



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 BEECH	Model 58
	Serial No. TH-807	Nationality and Registration Mark USA N807TH
2. Owner	Name (As shown on registration certificate) SMITH, THOMAS G	Address (As shown on registration certificate) 3918 Jackson St. EXT Alexandria, La 71303-3007

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
David Glueck 603 McKeever Arcola, Tx 77583	☒ U.S. Certificated Mechanic	A&P 1796394
	☐ Foreign Certificated Mechanic	
	☐ 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 8/14/98	Signature of Authorized Individual 	728 1796394
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7. Approval for Return To Service

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

☒ APPROVED ☐ REJECTED

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 8/14/98		Certificate or Designation No. 1796394A	Signature of Authorized Individual 	

NOTICE

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

8. Description of Work Accomplished

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

Installed Dynamic Air Engineering STC SA3657WE air conditioner. All work done as per STC instructions and good maint. practices set forth in AC 43.13-1,-2. Weight and balance revised, panel placarded.

*****End*****

☐ Additional Sheets Are Attached

United States of America
Department of Transportation — Federal Aviation Administration
Supplemental Type Certificate

K01072-1

Number SA3657WE

This certificate, issued to Dynamic Air Engineering, Inc.

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified herein meets the airworthiness requirements of Part 3* of the Civil Air

Regulations. * Certification basis is set forth in Type Certificate Data Sheet 3A16, Revision 55.

Original Product — Type Certificate Number:

Make Beech

Model: 95-B55, 95-B55A, 95-C55, 95-C55A, 055, 055A, 58, 58A

Description of Type Design Change:

Installation of a vapor cycle air conditioning system in accordance with FAA sealed Dynamic Air Engineering Drawing List No. D1202, No Revision, dated April 20, 1978, or later FAA sealed revision; or in accordance with FAA approved Dynamic Air Engineering Drawing List Document No. 414, Revision "C" dated September 26, 1990, or later FAA approved revision.

Limitations and Conditions:

The approval of this change in type design applies basically to Beech 55 and 58 aircraft only. This approval should not be extended to other aircraft of this model on which other previously approved modifications are incorporated unless it is determined by the installer that the interrelationship between this change and any of these other previously approved modifications will introduce no adverse effect upon the airworthiness of that aircraft.

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

Date of application: April 20, 1978

Date received:

Date of issuance: June 28, 1978

Date amended:

October 28, 1980, March 1, 1991



By direction of the Administrator:

Robert L. Thompson
(Signature)

Manager, Los Angeles Aircraft
Certification Office

(Title)

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

This certificate may be transferred in accordance with FAR 21.47.



U.S. Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title CFR 43.9, Part 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. 44701). Failure to report can result in a civil penalty for each such violation (49 U.S.C. 46301(a)).

1. Aircraft	Nationality and Registration Mark N807TH	Serial No. TH-807	
	Make Beech	Model 58	Series 58
2. Owner	Name (As shown on registration certificate) San Mateo Real Estate Inc	Address (As shown on registration certificate) Address P.O. Box 4801 City Sun river State Oregon Zip 97707-1801 Country USA	

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☒	AIRFRAME		(As described in item 1 above)	
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name	Eldon Nimmo Prineville Aviation LLC	☒ U.S. Certificated Mechanic	Manufacturer
Address	4585 SW Airport Rd.	Foreign Certificated Mechanic	C. Certificate No.
City	Prineville State Oregon	Certificated Repair Station	2219121 A&P
Zip	97754 Country USA	Certificated Maintenance Organization	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B ☐ Signature/Date of Authorized Individual Eldon Nimmo Eldon Nimmo 10/16/2007

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Person Approved by Canadian Department of Transport
	FAA Designee	Repair Station	☒ Inspection Authorization	Other (Specify)

Certificate or Designation No. 2219121 IA Signature/Date of Authorized Individual Eldon Nimmo Eldon Nimmo 10/16/2007

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.)

N807TH

Nationality and Registration Mark

10/16/2007

Date

Removed the original airfilters from both engines and installed Brackett Airfilter assembly P/N BA7710 in accordance with STC SA71GL and instruction sheet P/N BA-7704 dated Revision 06-24-04.

An entry was made in the aircraft records and there was no weight change for this installation.

***** NOTHING FOLLOWS *****

☐ Additional Sheets Are Attached



U.S. Department
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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 BEECHCRAFT	Model B-58
	Serial No. TH-807	Nationality and Registration Mark N-807TH
2. Owner	Name (As shown on registration certificate) SAN MATEO REAL ESTATE, INC.	Address (As shown on registration certificate) P.O. BOX 4801 SUNRIVER, OR 97707

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
STEPHEN GANN #3 MACON PL VALDOSTA, GA. 31602	☒ U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic ☐ Certificated Repair Station ☐ Manufacturer	253535147

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 JANUARY 05, 2000

Signature of Authorized Individual
STEPHEN S. GANN

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 JANUARY 05, 2000		Certificate or Designation No. 153568168		Signature of Authorized Individual MIROSLAW W. JEDRZEJCZAK			

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.)

BEECHCRAFT

B-58

S/N TH-807

N-807TH

HOBBS-0057.1 hr.

T.T.-2106.6 hr.

Installed Vortex generator on the wings and vertical tail in accordance with Drawing List Document MA1031, and Installation Manual Document MA1038, dated July 15, 1991, and April 30, 1991, respectively, or later FAA approved revision, per STC# SA5175NM. Option#1. No change in airspeed.

Negligible weight change.

No Weight and Balance change.

Instructions for continued airworthiness, if applicable, will be found in the installed equipment manufacturer's manual and incorporated into the aircraft inspection program, otherwise, the scope and detail of FAR 43, Appendix D, will apply.

END



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
ATL-FSDO-11

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

1. Aircraft	Make	BEECH	Model	58
	Serial No.	TH-807	Nationality and Registration Mark	N807TH
2. Owner	Name (As shown on registration certificate)	WEST GEORGIA AIR SERVICE	Address (As shown on registration certificate)	
			635 REGIONAL AIRPORT RD. Carrollton, GA 30117	

3. For FAA Use Only

The data 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 SEP 01 1999

Signature Anthony B. Bruce

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
GARDNER AVIATION SPECIALIST, INC. 215 BARRY WHATLEY WAY GRIFFIN, GA 30224	U.S. Certificated Mechanic	G3SR222J
	Foreign Certificated Mechanic	
	XXX Certificated Repair Station	LIMITED AIRFRAME
	Manufacturer	RADIO CLASS I, II, III

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

Date	Signature of Authorized Individual
9/1/99	John R. Benman

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	XXX Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection		Certificate or Designation No.	Signature of Authorized Individual	
9/1/99		G3SR222J	John R. Benman	

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.)

N807TH MAKE: BEECH MODEL: 58 SERIAL #TH-807
INSTRUCTIONS FOR CONTINUED AIRWORTHINESS AS REQUIRED BY BULLETIN
HBAW98-18 DATED 10-07-98 ARE LISTED BELOW.
1. THE FOLLOWING WORK WAS ACCOMPLISHED ON WORK ORDER #12383.
THIS IS A FOLLOW ON INSTALLATION OF BENDIX/KING KLN89 GPS CERTIFIED ON
STC SA00244WI-D DATED 06/23/95 FOR VFR OPERATION.

2. EQUIPMENT REMOVED:

MFG	MODEL	DESCRIPTION	LOC
NORTHSTAR	M1	LORAN RECEIVER	FS51
COMANT	CI121SP	LORAN ANTENNA	FS192
BEECHCRAFT	35-5006	COM ANTENNA	FS80

EQUIPMENT INSTALLED:

MFG	MODEL	DESCRIPTION	INSTALL MANUAL	REV	S/W	LOC
BENDIX/KING	KLN89B	GPS RECEIVER	006-10522-0001	1	02	FS51
BENDIX/KING	KA92	GPS ANTENNA	006-10522-0001	1		FS80
COMANT	CI121	COM ANTENNA	AC43.13B			FS192
MSI	97-10364A	GPS CONTROL	MSI-97-10364A	1		FS51

3. CONTROL AND OPERATION PROCEDURES FOR THIS SYSTEM CAN BE FOUND IN THE
KLN89B GPS USER'S GUIDE 006-08786-0000 REV 4.

4. SERVICING OF THE KLN89 GPS IS NOT APPLICABLE.

5. THERE ARE NO PERIODIC MAINTENANCE INSTRUCTIONS.

6. TROUBLESHOOTING INFORMATION CAN BE FOUND IN THE KLN89 GPS

INSTALLATION MANUAL 006-10522-0001 REV 1.

7. FOR REMOVAL AND REPLACEMENT INFORMATION SEE THE MANUFACTURES
INSTALLATION MANUAL PART# 006-10522-0001 REV 1 OR LATER REVISION.

8. DIAGRAMS FOR ACCESS PLATES ARE NOT REQUIRED/NONE APPLICABLE.

9. THERE ARE NO SPECIAL INSPECTIONS FOR THIS SYSTEM.

10. APPLICATION OF PROTECTIVE TREATMENTS IS NOT APPLICABLE.

11. DATA FOR STRUCTURAL FASTNERS CAN BE FOUND IN THE KLN89 GPS

INSTALLATION MANUAL 006-10522-0001 REV 1.

12. THERE ARE NO SPECIAL TOOLS REQUIRED.

13. ELECTRICAL LOADS ARE LESS THAN 80 PERCENT OF MAXIMUM CAPACITY.

14. THERE ARE NO RECOMMENDED OVERHAUL PERIODS FOR THIS SYSTEM.

15. THERE ARE NO ADDITIONAL AIRWORTHINESS DIRECTIVES.

16. CHANGES MADE TO THE INSTRUCTIONS FOR CONTINUED AIRWORTHINESS ARE TO
BE SUBMITTED VIA LETTER FORM AND REVISED FAA FORM 337 TO LOCAL FSDO
FOR APPROVAL.

REMOVED NORTHSTAR M1 LORAN RECEIVER AND LORAN ANTENNA. REMOVED THE
BEECH COM ANTENNA FROM THE TOP OF THE CABIN. INSTALLED THE KLN89B GPS
RECEIVER INTO THE RADIO STACK JUST BELOW THE RADAR INDICATOR.
INSTALLED THW GPS SENSOR ON TOP OF CABIN WHERE THE ORIGINAL BEECH COM
ANTENNA WAS LOCATED. INSTALLED A NEW CI121 COM ANTENNA IN THE OLD
LORAN ANTENNA LOCATION. THE GPS IS INTERFACED TO THE EXISTING HSI AND
THE NAV PORTION OF THE AUTOPILOT THRU THE GPS CONTROL UNIT. ALTITUDE
INFORMATION IS SUPPLIED BY THE EXISTING ENCODER. THIS SYSTEM MEETS THE
MINIMUM REQUIREMENTS FOR VFR GPS NAVIGATION PER THE MANUFACTURER'S
INSTALLATION MANUAL. THE KLN89 FLIGHT MANUAL SUPPLEMENT DATED
SEP 01 1999 HAS BEEN ADDED TO THE AIRCRAFT FLIGHT MANUAL.

THIS INSTALLATION HAS BEEN EVALUATED IN ACCORDANCE WITH THE CRITERIA
CONTAINED IN AC 20-138.7c.(2)(i)(ii)AND(iii) AS A FOLLOW ON VFR
INSTALLATION. VHF COM FREQUENCY TEST WAS PERFORMED AND SYSTEM DID NOT
REQUIRE A NOTCH FILTER. SYSTEM ACCURACY IS WITHIN SPECIFIED LIMITS.
GPS SYSTEM IS COMPATIBLE WITH OTHER AIRCRAFT SYSTEMS.
THIS INSTALLATION IS APPROVED FOR VFR OPERATION ONLY. INSTALLED
PLACARD ON INSTRUMENT PANEL PER AC 20-138.7c(1)(ii)(D) STATING "GPS
LIMITED TO VFR USE ONLY".
WEIGHT AND BALANCE AND LOG BOOK ENTRIES MADE PER FAR 43.9 AND 91.407

END

☐ Additional Sheets Are Attached



US Department
of Transportation
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Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
ATL-FSDO-11

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

1. Aircraft	Make BEECH	Model 58
	Serial No. TH-807	Nationality and Registration Mark N807TH
2. Owner	Name (As shown on registration certificate) WEST GEORGIA AIR SERVICE	Address (As shown on registration certificate) 635 REGIONAL AIRPORT RD. Carrollton, GA 30117

3. For FAA Use Only

The data 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 **SEP 01 1999** Signature **Anthony B. Brone**

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

6. Conformity Statement

A. Agency's Name and Address GARDNER AVIATION SPECIALIST, INC. 215 BARRY WHATLEY WAY GRIFFIN, GA 30224	B. Kind of Agency ☐ U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic ☒ Certified Repair Station ☐ Manufacturer	C. Certificate No. G3SR222J LIMITED AIRFRAME RADIO CLASS I, II, III
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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 9/2/99	Signature of Authorized Individual John R. Berman
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7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	☒ Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 9/2/99		Certificate or Designation No. G3SR222J	Signature of Authorized Individual John R. Berman	

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.)

NOTE: THIS IS AN UPDATE TO 337 DATED 9/1/99.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS AS REQUIRED BY BULLETIN HBAW98-18 DATED 10-07-98 CAN BE FOUND ON THE ORIGINAL 337 REFERENCED ABOVE.

NB07TH MAKE: BEECH MODEL: 58 SERIAL #TH-807

THE FOLLOWING WORK WAS ACCOMPLISHED ON WORK ORDER #12303.

EQUIPMENT INSTALLED

MFG	MODEL	DESCRIPTION	INST MAN	REV	S/W	LOC
BENDIX/KING	KLN89B	GPS RECEIVER	066-10522-001	1	02	F551
BENDIX/KING	KA92	GPS ANTENNA	006-10522-001	1		F580
COMANT	CI121	COM ANTENNA	AC43.13B			F5192
MSI	97-10364A	GPS CONTROL	MSI-97-10364A	1		F551

THIS ALTERATION IS A FOLLOW ON INSTALLATION OF BENDIX/KING KLN89B TSO C129 CLASS A1 IFR GPS CERTIFIED ON STC SA00244WI-D DATED 6/23/95 FOR IFR ENROUTE AND NON-PRECISION APPROACH.

REMOVED NORTHSTAR M1 LORAN RECEIVER AND LORAN ANTENNA. REMOVED THE BEECH COM ANTENNA FROM THE TOP OF THE FORWARD CABIN. INSTALLED THE KLN89B GPS RECEIVER INTO THE RADIO STACK JUST BELOW THE RADAR INDICATOR. INSTALLED THE GPS SENSOR ON TOP OF THE CABIN WHERE THE ORIGINAL BEECH COM ANTENNA WAS LOCATED. INSTALLED A NEW CI121 ANTENNA IN THE OLD LORAN ANTENNA LOCATION. THE GPS IS INTERFACED TO THE EXISTING HSI AND THE NAV PORTION OF THE AUTOPILOT THRU THE GPS CONTROL UNIT. ALTITUDE INFORMATION IS PROVIDED BY THE EXISTING ENCODER. THIS SYSTEM MEETS THE MINIMUM REQUIREMENTS FOR IFR OPERATION PER THE MANUFACTURERS INSTALLATION MANUAL. THE KLN89B FLIGHT MANUAL SUPPLEMENT DATED SEP 01 1999 HAS BEEN ADDED TO THE AIRCRAFT FLIGHT MANUAL. THE PLACARD STATING "GPS LIMITED TO VFR USE ONLY" HAS BEEN REMOVED.

THIS INSTALLATION HAS BEEN EVALUATED IN ACCORDANCE WITH THE CRITERIA CONTAINED IN AC 20-138.8c.(2)(i),(ii),(iii), AND (iv) AS A FOLLOW ON IFR INSTALLATION. VHF COM FREQUENCY TEST WAS PERFORMED AND SYSTEM DID NOT REQUIRE A NOTCH FILTER. SYSTEM ACCURACY IS WITHIN SPECIFIED LIMITS. GPS SYSTEM IS COMPATIBLE WITH OTHER AIRCRAFT SYSTEMS.

THIS SYSTEM WAS FLIGHT TESTED FOR IFR CERTIFICATION PER AC 20-138.8c.(2).(iv) BY MAKING THREE VOR/DME 14 INSTRUMENT APPROACHES AT GRIFFIN/SPALDING AIRPORT (6A2). ALL APPROACHES FUNCTIONED PROPERLY. KNOWN THRESHOLD COORDINATES FOR RUNWAY 14 AT GRIFFIN(6A2)

	ARE:	33	13.80	84	16.72
1ST APPROACH GPS INDICATED AT RNWY THRESHOLD		33	13.79	84	16.71
2ND APPROACH GPS INDICATED AT RNWY THRESHOLD		33	13.80	84	16.72
3RD APPROACH GPS INDICATED AT RNWY THRESHOLD		33	13.80	84	16.71

MAXIMUM RECORDED ERROR OF .03 IS WITHIN THE .25 FTE REQUIREMENT FOR IFR APPROACH.

I CERTIFY THAT THE ABOVE RECORDED FLIGHT DATA INFORMATION IS CORRECT AND THAT THE GPS EQUIPMENT, AS INSTALLED, MEETS THE IFR REQUIREMENTS OF AC 20-138. NAME John E. Benman DATE 9/2/99

WEIGHT AND BALANCE AND LOG BOOK ENTRIES MADE PER FAR 43.9 AND 91.407
END

☐ Additional Sheets Are Attached



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Office Identification

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1. Aircraft	Make Beech	Model 58
	Serial No. TH-807	Nationality and Registration Mark N807TH
2. Owner	Name (As shown on registration certificate) SAN MATEO REALESTATE, INC.	Address (As shown on registration certificate) 20 BLUEGOOSE LANE SUNRIVER OR. 97707

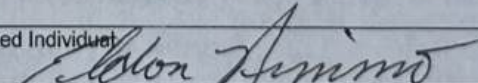
3. For FAA Use Only

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

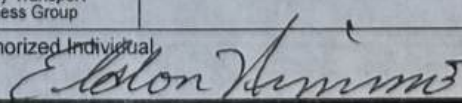
6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
ELDON NIMMO PRINEVILLE AVIATION LLC 4585 S.W. AIRPORT RD. PRINEVILLE OR. 97754	☒ U.S. Certificated Mechanic	540561618A&P
	☐ Foreign Certificated Mechanic	
	☐ 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 03/26/00	Signature of Authorized Individual ELDON NIMMO 
------------------	--

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 03/26/00		Certificate or Designation No. 540561618 IA	Signature of Authorized Individual ELDON NIMMO 		

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.)

03/26/00 BEECH MODEL 58 S/N TH-807 N807TH

INSTALLED A JPI MODEL EDM-760 TWIN TEMPERATURE INDICATING SYSTEM SER. No. 2534.

THE INSTALLATION OF THIS INSTRUMENT WAS DONE AS PER STC SA00729SE AND INSTALLATION INSTRUCTIONS REPORT No. 760 DATED 7/20/99 REV. NC.

THE INDICATOR WAS MOUNTED IN THE LOWER LEFT SIDE OF THE INSTRUMENT PANEL IN A HOLE PROVIDED BY THE AIRCRAFT MANUFACTURER. AN 18GA. WIRE WAS USED TO SUPPLY THE A+ FROM THE AVIONICS BUSS THROUGH A 2 AMP CIRCUIT BRAKER TO THE INDICATOR AND THE AIRFRAME WAS USED AS A GROUND. THE CHT & EGT HARNESS LEADS WERE ROUTED FROM THE ENGINE COMPARTMENTS THROUGH THE LEADING EDGE IN HOLES PROVIDED FOR THIS PURPOSE. THE CHT & EGT PROBES WERE INSTALLED PER THE INSTRUCTION MANUAL.

AN ELECTRICAL LOAD CHECK CONFIRMED THAT THIS INDICATOR DOES NOT EXCEED THE ELECTRICAL OUTPUT OF THE CHARGING SYSTEM OF THIS AIRCRAFT.

AN ENTRY WAS MADE IN THE AIRCRAFT RECORDS AND THE WEIGHT AND BALANCE AND EQUIPMENT LIST WAS UPDATED TO SHOW THIS INSTALLATION.

***** End Report *****

☐ 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

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 BEECH	Model 58
	Serial No. TH-807	Nationality and Registration Mark N807TH
2. Owner	Name (As shown on registration certificate) SAN MATEO REAL ESTATE INC	Address (As shown on registration certificate) PO BOX 4801 SUNRIVER OR 97707-1801

3. For FAA Use Only

The data identified herein complies with the applicable Airworthiness Requirements and is approved only for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43.7.

05/01/2001
Date

Hardie H. DeGuzman
Hardie H. DeGuzman - FAA Inspector

4. Unit Identification

5. Type

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

6. Conformity Statement

A. Agency's Name and Address L.A.C. AVIONICS INC. 1250 AVIATION AVENUE SAN JOSE, CA. 95110	B. Kind of Agency	C. Certificate No. FM4R185M, R 1,2,3 I 3,4, IL, AL
	U.S. Certificated Mechanic	
	Foreign Certificated Mechanic	
	☒ 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 APRIL 26, 2001	Signature of Authorized Individual <u>Loyd B Nesbitt Jr</u> LOYD B NESBITT JR, ASSISTANT INSPECTOR
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7. Approval for Return To Service

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

BY	FAA Flt. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	☒ Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 05/01/01		Certificate or Designation No. FM4R185M	Signature of Authorized Individual <u>Loyd B Nesbitt Jr</u> LOYD B NESBITT JR, ASSISTANT INSPECTOR	

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.)

BEECH 58

N807TW
APRIL 26, 2001

S/N TH-807

REMOVED PREVIOUSLY INSTALLED BENDIX/KING KLN-89B GPS RECEIVER AND INSTALLED BENDIX/KING KLN-94 GPS RECEIVER IN ACCORDANCE WITH: FAA; AC 20-138 PARAGRAPH 8a(2) AND 8b, AC 43.13-1B, CHAPTER 7 SECTIONS 1,2,3,4 AND 5, CHAPTER 11 SECTIONS 4,5,6,7,8,9,10,11,12,13,14, AND 15, AC 43.13-2A; CHAPTER 1 PARAGRAPHS 1,2,4,6,7,8,9,10,11, AND 12, CHAPTER 2 PARAGRAPHS 21,22,23 AND 27, CHAPTER 3 PARAGRAPH 36. REFERENCE FAA STC SA00909WI-D (STC SA00909WI-D ISSUED TO HONEYWELL INTERNATIONAL FOR INSTALLATION OF KLN-94 GPS SYSTEM IN BEECH 95 AIRCRAFT AND IS APPLICABLE TO THIS INSTALLATION TO MEET THE REQUIREMENT OF AC 20-138 8c(2) THAT THE SYSTEM HAS BEEN APPROVED FOR INSTALLATION IN AN AIRCRAFT BY THE TC OR STC PROCESS) AND HONEYWELL INSTALLATION MANUAL P/N 006-10599-0001 REVISION 1 DATED NOVEMBER 2000.

THE SYSTEM CONSISTS OF THESE PARTS:

1. KLN-94 RECEIVER DISPLAY UNIT BENDIX/KING P/N 069-01034-0101 TSO C129a CLASS A1.

A GROUND EVALUATION OF AIRCRAFT SYSTEMS OPERATION WITH THE KLN-94 SYSTEM INSTALLED WAS ACCOMPLISHED WITH NO INTERFERENCE WITH NORMAL OPERATION NOTED. (REFERENCE AC 20-138 8b(6))

GROUND FUNCTIONAL TESTS OF INSTALLED SYSTEM IN ACCORDANCE WITH FAA AC 20-138 8c(2) WERE ACCOMPLISHED BY LAC AVIONICS INC WITH SATISFACTORY RESULTS.

THE INSTALLED KLN-94 GPS NAV SYSTEM IS NOT APPROVED AS A SUPPLEMENTARY NAVIGATION SYSTEM UNDER VFR OR IFR AND A PLACARD READING "GPS NOT TO BE USED FOR NAVIGATION" IS AFFIXED TO THE PILOT INSTRUMENT PANEL.

AIRCRAFT OWNER/OPERATOR HAS BEEN PROVIDED A COPY OF HONEYWELL INSTALLATION MANUAL P/N 006-10599-0001 REV 1 INCLUDING SECTION 2.4 "POST INSTALLATION CHECKOUT" AND SECTION 1.9 "INSTRUCTIONS FOR CONTINUED AIRWORTHINESS" (REFERENCE FAR 21.50(b)).

AIRCRAFT WEIGHT AND BALANCE DATA AND EQUIPMENT LIST UPDATED. REFERENCE LAC WORK ORDER NUMBER 15109.

-----NOTHING FOLLOWS-----

☐ Additional Sheets Are Attached