

WPR14LA271

Summary of Wing-X and Peterson King Katmai Conversion Information

QUESTION/TOPIC	PETERSON	WING-X	NTSB REMARKS
<p>1. Outline of how kit is sold and installed</p> <ul style="list-style-type: none"> a. Baseline and options b. Where is work performed? c. By who? 	<p>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.</p>	<p>The kit is sold preassembled in kit form with all the parts and components required for a complete installation of the wing extension and spar reinforcement.</p> <ul style="list-style-type: none"> a) options include a choice of leading edge devices to match with existing airfoil b) Aircraft maintenance facility c) qualified aircraft maintenance personnel 	
<p>2. What coordination (if any) is done with Peterson/King Katmai and /or the FAA re the installation and compatibility of the two companies' mods?</p>		<p>We feel that the combination of these two kits increases the flight safety envelop considerably, however Peterson Performance Plus, the producer of the Katmai conversion, is one of our distributors and installation facilities. We suggest that you contact them in reference to compatibility issues of both kits in combination.</p>	
<p>3. List of applicable STCs and responsible FAA Office</p>	<p>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</p>	<p>Please refer to STC documentation supplied</p>	
<p>4. Enumerate/list modifications to airplane and engine (including placards/cockpit annotations/markings)</p> <ul style="list-style-type: none"> a. General/Overall b. Specific to N132K if known 	<p>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.</p>	<p>4a - Please refer to sample Vne placards supplied 4b- Unknown...</p>	<p>See NTSB-generated "STC Summary" table</p>

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5. Enumerate/list any Normal Procedures changes (provide relevant guidance)	No procedure changes were made to the Cessna 182 POH under our STCs..	Please refer to FOM Supplement documentation supplied	
6. Enumerate/list any airspeed changes (Provide relevant guidance)	No changes have been made to the Cessna 182 POH under our STCS.	Please refer to FOM Supplement documentation supplied	See NTSB-generated "STC Summary" table
7. Enumerate/list any performance changes (eg takeoff/landing distances, stall speeds, etc) (Provide relevant guidance)	No performance changes have been made to the Cessna 182 POH under our STCs	Please refer to FOM Supplement documentation supplied	See NTSB-generated "STC Summary" table
8. 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 (Provide relevant guidance)	No changes have been made to the Cessna 182 POH under our STCs.	Please refer to FOM Supplement documentation supplied	See NTSB-generated "STC Summary" table
9. 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.	Please refer to FOM Supplement documentation supplied	
10. 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.	Please refer to FOM Supplement documentation supplied	Peterson: No performance-related changes Wing-X: YES
11. What weight and balance information is provided	A current weight and balance is provided with our modifications. The aft CG limit has been changed to 45 inches.	Please refer to FOM Supplement documentation supplied	

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12. Enumerate the pre-flight inspection procedures unique to airplanes with these mods (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.	Please refer to MMS Supplement documentation supplied. Our kit consist of a fix extension of the wing, other than a normal walk around inspection prior to flight to assure no visible damage to the aircraft surface and or structure nothing else can be required by the pilot. However at regular intervals the maintenance personnel must adhere to our MMS Maintenance Manual supplement to perform a complete inspection of the wing extension and assembly as per guidance supplied therein.	