS or GPS Navigational information to the Garmin GI 106 Course Deviation Indicator. The GNS 430 is not interfaced to the HSI, Stormscope or Auto Pilot. The GNS 430 receives input from the Transcal model SSD120-30K Altitude Encoder for altitude information. 5. Removed original .063" thick Aluminum Instrument Panels and replaced with .090" thick 2024 T3 Aluminum Instrument Panels. Retained standard location for all original instruments and gauges. Installed all required Placards as defined in Aircraft Type Certificate Data Sheet No. A6CE Rev 37 dated October 15, 1994, and Cessna Pilot's Operating Handbook P/N D1534-13 . 6. FAA Approved Supplemental Flight Manuals for the GNS 530 and the GNS 430 have been inserted in the Pilot's Operating Handbook. A Garmin GNS 530 Pilot's Guide and Reference #190-00181-00 Rev A dated May 2000 and a Garmin GNS 430 Pilot's Guide and Reference # 190-00140-00 Rev. D dated July 1999 and Garmin GNS 530 Quick Reference and a Garmin GNS 430 Quick Reference have been installed in the aircraft. 7. The owner of this aircraft has been advised of the continued airworthiness requirements. This installation must be inspected at a minimum of every 12 calendar months in accordance with the applicable appliance manufacturer's instructions, aircraft maintenance manuals, FAA approved inspection programs, and / or FAR part 43 Appendix D. 8. For further details of this installation see FAA 337 Field Approval dated <u>3/28/02</u>			
Danny Erickson  <i>signature</i>			Repairman Certificate Number <u>2592996</u> Date <u>3/30/02</u>

10. Installed Trans-Cal Industries SSD120-30K Altitude Encoder in accordance with manufactures instructions. Installation Manual Revision A dated 10/99. Located encoder on existing Avionics shelf at station 71.0". The Encoder supplies altitude information to the transponder, the Nav Alert 2, the Garmin GNS 530, the Garmin GNS430, and the Auto-Pilot Altitude Pre-Select/Alerter.
11. Installed an Icarus Nav Alert 2 Back up Navigation Display in accordance with the manufacture's instructions. Installed the indicator in the Pilot's instrument panel at Station 77.5". Installed the processor on the existing avionics shelf on the RH side at station 71.0. Interfaced Nav Alert 2 to the Sandel Navigation Display, and the Audio Panel.
12. Installed new BF Goodrich WX500 Stormscope at Station 179.0" in accordance with Manufacture's Installation Manual No. 009-11500-001 (Rev. B) 10 June 1999 Installed BF Goodrich NY-163 Antenna P/N 805-10930-001 on top of aircraft at Station 143.0". Used Antenna Doubler P/N 78-8060-5979-2 and Antenna Gasket P/N 78-8060-5977-6 and antenna cable P/N 803-10950-004 as supplied with BF Goodrich Installation Kit P/N 817-11500-001. The WX500 is interfaced to display on the Garmin GNS 530 only.
13. Installed new Avionics Innovations FAA PMA Approved AICD II AM/FM/CD/Stereo system in accordance with Manufacture's Installation Manual No. 14000-20 Revision NC Dated 6/8/99. Interfaced stereo audio outputs to the Audio Panel. Installed Comant CI 222 AM / FM Antenna at station 234.0" inside LH Vertical stabilizer. Connected antenna to stereo with new RG-400 Co-ax.
14. Installed new No. 1 VHF Com Antenna p/n DM C70-1/A on top of the LH wing at Station 134.0" in the location as provided by the original manufacture. Installed new No. 2 VHF Com Antenna P/N DM C70-1/A on top of RH wing at station 134.0" in the location provide by the original manufacture. Connected antennae to transceivers with new RG-400 Coax
15. Installed new Nav Blade Antennae P/N DM N4-17/N Balanced loop system on lower LH Vertical Stabilizer at Station 241.0". Connected antennae to DM H-69-1 Nav Quadraplexer with RG-400 co-ax. The Quadraplexer is mounted on the inside of the front engine firewall at station 65.5 and it supplies Nav, Localizer, and Glide Slope signal to the Nav 1 and Nav 2 and Glide Slope 1 and Glide Slope 2 receivers through RG-400 Co-ax.
16. Installed Davtron model M 877 Digital Clock in accordance with manufacture's instructions. Mounted clock in Pilot's instrument panel at station 79.0". The clock is wired to the original Cessna keep alive fuse. The clock is not interfaced to any other systems.
17. Installed Simulation Systems and Applications, Inc. KOMeter Carbon Monoxide (CO) monitor p/n KOMeter - 101-A in the Co-Pilot's instrument panel in accordance with Installation Manual p/n KOMeter-101-A-PIM Revision 0 dated May 25, 2000. A copy of the Pilot and Installation Manual is placed in the aircraft records. The Manual includes Continued Airworthiness instructions which require that every 100 hours or every calendar year, which ever comes first, the instrument shall be inspected for the following:
 - a. A check to verify that the sensor access hole is clean. Vacuum as needed.
 - b. A check to verify that the right-most decimal point LED is OFF. If the right-most decimal point LED is ON the unit should be replaced.
 - c. A power On cycle to verify that the unit does self-test and enter "Normal Operation:"
18. Installed Troll Avionics Inc FN-200 Multi Port Avionics Cooling Fan in accordance with Manufacture's instructions. Connected cooling ports to Garmin 530, Garmin 430 Garmin GT327 transponder and S-tec 55X Auto Pilot with 5/8" flexible air duct p/n 5700-1. Connected power through a 1 amp circuit breaker located in the circuit breaker panel. Continued Airworthiness instructions: Every 100 hours of operation or every calendar year which ever comes first the fan shall be inspected for normal operation. Verify the security and condition of all hoses.
19. Installed RC Allen Electric Artificial Horizon p/n RCA26BK-6 in the pilot's instrument panel. This instrument is installed as a non primary unit and is not interfaced to any other systems, it is stand alone and is connected to aircraft power through a 2 amp circuit breaker in the general buss.
20. Installed a Vacuum Directional Gyro p/n 4000/B in the Co-pilot's instrument panel as a stand alone back up DG. This instrument is not interfaced to any other systems and is connected to the existing vacuum manifold through new Strato-Flex 193 hose. Adjusted suction in accordance with Cessna Service Manual.
21. Installed Aero Enhancements Panel Lighting system Model UV-250-1 in accordance with manufactures Installation Instructions p/n AEO403-1. Light bars are mounted on the lower side of the instrument panel Glare shield at station 82.0" and the power supply is mounted on the existing avionics shelf at station 68.5". The switch and rheostat are located at the top of the center radio panel and are placarded "on-off-emerg" and "dim". Inserted Operating Instruction No. AEO830-1 dated 08/30/98 into the Airplane Flight Manual. Continued Airworthiness requirements are to function check the system every 12 calendar months and to replace the emergency battery every 12 calendar months or after 4 hours of operation which ever comes first.

22. Installed all new Klaxon 7277-2-series Circuit Breakers of the appropriate value on all avionics and general and lighting buss.
23. All hook up wire is Tefzel and conforms to Mil 22759/16 and all shielded wire is Tefzel and conforms to Mil 27500/18.
24. All materials used and all of the above work was accomplished in accordance with AC 43.13 1B Chapter 11 Sections 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 15, 17, and Chapter 12 Sections 1, 2, 3, and AC 43.13-2A Chapter 1, paragraphs 1 through 12, Chapter 2, Paragraphs 21 through 27, Chapter 3 paragraphs 36, 37, 38, 42, Chapter 11 Paragraphs 211, 212, 213, 214.
25. An Electrical Load Check was performed. The maximum continuous electrical load does not exceed 80% of the capacity of the charging system.
26. The Aircraft Weight and Balance and Installed Equipment Data record has been revised to reflect these changes.
27. An FAA Form 337 was completed and submitted to the FAA San Diego Flight Standard District Office on 3-28-02. A copy of this 337 is inserted into the aircraft permanent records.
28. Instructions for continued airworthiness:

The owner/operator operating under Part 91 is responsible for ensuring that these Instructions for Continued Airworthiness (ICA) is made part of the applicable section 91-409 inspection program for the aircraft. The installation must be inspected during each required inspection of the aircraft not to exceed 12 calendar months. Unless otherwise specified above the installation shall be inspected for the following:

- a. Security and condition of all wiring and mounting of equipment.
- b. The transponder shall be checked every 24 calendar months as required by FAR 91.413 in accordance with FAR 43 appendix F.

Any changes to the ICA's will require a revised FAA form 337 submitted to the local FAA Flight Standards District Office for acceptance in block 3.

Mechanic *Hugh J. Gallagher* License 174387458 IA Date 4/1/02

THE ALTIMETER, STATIC SYSTEM AND AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM TESTS REQUIRED BY FAR 91.411 HAVE BEEN PERFORMED & FOUND TO COMPLY WITH FAR PART 43 APPENDIX E. ALTIMETER TESTED TO 20,000 FT. SERIAL # P8261 DATE 4/1/02 W.O. #
SIGNATURE *D. Eubank*
PABAS AIRCRAFT RADIO FAA BV3R411L
PALOMAR AIRPORT, CARLSBAD, CA.

THE ATC TRANSPONDER TESTS AND INSPECTIONS REQUIRED BY FAR 91.413 WERE PERFORMED THIS DATE AND FOUND TO COMPLY WITH FAR PART 43, APP F
MODEL # SERIAL #
1. GTX 327 1 83705751
2. _____
SIGNED *D. Eubank*
W.O. # DATE 4/1/02
PABAS AIRCRAFT RADIO FAA#BV3R411L
PALOMAR AIRPORT, CARLSBAD, CA.

ROCKET AIRCRAFT

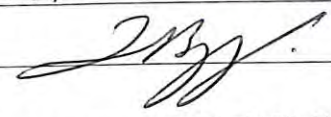
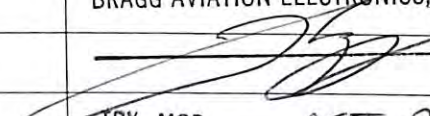
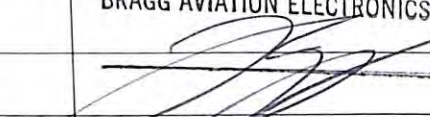
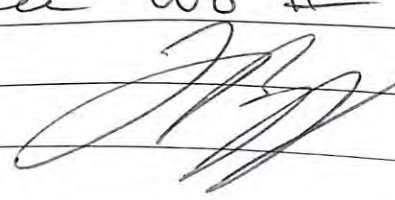
Carlsbad California 760-603-1784

Aircraft - Cessna 337G N72324
Total time airframe: 1831.1

Date - 3-30-02
Hobbs Time 0.0

1. Installed new zero time Hour Meter at 1831.1 hours total time airframe.
2. Removed the following avionics: Cessna Audio Panel, dual MX 385 Nav Coms, Bendix HSI, ARC IN-385 indicator, Narco OC-110 VOR OMNI Converter, ARC R402A ADF, King KT76A Transponder, Insight Strike Finder, Symphony Intercom. Removed all associated wiring, antennae, coax and Circuit Breakers.
3. Installed new JP Instruments EDM 760 Engine Data Monitor with Fuel Flow Computer option in accordance with STC No. SA00729SE and report No 760 Rev. NC dated 7/20/99. Installed Fuel Flow Option in accordance with Appendix A, report 760. The Fuel Flow computer is interfaced to the GPS 1 and GPS 2. Inserted Supplemental Airplane Flight Manual Document No. 760-1 dated August 31, 1999 into the Airplane Flight Manual. This instrument is not installed as a primary fuel flow indicator. The original fuel flow indicator is retained.
4. Installed 2 new JP Instruments Digital Quartz Tachometer p/n 40000-2-6 in accordance with STC # SA00061LA and Drawing List Report No 400 Revision NC dated March 20, 1995, and report No. 410 dated March 20, 1995. Installed Pilot's Guide EDM 760 Twin Rev E 02 / 99 into the Airplane Flight Manual. These instruments are not installed as a primary indicators and are not interfaced to any other systems.. The original Tachometer is retained.
5. Installed new Sandel SN3308 Navigation Display and Clamp Tray Fixture 3ATI P/N 61013 in accordance with manufacture's Installation Manual 90106-IM-G Revision G dated 10/27/00. Located instrument in the Pilot's Instrument Panel. The instrument displays information from the Garmin 530 NAV/GPS, and from the Remote Directional Gyro and it is interfaced to the S-Tec System 55X Auto Pilot/Flight Director. Installed Pilot's Guide No. 82001-PG-ERR-2.05.doc dated 2/28/00 in the Airplane. Instruction for continued Airworthiness include the requirements to replace the projection lamp within the first 200 hours and every 200 hours thereafter or every calendar year which ever comes first.
6. Installed Mid Continent Instruments 4305-150 Remote Directional Gyro in accordance with Manufacture's instruction No. 9013376 Rev NR dated May 2, 2001. Mounted Gyro on the existing avionics shelf on the LH side at station 73.0. Installed the FD01-0301-1 Humphrey Flux Detector in the existing original Cessna flux valve bracket in the LH wing in accordance with Installation Manual No. 9013385 Rev N/R dated Apr. 30, 2001. The Directional Gyro supplies compass heading information to the Sandel Navigational Display and to the BF Goodrich Stormscope. The system accuracy has been verified by a compass swing using a Burbank Instrument Company test compass type 270. No periodic scheduled maintenance or calibration is necessary for continued airworthiness of the Remote Directional Gyro 4305-150. If the unit fails to perform to specifications, it must be removed and serviced by a qualified service facility.
7. Installed Precision Aviation Inc. PAI-700 Vertical Card Compass in accordance with the manufacture's instructions. Verified accuracy using Burbank Instrument Company Test Compass type 270 in accordance with manufactures instructions. Made a compass correction card and installed in the aircraft near the compass. Instructions for continued airworthiness: Every 100 hours of operation or each calendar year which ever comes first, verify that the Vertical Compass will match headings with the Compass in the Sandel Navigational Display. If the Vertical Compass needs correction use non magnetic screwdriver to adjust compensation pots. Make a new Compass Correction Card and install in the airplane.
8. Installed new Garmin GMA 340 Audio Panel/Marker Beacon Receiver/Indicator in accordance with Garmin Installation Manual No. 190-0149-01 Rev E dated May 1999. Installed new Comant C-102 Marker Beacon Antennae in the Lower LH Vertical Stabilizer in the space provided by Cessna. The audio panel is interfaced to both NAV/COM/GPS's, the auto Pilot, the Altitude Alerter, the Icarus Nav Alert 2, and the stereo. The Audio panel outputs speaker and phone audio and is connected to the microphone and headphone jacks.
9. Installed new Garmin GTX 327 Transponder in accordance with Garmin Installation Manual No. 190-00187-02 Revision D. The GTX327 receives altitude information from the Transcal Digital Encoder. Installed Comant Antenna CI 105-6 on the bottom of the airplane at station 92.0". Connect Antenna to Transponder with new RG400 Co-ax. Inserted GTX 327 Pilot's Guide into the Airplane Flight Manual.

DATE	AIRFRAME TIME IN SERVICE	AVIONICS TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
5-27-98			Replace Defective Transponder with new KING KT-26A S/N 117984. No change WT & Bal. Perform Transponder Biannual check as required by 91.413. Perform intermittent check to 20000 FT as required perform static leak check to restate IFR certification. Also repair RT-335A S/N 4348 for details see WO 9005. 
REPAIR STATION #UVIR546K BRAGG AVIATION ELECTRONICS, INC. CRAIG AIRPORT JACKSONVILLE, FLORIDA 32225			
3-26-99	426.6 Hobbs		AD 98-14-03 KT 76A WAS FOUND N/A AS Transponder S/N IS 117984. John Bottel N/W 49403M
10-26-99			INSTALL IN A/C TWO VUX 385 COM/NAVS. S/N 1375, S/N 1376. NO CHANGE WT & BAL. REF INV 10140 
REPAIR STATION #UVIR546K BRAGG AVIATION ELECTRONICS, INC. CRAIG AIRPORT JACKSONVILLE, FLORIDA 32225			

DATE	AIRFRAME TIME IN SERVICE	AVIONICS TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
5-5-00			REIDENTIFY ALT. to 20000 FT P/N 8040B P/N 2106.  I CERTIFY THAT THE STATIC PRESSURE SYSTEM, EACH ALTI- METER INSTRUMENT, AND EACH AUTOMATIC PRESSURE ALTI- TITUDE REPORTING SYSTEM TEST AND INSPECTION REQUIRED BY FAR 91.411, IN ACCORDANCE WITH FAR 43, APPENDIX "E", HAVE BEEN PERFORMED. THE STATIC PRESSURE SYSTEM WAS TESTED <u>5-5-00</u> . THE ALTIMETER INSTRUMENT(S) WAS TESTED TO <u>20000</u> FEET <u>5-5-00</u> . THE AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM WAS TESTED TO <u>20000</u> FEET DATE <u>5-5-00</u> . BRAGG AVIATION ELECTRONICS, Jax., FI 32225 FAA UVIR546K  DATE <u>5-5-00</u> TPX. MOD. <u>KT-76A</u> S/N <u>117984</u> PERFORMED BI-ANNUAL TRANSPONDER CHECK AS REQUIRED BY FAR 91.413. UNIT COMPLIES WITH FAR 43, APPENDIX "E". BRAGG AVIATION ELECTRONICS, Jax., FI 32225 FAA UVIR546K  DATE <u>5-5-00</u>
12-22-00			Repair Bendix HSI system P/N IN-831A S/N 3122 P/N SG-832B S/N 2762 P/N PS-815B S/N 3257 for detail see WO # 11124, 11073 
BRAGG AVIATION ELECTRONICS, INC. Craig Airport Jacksonville, Florida 32225 FAA Approved Repair Station UVIR546K			

DATE	AIRFRAME TIME IN SERVICE	AVIONICS TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
2/10/97	1458.8		N72324 Repaired #1 Comm, ARC R/T 385A by replacing defective volume control with new part and function tested unit ok on bench. Put unit back in aircraft and function tested ok. In checking transponder, found antenna broken and removed. Install cover plate in place of removed antenna. Reconnect transponder to spare antenna. During final testing of unit, found that the unit would report the wrong codes and intermittently loose power. Put unit on bench and found the code problem was due to dirty switch contacts. Cleaned and polished switches as needed to correct problem. Further testing of unit found high voltage wires on the secondary side of power supply had intermittent connections. Replaced defective transformer with new part and function tested unit ok. Found ADF sense antenna not serviceable. Installed new all weather antenna kit. Reset all connectors at rear of units Unit checks OK. Installed owner supplied Symphony intercom system, 4 seats. and control panel. The Aircraft, Airframe, Aircraft Engine or Appliance identified herein was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. KCOR492F <i>Long Seabert</i> Date: 3/31/97 Aircraft: N72324 Type: C-337G S/N: 337-01561 Installed Strikefinder and interconnected with HSI for directional rotation. Installed Bendix HSI system to replace slaved gyro. Installed switching and interconnect to #1 system for GPS to couple to A/P. Trouble shot glideslope and found glideslope receiver to be weak. Replaced with new unit. Installed recording activate switch on intercom Installed new volume control kit on ARC RT-385A s/n 4348 The Aircraft, Airframe, Aircraft Engine or Appliance identified herein was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. KCOR492F <i>Long Seabert</i>

DATE	AIRFRAME TIME IN SERVICE	AVIONICS TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK																																																
			N72324 The ATC transponder tests and inspections required by FAR 91.413 were performed this date and found to comply with FAR 43, Appendix F. Transponder #1 <u>RT359A</u> SN <u>115</u> Transponder #2 <u>N/A</u> S/N <u>N/A</u> Details of this inspection are on file at this repair station under WO # <u>8114-2</u> Date <u>5/2/98</u> Signature <u><i>David Curley</i></u> FAA Repair Sta. OY4R431M Florida Aircraft Instruments Leesburg, Florida 34788 N72324 I certify that each automatic pressure altitude reporting system tests and inspections required by FAR 91.411 have been performed. ENCLOSURE LH Altimeter S/N <u>2185</u> Tested To <u>20,000</u> ft. RH Altimeter S/N <u>N/A</u> Tested To <u>N/A</u> ft. Details of this test and inspection are on file at this repair station under WO# <u>8114-2</u> Date <u>5/2/98</u> Signature <u><i>David Curley</i></u> FAA Repair Sta. OY4R431M Florida Aircraft Instruments Leesburg, Florida 34788 N72324																																																
05/05/98			N72324 REMOVED AND CALIBRATED AUTOPILOT COMPUTER, CONTROLLER, MODE AND ARTIFICIAL HORIZON. LIGHT TESTED. <i>James R. Wilkerson</i> OY4R431M																																																
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