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

Form Approved
OMB No.2120-0020
For FAA Use (

For FAA Use Only

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				entries. See FA form. This reportion (Section 901						AC 43.9 21). Failu	Op subseque to report	uent re can re	vision there sult in a civil	of) for penalty not to	
	Aircraft	Make Cessna							Mode 182						
		Serial No. 1826837	5						Nationality and Registration Mark USA N6594E						
2.	Owner	Name (As Biel Aero		on registration certific	cate)				Address (As shown on registration certificate)						
		Diel Aero	пс				,				rswood Dr N VA 98335-78				
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POW	/ERPLAN	Г													
PROI	PELLER									*******					
APPL	IANCE	Type Manufacture			·············		-				*				
					6. C	ont	for	mity Stateme	ent				L	1	
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Gig H	larbor, W	A 98335				ŀ	_	Certificated Repa	air Stati	on				j	
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Date Feb 2	0, 2006				S	igna	atu	ire of Authorize	ed Indi	vidual	2/11			Fric Wheaton	
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	are Auri	instrator or the	y give Fede	n persons specifi ral Aviation Admi	ed belo nistratio	w, t	he nd	unit identified is APPROV	in iten	n 4 was i	nspected in REJECTE	the ma	anner presci	ribed by	
BY	F#	A Fit. Standards spector		Manufacturer		X	т	Inspection A		ation	Other (Sp		·		
201:	 _	AA Designee .		Repair Station			1	Person Appoved Canada Airworth	d by Tra hiness (insport Group					
	ot Approv 0, 2006	al or Rejection		Certificate or Desi	-	lo.		Signature o	of Auth	orized In	dividual				
CD 20	J, 2000			263456696 APIA	١		\perp			_/	~ [1]	///		ric Wheaton	

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 additi	onal sheets. Identify with aircraft nationality and registration mark and date work completed.)
N6594E	
(below engine gauges) at station 16.5" in a Rev A per STC #SA00861SE item 44. 2.Installed new fuel flow transducer (gravit Rev B per STC #SA00432SE. 3.Installed 1AMP circuit breaker and wired	uctions to the aircraft records. The flight manual
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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 OCIVITA FOR

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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

		s report is required by lav 901 Federal Aviation A				Civil pellar	ty flot to exce	ed \$1.000	
	Make			Model					
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1. Aircratt	Serial No				atity and Registration	n Mark	· · · · · · · · · · · · · · · · · · ·		
	182 6837	75		j	USA N6594E		-		
		on registration certifical	tei		s (As shown on req	istration ce	ertificates		
2. Owner	BIEL AER	-			1801 Weath Gig Harbor	erswoo	od Dr. 1		
			3. F	or FAA Use Only		······································			
			4. L	Init Identification			5. Type		
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AIRFRAME		······································	scribed	in Item 1 above)				xxx	
POWERPLANT	. <u>;</u> 				SEP 0 6	VED			
PROPELLER					BUTTLE FOR	<i>2001</i> Ozm.			
APPLIANCE	Type . Manutacturer					107			
			6. Co	nformity Statement			<u> </u>	!	
A. Agency's	Name and Address		ļВ.	Kind of Agency		C. Cert	ificate No.		
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	ympia Avion		<u> </u>	Foreign Certificated Med	chanic	7			
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	Ambra, Masii	90501	_	Manufacturer	· · · · · · · · · · · · · · · · · · ·	:		, ,	
have be	en made in accordar	r alteration made to the nce with the requiremen correct to the best of m	nts of P	art 43 of the U.S. Feder	ve and described on ral Aviation Regula:	the reverse tions and t	e or attachme hat the infor	ents hereto mation	
Date	1 /01			nature of Authorized In	Int.				
9/.	1/01	-		Thomas M. Le					
				al for Return To Servic		·····			
Administra	tor of the Federal Av	n persons specified be lation Administration ai	low, th		REJECTED		nner prescri	bed by the	
	A Fit. Standards spector	Manufacturer	Inspection Authorization Other (Specify)						
i i	A Designee X	Repair Station		son Approved by Transp nada Airworthiness Grou					
Date of Appro	oval or Rejection	Certificate or	Sig	nature of Authorized Ir	ndryidual				
9/0	01/01	GC6R556N		Thomas M. Lea	Inf				
									

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.)

Installation of STEC Model System 30 two Axis Autopilot as per STC #SA09262AC-D. The system has been functionally tested in accordance with above documents to ensure proper operation and that there is no interferance with existing aircraft systems.

The weight and balance for this aircraft has been amended to reflect this installation. Instructions for continued Airworthinesss. Follow all inspection and Maint. Instructions detailed in Document 81221.

NOTHING FOLLOWS



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

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification

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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).

for each suct	n violation (Section	901 Federal Aviation A	ct of	1958).							
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I. Aircraft	Serial No					and Registration	Mark				
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	Name (As snown o	on registration certifica	ate)			s shown on regist	tration ce	ertificate)			
2. Owner	BIEL A	AERO Inc.		1801 Weatherswood Dr. NW Gig Harbor, Wash. 98335							
airw o rthiness r	REQUIREMENTS AND IS A PRAFT SUBJECT TO CO	IN COMPLIES WITH APPLICATION INSPECTION I	BOVE	For FAA Use O	nly						
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OTA	mpia, Wash	• 98501		Manufacturer		<u></u>					
have bee	n made in accordan	alteration made to the ce with the requireme correct to the best of i	nts of	Part 43 of the U	em 4 above an .S. Federal A	id described on the viation Regulation	ne reverso ons and t	e or attachme hat the infor	ents hereto mation		
Date			īs	ignature of Auth	orized Indiga	dual					
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	**************************************	7.	Appro	oval for Return	o Service		**				
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Insp	Fit. Standards ector	Manufacturer	In	spection Authori	zation	Other (Specify)			,		
<u> </u>		Repair Station		erson Approved t anada Airworthir				·-			
Date of Approv	al or Rejection	Certificate or	S	ignature of Auth	orized Individ	dual					
9/12/=	2501	Designation No. GC6R556N	\perp	Thomas-M.	Leal						

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.)

GPS System approved for VFR.

- 1. Installed Garmin GPS 150 GPS Receiver according to Garmin Installation Manual number 190-00026-00 Rev L.
- 2. Provided power to the GPS from the Avionics buss(28) through a 3 amp circuit breaker mounted on the aircraft breaker panel lower center of instrument panel.
- 3. Installed the GPS 150 in the airframe manufacturer provided instument panel as per Garmin installation manual part # 190-00026-00 Rev L.
- 4. Installed the GA56 GPS antenna on the top of the fuselage at FS 44 using the existing antenna mounting provisions and as per Garmin Installation manual part #190-00094-00 Rev.C.
- 5. The structural mounting of the GPS equipment is sufficient to insure the restraint of the equipment when subjected to emergency landing loads appropriate to the aircraft category and FAA AC 43.13-2A chapter 1, paragraph 1, 2. and 3.
- 6. The GPS is not connected to an external CDI. The GPS is connected to an STEC System 30 Autopilot. See attached drawing.
- 7. Instructions for Continued Airwortheness: Follow all Manufacturer's Inspections and Maintenance Instructions.
- 8. Ground Test checklist attached.
- 9. Installed a placard adjacent to GPS 150 Receiver stating "GPS LIMITED TO VFR USE ONLY". Aircraft equipment list amended. Weight and Balance corrected and made Aircraft log entry.

NOTHING FOLLOWS



FAA Form 337

(12-88)

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

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	Aircraft	Make Cessna			<u> </u>	****	Model 182R							
		Serial No. 18268375	;				-	7	Natio N65		Registration M	lark	<u> </u>	
2.	Owner			n on registration certifi N STATE PATROL					Address (As shown on registration certificate) 7525 OLD HWY 99 OLYMPIA,WA 98501					
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EQUIPMENT LIST AND WEIGHT AND BALANCE UPDATED TO REFLECT THIS CHANGE.
4.WOLFSBERG RT9600 REMOVED DATED,02/03/84
3.RYAN TCAD ATS8000 REMOVED DATED,01/11/94
2.MUFFLER OUTLET EXTENTION DATED,02/06/92
1. EXHAUST STACK TO MUFFLER JOINT ALTERATION DATED, 07/21/99
1.THE FOLLOWING EQUIPMENT OR ALTERATIONS THAT WERE INSTALLED ON FAA FORM 337 HAVE BEEN REMOVED:
8. Description of Work Accomplished (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

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

57

Form Approved OMB No.2120-0020
For FAA Use Only
Office Identification MCM

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)

for	each su	h violation (Sectio	n 90	1 Federal Aviation Act	1958)						
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Date						Signature of Authoria	zed Individu	al ·			
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				7.	App	roval for Return	To Servic	e			
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BY	1 1 1	AA Fit. Standards spector		Manufacturer	x	Inspection Authoriza		Other (Specify)			
		A Designee	·	Repair Station		Person Approved by Canada Airworthines	ss Group				····
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compatible with all previous alterations to assure continued conformity with the applicable sirworthiness requirements. Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be

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MAJOR REPAIR AND ALTERATION

Form Approved OMB No.2120-0020

For FAA Use Only

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Date				A Signature of Autri		B	<u></u>	•				
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 			7. App	roval for Retur	n To Service	e	-rangihad h	v the				
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Adminis	strator of the Federal A	viation Administration	n and is	[A]AFFIN	7460	Other (Spec			···			
	FAA Fit. Standards	Manufacturer	×									
BY	Inspector			Person Approved	by Transport							
1	FAA Designee	Repair Station	1	Canada Airworth	iness Group							
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Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished (if more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

1. IN ORDER TO IMPROVE THE EXHAUST STACK TO MUFFLER JOINT AND ELIMINATE EXHAUST GAS

2. REMOVED LEFT AND RIGHT UPPER AND LOWER EXHAUST CLAMPS P/N 0750161-24,22 AND ATTACHING HARDWARE.

3. INSTALLED FOUR NEW FLANGES, TWO LEFT AND TWO RIGHT, AEROQUIP STAINLESS STEEL AIRCRAFT PIN 00624-MFF61196-2755, ONE FLANGE ON EACH LEFT AND RIGHT EXHAUST STACK AND ONE FLANGE ON THE LEFT AND RIGHT FLANGE JOINTS THE LEFT AND RIGHT FLANGE JOINTS SECURED WITH AEROQUIP STAINLESS STEEL AIRCRAFT V-BAND CLAMPS PIN U4398S-3-464.

4. ALL WORK DNE IN ACCORDANCE WITH FAR 23.1123 A,B,C; FAR 23.1301 A,B,C,D; AND AC43.13-1A CHANGE 3, PAR.68 A,B,C,D,E,F AND H. THIS DATA MAY BE USED AS APPROVED DATA WHEN: (1) THE USER HAS DETERMINED THAT IT IS APPROPRIATE TO THE PRODUCT BEING REPAIRED: (2) DIRECTLY APPLICABLE TO THE REPAIR BEING MADE

THIS DOTA MAY BE USED AS APPROVED DATA WHEN: (1) THE USER HAS DETERMINED THAT IT IS APPROPRIATE TO THE PRODUCT BEING REPAIRED; (2) DIRECTLY APPLICABLE TO THE REPAIR BEING MADE; AND (3) NOT CONTRARY TO MANUFACTURES DATA.

5. WEIGHT AND BALANCE NOT AFFECTED BY THIS MODIFICATION.

Find The Manuel of The Manuel o

□ Additional Sheets Are Attached

RECEIVED

MAJOR REPAIR AND ALTERATION SEATTLE FSD OF FAA Use Only (Airframe, Powerplant, Propeller, or Appliance)

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	Name (As show	n on registration certifcate)			N6594E Address (As shown on registration certificate)							
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Vashington S 525 Old Hwy				Foreign Certificated		nic	1	300400				
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have been n	tne repair and/or	r alteration made to the u	nit(s) i	dentified in item 4 above an	nd descr	ibed on the reverse	or attachme	ents hereto				
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ate		our cot to the best of my	KIIOWIE	uge.								
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06-04-1999				Jan	2	15_l						
		7.	App	roval for Return To S	convios							
ursuant to the	authority given pe	ersons specified below t	ha mii	identified in item 4 was ins	spected	in the manner area	anth and to set					
Administrator o	the Federal Av	iation Administration an	d is	XAPPROVED	peored	REJECTED	cribed by th	е				
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Y Inspe	ctor	Manuacturer	X	Inspection Authorization		Outer Topechy)						
FAA	Designee	Repair Station	T	Person Approved by Tran	sport	1						
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ite of Approval	or Rejection	Certificate or		Signature of Authorized In	dividual	· · · · · · · · · · · · · · · · · · ·						
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FAA Form 337

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

8. Description of Work Accomplished (If more space is required, attach additional sheets. Identify with air	rcraft nationality and reg	istration mark and date	work completed.)	
1.Removed original left and right front engine mount				
2. Installed new engine mount spacers, Cessna P/N	125100-17 and gr	ussets P/N 075100	3-27.	
3. Spacer/gusset installation accomplished by weldir b,c,d,e,f and h. This data is appropriate to the produ and (3) is not contrary to the manufacturer's data.	ng in accordance vot being repaired;	vith AC 43.13-1A (2) is directly appl	Change 3, Sectio	n 2 Par 68a, (1) air being made;
4. Weight and balance unchanged.	******* nd******	******	*****	
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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 On!

For FAA Use C

Office Identification

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ministration	1 <u> </u>	IS. Print or type all	l ent	ries. See FAR 43.9,	FAR 4	3 Appendix B, a	nd AC 43.9-1 (or	subsequent revision	on thereof	tor instructio	ns
and dier	nneitinn	of this form. This	repo	ort is required by law	(49 U.	S.Cr1421). Failt	ire to report can r	esult in a civil pena	ity not to e	2,000 \$1,000	' !
for each	such v	iolation (Section 90	01 F	ederal Aviation Act 1	958)	-					
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l		. norna				Manufactu	rer		1		
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fur	nished	herein is true and o	corre	ect to the best of my	knowle	age.					
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Canada Airworthiness Group Signature of Authorized Individual

06-04-1999

Date of Approval or Rejection

FAA Designee

Repair Station

Certificate or Designation No. 532580469 IA

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

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Par 11 sind Fig. 25. Sieseve labracies a par 68 a b od e.f.h Par 70 a,b,d and Par 71. This data	/.W. 43.13 1A Change 3	√ "۱]
nage to engine mount lower right hand diagonal support tube, by using welder sicce.	Repaired corrosion dan	٦,
SUCCIONAL STREET, TO THE TANK	More space is reduired. Bilacii	4 31/
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U.S. Department of Transportation Federal Aviation Administration

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

Form Approved OMB No.2120-0020	CAK
For FAA U	se 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)

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1. Aircraft		CESSNA			•			Model 182R			,		
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D. I ce	ertify that t	he repair and/	or al	teration made to the u	nit(s) id	dentif	ied in item 4 above a	and descr	ibed on the reverse	or attachme	nto bounts		
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Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

Description of Work Accomplished nore space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)	
REMOVED 95 AMP ALTERNATOR, PN E3FF10300AA; REPLACED WITH 70 AMP ALTERNATOR, 1 F324R. Pnn + 12300 182-1633	
REMOVED 100 AMP BREAKER,M PN \$2326-2; INSTALLED 60 AMF BREAKER, FN 61262-66 F 213 TERNATOR MANUFACTURER INSTRUCTIONS.	
EQUIPMENT WEIGHT AND BALANCE UPDATED.	
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Additional Sheets Are Attached	

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APPLICATION FOR AIRWORTHINESS

INSTRUCTIONS — Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional

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VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)		C. Data, Drawings, Photographs, e		E FAR MAN ALIVES ALIVED AND ALIVES AND ALIVE	(Original Attached)
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В	MANU- FACTURER	NAME ADDRESS	N/A N/A	
С	FLIGHT	FROM TO	N/A N/A	
D	N- 65941 BUILDER	CESSNA		SERIAL NO. 18268375 MODEL 182R
Е	OPERATING SIGNATURE OF	SUANCE HARCH LIMITATIONS DAT FAA REPRESENTATIVE L. REYNOLD	TED 03-24-97	EXPIRY MAY 31, 1997 ARE A PART OF THIS CERTIFICATE DESIGNATION OR OFFICE NO. SEA—FSDO
			•	ODA TOPO

Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

Α	This airworthiness certificate is issued under the authority of the Federal Aviation Act of 1958 and the Federal Aviation Regulations (FAR).
В	This airworthiness certificate authorizes the manufacturer named on the reverse side to conduct production flight tests, and only production flight tests, of aircraft registered in his name. Noperson may conduct production flight tests under this certificate: (1) Carrying persons or property for compensation or hire; and/or (2) Carrying persons not essential to the purpose of the flight.
С	This airworthiness certificate authorizes the flight specified on the reverse side for the purpose shown in Block A.
۵	This airworthiness certificate certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to meet the requirements of the applicable FAR. The aircraft does not meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention On International Civil Aviation. No person may operate the aircraft described on the reverse side: (1) except in accordance with the applicable FAR and in accordance with conditions and limitations which may be prescribed by the Administrator as part of this certificate: (2) over any foreign country without the special permission of that country.
Ε	Unless sooner surrendered, suspended, or revoked, this airworthiness certificate is effective for the duration and under the conditions prescribed in FAR Part 21, Section 21.181 or 21.217.

LLC CDO 4007 760 124



Flight Standards District Office

1601 Lind Ave. SW Suite 260 Renton, Washington 98055-4055 (206) 227-2884, Fax: (206) 227-1810 1-800-354-1940

EXPERIMENTAL OPERATING LIMITATIONS FOR RESEARCH & DEVELOPMENT

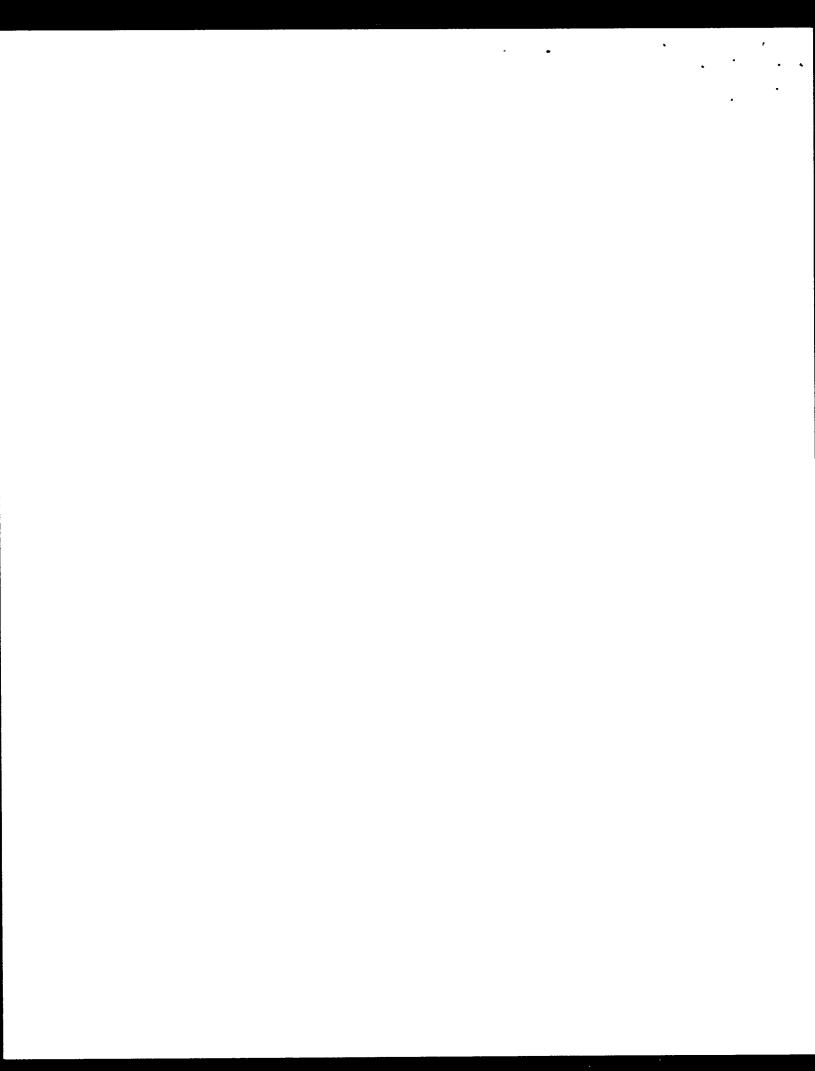
REG. NO. N6594E

MAKE: CESSNA MODEL: 182R SERIAL NO: 18268375

THESE OPERATING LIMITATIONS SHALL BE ACCESSIBLE TO THE PILOT

- 1. No person may operate this aircraft for other than the purpose(s) of R&D to accomplish the tests outlined in the applicant's program letter, dated 02-13-97, describing compliance with Federal Aviation Regulation (FAR) 21.193(d), and made available to the pilot in the aircraft. Additionally, this aircraft shall be operated in accordance with applicable air traffic and general operating rules of FAR 91, and all additional limitations herein prescribed under the provisions of FAR 91.319(e).
- 2. All flights shall be conducted within the geographical area described as follows:

 THE STATE OF WASHINGTON ., avoiding congested airways, airport traffic areas and densely populated areas.
- 3. Day VFR operation only is authorized
- 4 No person may be carried in this aircraft during flight unless that person is required for the purpose of the flight.
- 5 This aircraft shall contain the placards, markings, etc. (or other operating instructions developed for an STC modification), required by FAR 91.9)
- 6. This aircraft is prohibited from acrobatic flight; that is, an intentional maneuver involving an abrupt change in the aircraft's attitude, or abnormal acceleration not necessary for normal flight.
- 7. The cognizant FAA Flight Standards District Office must be notified and their response received, in writing, prior to flying this aircraft after incorporating a major change, as defined by FAR 21.93.
- 8 If aircraft, engine, or propeller operating limitations are exceeded, an appropriate entry will be made in the historical records.

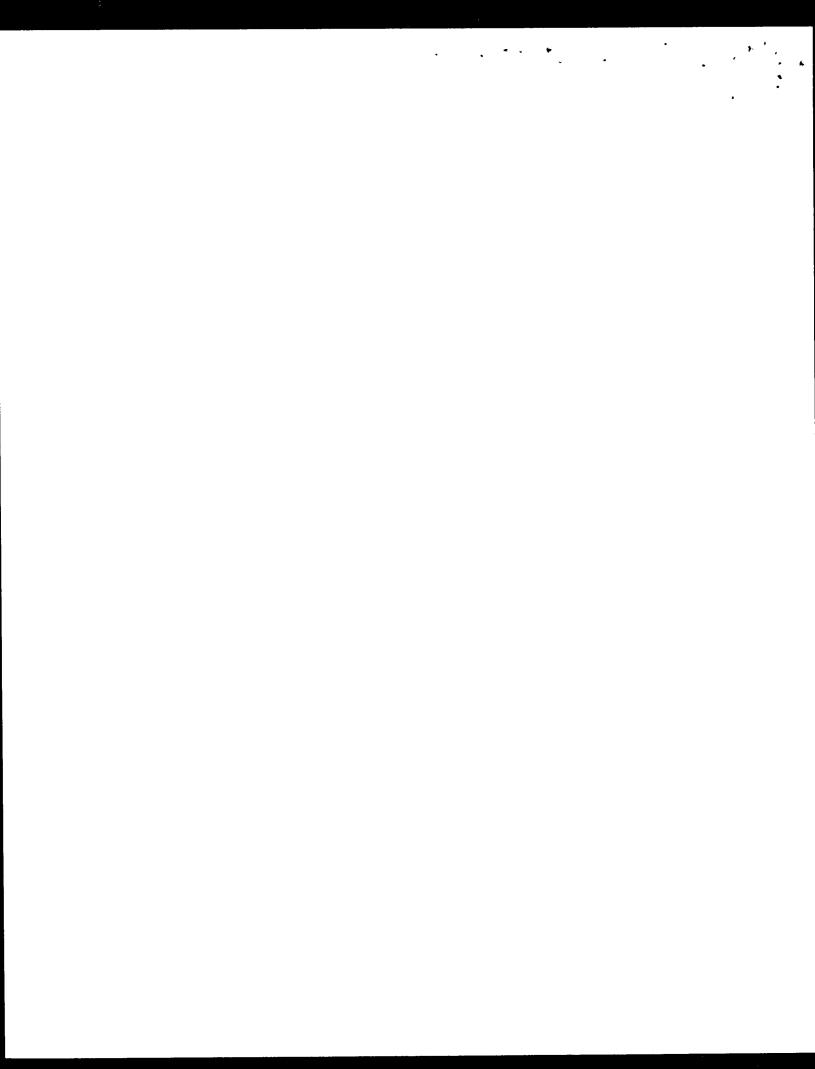


- 9 The Special Airworthiness Certificate and these Operation Limitations shall expire on: 05-31-97.
- 10 The word "Experimental" shall be displayed in accordance with FAR 45.23.

Charles L. Reynolds

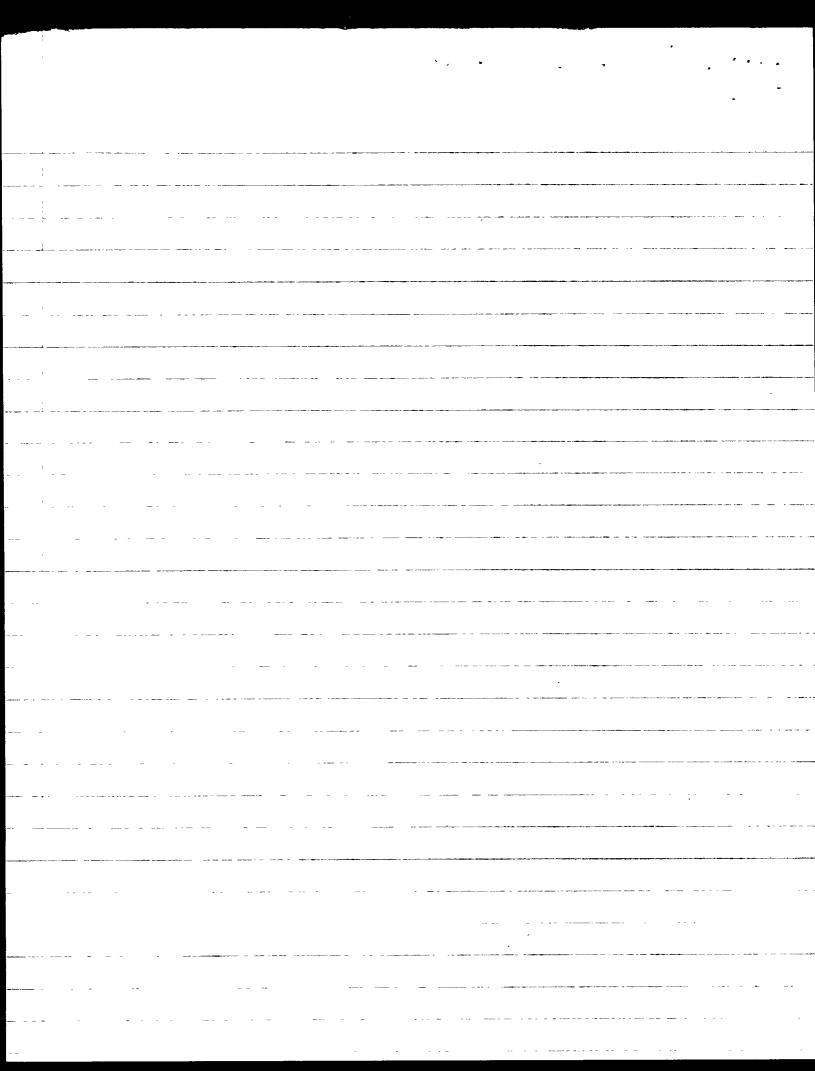
Principal Maintenance Inspector

Date issued: March 24, 1997

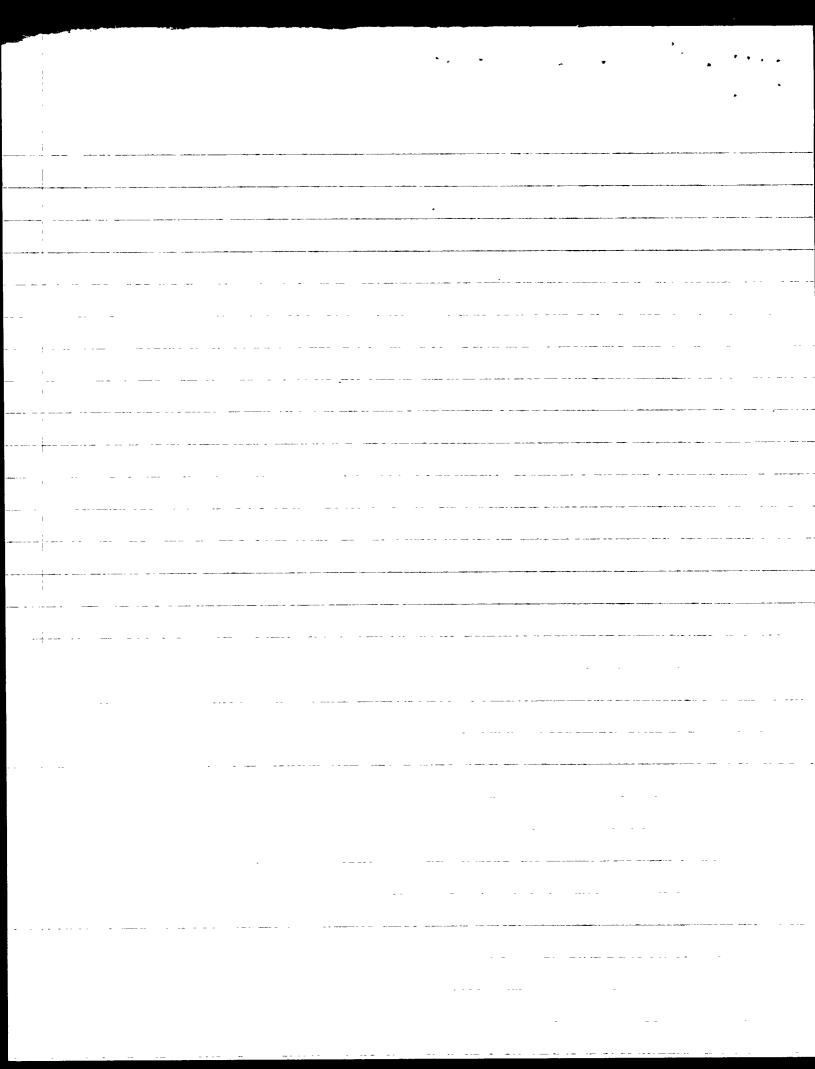


Proposed Exhuast System Mod.

1. Install Existing Cessna Muffler Revensted (Loftforlight) And Rotated, To Posistion Mufflen Outlet on the Left Side And In A Ginment of New Exhuast Systems 2. Modify Original muffler Shround For Left Hand Outlet Pipe, Retaining All other Should Fittings In Their Original Configuration. 3. Fabricate Exhast Pipe With Bellows Fitting, To Connect Original Muffle- Outlet To Added Carbon Fiber Muffler, Through The Left Cowl Flap Opening. Exhast Pipe Constructed Using 3.00 O.D. X. 035W M.L-T 6737¢ T321 Stainless Tubing (Same As OEM Muffle Outlet And A Walcolmony 3.0000 Exhapt Bellows. Exhuast Pipe Connected To Original muffler Outlet By Welding And to The Added Carbon Fiber Muffler By A Stainless Exhapt Clamp.
4. Fabricate 31" Matthe # Exstendin Pipe Out of Same material As The muffler to muffler Exhaust Pipe. Connexted to The Outlet of The Added Carbon Fibra Muffler With Stailess Exhaust Clap. 5. Fabricate Two Exhaust System por Aufranz Mounts From . 060 Type 3/6 Stainless Steel And Cossua PIN J14290-4 H. temp Land Vibration Monts. 6. Install The Two Fabricated Munts, One Each At Station # 28 And Statin # 56.70 By Removing Existing # 6 Rivers 3 At Each Location And Installing Brack to with AN 3 Bolts And Lock Ninds Through Removed Rivet Holes,

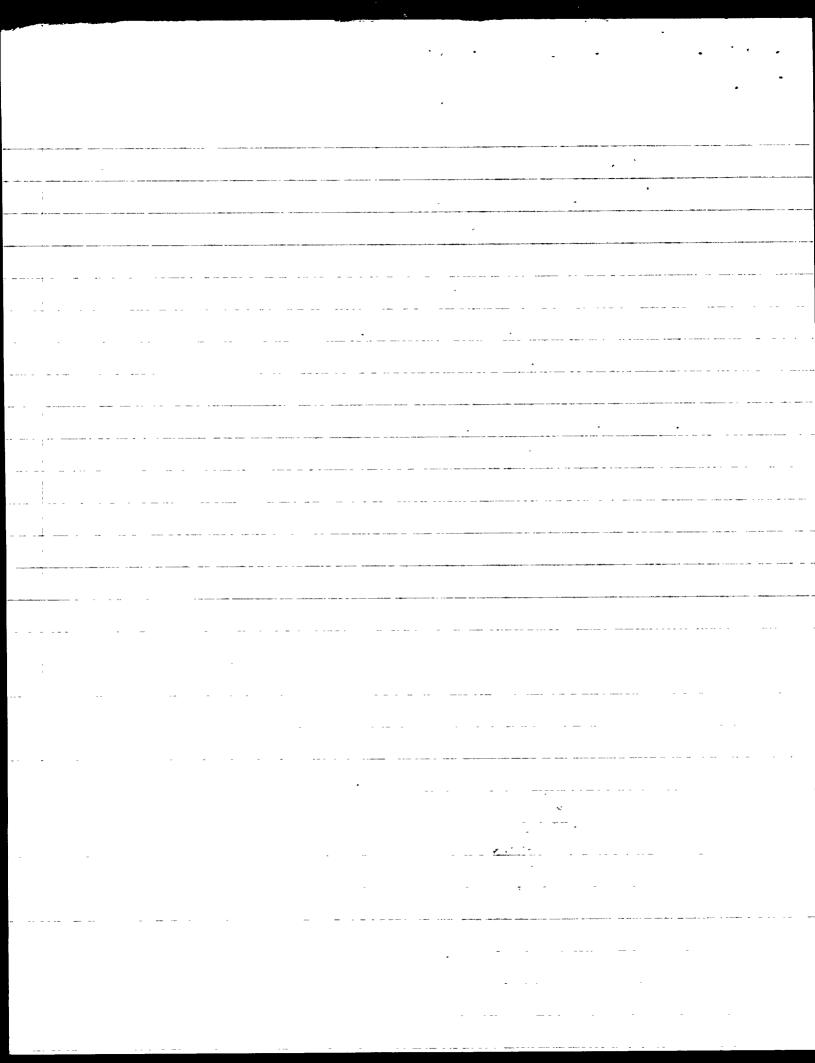


7. Remove Belley Strobe (Due Exhuast mod Interference)
And Install Blanking Plate.
8. Install New Exhapt System using AN Handware
9. Patch Original Matthew Outlet Hole On Right Hand
Lower Engine Cowling.
10. Rig Left Hand Cowl Flat To maintain Change
with Exhaust System And Figure Cooling Ainflow
Control
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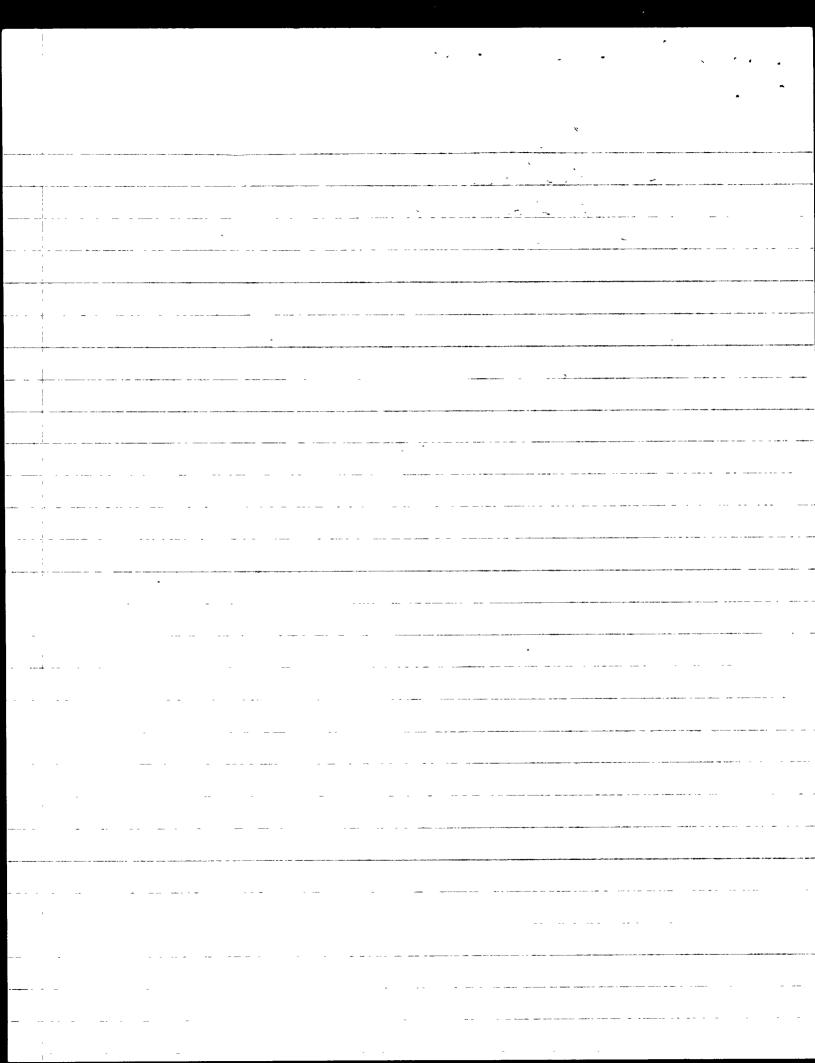


1. We (Washington State Partual Aviation Section) wish
to place Cessua N6594E 182R SN18268375
in Experimental Catagory for the purpose of
research and development to test muffle and Exhaut
system modification (Described in following dozuments).
Exhapt System modification is for the purpose of
noise reduction.
2. We wish to conduct approxamely 8 flights with
a total duration of 10 flight hours, for the
Purpose of Testing Mechanical integrity, Flight deprotected
and Fundia and reliability of Exhaust System
modification Flight Testing To Be Performed
Day UFR over Spansley Populated area's
within a SONM Radius of Olyapia Disport
with Regnined Flight Craw only

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By Ronding Now Exhaust System Out The Left Cow! Flago Io Locates 1+ Away From The Fuel Staining Frel Line Ed. That Are On The Right Side 2. Aliviates The Nessessity of Removing The Exherest System In Order to Remove The Lower Cowl 3. Removes The Airloads to The External Exhaust System



UNITED STATES OF AMERICA

DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION

. . STANDARD AIRWORTHINESS CERTIFICATE

I. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
N6594E	Cessna 182R	18268375	Normal
5. AUTHORITY AND BASIS	FOR ISSUANCE	-	

This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein. Exceptions:

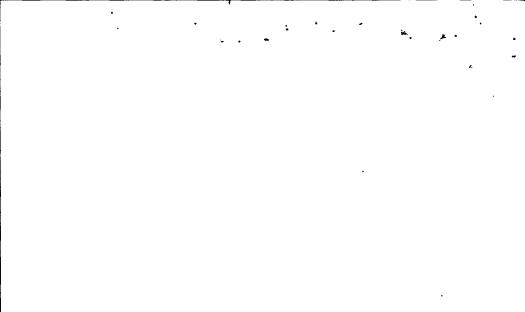
- NONE -

6. TERMS AND CONDITIONS

Unless sooner surrendered, suspended, revoked, or Melribodion Bateulisothering established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are

aircraft is registered in the United States. Delogation Option Manufacturer, CE-1			
DATE OF ISSUANCE	FAA REPRESENTATIVE Line & Golle	DESIGNATION NUMBER	
11/11/83	Daniel L. Gobie	DOA-PC4	
Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or im-			

prisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORD-ANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.



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

Form Approved OMB No.2120-0020

For FAA Use Only

Federal Aviation Administration		•	•	•		- in the second	ļc	office Ider	ntification	E 11		
INSTRUCTI and disposit	ion of this form	ı. Inis	all entries. See FAR s report is required b 301 Federal Aviation	y law (4	FAR 43 Appendix B, ar 49 U.S.C.1421). Failu	nd AC 43.9-1 (c re to report can	or subsequent rev result in a civil po	rision there	of) for instruction exceed \$1,0	tions 000		
ioi each suc		ctions	701 Federal Aviation	Act 19:	58)	·						
-	Make Cessna			•	,	Model 182R						
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	18268375		,									
			registration certificate)		•	Address (As sha	own on registration	certificate)				
2. Owner	7525 Old	on Si	ate Patrol Aviatio	n	Washington State Patrol Aviation							
	Olympia V				•	7525 Old H Olympia W	IWY 99 'A 98501					
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DLYMPIA, W					Manufacturer					İ		
D. I certify that	the repair and	or alt	eration made to the u	init(s) id	dentified in item 4 abov	e and describe	d on the reverse	or attachme	ents hereto			
Have peell !	naue in accord	iance	with the requirement ect to the best of my	s of Pa	ift 43 of the U.S. Feder	al Aviation Reg	ulations and that	the informa	ation	- 1		
ate			cot to the best of my	KITOWIE	· · · · · · · · · · · · · · · · · · ·	- 4 to 25 2 3			·			
S-2-98					Signature of Authoriz	red Individual	1			1		
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			. 7.	. Арр	roval for Return T	o Service		****				
Administrator of	authority given of the Federal	perso Aviati	ons specified below, on Administration ar	tha unit	t Identified in item 4 wa	s inspected in t	the manner preson	ribed by th	е			
Y FAA Inspe	Fit. Standards ector		Manufacturer	x	Inspection Authorizat	ion O	ther (Specify)	-				
	Designee	•	Repair Station		Person Approved by Canada Airworthiness	Transport s Group						
ate of Approval	or Rejection	•	Certificate or		Signature of Authorize							
2-98			Designation No. A&P 5335230771	Α	1 (/2.)	Ma	r.C			1		

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.

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1.1 Statistics and analysis of the state of	2. Installed Aero Safe Guardial
standby vacuum system STC#SA2162NM.	(if more space is required, attach adding
nal sheets. Identify with aircraft nationality and registration mark and date work completed.)	8, Description of Work Accor
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TA etational Sheets Ar

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APPLICATION FOR AIRWORTHINESS

INSTRUCTIONS — Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional

Fede	ral Aviation inistration					space is requir If and VI or VII			hment. F	orspe	ecial flight p	ermit	ts con	nplete Sections				
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	airw	orthy a	ion in acc id eligible	I hereby certify that I ordance with Section 50 for the airworthiness ce	of the Fed rtificate req	eral Aviation Act of 19 uested	958, and a	f the air	rcraft o	described above, leral Aviation Reg	that the air gulations ar	craft is	s registere the aircra	ed with ft has b	the Federal /	lviation d and	on I is	
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N S				ecial flight permit under	Section VII			Ţ	/ F	AA INSPECTOR					IGNEE ()>			<u>, </u>
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VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)	늇	91 31 as Applicable B. Current Operating Limitations At	pethed		heworthiness Certificati	fication for Import Aircraft				
	Ĺ	A. Operating Limitations and Markii	gs in Compliance with FAR	G. Statemer	i of Conformity, FAA F	AF Form 8130-9 (Altach when requ	(рәлп			
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***UNITED STATES OF AMERICA** DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

NATIONALITY AND PREGISTRATION MARKS	2 MANUFACTURER AND MODEL	3 AIRCRAFT SERIAL 4 CATEGORY NUMBER 4 CATEGORY
•		
N6594R	CESSNA 182R	18268375 NORMAT.

AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein Exceptions

NONE.

TERMS AND CONDITIONS

Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States

DATE OF ISSUANCE

05-08-97

CHARLES L. REYNOLDS

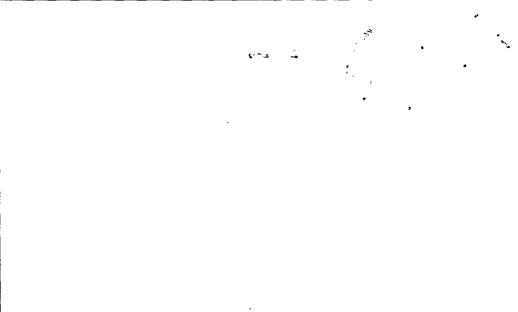
DESIGNATION NUMBER

NORMAL

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding \$ years, or both THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS

FAA Form 8100-2 (8-82)

18268375



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÷.	DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE									
Δ,	A CATEGORY/DESIGNATION EXPERIMENTAL									
^	PURPOSE	RESEARCH AND DEVELO	PMENT							
В	MANU-	N/A								
٦	FACTURER	MDBN200 M/A								
С	FLICUIT	FROM N/A								
	FLIGHT	TO N/A								
D	N- 6594	4E	SERIAL NO. 18268375							
U	BUILDER	CESSNA	MODEL 182R							
	DATE OF ISS	SUANCE MARCH 24, 1997	EXPIRY MAY 31, 1997							
_			ARE A PART OF THIS CERTIFICATE							
Е	SIGNATURE	TAA REPRESENTATIVE	DESIGNATION OR OFFICE NO.							
	1	ES L. REYNOLDS	SEA-FSDO							
ımpr	risonment not e	roduction or misuse of this certificate may be pexceeding 3 years, or both. THIS CERTIFICATE N TH APPLICABLE FEDERAL AVIATION REGULAT	MUST BE DISPLAYED IN THE AIRCRAFT IN 1							

FAA FORM 8130-7 (10/82)

SEE REVERSE SIDE

Α	This airworthiness certificate is issued under the authority of the Federal Aviation Act of 1958 and the Federal Aviation Regulations (FAR).
В	This airworthiness certificate authorizes the manufacturer named on the reverse side to conduct production flight tests, and only production flight tests, of aircraft registered in his name. No person may conduct production flight tests under this certificate: (1) Carrying persons or property for compensation or hire; and/or (2) Carrying persons not essential to the purpose of the flight.
С	This airworthiness certificate authorizes the flight specified on the reverse side for the purpose shown in Block A
D	This airworthiness certificate certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to meet the requirements of the applicable FAR. The aircraft does not meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention On International Civil Aviation. No person may operate the aircraft described on the reverse side. (1) except in accordance with the applicable FAR and in accordance with conditions and limitations which may be prescribed by the Administrator as part of this certificate. (2) over any foreign country without the special permission of that country.
E	Unless sooner surrendered, suspended, or revoked this airworthiness certificate is effective for the duration and under the conditions prescribed in FAR Part 21, Section 21 181 or 21 217

HIS GPO 1987-762-134



Flight Standards District Office

1601 Lind Ave. SW Suite 260 Renton, Washington 98055-4055 (206) 227-2884, Fax: (206) 227-1810 1-800-354-1940

EXPERIMENTAL OPERATING LIMITATIONS FOR RESEARCH & DEVELOPMENT

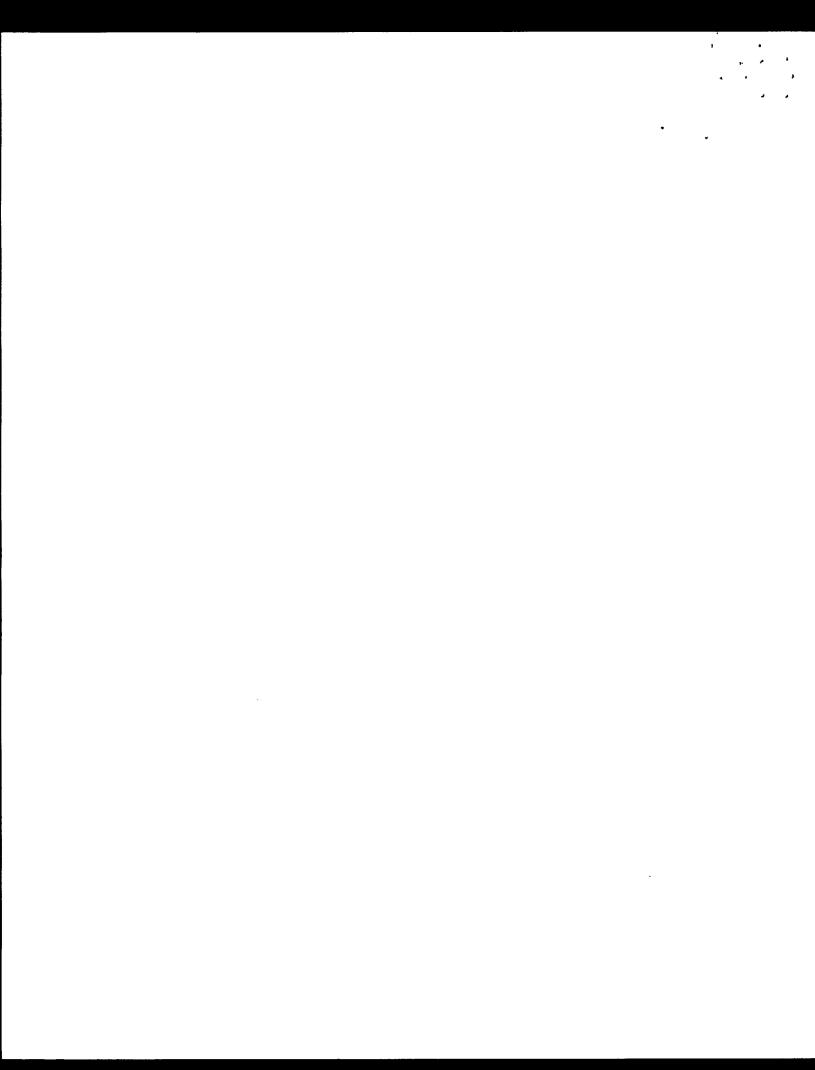
REG. NO. N6594E MAKE: CESSNA MODEL: 182R

SERIAL NO: 18268375

THESE OPERATING LIMITATIONS SHALL BE ACCESSIBLE TO THE PILOT

- 1. No person may operate this aircraft for other than the purpose(s) of R&D to accomplish the tests outlined in the applicant's program letter, dated 02-13-97, describing compliance with Federal Aviation Regulation (FAR) 21.193(d), and made available to the pilot in the aircraft. Additionally, this aircraft shall be operated in accordance with applicable air traffic and general operating rules of FAR 91, and all additional limitations herein prescribed under the provisions of FAR 91.319(e).
- 2. All flights shall be conducted within the geographical area described as follows:

 THE STATE OF WASHINGTON ., avoiding congested airways, airport traffic areas and densely populated areas.
- 3. Day VFR operation only is authorized.
- 4 No person may be carried in this aircraft during flight unless that person is required for the purpose of the flight.
- 5 This aircraft shall contain the placards, markings, etc. (or other operating instructions developed for an STC modification), required by FAR 91.9)
- 6. This aircraft is prohibited from acrobatic flight; that is, an intentional maneuver involving an abrupt change in the aircraft's attitude, or abnormal acceleration not necessary for normal flight.
- 7. The cognizant FAA Flight Standards District Office must be notified and their response received, in writing, prior to flying this aircraft after incorporating a major change, as defined by FAR 21.93.
- 8 If aircraft, engine, or propeller operating limitations are exceeded, an appropriate entry will be made in the historical records.



- 9 The Special Airworthiness Certificate and these Operation Limitations shall expire on: 05-31-97.
- 10 The word "Experimental" shall be displayed in accordance with FAR 45.23.

Charles L. Reynolds

Principal Maintenance Inspector

Date issued: March 24, 1997

US Department of Ironsportation Federal Actorion Administration

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

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification

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8. Description of Work Accomplished

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

- 1.Installed new Nicrocraft muffler P/N CEM0002 (O.E.M. direct replacement) on aircraft, reversed (left for right) and rotated aft, to position muffler outlet on the left side of the aircraft and in alignment of the left cowl flap opening.
- 2.Redrill the left and right muffler inlets for proper alignment of locating pin on the original muffler to exhaust clamps.
- 3.Installed modified original muffler shroud. Shroud was modified for left hand muffler outlet pipe, by cutting a new muffler outlet hole in the left end and patching the original hole by spot welding a patch fabricated from stainless steel sheet of the same thickness and alloy as the original shroud.
- 4.Fabricated and installed new exhaust pipe connecting the original muffler outlet pipe to the added carbon fiber muffler, through the left cowl flap opening. This exhaust pipe was fabricated using 3.00X.035W Mil-T 6737 C T321 stainless steel tubing (same material as the O.E.M. muffler outlet), and a Walcolmony 3.00" bellows fitting. The exhaust pipe was attached to the bellows and bellows to the original muffler outlet by welding. The exhaust pipe was connected to the added carbon fiber muffler with a 3" stainless exhaust clamp.
- 5. Fabricated and installed two exhaust system to airframe mounting brackets from .060 type 316 stainless steel and four hi-temp Lord vibration mounts Cessna P/N J14290-4. I installed the two mounts, one each at stations #28.0 and #56.7 by removing existing #6 rivets, three at each location, and installing the mounting brackets with AN3 bolts and lock nuts through the removed rivet holes.
- 6. Fabricated a 31" muffler extension pipe using 3.00OD X .035W Mil-T 6737C T321 stainless tubing. Installed exstention pipe to the carbon fiber muffler outlet using a stainless exhaust clamp.
- 7.Installed new exhaust system to mounting brackets using AN3 bolts and lock nuts at two locations, refer to figure 1.
- 8.Fabricated and installed flush patch for the original cowling muffler outlet hole. Patch fabricated from .040 2024 T3 aluminum, and attached with AN832 screws and lock nuts. Patch fabricated in accordance with AC 43.13-1A change 3 Fig 2.24 Par 100.
- 9.Rigged left cowl flap to maintain .25" clearance with the bottom of the exhaust pipe at the closest point in the closed position. Fabricated and installed cowl flap handle closed position stop on center console to limit cowl flap closed travel at the .25" clearance point. Relabeled cowl flap handle "CLOSED" in the new location. Rigged left cowlflap open to a maximum dimension of 6.0".



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.)

10.All welding of exhaust system done in accordance with AC43.13-1A change 3 par 68 a,b,c,d,e,f,h.

11. Weight and balance and equipment list updated to reflect this change.

Basic empty wt. 1912.5 lbs 47.02 arm 89927.5 mom

Muffler system 11.0 lbs 26.0 arm 286.0 mom

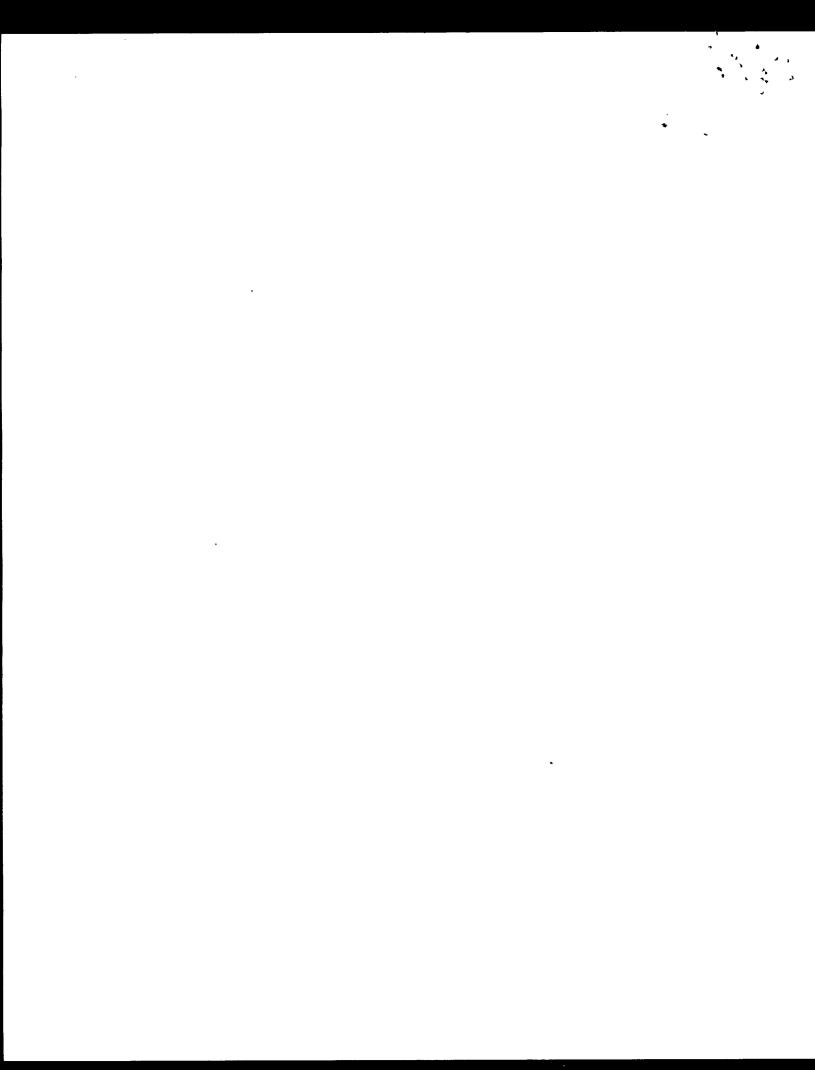
New empty wt. 1923.5 lbs 46.91 arm 90213.0 mom

Max T.O. wt. 3100.0 lbs

Useful load 1176.5 lbs

12.Muffler system to be inspected in conjunction with each Annual and 100hr inspection. In addition to the exhaust system inspection items listed in the applicable Cessna 182 Maintenance Manual inspection form: 1.Remove Cessna muffler shroud and inspect for exhaust leaks, cracking and lose or missing fasteners. 2.Inspect the entire exhaust pipe and carbon fiber muffler for cracking, chaffing, lose or missing fasteners and deteriorated lord mounts. 3.Remove carbon fiber muffler wrap annually and inspect packing material for deterioration and oil saturation. Replace packing with new if either condition exists.

End



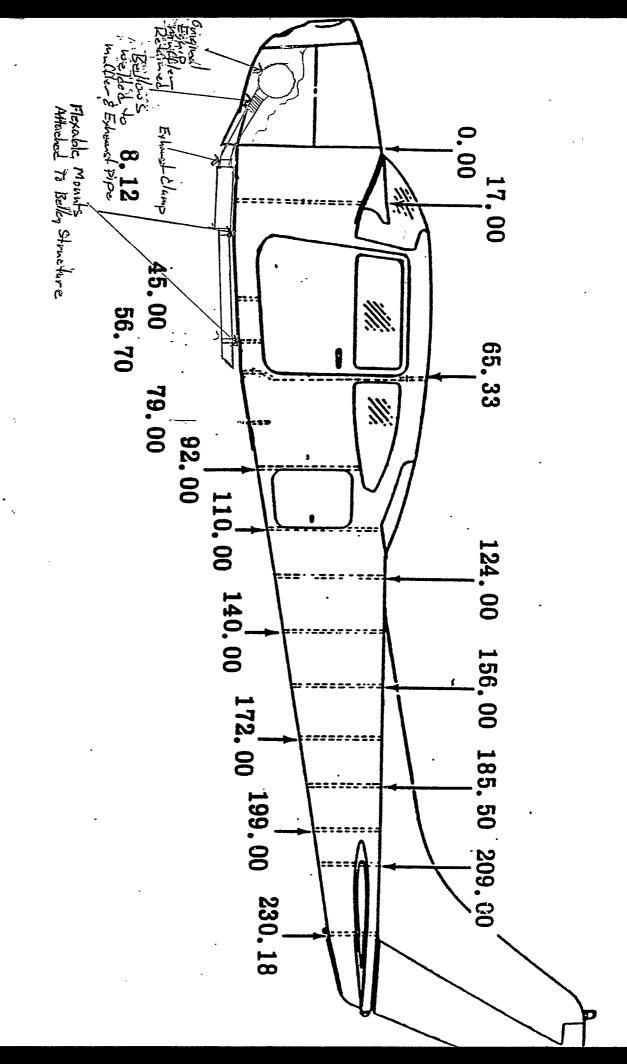
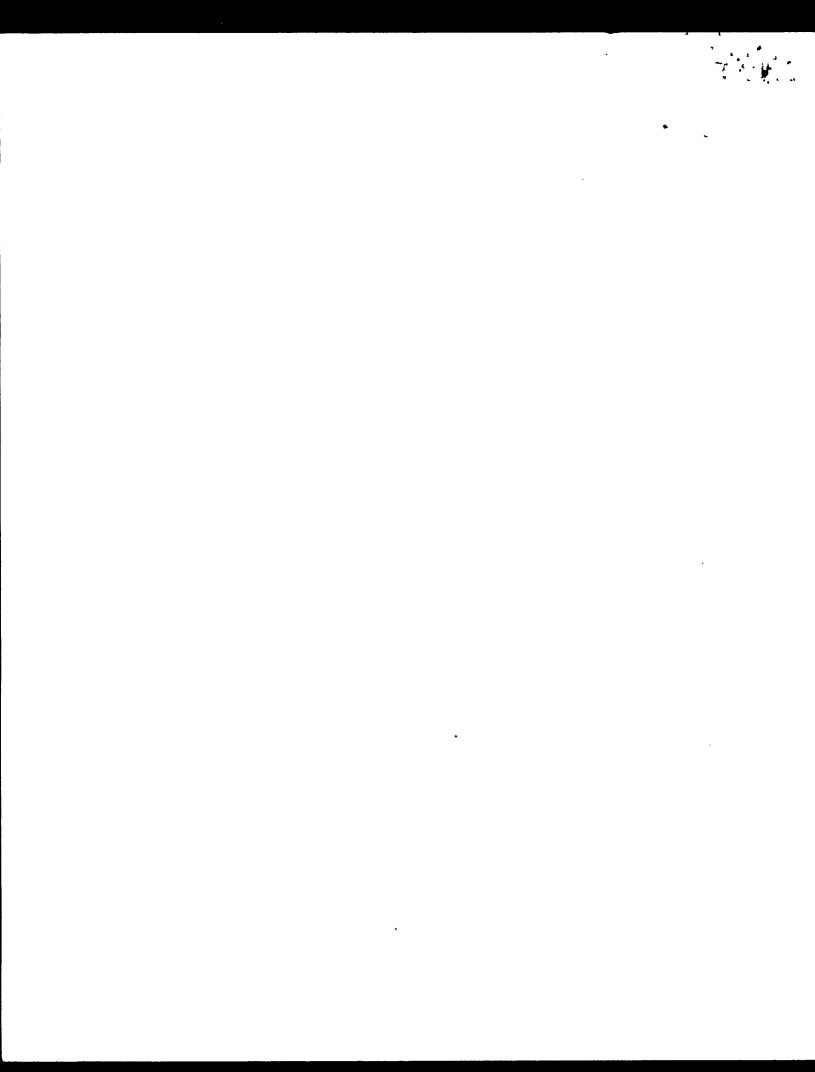


Figure 1-2. Reference Stations





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).

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

8. Description of Work Accomplished (Il more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

- I. Installed liner in seat bottom, extending 3 inches each side of the crack.
- 2. Welded liner in place using rosette welds and bolts of original tubes.
- 3. Repaired cracks in seat bottom by welding.
- 4. All repairs accomplished in accordance with AC43 13-1A Change 3 section 2 repaired: (2) is directly applicable to the repair being made; (3) is not contrary to the manufacturer's data.

☐ Additional Sheets Are Attached

CLR III



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 1955).

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- 8. Description of Work Accomplished
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 - 2. In stated SOROS went tube Assy. AN SI-J-2 10 Right owled tube AN 0713355-6 And lest outlet tube AN 0713355-5 per STC Instruction SABIBOSIN.
 - 3. No change in weight + BAJANCE.

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

8. Description of Work Accomplished
(If more space is required, attach additional sheets, identify with aircraft nationality and registration mark and date work completed.

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☐ Additional Sheets Are Attached

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D. I certify the	at the repair and/or alteration made in accordance with the	n made to the unit(s) ident se requirements of Part 43	ined in item 4 above	e and described o	n the reverse	or attachme	ents hereto
	herein is true and correct to					_,	
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		7. Approval for	Return To Service			,	
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Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

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

- A. THE FOLLOWING EQUIPMENT AND COMPONENTS WERE INSTALLED:
- 1. TCAD COMPUTER / DISPLAY UNIT P/N ATS8000
 2. MOUNTING TRAY ASSEMBLY P/N 70-1001
 3. TRANSPONDER COUPLER P/N 70-1040

- 4. ONE L-BAND ANTENNA
- B. THE COMPUTER / DISPLAY UNIT WAS INSTALLED IN ACCORDANCE WITH RYAN TCAD MODEL ATS-8000 INSTALLATION MANUAL P/N 32-2001 R7 11/92, AND GUIDANCE FROM AC 43.13-1A CPT 11,43.13-2A CPT 1 AND 2. C. THE TRANSPONDER COUPLER WAS INSTALLED IN ACCORDANCE WITH THE ABOVE INSTALLATION MANUAL AND AC 43.13-1A CPT 11,43.13-2A CPT 1 AND
- 2. D. ONE L-BAND ANTENNA WAS INSTALLED ON THE TOP FUSELAGE IN ACCORDANCE WITH AC 43:13-2A CPT 3:
- E. A ELECTRICAL LOAD ANALYSIS WAS PERFORMED AND FOUND TO BE WITH IN
- F. EQUIPMENT WAS OPERATIONALLY TESTED AND PERFORMED SATISFACTORY AND DID NOT ADVERSELY AFFECT EXISTING COMPONENTS.
- G. THE AIRCRAFT EQUIPMENT LIST WAS REVISED AND WEIGHT AND BALANCE UPDATED. A RYAN TCAD PILOTS HANDBOOK P/N 32-2002 WAS PLACED IN THE AIRCRAFT.

与约一指数

NOTHING FOLLOWS



Additional Sheets Are Attached

±U.5.G.P.O. 1990-761-753

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

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

- 1. Removed damaged portion of four seat bottom legs because cracking.
- 2. Fabricated four seat leg inserts machined from 1018 steel. (See attached drawing).

3. Installed inserts with wet zinc chromate primer and four P/N CR3213-4-8 cherry max rivets. Repair accomplished in accordance with AC 43.131A Rev III Par 99 c,d,e,f,h Par 100b, Par 101b. 4. Stress analysis on repair completed by Soloy Corporation and found the strength of the repair to be equal to or exceed the original design. 5. Weight and balance change negligible. ---- Nothing Follows ---

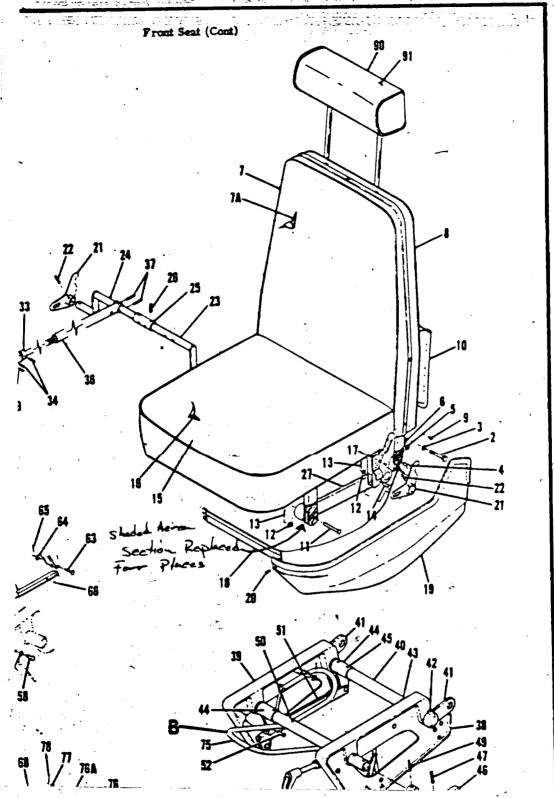
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FAA AIRCRAFT REGISTRY
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182 & T182 Parts Catalog



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

Description of Work Accomplished (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.) 1. Repaired abrasion damage to left upper engine mount tube. Damage located on aft side of tube 7 inches down from upper mount to firewall bolt hole. Repair accomplished by welded-patch repair AC 43:131A change three par 73 and fig. 2.6. Patch fabricated from 1" OD x .049 chrome moly tubing. Repair accomplished using T.I.G. process in accordance with Par 68a,I,b,c,d,e,h. Negligible change in weight and balance. This data may be used as approved data when: (1) It is appropriate to the product being repaired (2) is directly applicable to the repair being made; and (3) not contrary to manufacturer's data. ----- Nothing Follows -Promitic versions 0.0

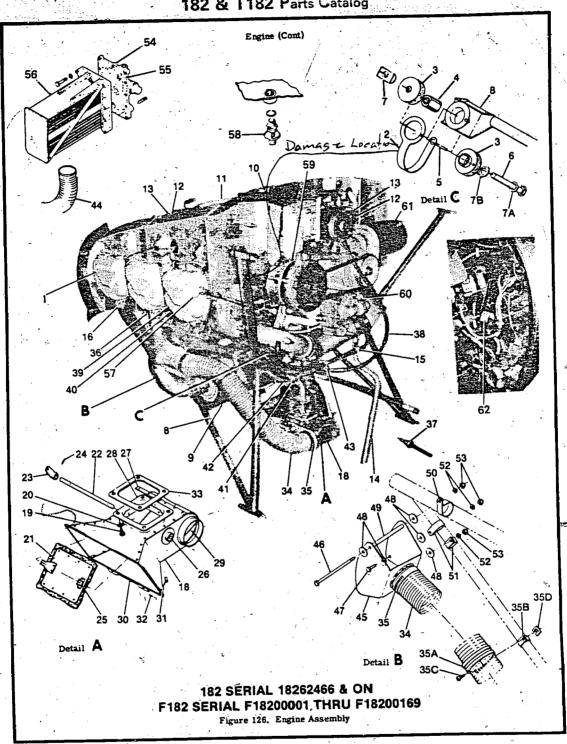
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182 & T182 Parts Catalog



Revision I

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 8-10-92

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FAA Form 337 (12-88)

Weight and bálance 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.

Description of Work Accomplished (If more space is required, attach additional sheets, identify with aircraft nationality and registration mark and date work completed.)

- 1. To reduce excessive cabin heat and prevent deterioration and hi temperature caused damage of components of cabin heat and defog distribution system.
- 2. Modified muffler heat shroud P/N 0750161-87 by removal of lower 8" baffle strip and modification of upper 12" baffle strip by drilling 1/2" diameter holes at 3/4" Centers. Those modifications increased airflow around the muffler reducing cabin heat temperature as demonstrated by flight test data attached modifications accomplished in accordance with instructions from Cessna factory technical support.
- 3. Flight Test Data:

	OAT	Cabin Temp	СНТ
With unmodified muffler at take off	47 F	250 F	220 F
With unmodified muffler at cruise	47 F	210 F	220 F
With modified muffler at take off	51 F	185 F	220 F ?
With modified muffler at cruise	51 F	175 F	220 F

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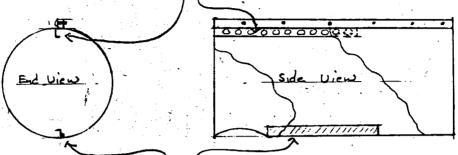
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Cessua M. Fle Shrond

This Upper 12" Beffle Strip Modified with 3" Holes.



This Lower 8" Boffle Strip Removed

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JAN 3 1 1992

WSP AVIATION



January 24, 1992

Mr. Terry Carr Director of Maintenance Washington State Patrol Aviation Section 7525A Old Highway 99 Olympia, WA 98501

Dear Mr. Carr:

Thank you for your request for technical information concerning the Model 1820/R.

Your request has been forwarded to our Engineering Department for review and their comments are as follows:

Modification (drilling vent holes or cutting) of the baffles in the P/N 0750161-82/-87 shroud assembly will reduce the temperature of the cabin heater air by an undetermined amount. Adequate material must remain in the baffle after modification to continue functioning as a stiffener for the shroud.

Mr. Carr, I hope this information is helpful and thanks for flying Cessna's.

Sincerely,

Steve Brooks Representative Resident Service

Cessna Aircraft Company Product Support, P.O. Box 7706, Wichita, Kansas 67277 U.S.A. 316/941-7550, Facsimile 316/942-9006, Telex 4319022

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8. Description of Work Accomplished

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

- 1. Removed original right and left rear engine mount spacers.
- 2. Installed new engine mount spacers. Cessna P/N 125100-17 and gussets P/N 0751003-27.
- 3. Repaired cracks in rear engine mount support plates by welding.

All repairs and spacer/gusset installations accomplished in accordance with AC43.13IA Section2 Paragraph 68 a.(1).b.c.d.e.f. and h: And previously approved form 337 dated 11-30-91 on N9579E and Cessna parts and Maint. Manuals. No change in weight and balance.

----- Nothing Follows-----

Additional Sheets Are Attached

• US GPO 1943 DESCRIPT

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

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

Replaced 60 amp alternator PN C611503-0102 with a 95 amp alternator PN C611505-0102 using existing bracket PN 643935 per Cessna parts

Wiring size changes were made per Cessna wiring diagram 0770139 page 4.3. Changing of the 60 amp circuit breaker to a 100 amp circuit breaker per same diagram page 4.3.

Drive system for the 95 amp alternator is the same as the 60 amp alternator per Teledyne Continental Motors parts list.

Location of 100 amp circuit breaker was accomplished per Cessna drawing 2201083. Installation of brackets 2270024-1 and 2270023-1 for holding circuit breaker accomplished per drawing 2201083 page Equipment, weight and balance updated as required. ---See Attached Drawings-ADDITIONAL SHEETS ARE ATTACHED

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

- 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 brackett airfilter assymbly I.A.W., instructions contained in STC-SA71GL. :1.

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DADDITIONAL SHEETS ARE ATTACHED

C . FAA AC 78-4908

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□ ADDITIONAL SHEETS ARE ATTACHED

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MAR 17 1989 U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION Form Approved
Budget Bureau No. 04-R060.1 MAJOR REPAIR AND ALTERATION FOR FAA USE ONLY OFFICE IDENTIFICATION NM-FSD0-01 (Airframe, Powerplant, Propeller, or Appliance) 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. MODEL MAKE 182 R
NATIONALITY AND REGISTRATION MARK Cessna 1. AIRCRAFT SERIAL NO. N6594E 18268375 NAME (As shown on registration certificate)
Washington State Patrol ADDRESS (As shown on registration certificate) General Admin. Building 2. OWNER Olympia, WA 98504 3. FOR FAA USE ONLY 4. UNIT IDENTIFICATION 5. TYPE ALTER SERIAL NO. ATION X (As described in Item 1 above) AIRFRAME POWERPLANT PROFELLER APPLIANCE MANUFACTURER 6. CONFORMITY STATEMENT B. KIND OF AGENCY C. CERTIFICATE NO. A. AGENCY'S NAME AND ADDRESS X U.S. CERTIFICATED MECHANIC Gary Bade POREIGN CERTIFICATED MECHANIC Washington State Patrol CERTIFICATED REPAIR STATION 7525-A Old Highwya 99 A&P532580469IA Olympia, WA 95801-5726 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. SIGNATURE OF AUTHORIZED INDIVIDUAL DATE Bang 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 PAA PLT. STANDARDS INSPECTOR MANUFACTURER X INSPECTION AUTHORIZATION CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT REPAIR STATION PAA DESIGNEE SIGNATURE OF AUTHORIZED INDIVIDUAL CERTIFICATE OR DESIGNATION NO. DATE OF APPROVAL OR 16-89 3<u>2580469Ť</u> (8320) FAA Form 337 (7-67)

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

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

1. Installed Precise Flight Inc. standby in accordance with airframe STC#SA2162NM and Continental STC#1780NM.

Nothing Follows

DADDITIONAL SHEETS, ARE ATTACHED

FAA AC 72-4905

★ U.S. GOVERNMENT PRINTING OFFICE: 1986-659-124/40146

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DEPARTMENT OF TRANSPORTATION FEDERAL AVAITON ADMINISTRATION STANDARD AIRWORTHINESS CERTIFICATE

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N6594E	Cessna 182R	19268375	Normal

AUTHORITY AND BASIS FOR ISSUANCE.

This airworthiness certificate is fastured pursuant to the Federal Aviation Act of 1958 and certifier that, as a date of issuance, the aircroft to which issued has been inspected and found to conform to the type certifered in the in condition forwards operation, and found to conform to the type certifered in the conformation of the copple of the complete of the * -- NONB-- *

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DESIGNATION NUMBER DOA-PC4

Any alteration, reproduction, or misuse of this certificate must be purishable by a fine not exceeding \$1,000, or implicament not exceeding 3 years, or both, THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA FORM 8100-2 (7-67) FORMERLY FAA FORM (382

DEPARTMENT, OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Burnen No. 04-R060.1

FOR FAA USE ONLY
OSEUE IDENTIFICATION

MAJOR REPAIR AND ALTERATION OFFICE IDENTIFICATION (Airframe, Powerplant, Propeller, or Appliance) NM-FSDO-6 INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision ther for instructions and disposition of this form. MAKE MODEL CESSNA 162 SKYLANE
NATIONALITY AND REGISTRATION MARK 1. AIRCRAFT SERIAL NO. 18268375 N 6594E ADDRESS (As shown on registration-certificate) NAME (As shown on registration certificate) GENERAL ADMINISTRATION BLDG 2. OWNER WASHINGTON STATE PATROL OLYMPIA WASHINGTON 98504 3. FOR FAA USE ONLY 4. UNIT IDENTIFICATION 5 TYPE ALTES-MAKE UNIT SERIAL NO. ATION AIRFRAME XX POWERPLANT PROPELLER APPLIANCE MAMURACTURE 6. CONFORMITY STATEMENT A. AGENCY'S NAME AND ADDRESS B. KIND OF AGENCY C. CERTIFICATE NO. U.S. CERTIFICATED MECHANIC AIRCRAFT RADIO SERVICES INC #4539 POREIGN CERTIFICATED MECHANIC SNOHOMISH COUNTY AIRPORT CENTIFICATED REPAIR STATION RADIO CLASS **EVERETT WASHINGTON 98204** MANUPACTURER 1 & 2 LIMITED 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. SIGNATURE OF AUTHORIZED HYDIVIDUAL DATE FEBRUARY 3, 1984 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 TAPPROVED REJECTED FAA PLT, STANDARDS INSPECTOR FAA DESKONEE REPAIR STATION DATE OF APPROVAL OR REJECTION CERTIFICATE OR SIGNATURE OF AUTHORIZED INDIVIDUAL DESIGNATION NO. 2-3-84

FAA Form 337 (7-67)

4539

(8320)

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.

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

REMOVED FROM AIRCRAFT A DIRECTIONAL INDICATOR AND C661071-0102 ALTIMETER. INSTALLED THE FOLLOWING RADIO EQUIPMENT IN RADIO PROVISION PROVIDED BY FACTORY: KING KMA-24H AUDIO PANEL, TWO KING KY-196 COM'S, A KING KN-53 NAV, A KING KK-87 ADF, A KING KT-76A TRANSPONDER, A KING KI-525A HSI, A KING KG-102A DIRECTIONAL GYRO, A KING KA-51B SLAVING ASSY., A KING KMT-112 FLUX GATE, A KING KI-203 NAV/LOC INDICATOR, A KING KI-227 ADF INDICATOR, A KR-21 MARKER BEACON, AND A WULFSBERG RT-9600 VHF FM COM WITH C-962A CONTROL HEAD. UNITS INSTALLED AS PER KING AND WULFSBERG INSTALLATION MANUALS AND AS PER FAA AC 43.13-2, CHAP 2, PG 22, 23B & 27. A KING KNS-80 R-NAV WAS INSTALLED AS PER KING INSTALLATION MANUAL AND AS PER FAA AC 90-45A. THE UNIT IS VFR APPROVED ONLY. AN AERO MECH ENCODING ALTIMETER 8140B-20 WAS INSTALLED AS PER AERO MECH INSTALLATION MANUAL AND AS PER FAA AC 43-6 AND FAR 91.36 "b". STATIC SYSTEM CHECK AS PER FAR 23.1325.

A KING KA-44B ADF LOOP ANTENNA WAS INSTALLED AS PER FAA AC 43.13-2, CHAP 3, PAR 38. —: A KING KA-60 DME ANTENNA WAS INSTALLED AS PER FAA AC 43.13-2, CHAP 3, PAR 37. A KA-60 TRANSPONDER ANTENNA WAS INSTALLED AS PER FAA AC 43.13-2, CHAP 3, PAR 37. TWO DMC-70-1 COM ANTENNAS WERE INSTALLED AS PER FAA AC 43.13-2, CHAP 3, PAR 32. A CI-102 MARKER ANTENNA WAS INSTALLED AS PER FAA AC 43.13-2, CHAP 3, PAR 36. A DMN-4-17A ANTENNA WAS INSTALLED AS PER FAA AC 43.13-2, CHAP 3, PAR 34.

ALL POWER WIRES ROUTED THROUGH FUSES AND CIRCUIT BREAKERS.

ELECTRICAL LOAD CALCULATED AND FOUND TO BE IN LIMITS. WEIGHT AND BALANCE
DATA ENTERED IN LOG BOOK AND EQUIPMENT LIST UP-DATED.

*** NOTHING FOLLOWS ***



ADDITIONAL SHEETS ARE ATTACHED