Huhn Michael

From: todd <[redacted]
Sent: Wednesday, August 27, 2014 2:52 PM
To: Huhn Michael
Subject: RE: Out of Office AutoReply: NTSBl Questions re King Katmai mods (WPR14LA271)

I apologize for the delay. We have been very, very busy here. I just added the answers to the questions in the original email.

Todd

From: todd [mailto:t[redacted]
Sent: Friday, August 15, 2014 11:16 AM
To: [redacted]
Subject: FW: NTSBl Questions re King Katmai mods (WPR14LA271)

From: Huhn Michael [mailto:[redacted]
Sent: Tuesday, August 05, 2014 1:57 PM
To: todd
Subject: NTSBl Questions re King Katmai mods (WPR14LA271)

Hi Todd
As mentioned previously, here's the list of questions we have re the King Katmai conversion to the C -182

The Qs are in the attached MS Word doc and also below.

You can respond directly in this email, or on the MS Word document, whichever is easier for you. Bu I do need written responses to these Qs for several reasons please

Next week, or even early the week after (~Aug 18+) is fine for a response timeline

1. Outline of how kit is sold and installed
a. Baseline and options
b. Where is work performed?
c. By who?

We do not sell kits for field installation. The work is generally performed by either Todd Peterson or Mike Weber although other mechanics have been employed from time to time doing this work.

2. List of applicable STCs and responsible FAA Office

Our engine STC is SA3825SW, Canard STC is SA485SW, Wing X STC is SA00276NY, Alaskan Bushwheel STC is SA01765SE, Nose fork STC is SA02069AK and the heavy duty brakes are STC SA02231AK.

3. Enumerate/list Peterson King Katmai modifications to airplane and engine (including placards/cockpit annotations/markings)
a. General/Overall
b. Specific to N132K if known
The King Katmai modifications incorporate our engine STC with our nose mounted canard. In addition we add the Wing X extended wing with either 26 or 29 inch bushwheels with heavy duty brakes.
N132K had the Air Planes IO-550 engine installed under STC SA00785AT as our engine had not yet been certified.

4. Enumerate/list any Normal Procedures changes
a. Provide relevant guidance
No procedure changes were made to the Cessna 182 POH under our STCs..

5. Enumerate/list any airspeed changes
a. Provide relevant guidance
No changes have been made to the Cessna 182 POH under our STCS.

6. Enumerate/list any performance changes (eg takeoff/landing distances, stall speeds, etc)
a. Provide relevant guidance
No performance changes have been made to the Cessna 182 POH under our STCs.

7. If not provided above, enumerate/list takeoff and landing speeds and configurations (flaps, power settings) for normal, short field and soft field (as applicable) operations
a. Provide relevant guidance
No changes have been made to the Cessna 182 POH under our STCs.

8. If not provided above, provide brief synopses for basis/bases of the changes (eg- flight test, analytical, etc)
Our STC states the performance is the same as or better than the original Cessna 182. No performance or airspeed changes have been made to the standard Cessna 182 POH.

9. Any POH supplements and/or changes?
Our IO-550 has a flight manual supplement that details the engine differences between the IO-550 and the original 0-470 engine.

10. What weight and balance information is provided by Peterson?
A current weight and balance is provided with our modifications. The aft CG limit has been changed to 45 inches.

11. Enumerate the pre-flight inspection procedures unique to airplanes with these mods
a. Provide relevant guidance
There is little difference in the preflight inspection. The oil level is the same as the stock engine and the dip stick location has not been changed. The canard requires no special procedures to check during preflight other than looking for obvious signs of damage. Bushwheel tire pressure is generally kept at 22 - 25 psi for normal operations.

Michael Huhn
Air Safety Investigator