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U.S. Department of Transportation
Federal Aviation Administration

DEC 12 2003

MAJOR REPAIR AND ALTERATION

(Airframe, Powerplant, Propeller, or Appliance)

WP-FSDO (SJC)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

WP-FSDO-15 WJK

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

1. Aircraft	Make Beech	Model 200
	Serial No. BC-37	Nationality and Registration Mark N391SA
2. Owner	Name (As shown on registration certificate) BATES PROPERTIES INC.	Address (As shown on registration certificate) 9781 BLUE LARKSPUR LN MONTEREY CA. 93940-6535

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
DAVID REEK PO. BOX 492 GREENFIELD CA. 93927	<input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	470720725

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 12/10/03	Signature of Authorized Individual David Reek
------------------	--

7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 12/10/03	Certificate or Designation No. 470720725	Signature of Authorized Individual David Reek			

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 CLEVELAND WHEEL AND BRAKE CONVERSION KIT NO. 199-110 IN ACCORDANCE WITH PARKER HANFIFIN CORPORATION'S STC NO. SA890GL, CLEVELAND DRAWING 50-79, REVISION A DATED MAY 26, 1983 AND INSTALLATION INSTRUCTIONS REVISION D DATED 04-25-94.
UPDATED WEIGHT AND BALANCE AND EQUIPMENT LIST. MADE LOG BOOK ENTRY
FOUND TO BE COMPATIBLE WITH ALL OTHER AIRCRAFT SYSTEMS.


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

Additional Sheets Are Attached

WA02002B6231

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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 Only
		Office Identification WP-21 VN Y FSDO

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

1. Aircraft	Make Beech	Model King Air A200
	Serial No. BC-37	Nationality and Registration Mark N391SA
2. Owner	Name (As shown on registration certificate) Bates Properties, Inc.	Address (As shown on registration certificate) 9781 Blue Larkspur Lane Monterey, Ca 93940-6535

3. For FAA Use Only

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	----- (As described in item 1 above) -----			<input type="checkbox"/>	<input checked="" type="checkbox"/>
POWERPLANT				<input type="checkbox"/>	<input type="checkbox"/>
PROPELLER				<input type="checkbox"/>	<input type="checkbox"/>
APPLIANCE	Type			<input type="checkbox"/>	<input type="checkbox"/>
	Manufacturer			<input type="checkbox"/>	<input type="checkbox"/>

RECEIVED
JUN 26 2002
VAN NUYS FSDO

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Richard N. Fleck 375 Durley Avenue Camarillo, CA 93010	<input checked="" type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	575661948 A+P

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

Date June 25, 2002	Signature of Authorized Individual <i>Richard N. Fleck</i>
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7. Approval for Return to Service

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

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

Date of Approval or Rejection June 25, 2002	Certificate or Designation No. 575661948IA	Signature of Authorized Individual <i>Richard N. Fleck</i>
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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 existing beechcraft interior components.

Seats: Reupholstered existing seats and headrests using existing seat frames and beech parts. Townsend Leather used: Dye Lot #AHT1041, P/N HT-375 Heritage Champagne. Report # AHT1041-5802.

Veneer Finish armrests/envirotex lite EX88. Bonded to 1/16" cryolon polycarbonate ZX011-9W/3M #5 Fast Bond - Pflueger Aviation

Test Report # 3286.

Beechcraft Headrests assembly manufacturer, Part # 101-530257-.3.

Installed Genuine Beechcraft King Air 200 Cabinetry. All materials qualify to 14 CFR Part 23.853(A) amendment 9. Cabinet Certified to 23.853(d)(3)(i) Amendment 34, Raytheon Engineering Report E24584. Data is FAA approved and copies are on file at Raytheon Aircraft Record of Compliance (ROC) file.

Cabinetry mounted at existing mounting points except where mentioned.

Part # 101-384249-3	Cabinet by Back Door R
Part # 101-531029-183	Cabinet by Door L
Part # 101-531029-179	Cabinet behind Pilot L
Part # 101-531029-193	Cabinet by Potty R
Part # 101-384197-42	Magazine Rack
Part # 130-384006-1	Potty R
Part # 101-531253-7	Potty Mounting Bracket R
Part # 101-531296-5	Potty Mounting Bracket R
Part # 101-531259-9	Potty Mounting Bracket Plate R
Part # 101-531393-168	Table L
Part # 101-531392-167	Table R
Part # 130-380032-33	Refreshment Cabinet
Part # 101-530075-1	Spout Assembly Drain

Upper Window Panels: Covered with Douglas Interior Products P/N CD193 - Pattern- Columbia - Color - Tahoma, D/L # 15706 -

Test Report 032002.

Armrests: Covered armrests with Townsend Leather - P/N HT-673 - Color - Heritage Bark - D/L # AHT1007 - Report # AHT1007-52101.

Part # 101-531393-13	FWD Armrest R
Part # 101-531393-11	AFT Armrest R
Part # 101-531393-9	FWD Armrest L
Part # 101-531393-11	AFT Armrest L

Lower Side Panels: Covered panels with Townsend Leather - D/L AHT1041 - P/N HT-375 Heritage Champagne - Report # AHT1041-5802.

Part # 101-53139235	Lower Front Panel L
Part # 101-531393-3	AFT Lower Panel L
Part # 101-531392-9	FWD Lower Panel R
Part # 101-531392-4	AFT Lower Panel R

Above materials were tested to FAR 25.853(a) Appendix F Part 1 (a) (1) (ii)

Change to weight or balance = see revised data sheet

Copy of Burn Certificates provided.

END

Additional Sheets Are Attached

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Form Approved
OMB No. 2120-0020
For FAA Use Only
Office Identification
WP-F300-15 WJK

MAJOR REPAIR AND ALTERATION

2000 (Airframe, Powerplant, Propeller, or Appliance)

US Department of Transportation
Federal Aviation Administration

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 civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make Beechcraft	Model Kingair A200
	Serial No. BC-37	Nationality and Registration Mark N391SA
2. Owner	Name (As shown on registration certificate) Bates Properties Inc.	Address (As shown on registration certificate) 9781 Blue Larkspur Ln. Monterey, Ca. 93940-6535

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 Donnis M Witt 13 Kenneth Av. Salinas, Ca. 93905	B. Kind of Agency		C. Certificate No. 463929832
	<input checked="" type="checkbox"/>	U.S. Certificated Mechanic	
	<input type="checkbox"/>	Foreign Certificated Mechanic	
	<input type="checkbox"/>	Certificated Repair Station	
<input type="checkbox"/> Manufacturer			

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

Date 11-20-00	Signature of Authorized Individual <i>Donnis M Witt</i>
------------------	--

7. Approval for Return To Service

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

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

Date of Approval or Rejection 11-20-00	Certificate or Designation No. 463929832	Signature of Authorized Individual <i>Donnis M Witt</i>
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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 Rosen Sun Visor kit p/n RBKA-300-NSA-1 in accordance with kit instructions and STC SA5139NM. Changes in weight and balance negligible.

End

Additional Sheets Are Attached



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **"N" NUMBER CHANGE**

Date: **8/30/2000**

From: **SAN JOSE, CA., FSDO**

Reply to
Attn. of:

To: **ACFT REGISTRATION OFFICE**

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION
STANDARD AIRWORTHINESS CERTIFICATE

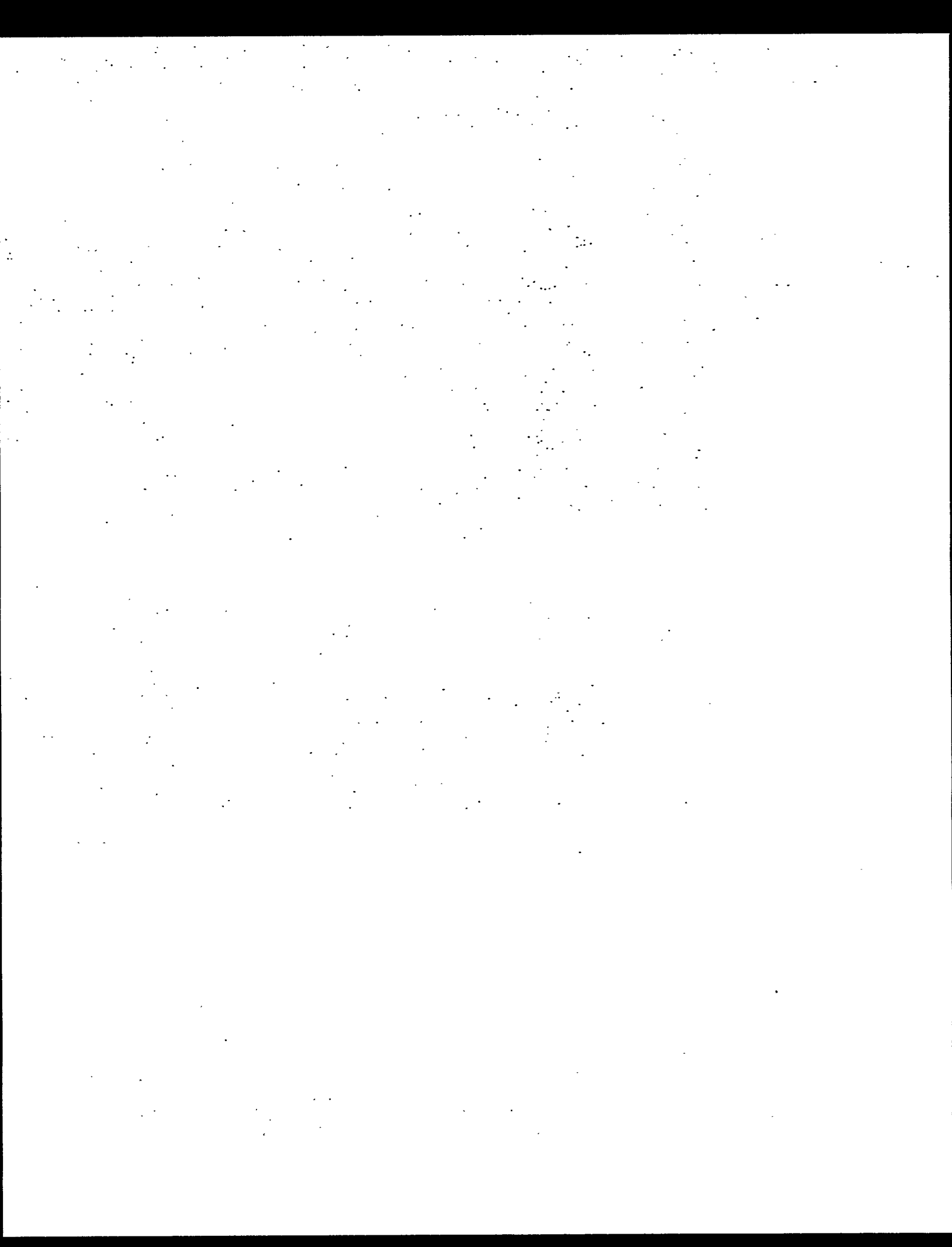
1. NATIONALITY AND REGISTRATION MARKS N391SA	2. MANUFACTURER AND MODEL BEECHCRAFT A200(C-12C)	3. AIRCRAFT SERIAL NUMBER BC-37	4. CATEGORY NORMAL
5. AUTHORITY AND BASIS FOR ISSUANCE This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date 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 R-10-01-1999	FAA REPRESENTATIVE WILLIAM J. DINE	DESIGNATION NUMBER SJC-FSDO-15	
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 (8-82)		* U.S. G.P.O.: 1999 769-017	

NEW

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION
STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS N256AG	2. MANUFACTURER AND MODEL Beechcraft A200(C-12C)	3. AIRCRAFT SERIAL NUMBER BC-37 (76-22560)	4. CATEGORY 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 10-1-1999	FAA REPRESENTATIVE Harry E. McClure	DESIGNATION NUMBER DARF844002NE	
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 (8-82)		GPO 892-804	

old





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 **FAT 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 violation (Section 901 of Federal Aviation Act of 1958).

1. Aircraft	Make BEECHCRAFT	Model KING AIR A-200
	Serial No. BC-37	Nationality and Registration Mark USA N391SA
2. Owner	Name (As shown on registration certificate) BATES PROPERTIES, INC	Address (As shown on registration certificate) 9781 BLUE LARKSPUR LANE MONTEREY CA 93940

3. For FAA Use Only

The data contained herein complies with airworthiness requirements and is approved on for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43.7 Lewis L. Brown Date 8-16-00
Lewis L. Brown, FSDO WP-17

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 Corporate Aircraft, Inc 4885 E Shields Fresno CA 93726	B. Kind of Agency	C. Certificate No.
	<input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	CQDR029K

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 AUGUST 15, 2000	Signature of Authorized Individual
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7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector		Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	X	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 8/21/00			Certificate of Designation No. CQDR029K	Signature of Authorized Individual 	

NOTICE

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

8. Description of Work Accomplished

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

Installed a BFGoodrich SKY497 Traffic Advisory System. The system consists of an indicator installed in the pilot's instrument panel, a processor mounted in the nose avionics bay on a shelf provided by the manufacturer for the installation of remote avionics equipment, and a NY164/NY156 TCAS antenna mounted on top of the aircraft. A doubler was fabricated and installed in accordance with BFGoodrich Drawing Number TW-A-442-004 and the antenna was mounted on top of the aircraft at Station 154.0. BFGoodrich Drawing Number TW-A-442-004 is the TCAS antenna structural reinforcement specifications of BFGoodrich STC SA00061DE for the installation of a TCAS791 TCAS I using the BFGoodrich TCAS antenna in a Beechcraft King Air 200. The SKY497 receives gray code altitude information from the existing encoding altimeter. Audio from the SKY497 is provided to the existing Collins audio system. Squat switch information is provided to the SKY497 by monitoring the hour meter recorder status. Heading information is received from Sperry C-14A gyro system. The SKY497 is installed as an advisory only system.

The equipment manufacturer has obtained STC SA00733CH for the installation of a SKY497 in Beech Models 58P and 58TC and is the basis of this follow on installation of a SKY497 in a Beech A-200. The SKY497 display is manufactured under TSO C113, the SKY497 antenna Model NY164 is manufactured under TSO C118, and the SKY497 Processor is manufactured under PMA for the Beech 58P, 58TC. An operational evaluation was performed in accordance with the post installation checks in Chapter 3 of the SKY497 Installation Manual, Manual P/N 009-10800-001 Rev A, Dated 25 April 1997. The equipment performed to manufacturer's specifications and the SKY497 was not found to interfere or adversely effect existing components or systems as required by FAR 23.1302. Data correspondence and transponder performance was tested in accordance with FAR 91.217b, 91.413, and FAR Part 43, Appendix F. An FAA Approved Flight Manual Supplement Dated 8-16-00 was installed in the Aircraft Flight Manual.

Instructions for Continued Airworthiness for the BFGoodrich SkyWatch System are specified in Chapter 4 of the BFGoodrich SKY497 Installation Manual, Manual P/N 009-10800-001 Rev B, Change 1, Dated 12 May 2000.

All work was performed in accordance with the BFGoodrich SKY497 Installation Manual, Manual P/N 009-10800-001 Rev B, Dated 28 September 1998, Change 1, Dated 12 May 2000; STC SA00061DE, Drawing Number TW-A-442-004; FAR 91.217b; FAR 91.413; FAR Part 43, Appendix F; AC 43.13-1B, Chapter 10, Section 2, Paragraph 10-20; and AC 43.13-2A, Chapters 1, 2, 3, and 13.

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

RECEIVED
AUG 22 2000

Additional Sheets are Attached



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

Form Approved
OMB No. 2120-0020
For FAA Use Only *[Signature]*
Office Identification
ASO-13

INSTRUCTIONS: Print or type all entries. See FAR 43.9 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).

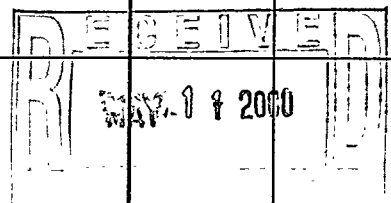
1. Aircraft	Make Beechcraft	Model 200
	Serial No. BC37	Nationality and Registration Mark N391SA
2. Owner	Name (As shown on registration certificate) STANDARD & ASSOCIATES, INC.	Address (As shown on registration certificate) 1329 Alum Spring Rd. STE-101 Fredericksburg, VA 22401-7001

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	R. Pratt & Whitney	PT6A-41	PCE-85139		X
PROPELLER					
APPLIANCE	Type				
	Manufacturer				



6. Conformity Statement

A. Agency's Name and Address Stevens Aviation, Inc. 600 Delaware Street Greenville, SC 29605	B. Kind of Agency <input type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. Airframe Class III Radio Class 3 VIBR368K
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D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date 05/03/00	Signature of Authorized Individual <i>Wesley Forrester</i> Wesley Forrester, R/S Inspector
-------------------------	---

7. Approval for Return to Service

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

BY	FAA Fit. Standards Inspector		Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/>	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 05/03/00		Certificate or Designation No. VIBR368K		Signature of Authorized Individual <i>Bobby D. Pruitt</i> Bobby D. Pruitt, R/S Inspector	

NOTICE

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

8. Description of Work Accomplished

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

05/03/00

N391SA

S/N BC37

1. This right hand engine is placed on the "Maintenance on Reliable Engines (MORE) Program" for PT6A-41 engines per STC SE00001EN, Revision 2, dated August 16, 1995, date of issuance October 29, 1993. Engine to be maintained on a 150 Hour Inspection cycle per the M.O.R.E. Inspection Guide STC797 for this engine.
2. No weight change.
3. Complied with Log Book entries.

(ICA)-(N/A) not applicable to this installation, however, reference should be made to manufactures publications, established inspection procedures and servicing requirements, if applicable.

END

Additional Sheets Are Attached



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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
75013

INSTRUCTIONS: Print or type all entries. See FAR 43.9 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).

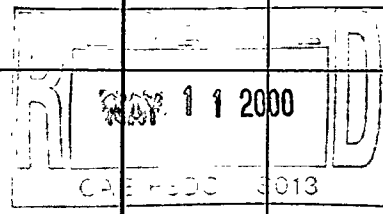
1. Aircraft	Make Beechcraft	Model 200
	Serial No. BC37	Nationality and Registration Mark N391SA
2. Owner	Name (As shown on registration certificate) STANDARD & ASSOCIATES, INC.	Address (As shown on registration certificate) 1329 Alum Spring Rd. STE-101 Fredericksburg, VA 22401-7001

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	L. Pratt & Whitney	PT6A-41	PCE-79172		X
PROPELLER					
APPLIANCE	Type				
	Manufacturer				



6. Conformity Statement

A. Agency's Name and Address Stevens Aviation, Inc. 600 Delaware Street Greenville, SC 29605	B. Kind of Agency <input type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. Airframe Class III Radio Class 3 VIBR368K
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D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date 05/03/00	Signature of Authorized Individual <i>Wesley Forrester</i> Wesley Forrester, R/S Inspector
-------------------------	---

7. Approval for Return to Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 05/03/00		Certificate or Designation No. VIBR368K	Signature of Authorized Individual <i>Bobby D. Pruitt</i> Bobby D. Pruitt, R/S Inspector	

NOTICE

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

8. Description of Work Accomplished

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

05/03/00

N391SA

S/N BC37

1. This left hand engine is placed on the "Maintenance on Reliable Engines (MORE) Program" for PT6A-41 engines per STC SE00001EN, Revision 2, dated August 16, 1995, date of issuance October 29, 1993. Engine to be maintained on a 150 Hour Inspection cycle per the M.O.R.E. Inspection Guide STC796 for this engine.
2. No weight change.
3. Complied with Log Book entries.

(ICA)-(N/A) not applicable to this installation, however, reference should be made to manufactures publications, established inspection procedures and servicing requirements, if applicable.

END

Additional Sheets Are Attached



US Department
of Transportation
Federal Aviation
Administration

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

Form Approval
ONB No. 2120-0020

For FAA Use Only

Office Identification

EA-27 fm

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 Beechcraft	Model A200
	Serial No. BC-37	Nationality and Registration Mark N256AG
2. Owner	Name (As shown on registration certificate) Dynamic Aviation Group, Inc.	Address (As shown on registration certificate) PO Box 7, Bridgewater, VA 22812

3. For FAA Use Only

The data identified herein complied with applicable air-worthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR-43.7

APPROVING INSPECTOR *Ferris Moore*

DATE *7-16-99*

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 Marcus Cunningham Dynamic Aviation Group PO Box 7 Bridgewater, VA 22812	B. Kind of Agency		C. Certificate No. A&P 356609311
	<input checked="" type="checkbox"/>	U.S. Certificated Mechanic	
	<input type="checkbox"/>	Foreign Certificated Mechanic	
	<input type="checkbox"/>	Certificated Repair Station	
	<input type="checkbox"/>	Manufacturer	

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

Date 07/14/99	Signature of Authorized Individual <i>Marcus Cunningham</i>
------------------	--

7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 07/14/99	Certificate or Designation No. 228113366 IA	Signature of Authorized Individual <i>J. L. Coffey</i> Travis Coffey			

NOTICE

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

8. Description of Work Accomplished

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

N256AG
BC-37
07/14/99

1. Installed Bendix RDS-81 Weather Radar System consisting of:
 - A. IN-812A Radar Indicator installed in Instrument Panel.
 - B. RS-811A Radar Receiver/Transmitter and flat plate antenna installed on the nose bulkhead at F.S. 30.
2. Installation was accomplished in accordance with the Bendix / King installation manual P/N 006-00954-0001 Revision 1 dated August 1989.
3. Electrical load does not exceed 80% of total generator output.
4. Aircraft was weighed and weight & balance records were updated.

----- END -----



US Department
of Transportation
Federal Aviation
Administration

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

Form Approval
ONB No. 2120-0020

For FAA Use Only

Office Identification

EA-277

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 Beechcraft	Model A200
	Serial No. BC-37	Nationality and Registration Mark N256AG
2. Owner	Name (As shown on registration certificate) Dynamic Aviation Group, Inc.	Address (As shown on registration certificate) PO Box 7, Bridgewater, VA 22812

The data identified herein complied with applicable air-worthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR-43.7

APPROVING INSPECTOR

[Signature]

DATE *7-16-99*

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 Marcus Cunningham Dynamic Aviation Group PO Box 7 Bridgewater, VA 22812	B. Kind of Agency		C. Certificate No. A&P 356609311
	X	U.S. Certificated Mechanic	
		Foreign Certificated Mechanic	
		Certificated Repair Station	
		Manufacturer	

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

Date 07/14/99	Signature of Authorized Individual <i>[Signature]</i>
------------------	--

7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 07/14/99		Certificate or Designation No. 228113366 IA	Signature of Authorized Individual Travis Coffey <i>[Signature]</i>		

NOTICE

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

8. Description of Work Accomplished

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

N256AG
BC-37
07/14/99

1. Installed 2 ea. KT-76A transponders in the existing instrument pilot's sub-panel at F.S. 100.5 IAW King Installation Manual P/N 006-00143-0005. Electrical power provided by a 3 amp circuit breaker on the avionics bus.
2. The number one transponder was interconnected to the existing encoding altimeter. An SSD120-135A encoder was installed and interconnected to the number two transponder.
3. Installed 2 ea. King KA-60 Transponder Ant. Per manual #006-00143-0005 (Bottom of Fuselage).
4. Installed a King ADF System consisting of a KR-87 ADF mounted in the instrument panel at F.S. 100.5 and a KA-44 ADF antenna mounted at F.S. 203.
5. All wiring was accomplished IAW AC43.13-1B chapter 11. Electrical load limit was not exceeded.
6. Aircraft was weighed and change made to weight and balance records.
7. Aircraft was test flown and Transponder and ADF operation was satisfactory with no mutual radio interference in the other installed electronic equipment.

----- END -----



US Department
of Transportation
Federal Aviation
Administration

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

Form Approval
ONB No. 2120-0020

For FAA Use Only

Office Identification
EA-27

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 Beechcraft	Model A200
	Serial No. BC-37	Nationality and Registration Mark N256AG
2. Owner	Name (As shown on registration certificate) Dynamic Aviation Group, Inc.	Address (As shown on registration certificate) PO Box 7, Bridgewater, VA 22812

The data identified herein complied with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR-43.

3. For FAA Use Only

APPROVING INSPECTOR *[Signature]*
DATE 7-16-99

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 Marcus Cunningham Dynamic Aviation Group PO Box 7 Bridgewater, VA 22812	B. Kind of Agency		C. Certificate No. A&P 356609311
	X	U.S. Certificated Mechanic	
		Foreign Certificated Mechanic	
		Certificated Repair Station	
		Manufacturer	

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

Date 07/14/99	Signature of Authorized Individual <i>[Signature]</i>
------------------	--

7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 07/14/99		Certificate or Designation No. 228113366 IA	Signature of Authorized Individual Travis Coffey <i>[Signature]</i>		

NOTICE

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

8. Description of Work Accomplished

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

N256AG
BC-37
07/14/99

1. Installed ACK Model E-01 ELT and mounting tray. Unit was installed at F.S. 380.25 and attached to airframe manufacturer's installed electronics mounting shelf.
2. ELT was installed according to the manufacturer's installation instructions and using the supplied hardware.
3. ELT antenna supplied by the manufacturer was installed on top of fuselage at F.S. 383.75.
4. The REMOTE CONTROL PANEL/INDICATOR was installed in the RH wall next to the copilot's seat.
5. Transmitter function test performed as per section 5 of the installation manual.
6. AC 43.13-2A, Chapter 1 was also used as a guide.
7. Aircraft was weighed and change made in weight and balance records.

----- END -----



US Department
of Transportation
Federal Aviation
Administration

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

Form Approval
ONB No. 2120-0020

For FAA Use Only

Office Identification
EA-27

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 Beechcraft	Model A200
	Serial No. BC-37	Nationality and Registration Mark N256AG
2. Owner	Name (As shown on registration certificate) Dynamic Aviation Group, Inc.	Address (As shown on registration certificate) PO Box 7, Bridgewater, VA 22812

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

3. For FAA Use Only

APPROVING INSPECTOR

William Moore

DATE *7-16-99*

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 Marcus Cunningham Dynamic Aviation Group PO Box 7 Bridgewater, VA 22812	B. Kind of Agency		C. Certificate No. A&P 356609311
	<input checked="" type="checkbox"/>	U.S. Certificated Mechanic	
	<input type="checkbox"/>	Foreign Certificated Mechanic	
	<input type="checkbox"/>	Certificated Repair Station	
	<input type="checkbox"/>	Manufacturer	

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

Date 07/14/99	Signature of Authorized Individual <i>Marcus C. Cunningham</i>
------------------	---

7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 07/14/99	Certificate or Designation No. 228113366 IA	Signature of Authorized Individual <i>Travis Coffey</i>		

NOTICE

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

8. Description of Work Accomplished

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

N256AG
BC-37
07/14/99

1. Installed Bendix / King KLN 90B GPS system IAW AC 20-138 paragraph 7c (1) (ii), and Allied Signal Installation Manual P/N 006-10521-0004 Rev. 4, dated October, 1997.
2. Electrical power to the GPS system is provided from the 28 VDC Avionics Bus through two 5 amp Circuit Breakers in the avionics bus section of the overhead circuit breaker panel. The installation was accomplished IAW Beech Aerospace Services, Inc. Drawing # R-BP0013.
3. The KLN 90B was installed at Fus. Sta. 100.5, in the existing instrument panel on mounting rails provided by the manufacturer.
4. Installed GPS Antenna KA 92, P/N 071-01553-0200 on top of the fuselage at Fus. Sta. 188.0 IAW Allied Signal Installation Manual P/N 006-10521-0004 Rev. 4, dated October, 1997 and AC 43.13-2A Chap. 3.
5. The GPS is interconnected to the following equipment:
 - A. Pilot's HSI
 - B. Pilot's RMI (Single Bar Needle)
 - C. Copilot's RMI (Single Bar Needle, Switchable VOR / GPS)
 - D. Flight Director/Autopilot via the HSI
6. Installed Bendix / King KLN 90B Annunciator set including the following:
 - A. NAV / GPS Sw. Ann. (031-00785-0711)
 - B. WPT / MSG Ann. (031-00785-0505)
 - C. GPS CRS OBS / LEG Sw. Ann. (031-00785-0763)
 - D. GPS APR ARM / ACT Sw. Ann. (031-00785-0766)

See attached Beech Aerospace Services, Inc. Drawing # R-BP0013 for details of the interconnection.
7. The structural mounting was performed IAW AC 43.13-2A Chap. 1.
8. A placard stating "GPS NOT APPROVED FOR IFR" is installed in clear view of the pilot.
9. Electrical load does not exceed 80% of total generator output.
10. Aircraft weighed and change made in Weight and Balance Records.

----- END -----



US Department
of Transportation
Federal Aviation
Administration

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

Form Approval
ONB No. 2120-0020

For FAA Use Only

Office Identification

FA-277M

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 Beechcraft	Model A200
	Serial No. BC-37	Nationality and Registration Mark N256AG
2. Owner	Name (As shown on registration certificate) Dynamic Aviation Group, Inc.	Address (As shown on registration certificate) PO Box 7, Bridgewater, VA 22812

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

3. For FAA Use Only

APPROVING INSPECTOR

[Signature]

DATE 12 01 99

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 Marcus Cunningham Dynamic Aviation Group PO Box 7 Bridgewater, VA 22812	B. Kind of Agency		C. Certificate No. A&P 356609311
	<input checked="" type="checkbox"/>	U.S. Certificated Mechanic	
	<input type="checkbox"/>	Foreign Certificated Mechanic	
	<input type="checkbox"/>	Certificated Repair Station	
	<input type="checkbox"/>	Manufacturer	

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

Date 12/01/99	Signature of Authorized Individual <i>Marcus B. Cunningham</i>
------------------	---

7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 12/01/99	Certificate or Designation No. 228113366 IA	Signature of Authorized Individual Travis Coffey <i>J. L. Coffey</i>		

NOTICE

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

8. Description of Work Accomplished

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

N256AG
BC-37
12/01/99

1. This Form 337 describes the upgrade of the King KLN 90B GPS system approved for VFR USE ONLY, to approval for IFR domestic, enroute, and non-precision approach use.
2. The GPS system was installed according to attached FAA Approved Form 337 dated 07/14/99.
3. Performed data evaluation for King KLN 90B GPS installation for conformity to criteria specified in AC 20-138, paragraph 8c(2). See attached Data Evaluation Report.
4. A functional flight evaluation covering the items listed in AC 20-138, paragraph 8c(2) (iv) has been accomplished. See attached Flight Evaluation Test Report.
5. A FAA Approved Flight Manual Supplement has been inserted in the Pilot's Operating Handbook. The King KLN 90B Airplane flight Manual Supplement P/N 006-00835-0000 was used as a template.
6. The placard limiting the GPS to VFR use only has been removed and replaced with the placard "KLN 90B approved for IFR Operation when current data is installed".

----- END -----



US Department
of Transportation
Federal Aviation
Administration

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

Form Approval
ONB No. 2120-0020

For FAA Use Only

Office Identification

A&P FSDO 27 (AP)

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 Beechcraft	Model A200
	Serial No. BC-37	Nationality and Registration Mark N256AG
2. Owner	Name (As shown on registration certificate) Dynamic Aviation Group, Inc.	Address (As shown on registration certificate) PO Box 7, Bridgewater, VA 22812

3. For FAA Use Only

4. Unit Identification

5. Type

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 Marcus Cunningham Dynamic Aviation Group PO Box 7 Bridgewater, VA 22812	B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. A&P 356609311
--	--	-------------------------------------

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 12/06/99	Signature of Authorized Individual <i>Marcus C. Cunningham</i>
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7. Approval for Return To Service

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

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

Date of Approval or Rejection 12/06/99	Certificate or Designation No. 228113366 IA	Signature of Authorized Individual <i>J. L. Coffey</i> Travis Coffey
---	--	--

NOTICE

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

8. Description of Work Accomplished

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

N256AG
BC-37
12/06/99

1. Removed Ni-Cad Battery, Saft type 40576, weight 80 lbs. at fuselage station +180.
2. Installed Concorde RG-380E/44K Sealed Lead Acid Battery in accordance with STC #SA00741WI. Weight 89 lbs. at fuselage station +180.
3. All work accomplished in accordance with STC installation instructions.
4. Inspect IAW the Instructions for Continued Airworthiness supplied with the STC.
5. Aircraft weighed and change made to Weight & Balance records.

----- END -----

United States of America
Department of Transportation -- Federal Aviation Administration

Supplemental Type Certificate

Number SA00741WI

This certificate issued to Wilco, Inc.
3502 W. Harry
Wichita, KS 67213

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part of the Regulations.

Original Product - Type Certificate Number : * See attached FAA Approved Model List (AML) No. SA00741WI for list of approved airplane models and applicable airworthiness regulations.
Model :
Model :

Description of Type Design Change:

Installation of the Concorde RG-380E/K series VRSLA batteries in airplanes listed on the attached FAA Approved Model List (AML) No. SA00741WI, dated February 12, 1999, in accordance with Wilco Inc., Drawing No. W3556005, no revision, dated June 22, 1998, or later FAA approved revision.

Limitations and Conditions:

Compatibility of this design change with previously approved modifications must be determined by the installer

If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

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

Date of application : April 17, 1998

Date reissued :

Date of issuance : February 12, 1999

Date amended :



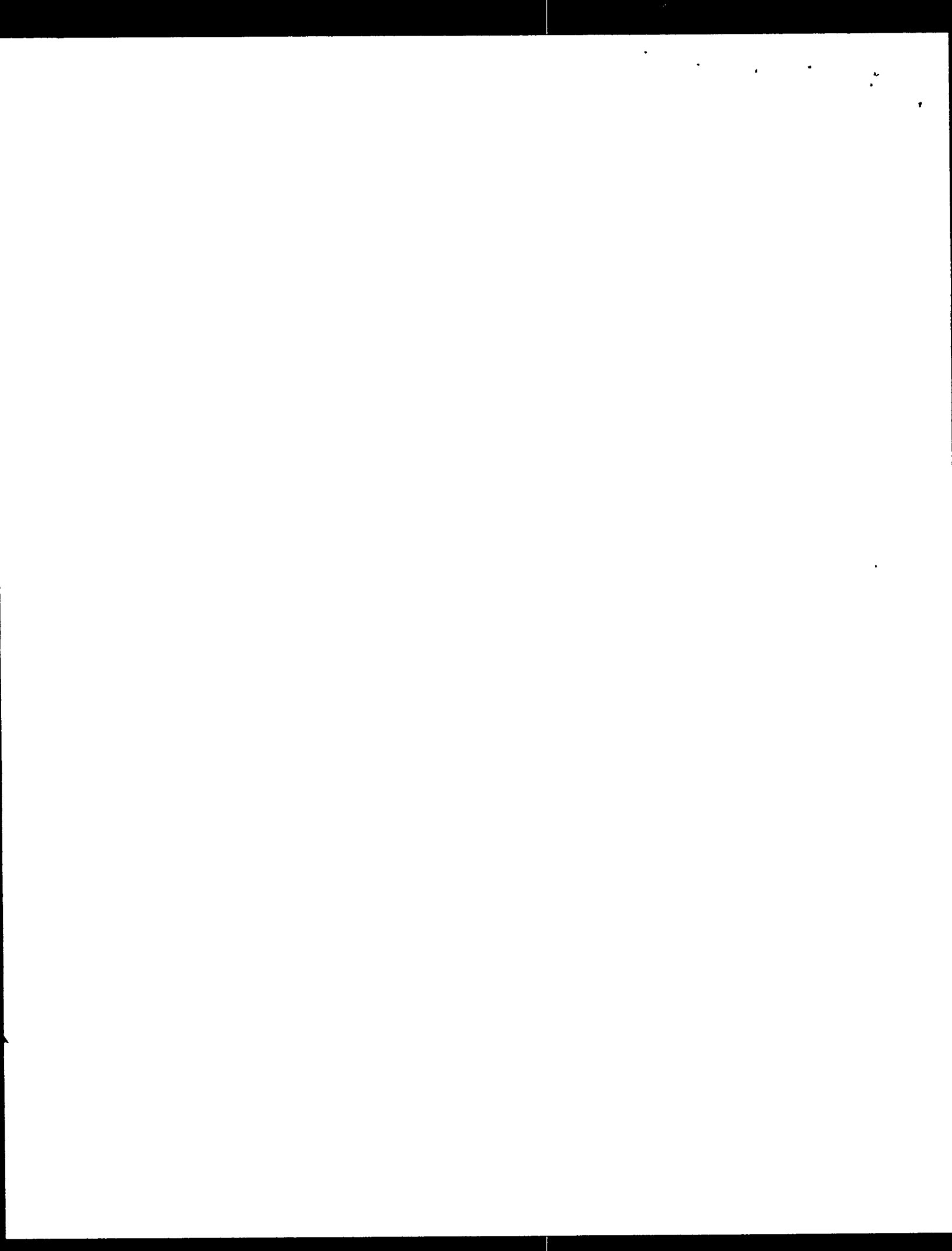
By direction of the Administrator

C. D. Riddle
(Signature)

Charles D. Riddle
Program Manager
Wichita Aircraft Certification Office

(Title)

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



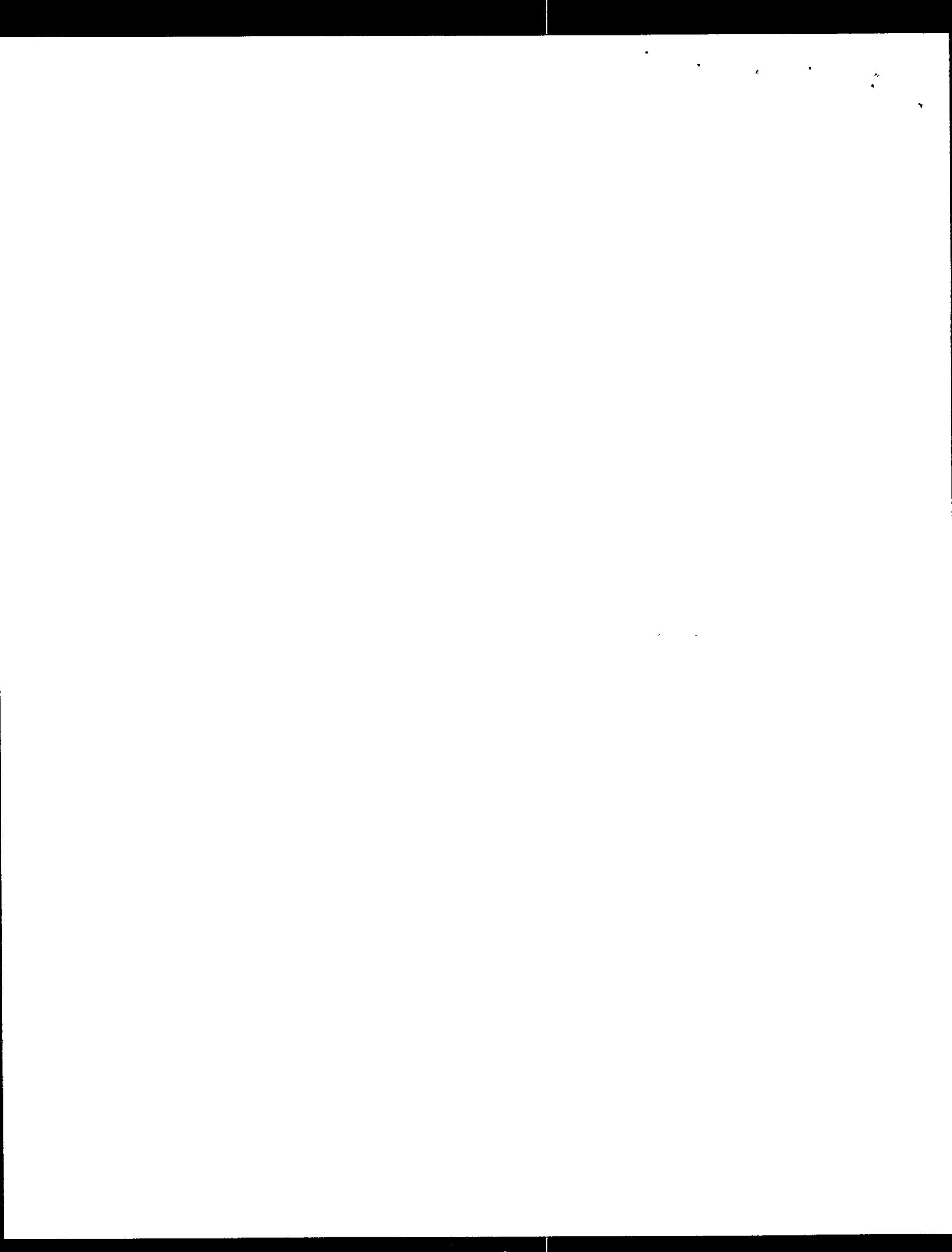
INSTRUCTIONS FOR CONTINUED AIRWORTHINESS (ICAs) FOR RG SERIES BATTERIES

- 1) BATTERIES are serviced and charged at the factory and must be boost charged every 90 days when in storage. The warranty is void if the batteries are not placed in service within 1 year of their manufacturing date.
 - 1.1 The batteries should be recharged when their open circuit voltage is below 2.08 volts per cell (12.5 for 12-volt batteries, or 25.0 for 24 volt Batteries).
 - 1.2 Batteries that have not been recharged every ninety days when in storage are to be "conditioned" first by discharging at the test rate and then recharged with a constant current (CI) charge at the C/10 rate (1/10 of the C rate amperes) for eighteen hours or until the battery voltage reaches 2.5 volts per cell (15 volts for 12-volt batteries and 30 volts for 24-volt batteries, rested for at least one hour and re-tested per paragraph 4).

- 2) As a time limited alternate power source we recommend an initial check of the batteries' reserve or emergency capacity after twelve months or six hundred hours of operation, whichever occurs first. To ensure continued airworthiness, after the initial check, the RG Series battery reserve or emergency capacity should be checked every twelve months or every two hundred hours. These maintenance cycles may be adjusted with experience in your particular operation. Once the useful life of the Battery is established in your operation, you may operate the replacement RG Battery for that period without any periodic capacity checks.

- 3) The CONCORDE RG SERIES BATTERIES should be recharged at 1/2 of the C rate with a constant potential (CP) or constant voltage charger regulated at 2.35 volts per cell (14.1 volts for 12-volt batteries or 28.2 volts for 24-volt batteries) The battery is charged when the charge current stabilizes for one hour.
 - 3.1 Batteries that have been inadvertently discharged may be recharged in the aircraft at 1/2 of the C rate with regulated external power. If the external power current is not adjustable, the recharge can be done in steps.
 - 3.1.1 Reduce the voltage to 2 volts per cell (12 volts for 12-volt batteries and 24 volts for 24-volt batteries)
 - 3.1.2 Recharge at the reduced voltage for ten minutes.
 - 3.1.3 Stop charging and let battery(ies) rest for ten minutes.
 - 3.1.4 Resume charging until the current stabilizes.
 - 3.1.5 Increase voltage to 2.3 Volts per cell, 14 volts for 12-volt batteries or 28 volts for 24-volt batteries, and continue charging until current stabilizes for at least thirty minutes.

- 4) Reserve or emergency capacity test procedure:
 - 4.1 Make sure the battery is charged, per paragraph 3.
 - 4.2 With the battery temperature above 69 °F (15 °C), discharge the battery at the test rate or the load established by the airframe manufacturer, FAR 23.1309, 23.1351, 23.1353(h), 25.1309, 25.1351, 27.1309, 27.1351, 29.1309, and 29.1351.



INSTRUCTIONS FOR CONTINUED AIRWORTHINESS FOR RG SERIES BATTERIES, CONTINUED

4.3 The minimum end point after one hour or the time established for the airframe essential power requirement of discharge must be 10 volts for 12-volt batteries or 20 volts for 24-volt batteries or the voltage end point when any one of the functions essential for continued safe flight and landing is reached. If the battery fails to deliver the test rated ampere-hour capacity, it has reached its end of life. It is no longer considered airworthy and must be replaced.

4.4 Allow the battery to cool to room temperature before recharging.

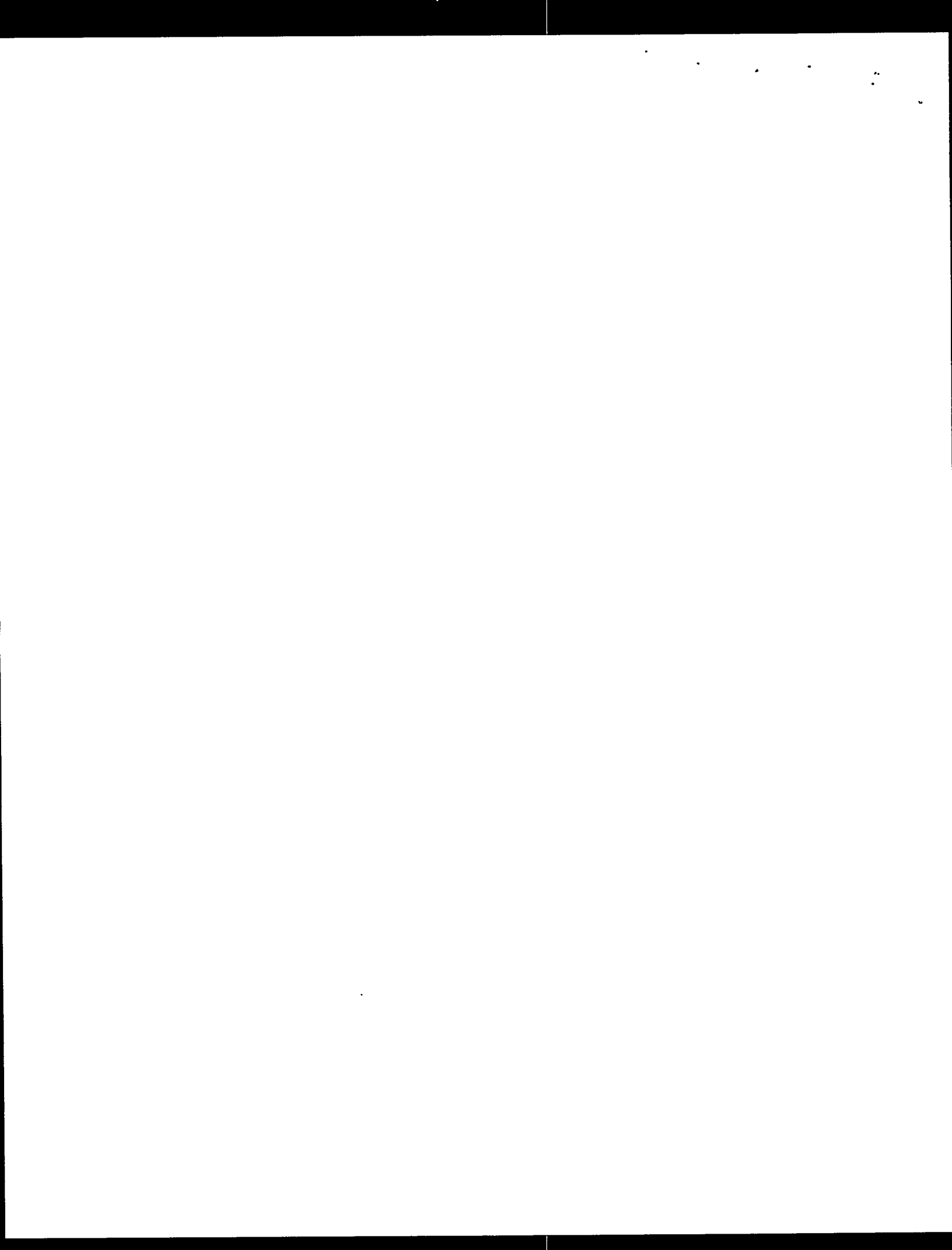
<u>Battery Model</u>	<u>Original Part Number</u>	<u>Capacity (C Rate)</u>	<u>Capacity (Test Rate)</u>
RG-12		12 Ampere hour	9 Amperes
RG-13	RG-INS/RG-13-1	12 Ampere hour	10 Amperes
RG-25		22 Ampere hour	17 Amperes
RG-25XC		26 Ampere hour	20 Amperes
RG-35		25 Ampere hour	20 Amperes
RG-35A		31 Ampere hour	25 Amperes
RG-35XC		28 Ampere hour	21 Amperes
RG-35AXC		34 Ampere hour	27 Amperes
RG-125 & RG-126		3.5 Ampere hour	3 Amperes
RG 24-11, RG 24-11M, & RG-400		11 Ampere hour	9 Amperes
RG 24-15, RG 24-15M		13.6 Ampere hour	11 Amperes
RG-206, RG-222, RG-355, & RG-500		17 Ampere hour	14 Amperes
RG-380E/44, RG-380E/44K, & RG-380E/44L	RG-380E/40	42 Ampere hour	35 Amperes
RG-380E/40A&B, RG-380E/40L, & RG-380E/40K		38 Ampere hour	32 Amperes
RG-380E/60L & RG-380E/60K		48 Ampere hour	38 Amperes
RG-390E & RG-390ES		28 Ampere hour	22 Amperes

Note:

- 1) These procedures supersede the procedures in publication 9284.
- 2) For extended service life, disconnect the battery during any aircraft maintenance that continues for more than four hours. This will prevent the battery from being overcharged by external power during this time.
- 3) When multiple batteries are used in parallel they should be changed or replaced with units that have equal time, i.e., all new or matched with batteries that have the same time in service.
- 4) Troubleshooting. If the battery gets hot while recharging, discontinue charging. The probable cause is either an internal short or sulfated plates.

CAUTION: Aircraft are certified with batteries that have reserve or essential capacity for emergency operation. Therefore, never "jump-start" an aircraft that has a "dead" or discharged battery. It takes approximately three hours to recharge a fully discharged battery with the aircraft generating system or external power.

No. 198 / Revision P

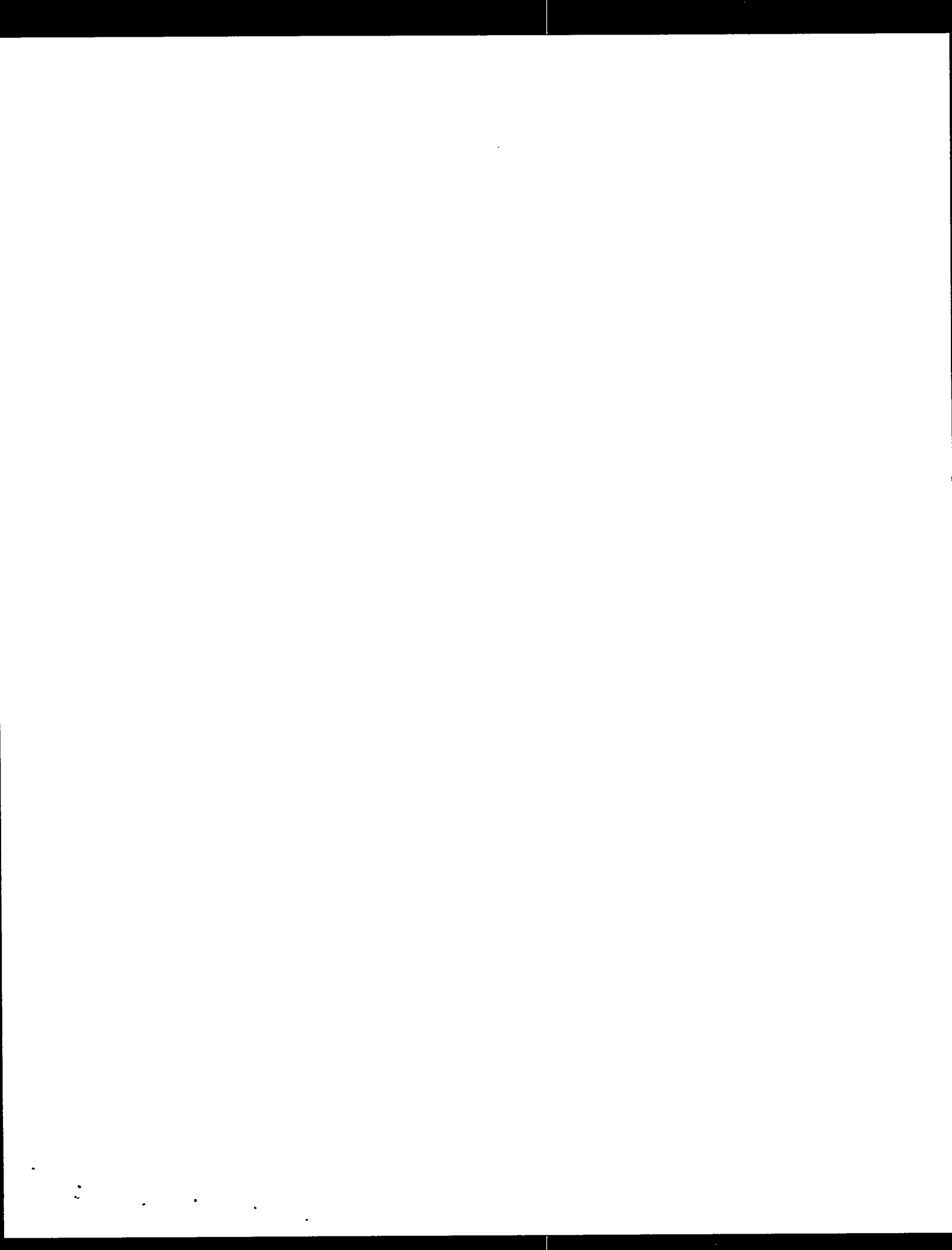


WILCO, INC.

FOR INSTALLATION OF
CONCORDE RG-380E/K SERIES VRSLA BATTERY

Issue Date: February 12, 1999

Item	Aircraft Make	Aircraft Model	Original Type Certificate Number	Certification Basis for Alteration	Installation Instructions Number/Revision Date	AFM Supplement Date	AML Amendment Date
1.	Raytheon (Beech)	65-90, 65-A90, 65-A90-1(JU-21A, U-21A, RU-21A, RU-21D, U-21G, RU-21H), 65-A90-4 (RU-21E, RU-21H), B90, C90, 65-A90-2(RU-21B), 65-A90-3(RU-21C), E90, H90(T-44A), C90A.	3A20	CAR 3 See TCDS 3A20	W3556005 6/22/98	N/A	Original
2.	Raytheon (Beech)	F90.	A31CE	FAR 23 See TCDS A31CE	W3556005 6/22/98	N/A	Original
3.	Raytheon (Beech)	99, 99A, 99A(FACH), 100, A99, A99A, A100(U-21F), B99, A100A, B100, C99.	A14CE	FAR 23 See TCDS A14CE	W3556005 6/22/98	N/A	Original



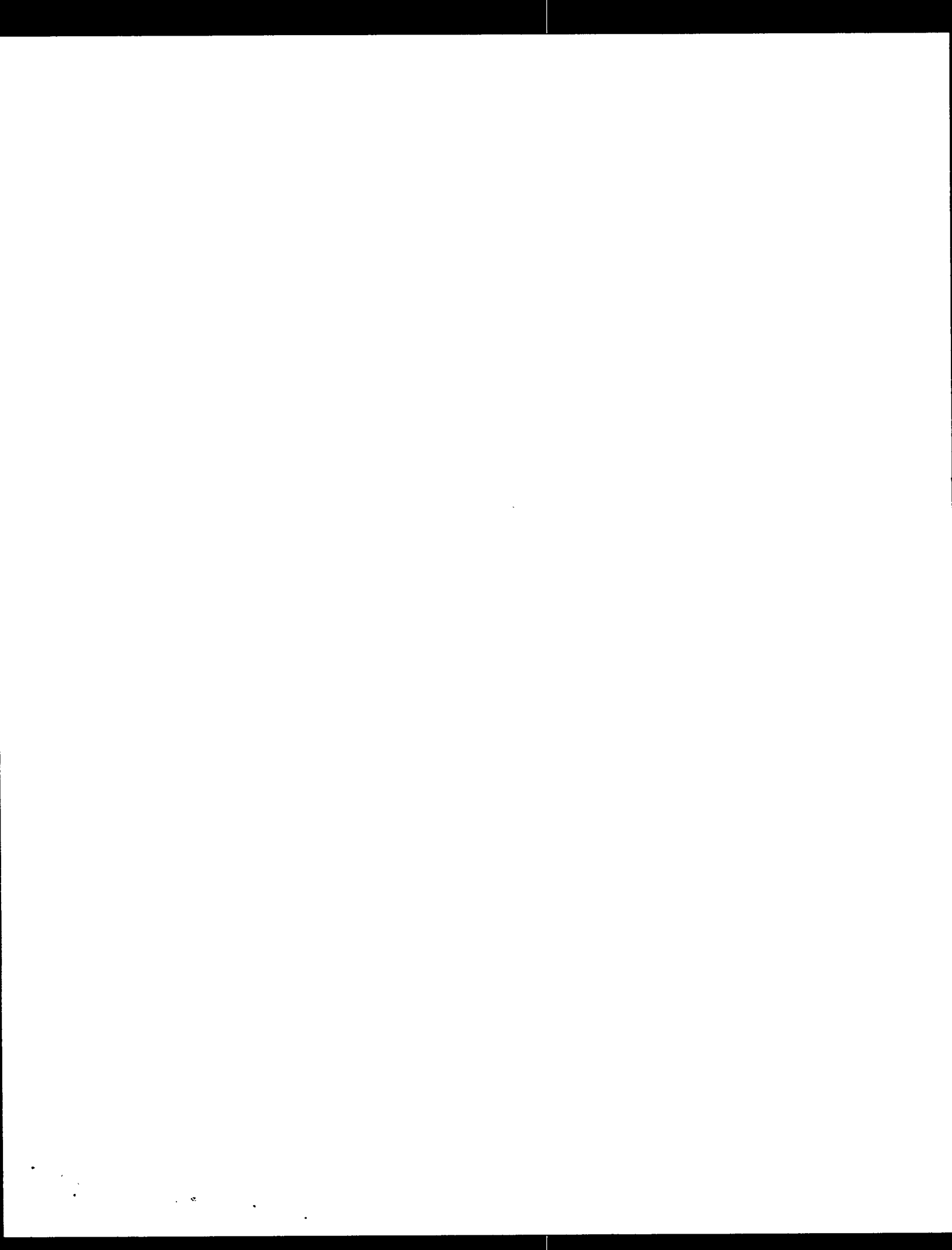
WILCO, INC.

FOR INSTALLATION OF
CONCORDE RG-380E/K SERIES VRSLA BATTERY

Issue Date: February 12, 1999

4.	Raytheon (Beech)	200(A100-1(U-21J)), A200C(UC-12B), 200C, B200, B200C(C-12F, UC-12F, UC-12M), A200(C-12A, C-12C), 200T, 200CT, A200CT(C-12D, FWC-12D, RC-12D, RC-12F, RC-12G, RC-12H, RC-12K), B200CT, B200T, 300, 300LW, B300, B300C, 1900, 1900C, 1900C(C-12J), 1900D.	A24CE	FAR 23 See TCDS A24CE	W3556005 6/22/98	N/A	Original
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FAA Approved: C.S. Rude
Program Manager
Wichita Aircraft Certification Office





WILCO, INC.

3502 W. HARRY
WICHITA, KS 67213

PHONE (316) 943-9379
FAX (316) 943-9664
WATTS (800) 767-7593

EMAIL:
wilco@feist.com

To Whom It May Concern:

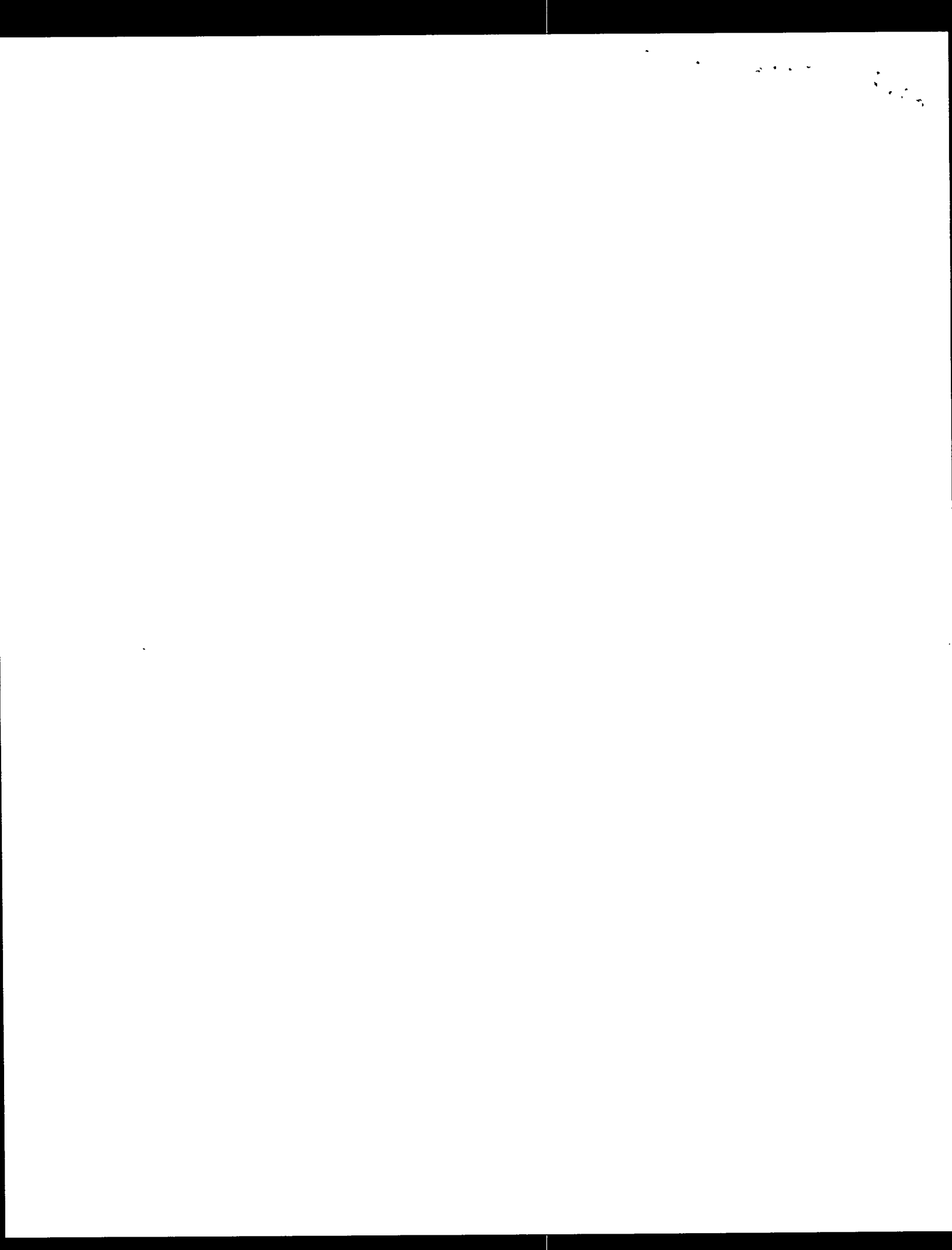
Pursuant to Title 49 United States Code § 44704 (b) (3) (effective October 19, 1996) the signature constitutes the agreement and permission of WILCO, INC. allowing the registered owner of N 256A2, a Raytheon (Beech) A200, Serial Number BC-37 to alter that airframe, and only that airframe, by applicable STC No. SA00741W1, to that specific airframe, for the purpose of replacing Nicad Battery with Concorde RG380E/K series, in accordance with Wilco Drawing List W3556005.

WILCO, INC.

by Willard Walpole, President,
Floyd Walpole, Vice President,
or Ted Barnes, Secretary-Treasurer

[CORPORATE SEAL]

11-12-99
Date





U.S. 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 attachment. For special flight permits complete Sections II and VI as applicable.

I. AIRCRAFT DESCRIPTION	1. REGISTRATION MARK N256AG	2. AIRCRAFT BUILDER'S NAME (Make) Beechcraft	3. AIRCRAFT MODEL DESIGNATION A200 (C-12C)	4. YR. MFR. 1977	FAA CODING 1152920 52032
	5. AIRCRAFT SERIAL NO. BC-37 (76-22560)	6. ENGINE BUILDER'S NAME (Make) Pratt & Whitney	7. ENGINE MODEL DESIGNATION PT6A-41		
	8. NUMBER OF ENGINES 2	9. PROPELLER BUILDER'S NAME (Make) Hartzell	10. PROPELLER MODEL DESIGNATION HC-B3TN-3G		11. AIRCRAFT IS (Check if applicable) <input type="checkbox"/> EXPORT <input checked="" type="checkbox"/> IMPORT

II. CERTIFICATION REQUESTED	APPLICATION IF HEREBY MADE FOR: (Check applicable items)																
	A	<input checked="" type="checkbox"/>	STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)		<input checked="" type="checkbox"/>	NORMAL	<input type="checkbox"/>	UTILITY	<input type="checkbox"/>	ACROBATIC	<input type="checkbox"/>	TRANSPORT	<input type="checkbox"/>	GLIDER	<input type="checkbox"/>	BALLOON	
	B	<input type="checkbox"/>	SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)														
		2	LIMITED														
		5	PROVISIONAL (Indicate class)														
		3	RESTRICTED (Indicate operation(s) to be conducted)		1	CLASS I											
					2	CLASS II											
					1	AGRICULTURE AND PEST CONTROL		2	AERIAL SURVEYING		3	AERIAL ADVERTISING					
			4	FOREST (Wildlife conservation)		5	PATROLLING		6	WEATHER CONTROL							
			7	CARRIAGE OF CARGO		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				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 MAXIMUM CERTIFICATED TAKE-OFF WEIGHT												
				4	DELIVERING OR EXPORT		5	PRODUCTION FLIGHT TESTING									
				6	CUSTOMER DEMONSTRATION FLIGHTS												
				0	TO SHOW COMPLIANCE WITH FAR												
C	<input checked="" type="checkbox"/>	MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited" as applicable.)															

III. OWNER'S CERTIFICATION	A. REGISTERED OWNER (As shown on certificate of aircraft registration)		IF DEALER, CHECK HERE <input type="checkbox"/>	
	NAME Dynamic Aviation Group, Inc.		ADDRESS PO Box 7, Bridgewater VA 22812	
	B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)			
	<input checked="" type="checkbox"/>	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.) A24CE Rev. 67	<input checked="" type="checkbox"/>	AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD no.) AD 99-20
	<input type="checkbox"/>	AIRCRAFT LISTING (Give page number(s))	<input checked="" type="checkbox"/>	SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) SA615EA
C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS				
<input checked="" type="checkbox"/>	CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173- 91 91.417	TOTAL AIRFRAME HOURS 12,114.1	EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed) N/A	
D. 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 and eligible for the airworthiness certificate requested.				
DATE OF APPLICATION 10/01/99		NAME AND TITLE (Print or type) Karl Stoltzfus, President		SIGNATURE

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	<input checked="" type="checkbox"/>	CERTIFICATED MECHANIC (Give Certificate No.) A&P 1741770	6	CERTIFICATED REPAIR STATION (Give Certificate No.)
	2	AIRCRAFT MANUFACTURER (Give name or firm)					
DATE 10/01/99		TITLE Virgil Gottfried, Director of Maintenance		SIGNATURE 			

V. REPRESENTATIVE CERTIFICATION	(Check ALL applicable blocks in items A and B)		<input checked="" type="checkbox"/>	THE CERTIFICATE REQUESTED		
	A. I find that the aircraft described in Section I or VII meets requirements for		4	AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE		
	B. Inspection for a special flight permit under Section VII was conducted by		FAA INSPECTOR		FAR DESIGNEE	
			CERTIFICATE HOLDER UNDER		FAR 65	FAR 121, 127 OR 135
DATE 10/1/99	DISTRICT OFFICE ANE-M100-44	DESIGNEE'S SIGNATURE AND NO. DAZF84402NE		FAA INSPECTOR'S SIGNATURE		

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER		
NAME		ADDRESS
B. PRODUCTION BASIS (Check applicable item)		
<input type="checkbox"/>	PRODUCTION CERTIFICATE (Give production certificate number)	
<input type="checkbox"/>	TYPE CERTIFICATE ONLY	
<input type="checkbox"/>	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

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		
<input type="checkbox"/>	PILOT	<input type="checkbox"/>
<input type="checkbox"/>	CO-PILOT	<input type="checkbox"/>
<input type="checkbox"/>	NAVIGATOR	<input type="checkbox"/>
<input type="checkbox"/>	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)

<input checked="" type="checkbox"/>	A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable	<input type="checkbox"/>	G. Statement of Conformity, FAA Form 8130-9 (Attach when required)
<input type="checkbox"/>	B. Current Operating Limitations Attached	<input type="checkbox"/>	H. Foreign Airworthiness Certification for Import Aircraft (Attach when required)
<input type="checkbox"/>	C. Data, Drawings, Photographs, etc. (Attach when required)	<input type="checkbox"/>	I. Previous Airworthiness Certificate Issued in Accordance with FAR _____ CAR _____ (Original Attached)
<input checked="" type="checkbox"/>	D. Current Weight and Balance Information Available in Aircraft	<input checked="" type="checkbox"/>	J. Current Airworthiness Certificate Issued in Accordance with FAR 21.183(d) _____ (Copy attached)
<input checked="" type="checkbox"/>	E. Major Repair and Alteration, FAA Form 337 (Attach when required)		
<input checked="" type="checkbox"/>	F. This inspection Recorded in Aircraft Records		

UNITED STATES OF AMERICA
 DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION
STANDARD AIRWORTHINESS CERTIFICATE

COPY

1 NATIONALITY AND REGISTRATION MARKS N256AG	2 MANUFACTURER AND MODEL Beechcraft A200 (C-12C)	3 AIRCRAFT SERIAL NUMBER BC-37 (76-22560)	4 CATEGORY Normal
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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

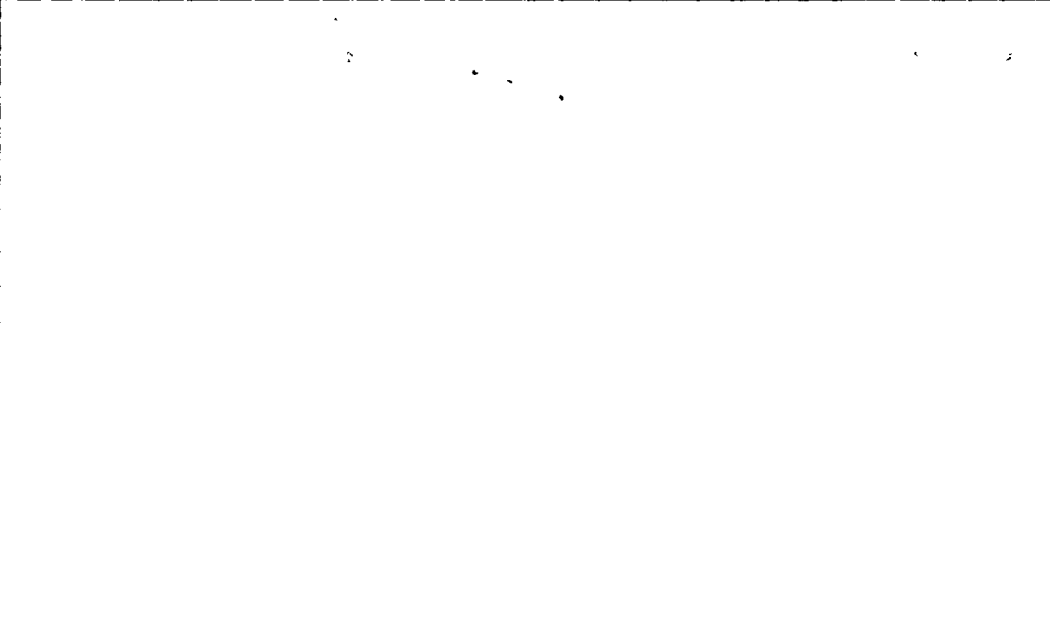
None

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 10-1-1999	FAA REPRESENTATIVE  Harry E. McClure	DESIGNATION NUMBER DARF844002NE
-----------------------------------	--	--

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



STATEMENT OF CONFORMITY

Section I — Aircraft

1. Make Beechcraft	2. Model A200 (C12-C)
3. Serial No. BC-37 (76-22560)	4. Registration No. N256AG

Section II — Engine

1. Make Pratt & Whitney	2. Model PT6A-41
3. Serial No. PCE-79172 and PCE-85139	

Section III — Propeller

1. Make Hartzell	2. Hub Model HC-B3TN-3G
3. Blade Model T10178	4. Hub Serial No. BU11108 and BUA19785
5. Blade Serial Nos. E46137, E53468, E53498, H45822, H45828, H45817	

Section IV — Certification

I hereby certify that:

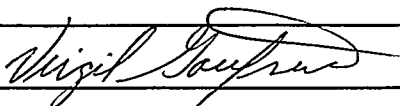
- A. I have complied with Section 21.33(a).
- B. The aircraft described above, produced under type certificate only (FAR 21 Subpart F), conforms to its type certificate, is in a condition for safe operation, and was flight checked on _____ (Date)
- C. The engine or propeller described above, presented herewith for type certification, conforms to the type design therefor.
- D. The engine or propeller described above produced under type certificate only (FAR 21 Subpart F), conforms to its type certificate and is in a condition for safe operation. The engine or, if applicable, the variable pitch propeller was subjected by the manufacturer to a final operation check on _____ (Date)

Deviations:

- Conformity was accomplished IAW Beechcraft Drawing 101-005008
- Following is a list of applicable Form 337's as of this date.

Date	Subject
07/14/99	Installation of Whelen HF, CFA-14/28 strobes
07/14/99	ACK Model E-01 ELT
07/14/99	RH aft cabin window installation
07/14/99	King KLN-90B GPS
07/14/99	Bendix RDS-81 Weather Radar
07/14/99	Two KT-76A transponders, Two KA-60 transponder antennas, and a KR-87 ADF

Signature of Certifier



Title

Director of Maintenance

Organization

Dynamic Aviation Group, Inc.

Date

10/01/99

INSTRUCTIONS

This form should be submitted to a representative of the Administrator under the following circumstances:

1. By the applicant for a type certificate or a supplemental type certificate at the time he presents an aircraft or parts thereof to the FAA for tests.
2. By the applicant for a type certificate or a supplemental type certificate for each engine or propeller submitted for type certification.
3. By the type certificate holder or licensee manufacturing products under a type certificate only, upon the initial transfer by him of the ownership of each product or upon application for the original issue of an aircraft airworthiness certificate, or an Airworthiness Approval Tag (FAA Form 8130-3).

This form should be completed as follows:

Section I. Aircraft. Complete the pertinent part of only this section when certification covers an aircraft or part thereof.

Section II. Engine. Complete this section when certification covers an engine.

Section III. Propeller. Complete this section when certification covers a propeller.

Section IV. Certification.

Item A. Check this block when an aircraft or part thereof is presented for flight or ground tests during type certification or supplemental type certification.

Item B. Check this block when the holder or licensee of a type certificate only, initially transfers the ownership of an aircraft manufactured under the type certificate, or applies for the original issuance of an airworthiness certificate.

Item C. Check this block when an engine or propeller is presented for type certification.

Item D. Check this block when an engine or propeller is presented for airworthiness approval and insert the date the product completed a final operational check.

The certification must be signed by an authorized person who holds a responsible position in the manufacturing organization.

SURPLUS MILITARY AIRCRAFT INSPECTION RECORD (Initial Screening)	SUSPENSE DATE
---	---------------

Section A – DESCRIPTION OF AIRCRAFT				
1. MANUFACTURER	2. MODEL		3. SERIAL NUMBER	
Beechcraft	A. CIVIL	B. MILITARY	A. CIVIL	B. MILITARY
	A200	C12C	BC-37	76-22560
4. DATE OF MANUFACTURE	5. TOTAL TIME ON ACFT.	6. FAA T.C. DATA SHEET	7. P.C. NO.	
8-24-77	12,114.1	A24CE	8 ⁰	

Section B – LOCATION OF AIRCRAFT		
1. LOCATION	2. CONTACT AT SITE	3. TELEPHONE (Incl. area code)
Dynamic Aviation group, Inc.	Virgil Gottfried	540-828-6070

Section C – INSPECTION REQUESTER			
1. DATE	2. NAME	3. TITLE	4. MILITARY BRANCH
10-1-99	Virgil Gottfried	Chief of Maintenance	NA
5. ADDRESS			6. TELEPHONE (Incl. area code)
P.O. Box 7 Bridgewater, Va. 22812			540-828-6070

Section D – FAA INSPECTION RESULTS					
1A. AIRCRAFT HISTORICAL RECORDS AVAILABLE –		B. AIRCRAFT MODIFICATION RECORDS AVAILABLE –		C. RECORDS CONSIDERED –	
FROM	TO	FROM	TO	<input checked="" type="checkbox"/> ADEQUATE	<input type="checkbox"/> INADEQUATE FOR A/W CERTIFICATION
8-77	10-21-97	9-77	11-24-96		

Record the following only if T.C. Data Sheet/Specification Limits exceeded.					
2A. MAXIMUM GROSS WEIGHT			B. MAXIMUM AIR SPEED		
(1) T.C. DATA	(2) MILITARY ACTUAL	(3) LENGTH OF TIME	(1) T.C. DATA	(2) MILITARY ACTUAL	

3. CONDITION OF AIRCRAFT (Data plate affixed: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO)	
Good	

4. DISPOSITION ("X" one)			
A. <input checked="" type="checkbox"/> AIRCRAFT HAS REASONABLE POTENTIAL FOR STANDARD CERTIFICATION		B. <input type="checkbox"/> AIRCRAFT HAS NO REASONABLE POTENTIAL FOR STANDARD CERTIFICATION	
FAA INSPECTOR (Typed and signed)	OFFICE	TELEPHONE (FTS)	INSPECTION DATE
<i>Harry E. McClure</i> Harry E. McClure FAA-DAR	ANE-MIDO-44	717-872-4425	10-1-99

Section E – ACTION (Reserved for AFS-180)	
RECONCILIATION OF EXCEEDED T.T. LIMITS	NOTIFICATION OF DOD/DSA
RESULTS	CALL LETTER

INSTRUCTIONS

Section A All information available at time of request will be provided by AFS-180. The civil model recorded will be the civil counterpart to the military configuration. (This information will not necessarily be shown nor required to be shown on the TCDS.)

Sections B & C This information will be provided by AFS-180.

Section D To be completed by Manufacturing Inspector performing the Inspection.

Items 1. a. & b. Inspector will record the period of time that records are available. The purpose of specifically identifying available records is to assure that these same records are available at time of subsequent certification.

Item 1. c. After review of records the Inspector will indicate whether or not he considers the records presented to be adequate for subsequent airworthiness certification purposes.

Items 2. a. & b. Inspector will record the Maximum Gross Weight and Maximum Airspeed data only when TCDS limits have been exceeded. When exceeded, AFS-180 will effect reconciliation.

Item 3. Inspector will record findings relative to aircraft condition. Indicate presence of data plate.

Item 4. Inspector will record one of the following dispositions:

- (a) Aircraft has reasonable potential for standard certification; or
- (b) Aircraft has no reasonable potential for standard certification.

Section E To be completed by AFS-180

DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION
CONFORMITY CERTIFICATE—MILITARY AIRCRAFT
 (Instructions on Reverse)

A. This certifies that the aircraft described below has been manufactured in conformity with data forming the basis for Type Certificate No. A24CE, and any revision or modification thereof approved by the FEDERAL AVIATION ADMINISTRATION as of 21 August 1977 with the exception of the following deviations: (Date)

1. Items listed on Beech Drawing 101-CO5008.

REFERENCE COPY

B. DESCRIPTION OF AIRCRAFT

MANUFACTURER	MODEL	MANUFACTURER'S SERIAL NO.	MILITARY SERIAL NO.
BEECH A/C CORP.	C-12A	BC-37	76-22560

C. DESCRIPTION OF ENGINES

MANUFACTURER	MODEL	MANUFACTURER'S SERIAL NO.	MILITARY SERIAL NO.
1. Pratt & Whitney			
2. A/C of Canada	PT6A-38	PC-E79156	
3. Pratt & Whitney			
4. A/C of Canada	PT6A-38	PC-E79157	
5.			
6.			

D. CONTRACT NO.

DAAJ01-75-C-0941

E. IDENTIFICATION MARKINGS DISPLAYED

22560

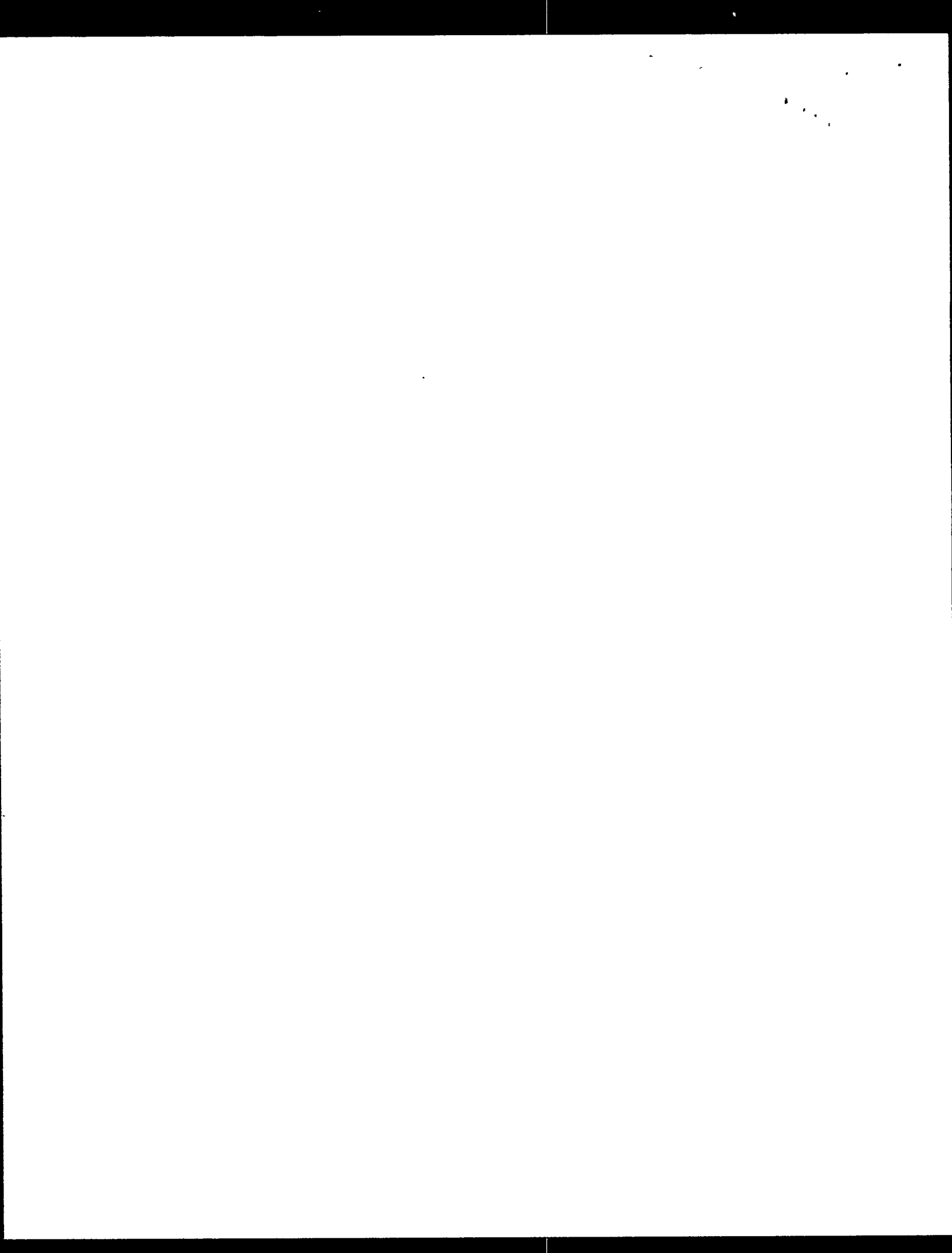
F. CONTRACTOR'S GROUND INSPECTION AND FLIGHT TEST

DATE COMPLETED	APPROVED BY
<u>21-08-77</u>	<u>C. F. Grace</u> C. F. Grace - Foreman Flight Inspection Dept. <small>(SIGNATURE OF AUTHORIZED COMPANY REPRESENTATIVE)</small>

G. FAA GROUND INSPECTION AND FLIGHT TEST

DATE COMPLETED	APPROVED BY
<u>21-08-77</u>	<u>E. H. Johnston</u> FOR BEECH AIRCRAFT CORP. Delegation Option <small>(SIGNATURE OF FAA REPRESENTATIVE)</small>

PC#8
(DMIR NO.)





US Department
of Transportation
Federal Aviation
Administration

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

Form Approval
ONB No. 2120-0020

For FAA Use Only

Office Identification

A&P FSD 27

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 Beechcraft	Model A200
	Serial No. BC-37	Nationality and Registration Mark N256AG
2. Owner	Name (As shown on registration certificate) Dynamic Aviation Group, Inc.	Address (As shown on registration certificate) PO Box 7, Bridgewater, VA 22812

3. For FAA Use Only

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 Marcus Cunningham Dynamic Aviation Group PO Box 7 Bridgewater, VA 22812	B. Kind of Agency		C. Certificate No. A&P 356609311
	<input checked="" type="checkbox"/>	U.S. Certificated Mechanic	
	<input type="checkbox"/>	Foreign Certificated Mechanic	
	<input type="checkbox"/>	Certificated Repair Station	
	<input type="checkbox"/>	Manufacturer	

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

Date 07/14/99	Signature of Authorized Individual <i>Marcus A. Cunningham</i>
------------------	---

7. Approval for Return To Service

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

BY	FAA Flt. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 07/14/99	Certificate or Designation No. 228113366 IA	Signature of Authorized Individual Travis Coffey <i>J. H. Coffey</i>			

NOTICE

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

8. Description of Work Accomplished

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

N256AG
BC-37
07/14/99

1. Removed Grimes rotating anti-collision lights from aircraft.
2. Installed one Whelen HR, CFA-14/28 red strobe in the tail mount and one Whelen white strobe HR, CFA-14/28 in the belly mount.
3. All work done IAW the amended STC # SA615EA dated July 19, 1968, and manufacturers instructions, and AC 43.13-2A Chapter 4.
4. Aircraft weight and balance records were updated.

----- END -----

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

Number SA615EA

This certificate, issued to Whelen Engineering Company, Inc.
Route 145, Winthrop Road
Chester, Connecticut 06412-0684

certifies that the change in the type design for the following product with the limitations and conditions
therefor as specified hereon meets the airworthiness requirements of Part 3, 6 of the Civil Air/
23, 27 Federal Aviation
Regulations.

Original Product — Type Certificate Number: See Attached Eligibility List
Make: dated July 16, 1991
Model:

Description of Type Design Change:

Installation of Whelen Anti-Collision Strobe Light System, Models HD, HR, HR-DF-A,
or HS (-14(14V) or -28(28(V)), as replacement for originally installed anti-
collision lights, when installed in accordance with Whelen Installation and
Service Manual dated January 1, 1985, or later FAA approved revision.

Limitations and Conditions:

1. These lights comply with the anti-collision light standards of the FARs as follows:
 - a. With the red or combined red/white lens; those effective on or prior to August 10, 1971.
 - b. With the white lens; those effective on August 11, 1971. (STC continued)

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

Date of application. February 19, 1968

Date issued

7/15, 7/19, 11/25/68; 1/17, 2/18,

Date of issuance May 14, 1968

Date amended: 4/18/69; 3/3, 12/10/70; 4/21,

9/14/71; 5/18/72, 9/22/72, 11/7/72, 7/21/76.

By direction of the Administrator

10/4/78, 3/26/81

8/5/81, 8/25/81

5/21/82, 7/16/91



[Handwritten Signature]

RONALD L. VAVRUSKA
Manager, Boston Aircraft Certification Office

(Title)

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

This certificate may be transferred in accordance with FAR 21.47.

FAA Form 8110-2 (10-68)

CONTINUED PAGE 2.

Limitations and Conditions (Cont'd):

2. Install the following placard Whelen Part No. A421, or other FAA approved equivalent:
"WARNING TO AVOID OPTICAL ILLUSION AND SEVERE VERTIGO, TURN
ANTI-COLLISION LIGHTS OFF UPON ENTERING CLOUDS, FOG OR HAZE."
3. Minimum required operating voltage is 13.2 volts for 14 volt systems.
Minimum required operating voltage is 26.4 volts for 28 volt systems.
4. The aircraft listed on the eligibility list are those which have had both the physical
installation of the lights substantiated and the field of coverage checked including the
20" mask. Aircraft not included in the list can use these lights when the physical
installation and field of coverage is substantiated as indicated in; Whelen's Installation
and Service Manual for Whelen Aviation Anti-Collision Strobe Light Systems dated
November 7, 1972, in the portion entitled "Aircraft Not Specifically Mentioned on the
Eligibility List".
5. HD or HD, power supplies may be used in; place of an HS or HD power supply
respectively in order to also provide power for other Whelen strobe lights installed in
accordance with STC SA800EA. The preceding is a statement of compatibility of power
supplies only. Refer to STC SA800EA for installation of the other Whelen Strobe Lights
acceptable in combination with this STC.

6. The approval of this change in type design applies basically to aircraft listed on the
attached eligibility list. This approval should not be extended to other aircraft of these
models on which other previously approved modifications are incorporated unless it is
redetermined by the installer that the interrelationship between this change and any of
those other previously approved modifications will introduce no adverse effect upon
the airworthiness of the aircraft. This determination should include a night flight check
as specified in AC 43.13-2, Chapter 4, Paragraph 42a.

NOTE: Aircraft whose application for type certificate was made before April 1, 1957, may,
but need not, comply with the field of coverage requirements of FAR 23 (27).1401(b).
Compliance with Far 91.33(c) may not be shown provided the light installation is in accor-
dance with data approved prior to August 11, 1971, and applicable criteria of Advisory
Circular 43.13-2 are met.



US Department
of Transportation
Federal Aviation
Administration

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

Form Approval
ONB No. 2120-0020

For FAA Use Only

Office Identification

DEA FSD027

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 Beechcraft	Model A200
	Serial No. BC-37	Nationality and Registration Mark N256AG
2. Owner	Name (As shown on registration certificate) Dynamic Aviation Group, Inc.	Address (As shown on registration certificate) PO Box 7, Bridgewater, VA 22812

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 Marcus Cunningham Dynamic Aviation Group PO Box 7 Bridgewater, VA 22812	B. Kind of Agency		C. Certificate No. A&P 356609311
	<input checked="" type="checkbox"/>	U.S. Certificated Mechanic	
	<input type="checkbox"/>	Foreign Certificated Mechanic	
	<input type="checkbox"/>	Certificated Repair Station	
	<input type="checkbox"/>	Manufacturer	

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

Date 07/14/99	Signature of Authorized Individual <i>Marcus A. Cunningham</i>
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7. Approval for Return To Service

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

BY	FAA Flt. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 07/14/99	Certificate or Designation No. 228113366 IA	Signature of Authorized Individual Travis Coffey <i>J. H. Coffey</i>			

NOTICE

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

8. Description of Work Accomplished

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

N256AG
BC-37
07/14/99

1. Installed RH aft cabin window per ECN 99-4-01 dated 06/08/99, FAA DER approved 8110-3 attached.
2. For continued airworthiness revise the maintenance schedule to inspect the 6th right hand window installation at the same interval as the other cabin windows are inspected in concurrence with the manufacturers or operators approved maintenance program.
3. Aircraft was weighed and aircraft records were updated.

----- END -----

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		DATE: 6/8/99	
STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS			
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
MAKE BEECH	MODEL NO. A200	TYPE <i>(Airplane, Rotor Helicopter, etc)</i> AIRPLANE	NAME OF APPLICANT DYNAMIC AVIATION GROUP, INC.
LIST OF DATA			
IDENTIFICATION	TITLE		
REPORT NO. 99-4-002 REV. (ORIG.) DATE 6/8/99	STRUCTURAL EVALUATION, ADDED RH WINDOW, BEECH A200 (C-12A OR C)		
ECN 99-4-01 REV. (ORIG.) DATE 6/8/99	INSTALLATION-6 TH RH WINDOW, BEECH A200 (C12A OR C)		
	-----END-----		
PURPOSE OF DATA: JUSTIFY AND CONTROL INSTALLATION OF ADDITIONAL CABIN WINDOW FOR OPERATOR. RETURN TO SERVICE BY FAA FORM 337			
APPLICABLE REQUIREMENTS <i>(List specific sections)</i> , FAR 23, PARAGRAPHS 23.603 THROUGH 23.613, 23.775(a) & (b) AND APPENDIX G, G23.3			
CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation regulations, data listed above and on attached sheets numbered _____ NA _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.			
I (We) Therefore <input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> Approve these data			
SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S) <i>C. T. Ayers</i> C. T. AYERS	DESIGNATION NUMBER(S) SO -526	CLASSIFICATION(S) STRUCTURES, SYS&EQUIP, POWERPLANTS, ENGINES AND PROPELLERS	

11-11-61

