US Department
of Transportation
Federal Aviation Administration

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

Form Approved OMB No. 2120-0020 2/28/2011	Electronic Tracking Number
For FAA Use Only	

INSTRUCTIONS: Print or type all entries. See Title 14 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 N732VP	Serial No. 21061811	
	Make Cessna	Model T210M	Series
2. Owner	Name *(As shown on registration certificate)* Cole, Charles	Address *(As shown on registration certificate)* Address 904 Driver Rd NW City Fort Payne State AL Zip 35967 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 Gann Aviation Inc	☐ U. S. Certificated Mechanic	☐ Manufacturer	
Address 120 Gasque Dr.	☐ Foreign Certificated Mechanic	C. Certificate No.	
City Lafayette State Ga	✓ Certificated Repair Station		
Zip 30728 Country USA	☐ Certificated Maintenance Organization	GHVR840X	

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 Ron Dorsey

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 Flt. Standards Inspector	☐ Manufacturer	☐ Maintenance Organization	☐ Persons Approved by Canadian Department of Transport
	☐ FAA Designee	✓ Repair Station	☐ Inspection Authorization	Other *(Specify)*

Certificate or Designation No. GHVR840X	Signature/Date of Authorized Individual Ron Dorsey 06/09/2020

FAA Form 337 (10-06)

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.)

Nationality and Registration Mark	Date
N732VP	06/09/2020

Removed the following equipment from aircraft:
1) ARC DME 400 Indicator Head for Pilots Panel F.S. 37.5
2) Removed DME 400 RT from aft Fuselage F.S. 178.00

Installed Equipment
G5 Electronics Flight Display Pilots Flight Panel at F.S.39.0
GMU 11 magnetometer right wing station 124.00
GAD29B Adapter Copilots glove box F.S. 30.00

The work above was done IAW Cessna service manual and AC43.13-1b and 2b.
The G5 HSI was installed as per manual 190-0112-10 and STC SA 01818WI. The G5 was connected to the installed GNS530W and GNS430W. The unit was attached to the avionics buss via a 5 amp circuit breaker. It was also connected to the aircraft Pitot and Static system.

********************************Nothing Below This Line**

☐ 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
2/28/2011

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 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 N732VP	Serial No. 21061811	
	Make Cessna	Model T210M	Series
2. Owner	Name *(As shown on registration certificate)* Cole, Charles	Address *(As shown on registration certificate)* Address 904 Driver Rd NW City Fort Payne State AL Zip 35967 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
Name Gann Aviation Inc
Address 120 Gasque Dr
City Lafayette State Ga
Zip 30728 Country USA

B. Kind of Agency
☐ U. S. Certificated Mechanic
☐ Foreign Certificated Mechanic
✓ Certificated Repair Station
☐ Certificated Maintenance Organization
☐ Manufacturer

C. Certificate No.
GHVR840X

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
Ron Dorsey 06/09/2020

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 Flt. Standards Inspector	☐	Manufacturer	☐	Maintenance Organization	☐	Persons Approved by Canadian Department of Transport
	☐	FAA Designee	✓	Repair Station	☐	Inspection Authorization	Other *(Specify)*	

Certificate or Designation No.
GHVR840X

Signature/Date of Authorized Individual
Ron Dorsey 06/09/2020

FAA Form 337 (10-06)

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.)

N732VP	06/09/2020
Nationality and Registration Mark	Date

Validated that the previous installation of the GNS430 was installed IAW Garmin instructions and approved via a FAA field approved Form 337. Verified this aircraft and all interfaced equipment are covered under the STC AML. Determined that the location of the unit meets the field of view requirements. The existing wiring was inspected and determined to be IAW STC AML data. The existing GA56 antenna was removed and installed on the outside of the top fuselage as per Cirrus service manual 34-50.

1) Removed GA56 antenna p/n 011-00134-00 and installed new GA35 GPS/Waas antenna p/n 013-00235-00 s/n 191899, replaced existing coax with new RG 142, and IAW Garmin upgrade manual p/n 190-00357-06 and STC SA01933LA
2) Removed GNS430 p/n 011-00280-00 unit and installed Garmin GNS430W p/n 011-01060-45, s/n 97104437 installation done IAW Garmin upgrade manual p/n 190-00357-06 and STC SA01933LA.
3) The GNS430W was configured identical to the original 430 unit. All interfaces were checked IAW GNS430W installation manual 190-00356-02 section 5.
4) Removed the Aircraft Flight Manual Supplement for the GNS430 and installed a GNS430W AFMS p/n 190-00356-63,
5) ICA instructions for the GNS430W p/n 190-00356-65 Instructions for Continued Airworthiness were placed in the Aircraft records.

*******************************Nothing Below This Line**

☐ 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
2/28/2011

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 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 N732VP	Serial No. 21061811	
	Make Cessna	Model T210M	Series

2. Owner

Name *(As shown on registration certificate)*
Charles Cole

Address *(As shown on registration certificate)*
Address 904 Driver Rd NW
City FT Payne State AL
Zip 35967 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
Name Gann Aviation Inc
Address 120 Gasque Dr
City Lafayette State Ga
Zip 30728 Country USA

B. Kind of Agency

☐	U. S. Certificated Mechanic	☐	Manufacturer
☐	Foreign Certificated Mechanic	C. Certificate No.	
✓	Certificated Repair Station	GHVR840X	
☐	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
Ron Dorsey 02/08/2018

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 Flt. Standards Inspector	☐	Manufacturer	☐	Maintenance Organization	☐	Persons Approved by Canadian Department of Transport
	☐	FAA Designee	✓	Repair Station	☐	Inspection Authorization	Other *(Specify)*	

Certificate or Designation No.
GHVR840X

Signature/Date of Authorized Individual
Ron Dorsey 02/08/2018

FAA Form 337 (10-06)

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.)

N732VP	02/08/2018
Nationality and Registration Mark	Date

Validated that the previous installation of the GNS430 was installed IAW Garmin instructions and approved via a FAA field approved Form 337. Verified this aircraft and all interfaced equipment are covered under the STC AML. Determined that the location of the unit meets the field of view requirements. The existing antenna cable was change to RG400 cable. The existing wiring was inspected and determined to be IAW STC AML data. The existing GA56 antenna was removed and installed on the outside of the top fuselage as per Cessna Service manual and AC43.13 1b and 2b.

1) Removed GA56 antenna p/n 011-00134-00 and installed new GA35 GPS/Waas antenna p/n 013-00235-00 s/n 143243 and IAW Garmin upgrade manual p/n 190-00357-06 and STC SA01933LA
2) Removed GNS430 p/n 011-00280-00 unit and installed Garmin GNS430W p/n 011-01060-45, s/n 9712768 installation done IAW Garmin upgrade manual p/n 190-00357-06 and STC SA01933LA.
3) The GNS430W was configured identical to the original 430 unit. All interfaces were checked IAW GNS430W installation manual 190-00356-02 section 5.
4) Removed the Aircraft Flight Manual Supplement for the GNS430 and installed a GNS430W AFMS p/n 190-00356-63,
5) ICA instructions for the GNS430W p/n 190-00356-65 Instructions for Continued Airworthiness were placed in the Aircraft records.

*******************************Nothing Below This Line***

☐ 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 2/28/2011	Electronic Tracking Number
For FAA Use Only	

INSTRUCTIONS: Print or type all entries. See Title 14 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 N732VP	Serial No. 21061811	
	Make Cessna	Model T210M	Series
2. Owner	Name *(As shown on registration certificate)* Charles Cole	Address *(As shown on registration certificate)* Address 904 Driver Rd NW City FT Payne State AL Zip 35967 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 Gann Aviation Inc	☐ U. S. Certificated Mechanic	☐ Manufacturer
Address 114 Gasque Dr	☐ Foreign Certificated Mechanic	C. Certificate No.
City Lafayette State Ga	☑ Certificated Repair Station	
Zip 30728 Country USA	☐ Certificated Maintenance Organization	GHVR840X

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 Ron Dorsey 02/08/2018

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 Flt. Standards Inspector	☐ Manufacturer	☐ Maintenance Organization	☐ Persons Approved by Canadian Department of Transport
	☐ FAA Designee	☑ Repair Station	☐ Inspection Authorization	Other *(Specify)*

Certificate or Designation No. GHVR840X	Signature/Date of Authorized Individual Ron Dorsey 02/08/2018

FAA Form 337 (10-06)

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.)

N732VP	02/08/2018
Nationality and Registration Mark	Date

1) Removed GTX327 transponder rack, connector and wiring.
2) Installed GTX345 ADSB Transponder as manual 190-01499-02 rev. 3 and STC STC SA01714WI
3) The GTX345 was attached to the existing Aircraft Transcal encode output to provide altitude and heading info.
4) The GTX345 was attached to the existing transponder antenna and the avionics buss via a 5 amp C/B.
5) The GTX345 was attached to the existing GNS530W to provide GPS info and also display weather and traffic information.

All work was done IAW AC43.13 1b and 2b and Cessna service manual and the data listed.
The antenna's were installed as per data in AC43.13-2b Chapter 3.
All wire used in the installation shall be of appropriate standard aircraft quality
grade and size as described in AC 43.13-1B, Chapter 11, Sections 5-20.
All circuits shall be protected in accordance with AC 43.13-1B, Chapter 11,
An electrical load analysis was performed on each aircraft, as described in AC43.13-1B, Chapter 11 Section 3.
The GTX345 was tested and programmed and found to be in compliance with AC20-165, and FAR43 appendix F.The approved Flight manual supplements was placed in the POH and Pilots Guide 190-01499-00 Rev C were placed in the aircraft.

NOTHING BELOW THIS LINE*

☐ ~~Add~~itional Sheets Are Attached

U.S. Department of Transportation
Federal Aviation Administration

AUG 31 2004

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification SC GL03

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 $1,000.00 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make CESSNA	Model T210M
	Serial No. 21061811	Nationality and Registration Mark N732VP N732VP
2. Owner	Name *(As shown on registration certificate)* Renken, Henry J. Jr. Trustee	Address *(As shown on registration certificate)* 39W539 Deer Run Drive Saint Charles, IL 60175

3. For FAA Use Only

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
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	C. Certificate No.
David Noe C/O Poplar Grove Airmotive 11619 Route 76 Poplar Grove, IL 61065	☒ U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic ☐ Certificated Repair Station ☐ Manufacturer	IA 344386227

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 Requlations and that the information furnished herein is true and correct to the best of my knowledge.

Date 8/30/2004	Signature of Authorized Individual David Noe David Noe

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 8/30/2004	Certificate or Designation No. IA344386227	Signature of Authorized Individual David Noe

FAA Form 337 (12-88)

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.)

Removed McCauley wheels and brakes and installed cleveland 199-60 wheel and brake kit in accordance with manufacturer's IM199-60 instruction manual. Approved for installation under STC-SA52GL. No weight and balance change.

☐ **Additional Sheets are Attached**

APR 16 2003

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
GL03

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

1. Aircraft	Make CESSNA	Model T210M
	Serial No. 21061811	Nationality and Registration Mark N732VP
2. Owner	Name *(As shown on registration certificate)* RENKEN, HENRY J.	Address *(As shown on registration certificate)* 39W539 DEER RUN DRIVE ST, CHARLES, IL 60175

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.
R&M AVIATION. INC. 3232 PLEASANT STREET DEKALB. IL 60115	☐ U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic ☒ Certificated Repair Station ☐ Manufacturer	RMVR672H

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 11, 2003	Signature of Authorized Individual Michael Carey

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	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection April 11, 2003	Certificate or Designation No. RMVR672H	Signature of Authorized Individual Michael Carey

FAA Form 337 (12-88)

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.)

INCORPORATED STC #SA1990CE, INCREASED GROSS WEIGHT FROM 3,800 LB. TO 4,000 LB. FOR TAKE-OFF AND FLIGHT. FLIGHT MANUAL SUPPLEMENT DATED MAY 1, 1984 INSTALLED, AND PLACARD P.N. 0505087-15 FOR DAY/NIGHT/VFR/IFR INSTALLED AT THIS TIME. THERE ARE NO CONFLICTING STC'S AT THIS TIME.

--END--

☐ Additional Sheets Are Attached

U.S Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification GL03

OCT 11 2001

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

1. Aircraft	Make CESSNA	Model T210M
	Serial No. 21061811	Nationality and Registration Mark N732VP
2. Owner	Name *(As shown on registration certificate)* RENKEN, HENRY J.	Address *(As shown on registration certificate)* 39W539 DEER RUN DRIVE ST. CHARLES, IL 60175

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.
R&M AVIATION. INC. 3232 PLEASANT STREET DEKALB. IL 60115	☐ U.S. Certified Mechanic ☐ Foreign Certified Mechanic ☒ Certified Repair Station ☐ Manufacturer	RMVR672H

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

Date October 9, 2001	Signature of Authorized Individual MICHAEL A. CAREY

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	X	Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection October 9, 2001	Certificate or Designation No. RMVR672H	Signature of Authorized Individual

FAA Form 337 (12-88)

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 AEROSAFE CORPORATION "GUARDIAN 1 STANDBY VACUUM SYSTEM" I/A/W STC #SA4626SW, REVISION 3, DATED 05/09/83, OR LATER FAA APPROVED REVISIONS. SEE INSTALLATION INSTRUCTIONS FOR 100 HR./ANNUAL INSPECTION REQUIREMENTS TO ASSURE CONTINUED AIRWORTHINESS.

--END--

☐ Additional Sheets Are Attached

REL

OCT 11 2001

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
MWP Office Identification GL03

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

1. Aircraft	Make CESSNA	Model T210M
	Serial No. 21061811	Nationality and Registration Mark N732VP
2. Owner	Name *(As shown on registration certificate)* RENKEN, HENRY J.	Address *(As shown on registration certificate)* 39W539 DEER RUN DRIVE ST. CHARLES, IL 60175

3. For FAA Use Only

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	—————(*As described in item 1 above*)—————				
POWERPLANT	TCM	TSIO-520-R	512047		X
PROPELLER					
APPLIANCE	Type Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
R&M AVIATION. INC. 3232 PLEASANT STREET DEKALB. IL 60115	☐ U.S. Certified Mechanic ☐ Foreign Certified Mechanic ☒ Certified Repair Station ☐ Manufacturer	RMVR672H

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

Date October 9, 2001	Signature of Authorized Individual MICHAEL A. CAREY

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	X	Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection October 9, 2001	Certificate or Designation No. RMVR672H	Signature of Authorized Individual

FAA Form 337 (12-88)

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 GAMI FUEL INJECTORS I/A/W GENERAL AVIATION MODIFICATIONS, INC. INSTALLATION PROCEDURE, No. IP-97-002, REV. 1, DATED 02/06/97, AND STC #SE09289SC. (KIT # GT14B, S.N. 8952)

--END--

☐ Additional Sheets Are Attached

V7R/17R GNS-430

U.S. Department of Transportation
Federal Aviation Administration

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

For FAA Use Only
Office Identification
SEP 2001 GL03

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $ 1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make CESSNA	Model T210M
	Serial No. 21061811	Nationality and Registration Mark USA N732VP
2. Owner	Name (As shown on registration certificate) Henry J. Renken Jr. Trust	Address (As shown on registration certificate) 39W539 Deer Run Dr. St. Charles, IL 60175 USA

3. For FAA Use Only

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

SEP 14 2001
Date

FAA Inspector, DPA

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.
AVIONICS PLACE 5257 Falcon Rd. Rockford, IL 61109 FQ5R866M	☐ U. S. Certified Mechanic ☐ Foreign Certified Mechanic ☒ Certified Repair Station ☐ Manufacturer	FQ5R866M Radio Limited Instrument

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 12-September-2001	Signature of Authorized Individual David J. Wright David J Wright

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	Certificate or Designation No.	Signature of Authorized Individual
12-September-2001	FQ5R866M	David J Wright

FAA Form 337

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.)

1. Introduction: A. Installed GNS-430 s/n 97104437 in radio stack above GTX-327 and below GNS-530 in clear view of pilot.
   B. Antenna mounted on top at station #42.
2. Description: A. Installed I.A.W. manufacturers instructions p/n 190-00140-02, Rev. J, dated 02-22-01 AC 43.13-1B Chap 4, 11, 12, AC 43.13-2A Chap 2 & 3, AC 23.1309-1A, AC 20-138 Chap 7 (VFR), and PAR 8(c)(1)(iv)(IFR install).
   B. Supporting data on STC SA#00705WI.
   C. Installed 5 amp C/B labeled GPS.
   D. GPS does not interfere with any other equipment, (electromagnetic compatibility), and other equipment in A/C does not interfere with GPS unit. Electrical load analysis was performed. GNS- does not produce excessive load on systems per A/C specifications.
   E. GNS-430 is directly connected to GI-106A, GTX-327, GNS-530, WX-500, and DME.
   F. Installation functions checked satisfactorily per procedures found in Initial Checkout Section of Installation Manual. Ground checks include verification of conformity to airworthiness criteria in accordance with A/C 20-138 PAR 8(c)(2). The A/C has been placarded "GPS NOT APPROVED FOR NAVIGATION". This placard to remain in installed for navigation until flight test certification is completed and FAA Approved Airplane Flight Manual Supplement has been approved. See paragraph below of this form for flight test certification and AFM approval date. The GPS has been flight tested in accordance with AC 20-138 PAR 8(c)(2) on

      Date: 9-14-01
      By: David A Wright
      Certificate #: 12341465

      and found to meet the requirements of IFR enroute, terminal, and non-precision approach flight. An Airplane Flight Manual Supplement C-T210M approved by the FAA dated SEP 14 2001 has been installed within the airplane. Garmin GNS-430 Pilot's Guide p/n 190-00140-00, Rev. F, dated July 00 has been included and must be available to the flight crew during IFR operations.
   G. All inspection records and other documents pertaining to this major alteration are on file at Avionics Place under W.O. #5505. A/C weight and balance and equipment list amended in accordance with AC 43.13-1B Chap 11, Section 3 thru 3.36, and Section 11.37.
3. Control, operation information: N/A
4. Servicing information: N/A
5. Maintenance instructions: N/A
6. Trouble shooting information: N/A
7. Removal and replacement information: N/A
8. Diagrams: N/A
9. Special inspection requirements: N/A
10. Application of protective treatments: N/A
11. Data: N/A
12. List of specific tools: N/A
13. Commuter category: N/A
14. Recommended overhaul periods: N/A
15. Airworthiness Limitations Section: N/A
16. Revision: A letter will be submitted to the local FSDO with a copy of the revised FAA ICA.

END

☐ ADDITIONAL SHEETS ARE ATTACHED

AVIONICS PLACE
5257 Falcon Rd.
Rockford, IL 61109
815-229-5360

FAA APPROVED FLIGHT MANUAL SUPPLEMENT
GARMIN GNS-430 VHF COMMUNICATIONS TRANSCEIVER/ VOR/ILS RECEIVER / GPS RECEIVER

AIRCRAFT MAKE: CESSNA

AIRCRAFT MODEL: T210M

AIRCRAFT SER. NO.: 21061811

AIRCRAFT REG. NO.: N732VP

This document must be carried in the aircraft at all times. It describes the operating procedures for the GARMIN GNC-430 navigation system when it has been installed in accordance with GARMIN Installation Manual 190-00140-02 Rev. J (Rev. A or later) and the FAA Form 337 dated 9-14-01.

For aircraft with an FAA Approved Flight Manual, this document serves as the FAA Approved Flight Manual Supplement for the GARMIN GNS-430.

The information contained herein supplements or supercedes the basic Airplane Flight Manual only in those areas listed herein. For limitations, procedures, and performance information not contained in this document, consult the basic Airplane Flight Manual.

FAA APPROVED: ______________________
For
Scott Horejs
Principal Avionics Inspector
Dupage District Flight Office
31W775 North Ave.
West Chicago, IL 60185-1056

C-T210M
N732VP

LOG OF REVISIONS			
Revision Number	Revision Date	Description	ECO Number
A	9/16/98	Initial Release	------
B	10/6/98	Revised acceptable software versions	9793
C	5/17/99	Added references to automatic localizer course capture and crossfill operations to support main software version 2.07	11032
D	10/28/99	Add BFGoodrich WX-500 and SKYWATCH Interfaces	12055
E	4/26/00	Updated paragraph describing automatic localizer capture feature	13206
F	8/17/00	Add a note to the Normal Procedures about legs not flown by the GNS 430	13932

Aircraft Make: Cessna
Aircraft Model: T210M
Aircraft Serial Number: 21061811

GARMIN GNS 430 VHF Communications
Transceiver / VOR/ILS Receiver / GPS Receiver

Table of Contents

Aircraft Make: Cessna
Aircraft Model: T210M
Aircraft Serial Number: 21061811

SECTION I
GENERAL

1. The GNS 430 System is a fully integrated, panel mounted instrument, which contains a VHF Communications Transceiver, a VOR/ILS receiver, and a Global Positioning System (GPS) Navigation computer. The system consists of a GPS antenna, GPS Receiver, VHF VOR/LOC/GS antenna, VOR/ILS receiver, VHF COMM antenna and a VHF Communications Transceiver. The primary function of the VHF Communication portion of the equipment is to facilitate communication with Air Traffic Control. The primary function of the VOR/ILS Receiver portion of the equipment is to receive and demodulate VOR, Localizer, and Glide Slope signals. The primary function of the GPS portion of the system is to acquire signals from the GPS system satellites, recover orbital data, make range and Doppler measurements, and process this information in real-time to obtain the user's position, velocity, and time.

2. Provided the GARMIN GNS 430's GPS receiver is receiving adequate usable signals, it has been demonstrated capable of and has been shown to meet the accuracy specifications for:

   - VFR/IFR enroute, terminal, and non-precision instrument approach (GPS, Loran-C, VOR, VOR-DME, TACAN, NDB, NDB-DME, RNAV) operation within the U.S. National Airspace System in accordance with AC 20-138.
   - One of the approved sensors, for a single or dual GNS 430 installation, for North Atlantic Minimum Navigation Performance Specification (MNPS) Airspace in accordance with AC 91-49 and AC 120-33.
   - The systems meets RNP5 airspace (BRNAV) requirements of AC 90-96 and in accordance with AC 20-138, and JAA AMJ 20X2 Leaflet 2 Revision 1, provided it is receiving usable navigation information from the GPS receiver.

Navigation is accomplished using the WGS-84 (NAD-83) coordinate reference datum. Navigation data is based upon use of only the Global Positioning System (GPS) operated by the United States of America.

Aircraft Make: Cessna
Aircraft Model: T210M
Aircraft Serial Number: 21061811

GARMIN GNS 430 VHF Communications
Transceiver / VOR/ILS Receiver / GPS Receiver

SECTION II
LIMITATIONS

1. The GARMIN GNS 430 Pilot's Guide, P/N 190-00140-00, Rev. A, dated October, 1998, or later appropriate revision, must be immediately available to the flight crew whenever navigation is predicated on the use of the system.

   The GARMIN 400 Series Pilot's Guide Addendum, Display Interface for Traffic and Weather Data, must be immediately available to the flight crew if the BFGoodrich WX-500 Stormscope® or the BFGoodrich SKYWATCH™ Traffic Advisory System (TAS) is installed.

2. The GNS 430 must utilize the following or later FAA approved software versions:

Sub-System	Software Version
Main	2.00
GPS	2.00
COMM	1.22
VOR/LOC	1.25
G/S	2.00

   The Main software version is displayed on the GNS 430 self test page immediately after turn-on for 5 seconds. The remaining system software versions can be verified on the AUX group sub-page 2, "SOFTWARE/DATABASE VER".

3. IFR enroute and terminal navigation predicated upon the GNS 430's GPS Receiver is prohibited unless the pilot verifies the currency of the data base or verifies each selected waypoint for accuracy by reference to current approved data.

4. Instrument approach navigation predicated upon the GNS 430's GPS Receiver must be accomplished in accordance with approved instrument approach procedures that are retrieved from the GPS equipment data base. The GPS equipment database must incorporate the current update cycle.

   (a) Instrument approaches utilizing the GPS receiver must be conducted in the approach mode and Receiver Autonomous Integrity Monitoring (RAIM) must be available at the Final Approach Fix.

   (b) Accomplishment of ILS, LOC, LOC-BC, LDA, SDF, MLS or any other type of approach not approved for GPS overlay with the GNS 430's GPS receiver is not authorized.

(c) Use of the GNS 430 VOR/ILS receiver to fly approaches not approved for GPS require VOR/ILS navigation data to be present on the external indicator.

(d) When an alternate airport is required by the applicable operating rules, it must be served by an approach based on other than GPS or Loran-C navigation, the aircraft must have the operational equipment capable of using that navigation aid, and the required navigation aid must be operational.

(e) VNAV information may be utilized for advisory information only. Use of VNAV information for Instrument Approach Procedures does not guarantee Step-Down Fix altitude protection, or arrival at approach minimums in normal position to land.

5. If not previously defined, the following default settings must be made in the "SETUP 1" menu of the GNS 430 prior to operation (refer to Pilot's Guide for procedure if necessary):

(a) dis, spd ....$\frac{n}{m}$ ^{k}t (sets navigation units to "nautical miles" and "knots")
(b) alt, vs ....^{f}t fpm (sets altitude units to "feet" and "feet per minute")
(c) map datum ..WGS 84 (sets map datum to WGS-84, see note below)
(d) posn ....deg-min (sets navigation grid units to decimal minutes)

NOTE: In some areas outside the United States, datums other than WGS-84 or NAD-83 may be used. If the GNS 430 is authorized for use by the appropriate Airworthiness authority, the required geodetic datum must be set in the GNS 430 prior to its use for navigation.

SECTION III
EMERGENCY PROCEDURES

ABNORMAL PROCEDURES

1. If GARMIN GNS 430 navigation information is not available or invalid, utilize remaining operational navigation equipment as required.

2. If "RAIM POSITION WARNING" message is displayed the system will flag and no longer provide GPS based navigational guidance. The crew should revert to the GNS 430 VOR/ILS receiver or an alternate means of navigation other than the GNS 430's GPS Receiver.

3. If "RAIM IS NOT AVAILABLE" message is displayed in the enroute, terminal, or initial approach phase of flight, continue to navigate using the GPS equipment or revert to an

alternate means of navigation other than the GNS 430's GPS receiver appropriate to the route and phase of flight. When continuing to use GPS navigation, position must be verified every 15 minutes using the GNS 430's VOR/ILS receiver or another IFR-approved navigation system.

4. If "RAIM IS NOT AVAILABLE" message is displayed while on the final approach segment, GPS based navigation will continue for up to 5 minutes with approach CDI sensitivity (0.3 nautical mile). After 5 minutes the system will flag and no longer provide course guidance with approach sensitivity. Missed approach course guidance may still be available with 1 nautical mile CDI sensitivity by executing the missed approach.

5. In an in-flight emergency, depressing and holding the Comm transfer button for 2 seconds will select the emergency frequency of 121.500 Mhz into the "Active" frequency window.

SECTION IV
NORMAL PROCEDURES

1. DETAILED OPERATING PROCEDURES

Normal operating procedures are described in the GARMIN GNS 430 Pilot's Guide, P/N 190-00140-00, Rev. A, dated October 1998, or later appropriate revision.

2. PILOT'S DISPLAY

The GNS 430 System data will appear on the Pilot's HSI. The source of data is either GPS or VLOC as annunciated on the display above the CDI key.

3. AUTOPILOT / FLIGHT DIRECTOR OPERATION

Coupling of the GNS 430 System steering information to the autopilot/flight director can be accomplished by engaging the autopilot/flight director in the NAV or APR mode.

When the autopilot/flight director system is using course information supplied by the GNS 430 System and the course pointer is not automatically driven to the desired track, the course pointer on the HSI must be manually set to the desired track (DTK) indicated by the GNS 430. For detailed autopilot/flight director operational instructions, refer to the FAA Approved Flight Manual Supplement for the autopilot/flight director.

Aircraft Make: Cessna
Aircraft Model: T210M
Aircraft Serial Number: 21061811

GARMIN GNS 430 VHF Communications
Transceiver / VOR/ILS Receiver / GPS Receiver

4. CROSSFILL OPERATIONS

For dual GNC 400 Product Series installations, crossfill capabilities exist between the number one and number two GNC 400 Systems. Refer to the GARMIN GNS 430 Pilot's Guide for detailed crossfill operating instructions.

5. AUTOMATIC LOCALIZER COURSE CAPTURE

By default, the GNS 430 automatic localizer course capture feature is enabled. This feature provides a method for system navigation data present on the external indicators to be switched automatically from GPS guidance to localizer / glide slope guidance at the point of course intercept on a localizer at which GPS derived course deviation equals localizer derived course deviation. If an offset from the final approach course is being flown, it is possible that the automatic switch from GPS course guidance to localizer / glide slope course guidance will not occur. It is the pilot's responsibility to ensure correct system navigation data is present on the external indicator before continuing a localizer based approach beyond the final approach fix.

6. DISPLAY OF LIGHTNING STRIKE DATA

For installations that interface the BFGoodrich WX-500 Stormscope and the GNS 430, lightning strike data detected by the WX-500 will appear on the GNS 430. For detailed operating instructions regarding the interface of the GNS 430 with the WX-500, refer to the WX-500 Pilot's Guide and the GNS 430 Pilot's Guide Addendum for the WX-500 Stormscope interface.

7. DISPLAY OF TRAFFIC ADVISORY DATA

For installations that interface the BFGoodrich SKYWATCH Traffic Advisory System (TAS) and the GNS 430, traffic data detected by the SKYWATCH will appear on the GNS 430. For detailed operating instructions regarding the interface of the GNS 430 with the SKYWATCH, refer to the FAA Approved Flight Manual Supplement for the SKYWATCH, the Pilot's Guide for the SKYWATCH and the GNS 430 Pilot's Guide Addendum for the SKYWATCH Traffic Advisory System interface.

Aircraft Make: Cessna
Aircraft Model: T210M
Aircraft Serial Number: 21061811

GARMIN GNS 430 VHF Communications
Transceiver / VOR/ILS Receiver / GPS Receiver

SECTION V
PERFORMANCE

No change.

SECTION VI
WEIGHT AND BALANCE

See current weight and balance data.

SECTION VII
AIRPLANE & SYSTEM DESCRIPTIONS

See GNS 430 Pilot's Guide for a complete description of the GNS 430 system.

WX-500

U.S. Department of Transportation
Federal Aviation Administration

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

For FAA Use Only

Office Identification SYW GL03

SEP 20 2001

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $ 1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make CESSNA	Model T210M
	Serial No. 21061811	Nationality and Registration Mark USA N732VP
2. Owner	Name (As shown on registration certificate) Henry J. Renken Jr. Trust	Address (As shown on registration certificate) 39W539 Deer Run Dr. St. Charles, IL 60175 USA

3. For FAA Use Only

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

SEP 1 4 2001

Date

FAA Inspector, DPA-FSDO

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.
AVIONICS PLACE 5257 Falcon Rd. Rockford, IL 61109 FQ5R866M	☐	U. S. Certified Mechanic	FQ5R866M Radio Limited Instrument
	☐	Foreign Certified Mechanic	
	☒	Certified 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 12-September-2001	Signature of Authorized Individual David J. Wright David J Wright

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 12-September-2001	Certificate or Designation No. FQ5R866M	Signature of Authorized Individual

FAA Form 337

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.)

1. Introduction: A. Installed WX-500 system processor s/n JDP06103820 located at station #161.4
   and antenna s/n JCA06107447 located at station #189.4.
2. Description: A. Installed I.A.W. manufacturers instructions p/n 009-11500-001, Rev. B, dated 06-10-99, AC 43.13-1B Chap 4, 11, & 12, and AC 43.13-2A Chap 2 & 3.
   B. Installed 3 amp C/B labeled WX-500. Electrical load analysis was performed. WX-500 does not produce excessive load on system per A/C specifications.
   C. WX-500 does not interfere with any other avionics or instruments in A/C.
   D. WX-500 is directly connected to GNS-430, GNS-530, and KI-525A.
   E. Owners operation manual was placed in A/C.
   F. System ground checked good.
   G. Weight and balance revised.
3. Control, operation information: N/A
4. Servicing information: N/A
5. Maintenance instructions: N/A
6. Troubleshooting information: N/A
7. Removal and replacement information: N/A
8. Diagrams: N/A
9. Special inspection requirements: N/A
10. Application of protective treatments: N/A
11. Data: N/A
12. List of special tools: N/A
13. Commuter category A/C: N/A
14. Recommended overhaul periods: N/A
15. Airworthiness Limitations Section: N/A
16. Revision: A letter will be submitted to the local FSDO with
    a copy of the revised FAA Form 337 and revised ICA.

END

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. Department of Transportation
Federal Aviation Administration

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

For FAA Use Only
Office Identification 871 GL03

SEP 26 2001

SEP 13 2001

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $ 1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make CESSNA	Model T210M
	Serial No. 21061811	Nationality and Registration Mark USA N732VP
2. Owner	Name (As shown on registration certificate) Henry J. Renken Jr. Trust	Address (As shown on registration certificate) 39W539 Deer Run Dr. St. Charles, IL 60175 USA

3. For FAA Use Only

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

SEP 14 2001
Date

FAA Inspector, DPA-ESOO

4. Unit Identification

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency		C. Certificate No.
AVIONICS PLACE 5257 Falcon Rd. Rockford, IL 61109 FQ5R866M	☐	U. S. Certified Mechanic	FQ5R866M Radio Limited Instrument
	☐	Foreign Certified Mechanic	
	☒	Certified 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 12-September-2001	Signature of Authorized Individual David J. Wright David J Wright

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 12-September-2001	Certificate or Designation No. FQ5R866M	Signature of Authorized Individual David J Wright

FAA Form 337

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.)

1. Introduction: A. Installed GNS-530 s/n 78402634 in radio stack above GNS-430 and below PM-7000MS in clear view of pilot.
   B. Antenna mounted on top at station #42.
2. Description: A. Installed I.A.W. manufacturers instructions p/n 190-00180-02, Rev. C, dated 09-22-00, AC 43.13-1B Chap 4, 11, 12, AC 43.13-2A Chap 2 & 3, AC 23.1309-1A AC 20-138 Chap 7 (VFR), and PAR 8(c)(1)(iv)(IFR install).
   B. Supporting data on STC SA#00705WI.
   C. Installed 5 amp C/B labeled GPS.
   D. GPS does not interfere with any other equipment, (electromagnetic compatibility), and other equipment in A/C does not interfere with GPS unit. Electrical load analysis was performed. GNS- does not produce excessive load on systems per A/C specifications.
   E. GNS-530 is directly connected to KI-525A, GTX-327, WX-500, JPI, GNS-430, 400B A/P, and DME.
   F. Installation functions checked satisfactorily per procedures found in Initial Checkout Section of Installation Manual. Ground checks include verification of conformity to airworthiness criteria in accordance with A/C 20-138 PAR 8(c)(2). The A/C has been placarded "GPS NOT APPROVED FOR NAVIGATION". This placard to remain in installed for navigation until flight test certification is completed and FAA Approved Airplane Flight Manual Supplement has been approved. See paragraph below of this form for flight test certification and AFM approval date. The GPS has been flight tested in accordance with AC 20-138 PAR 8(c)(2) on

      Date: ~~8~~ 9-15-01
      By: David Wright
      Certificate #: 2341465

      and found to meet the requirements of IFR enroute, terminal, and non-precision approach flight. An Airplane Flight Manual Supplement C-T210M approved by the FAA dated SEP 1 4 2001 has been installed within the airplane. Garmin GNS-530 Pilot's Guide p/n 190-00181-00, Rev. A, dated 5/00 has been included and must be available to the flight crew during IFR operations.
   G. All inspection records and other documents pertaining to this major alteration are on file at Avionics Place under W.O. #5505. A/C weight and balance and equipment list amended in accordance with AC 43.13-1B Chap 11, Section 3 thru 3.36, and Section 11.37.
3. Control, operation information: N/A
4. Servicing information: N/A
5. Maintenance instructions: N/A
6. Trouble shooting information: N/A
7. Removal and replacement information: N/A
8. Diagrams: N/A
9. Special inspection requirements: N/A
10. Application of protective treatments: N/A
11. Data: N/A
12. List of specific tools: N/A
13. Commuter category: N/A
14. Recommended overhaul periods: N/A
15. Airworthiness Limitations Section: N/A
16. Revision: A letter will be submitted to the local FSDO with a copy of the revised FAA ICA.

END

☐ ADDITIONAL SHEETS ARE ATTACHED

AVIONICS PLACE
5257 Falcon Rd.
Rockford, IL 61109
815-229-5360

FAA APPROVED FLIGHT MANUAL SUPPLEMENT
GARMIN GNS 530 VHF COMMUNICATIONS TRANSCEIVER/ VOR/ILS RECEIVER/GPS RECEIVER

Aircraft Make: CESSNA

Aircraft Model: T210M

Aircraft S/N: 21061811

Aircraft Reg. No.: N732VP

This document must be carried in the aircraft at all times. It describes the operating procedures for the GARMIN GNS 530 navigation system when it has been installed in accordance with GARMIN Installation Manual 190-00181-02 Rev. C (Rev. A or later) and FAA Form 337 dated 9-14-01.

For aircraft with an FAA Approved Flight Manual, this document serves as the FAA Approved Flight Manual Supplement for the GARMIN GNS 530. For aircraft that do not have an approved flight manual, this document serves as the FAA Approved Supplemental Flight Manual for the GARMIN GNS 530.

The information contained herein supplements or supercedes the basic Airplane Flight Manual only in those areas listed herein. For limitations, procedures, and performance information not contained in this document, consult the basic Airplane Flight Manual.

FAA APPROVED: ______________________

For Scott Horejs
Principal Avionics Inspector
Dupage District Flight Office
31W775 North Ave.
West Chicago, IL 60185-1056

C-T210M
N732VP

Table of Contents

C-T210M
N732VP

SECTION I
GENERAL

1. The GNS 530 System is a fully integrated, panel mounted instrument, which contains a VHF Communications Transceiver, a VOR/ILS receiver, and a Global Positioning System (GPS) Navigation computer. The system consists of a GPS antenna, GPS Receiver, VHF VOR/LOC/GS antenna, VOR/ILS receiver, VHF COMM antenna and a VHF Communications Transceiver. The primary function of the VHF Communication portion of the equipment is to facilitate communication with Air Traffic Control. The primary function of the VOR/ILS Receiver portion of the equipment is to receive and demodulate VOR, Localizer, and Glide Slope signals. The primary function of the GPS portion of the system is to acquire signals from the GPS system satellites, recover orbital data, make range and Doppler measurements, and process this information in real-time to obtain the user's position, velocity, and time.

2. Provided the GARMIN GNS 530's GPS receiver is receiving adequate usable signals, it has been demonstrated capable of and has been shown to meet the accuracy specifications for:

    - VFR/IFR enroute, terminal, and non-precision instrument approach (GPS, Loran-C, VOR, VOR-DME, TACAN, NDB, NDB-DME, RNAV) operation within the U.S. National Airspace System in accordance with AC 20-138.

    - One of the approved sensors, for a single or dual GNS 530 installation, for North Atlantic Minimum Navigation Performance Specification (MNPS) Airspace in accordance with AC 91-49 and AC 120-33.

    - The system meets RNP5 airspace (BRNAV) requirements of AC 90-96 and in accordance with AC 20-138, and JAA AMJ 20X2 Leaflet 2 Revision 1, provided it is receiving usable navigation information from the GPS receiver.

Navigation is accomplished using the WGS-84 (NAD-83) coordinate reference datum. Navigation data is based upon use of only the Global Positioning System (GPS) operated by the United States of America.

C - T210M
N732VP

SECTION II
LIMITATIONS

1. The GARMIN GNS 530 Pilot's Guide, P/N 190-00181-00, Rev. A, dated April 2000 or later appropriate revision must be immediately available to the flight crew whenever navigation is predicated on the use of the system.

   The GARMIN 500 Series Pilot's Guide Addendum, Display Interface for Traffic and Weather Data, must be immediately available to the flight crew if the BFGoodrich WX-500 Stormscope® or the BFGoodrich SKYWATCH™ Traffic Advisory System (TAS) is installed.

2. The GNS 530 must utilize the following or later FAA approved software versions:

Sub-System	Software Version
Main	2.00
GPS	2.00
COMM	1.22
VOR/LOC	1.25
G/S	2.00

   The Main software version is displayed on the GNS 530 self test page immediately after turn-on for 5 seconds. The remaining system software versions can be verified on the AUX group sub-page 2, "SOFTWARE/DATABASE VER".

3. IFR enroute and terminal navigation predicated upon the GNS 530's GPS Receiver is prohibited unless the pilot verifies the currency of the data base or verifies each selected waypoint for accuracy by reference to current approved data.

4. Instrument approach navigation predicated upon the GNS 530's GPS Receiver must be accomplished in accordance with approved instrument approach procedures that are retrieved from the GPS equipment data base. The GPS equipment database must incorporate the current update cycle.

   (a) Instrument approaches utilizing the GPS receiver must be conducted in the approach mode and Receiver Autonomous Integrity Monitoring (RAIM) must be available at the Final Approach Fix.

   (b) Accomplishment of ILS, LOC, LOC-BC, LDA, SDF, MLS or any other type of approach not approved for GPS overlay with the GNS 530's GPS receiver is not authorized.

C-T210M
N732VP

(c) Use of the GNS 530 VOR/ILS receiver to fly approaches not approved for GPS requires VOR/ILS navigation data to be present on the external indicator.

(d) When an alternate airport is required by the applicable operating rules, it must be served by an approach based on other than GPS or Loran-C navigation, the aircraft must have the operational equipment capable of using that navigation aid, and the required navigation aid must be operational.

(e) VNAV information may be utilized for advisory information only. Use of VNAV information for Instrument Approach Procedures does not guarantee Step-Down Fix altitude protection, or arrival at approach minimums in normal position to land.

5. If not previously defined, the following default settings must be made in the "SETUP 1" menu of the GNS 530 prior to operation (refer to Pilot's Guide for procedure if necessary):

   (a) **dis, spd** ....$\overset{n}{m}$ ^{k}t (sets navigation units to "nautical miles" and "knots")
   (b) **alt, vs** ....^{f}t fpm (sets altitude units to "feet" and "feet per minute")
   (c) **map datum** ..WGS 84 (sets map datum to WGS-84, see note below)
   (d) **posn** ....deg-min (sets navigation grid units to decimal minutes)

   NOTE: In some areas outside the United States, datums other than WGS-84 or NAD-83 may be used. If the GNS 530 is authorized for use by the appropriate Airworthiness authority, the required geodetic datum must be set in the GNS 530 prior to its use for navigation.

SECTION III
EMERGENCY PROCEDURES

ABNORMAL PROCEDURES

1. If GARMIN GNS 530 navigation information is not available or invalid, utilize remaining operational navigation equipment as required.

2. If "RAIM POSITION WARNING" message is displayed the system will flag and no longer provide GPS based navigational guidance. The crew should revert to the GNS 530 VOR/ILS receiver or an alternate means of navigation other than the GNS 530's GPS Receiver.

3. If "RAIM IS NOT AVAILABLE" message is displayed in the enroute, terminal, or initial approach phase of flight, continue to navigate using the GPS equipment or revert to an

C-T210M
N732VP

alternate means of navigation other than the GNS 530's GPS receiver appropriate to the route and phase of flight. When continuing to use GPS navigation, position must be verified every 15 minutes using the GNS 530's VOR/ILS receiver or another IFR-approved navigation system.

4. If "RAIM IS NOT AVAILABLE" message is displayed while on the final approach segment, GPS based navigation will continue for up to 5 minutes with approach CDI sensitivity (0.3 nautical mile). After 5 minutes the system will flag and no longer provide course guidance with approach sensitivity. Missed approach course guidance may still be available with 1 nautical mile CDI sensitivity by executing the missed approach.

5. In an in-flight emergency, depressing and holding the Comm transfer button for 2 seconds will select the emergency frequency of 121.500 Mhz into the "Active" frequency window.

SECTION IV
NORMAL PROCEDURES

1. DETAILED OPERATING PROCEDURES

   Normal operating procedures are described in the GARMIN GNS 530 Pilot's Guide, P/N 190-00181-00, Rev. A, dated April 2000 or later appropriate revision.

2. PILOT'S DISPLAY

   The GNS 530 System data will appear on the Pilot's CDI/HSI. The source of data is either GPS or VLOC as annunciated on the display above the CDI key.

3. AUTOPILOT / FLIGHT DIRECTOR OPERATION

   Coupling of the GNS 530 System steering information to the autopilot/flight director can be accomplished by engaging the autopilot/flight director in the NAV or APR mode.

   When the autopilot/flight director system is using course information supplied by the GNS 530 System and the course pointer is not automatically driven to the desired track, the course pointer on the HSI must be manually set to the desired track (DTK) indicated by the GNS 530. For detailed autopilot/flight director operational instructions, refer to the FAA Approved Flight Manual Supplement for the autopilot/flight director.

C-T210M
N732VP

4. CROSSFILL OPERATIONS

For dual GNC 500 Product Series or GNC 500/GNC 400 Product Series installations, crossfill capabilities exist between the number one and number two Systems. Refer to the GARMIN GNS 530 Pilot's Guide for detailed crossfill operating instructions.

5. AUTOMATIC LOCALIZER COURSE CAPTURE

By default, the GNS 530 automatic localizer course capture feature is enabled. This feature provides a method for system navigation data present on the external indicators to be switched automatically from GPS guidance to localizer / glide slope guidance as the aircraft approaches the localizer course inbound to the final approach fix. If an offset from the final approach course is being flown, it is possible that the automatic switch from GPS course guidance to localizer / glide slope course guidance will not occur. It is the pilot's responsibility to ensure correct system navigation data is present on the external indicator before continuing a localizer based approach beyond the final approach fix. Refer to the GNS 530 Pilot's Guide for detailed operating instructions.

6. DISPLAY OF LIGHTNING STRIKE DATA

For installations that interface the BFGoodrich WX-500 Stormscope and the GNS 530, lightning strike data detected by the WX-500 will appear on the GNS 530. For detailed operating instructions regarding the interface of the GNS 530 with the WX-500, refer to the WX-500 Pilot's Guide and the GNS 530 Pilot's Guide Addendum for the WX-500 Stormscope interface.

7. DISPLAY OF TRAFFIC ADVISORY DATA

For installations that interface the BFGoodrich SKYWATCH Traffic Advisory System (TAS) and the GNS 530, traffic data detected by the SKYWATCH will appear on the GNS 530. For detailed operating instructions regarding the interface of the GNS 530 with the SKYWATCH, refer to the FAA Approved Flight Manual Supplement for the SKYWATCH, the Pilot's Guide for the SKYWATCH and the GNS 530 Pilot's Guide Addendum for the SKYWATCH Traffic Advisory System interface.

C-T210M
N732VP

SECTION V
PERFORMANCE

No change.

SECTION VI
WEIGHT AND BALANCE

See current weight and balance data.

SECTION VII
AIRPLANE & SYSTEM DESCRIPTIONS

See GNS 530 Pilot's Guide for a complete description of the GNS 530 system.

RECEIVED
MAY 17 2000

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 GL-13

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

1. Aircraft	Make Cessna	Model T210M
	Serial No. 21061811	Nationality and Registration Mark N732VP
2. Owner	Name *(As shown on registration certificate)* WSS Planes, Inc.	Address *(As shown on registration certificate)* Rt. 26, Box 99 Princeton, IL 61356

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
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	C. Certificate No.
Steve J. Myers Myers Aviation, Inc. 1684 River Mill Rd., Oshkosh, WI 54901	☒ U.S. Certified Mechanic ☐ Foreign Certified Mechanic ☐ Certified Repair Station ☐ Manufacturer	471780408IA

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 May 15, 2000	Signature of Authorized Individual Steve J. Myers

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 May 15, 2000	Certificate or Designation No. 471780408IA	Signature of Authorized Individual Steve J. Myers

FAA Form 337 (12-88)

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.)

1. Repaired damage to lower forward fuselage station 0.0 to 129.6 by replacing the following parts:
   A. Forward lwr. skin Part No. 1213788-6.
   B. Lwr. skin Part No. 1210501-12.
   C. Lwr. skin Part No. 1210501-3.
   D. Gusset Part No. 1211329-1.
   E. Lwr. skin Part No. 1210505-11.

2. Replacement parts installed per Cessna Parts and Maintenance Manual.

3. Installation procedures per AC43.13-1A, Chapter 2, Section 3.

4. No equipment list revision.

5. No weight and balance change.

--END--

☐ Additional Sheets Are Attached

DC

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: STL FSDO

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

1. Aircraft	Make: Cessna	Model: T210M
	Serial No.: 21061811	Nationality and Registration Mark: USA N732VP
2. Owner	Name (As shown on registration certificate): JERRY DEAN LANDING	Address (As shown on registration certificate): RR 1 St. Clair, MO 63077

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				

RECEIVED
AUG 16 1991
STL FSDO

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Daniel B. Dickman Route 6 Box 211 Rolla, MO 65401	☒ U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic ☐ Certificated Repair Station ☐ Manufacturer	A.I. 1570585

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
August 13, 1991	Daniel B. Dickman

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
	☐ FAA Designee	☐ Repair Station	☐ Person Approved by Transport Canada Airworthiness Group
	Other (Specify)		

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
August 13, 1991	A.I. 1570585	Daniel B. Dickman

FAA Form 337 (12-88)

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.)

1. Modified aircraft using STC SA5737SW by Uvalde Flight Center, Inc. for removal of landing gear doors.
2. Installed Bracket Air Filter as covered by STC SA693CE, SA71GL, SH12CE application and cross reference chart.

******END*********

☐ Additional Sheets Are Attached

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 10-1-86

Form Approved
Budget Bureau No. 04-R0058

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

APPLICATION FOR AIRWORTHINESS CERTIFICATE

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 space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable.

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK N732VP	2. AIRCRAFT BUILDER'S NAME *(make)* Cessna	3. AIRCRAFT MODEL DESIGNATION T210M	4. YR. MFG. 1977	FAA CODING 2073451
5. AIRCRAFT SERIAL NO. 21061811	6. ENGINE BUILDER'S NAME *(make)* Continental	7. ENGINE MODEL DESIGNATION TSIO-520-R		17040
8. NUMBER OF ENGINES One	9. PROPELLER BUILDER'S NAME *(make)* McCauley	10. PROPELLER MODEL DESIGNATION D3A34C402/90DFA-10		11. AIRCRAFT IS: ☐ IMPORT

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: *(Check applicable items)*

A 1 ☒ STANDARD AIRWORTHINESS CERT. *(Indicate category)* ☒ NORMAL ☐ UTILITY ☐ ACROBATIC ☐ TRANSPORT ☐ GLIDER ☐ BALLOON

B ☐ SPECIAL AIRWORTHINESS CERTIFICATE *(Check appropriate items)*

- 2 ☐ LIMITED
- 5 ☐ PROVISIONAL *(Indicate class)*
  - 1 ☐ CLASS I
  - 2 ☐ CLASS II
- 3 ☐ RESTRICTED *(Indicate operation(s) to be conducted)*
  - 1 ☐ AGRICULTURE & PEST CONTROL
  - 2 ☐ AERIAL SURVEYING
  - 3 ☐ AERIAL ADVERTISING
  - 4 ☐ FOREST *(Wild life conservation)*
  - 5 ☐ PATROLLING
  - 6 ☐ WEATHER CONTROL
  - 0 ☐ OTHER *(Specify)*
- 4 ☐ EXPERIMENTAL *(Indicate operation(s) to be conducted)*
  - 1 ☐ RESEARCH AND DEVELOPMENT
  - 2 ☐ AMATEUR BUILT
  - 3 ☐ EXHIBITION
  - 4 ☐ RACING
  - 5 ☐ CREW TRAINING
  - 6 ☐ MKT. SURVEY
  - 0 ☐ TO SHOW COMPLIANCE WITH FAR
- 8 ☐ SPECIAL FLIGHT PERMIT *(Indicate operation to be conducted then complete Section VI or VII as applicable on reverse side)*
  - 1 ☐ FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE
  - 2 ☐ EVACUATE FROM AREA OF IMPENDING DANGER
  - 3 ☐ OPERATION IN EXCESS OF MAX. CERTIFICATED TAKE-OFF WEIGHT
  - 4 ☐ DELIVERING OR EXPORT
  - 5 ☐ PRODUCTION FLIGHT TESTING

C 6 ☐ MULTIPLE AIRWORTHINESS CERTIFICATE *(Check appropriate Restricted Operation and Standard or Limited as applicable above)*

III. OWNER'S CERTIFICATION

A. REGISTERED OWNER *(As shown on Certificate of Aircraft Registration)* IF DEALER, CHECK HERE → ☒

NAME: Cessna Aircraft Company

ADDRESS:
5800 East Pawnee Road
Wichita, Kansas 67201

B. AIRCRAFT CERTIFICATION BASIS *(Check applicable blocks and complete items as indicated)*

☒ AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET *(Give No. and Revision No.)* 3A21 Rev. 27

☒ AIRWORTHINESS DIRECTIVES *(Check if all applicable AD's complied with and give latest AD No.)* 77-03

☐ AIRCRAFT LISTING *(Give page No(s).)*

☐ SUPPLEMENTAL TYPE CERTIFICATE *(List number of each STC incorporated)*

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

☒ CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173

TOTAL AIRFRAME HOURS— 3.8

3 ☐ EXPERIMENTAL ONLY—*Enter hours flown since last certificate issued or renewed*

D. CERTIFICATION—I hereby certify that I am the owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.

DATE OF APPLICATION	NAME AND TITLE *(Print or type)*	SIGNATURE
2-25-77	William A. Boettger, Gen. Mgr. Pawnee Div.	William A. Boettger

IV. INSPECTION AGENCY VERIFICATION

A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: *(Complete this section only if FAR 21.183(d) applies)*

2 ☐ FAR PART 121 OR 127 CERTIFICATE HOLDER *(Give Certificate No.)*

3 ☐ CERTIFICATED MECHANIC *(Give Certificate No.)*

6 ☐ CERTIFICATED REPAIR STATION *(Give Certificate No.)*

5 ☐ AIRCRAFT MANUFACTURER *(Give Name of Firm)*

DATE	TITLE	SIGNATURE

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable blocks) I find that the aircraft described in Section I or VII meets the requirements for: ☒ The certification requested, or 4 ☐ Amendment or modification of its current airworthiness certificate. Inspection for a special flight permit under Section VII was conducted by: ☐ FAA Inspector; certificate holder under ☐ FAR 65, ☐ FAR 121 or 127, or ☐ FAR 145.

DATE	DISTRICT OFFICE		DESIGNEE'S SIGNATURE AND NO.		FAA INSPECTOR'S SIGNATURE
4-9-77	ICT EMDO 3-0-43	4	Executive Engineer Cessna Aircraft Co., Pawnee Div. Delegation Option Manufacturer, CE-1 By Daniel L. Goble Daniel L. Goble	1	

FAA Form 8130-6 (7-70)

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER

NAME	ADDRESS

B. PRODUCTION BASIS *(Check applicable item)*

- ☐ PRODUCTION CERTIFICATE *(Give production certificate number)*
- ☐ TYPE CERTIFICATE ONLY
- ☐ APPROVED PRODUCTION INSPECTION SYSTEM

C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS:

DATE OF APPLICATION	NAME AND TITLE *(Print or type)*	SIGNATURE

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

Typed by #20

A. DESCRIPTION OF AIRCRAFT

REGISTERED OWNER	ADDRESS
BUILDER *(Make)*	MODEL
SERIAL NUMBER	REGISTRATION MARK

B. DESCRIPTION OF FLIGHT

FROM	TO	
VIA	DEPARTURE DATE	DURATION

C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT

☐ PILOT ☐ CO-PILOT ☐ NAVIGATOR ☐ OTHER *(Specify)*

D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:

E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION *(Use attachment if necessary)*

F. CERTIFICATION—I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.

DATE	NAME AND TITLE *(Print or type)*	SIGNATURE

VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)

X	A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable	☐	G. Statement of Conformity, FAA Form 317 *(Attach when required)*
☐	B. Current Operating Limitations Attached	☐	H. Foreign Airworthiness Certification for Import Aircraft *(Attach when required)*
☐	C. Data, Drawings, Photographs, etc. *(Attach when required)*	☐	I. Previous Airworthiness Certificate Issued in Accordance with FAR ______ CAR ______ *(Original attached)*
X	D. Current Weight and Balance Information Available in Aircraft		
☐	E. Major Repair and Alteration, FAA 337 *(Attach when required)*	X	J. Current Airworthiness Certificate Issued in Accordance with FAR 21.183 (a) *(Copy attached)*
X	F. This Inspection Recorded in Aircraft Records		

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
N732VP	Cessna T210M	21061811	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 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	FAA REPRESENTATIVE	DESIGNATION NUMBER
4-9-77	Cessna Aircraft Co., [illegible] Delegation Option Manufacturer CE-1 Daniel E. Goble	PC4

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.

FAA Form 8100-2 (7-67) FORMERLY FAA FORM 1362 GPO : 1967—O-270 931

3.8