Factual Report – Attachment 8

N256TA FAA Records

OPERATIONAL FACTORS

WPR19MA177

[redacted]

04315

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION

SPECIAL AIRWORTHINESS CERTIFICATE

CATEGORY/DESIGNATION	Special Flight Permit		
PURPOSE	Operations in Excess of Maximum Takeoff Weight		
MANU-FACTURER	NAME N/A		
	ADDRESS N/A		
FLIGHT	FROM KVGT		
	TO PHNL		
N 256TA	MODEL 65-A90	SERIAL NO. LJ-256	
BUILDER Beechcraft		DATE OF ISSUANCE 06/16/2017	

Unless sooner surrendered, suspended, revoked, or the termination date of **07/17/2017,** this airworthiness certificate is effective under the conditions prescribed in 14 CFR Part 21, Section 21.181 or 21.217.

SIGNATURE OF FAA REPRESENTATIVE	DESIGNATION OR OFFICE NO.
[redacted] Kenneth Scherado Jr.	[redacted]

This airworthiness certificate is issued under the authority of Title 49 United States Code 44704 and Title 14 Code of Federal Regulations. Any alteration, misuse or reproduction for a fraudulent purpose of this certificate may be punishable by certificate revocation, fine, and / or imprisonment. THIS PORTION OF THE CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT PER THE APPLICABLE REGULATIONS.

-- Conditions and Limitations --

This aircraft does not meet the airworthiness standards of Annex 8 to the Convention on International Civil Aviation. Operations in airspace outside of the United States will require the permission of the applicable foreign authority. That permission must be carried aboard the aircraft together with this U.S. airworthiness certificate and, upon request, be made available to an FAA inspector or the applicable foreign authority in the country of operation. Operations may be further restricted by the applicable foreign authority. This may include not allowing use of an airport, requiring specific routing, and restricting flight over specific areas. The operator must comply with any additional limitation prescribed by the applicable foreign authority when operating in its airspace.

This airworthiness certificate authorizes the manufacturer named to conduct production flight tests, and only production flight tests, of aircraft registered in his name. No person may conduct production flight tests under this certificate: (1) Carrying persons or property for compensation or hire; and/or (2) Carrying persons not essential to the purpose of the flight.

This airworthiness certificate authorizes the flight specified for the purpose shown.

- END -

U.S. Department
of Transportation
Federal Aviation Administration

Western-Pacific Region
Nevada Flight Standards District Office
(Las Vegas Field Office)

7181 Amigo Street, Suite 180
Las Vegas, NV 89119
Phone: (702) 617-8500
Fax: (702) 269-8013

SPECIAL FLIGHT PERMIT

This permit is for the following aircraft for the purpose of MAINTENANCE.

REG. NO.	MAKE:	MODEL:	SERIAL NO:
N256TA	Beechcraft	65-A90	LJ-256

FROM:	TO:	VIA:
KVGT	PHNL	Direct

This authorization must be displayed in the aircraft in accordance with 13 CFR §91.203(b)
This authorization expires upon arrival at destination or 07/17/2017

These Operating Limitations are a part of the Special Flight Permit issued to the aircraft described above dated **06/16/2017**. Flight crew members must be properly certificated and rated in accordance with 14 CFR Part 61.

1. The flight described above shall be made under VFR/VMC day conditions only, (unless the additional limitation below authorizes differently). The flight shall be made by the most direct and expeditious route consistent with the aircraft operating limitations and weather. FAR 91.707 requires that a Flight Plan be filed for flights between the USA and Canada or Mexico – no waiver available.

2. Occupancy of the aircraft is limited to the pilot, essential flight crew required to operate the aircraft and its equipment and personal baggage.

3. Flight over congested areas is prohibited, and takeoffs and landings shall be conducted to avoid congested areas in the vicinity of any of the airports used in conjunction with this authorization. Flight over a foreign country must have special permission from that country.

4. Operation of this aircraft is subject to the approval of the registered owner. The aircraft must display U.S. registration identification marks and have a registration certificate issued to its owner on board. This permit is valid for one flight only (Direct) with necessary fuel stops.

5. **Comply with any applicable AD as described below:**

   In cases where the special flight permit paragraph is intentionally missing from an AD, 14 CFR § 39.23 authorizes the issuance of a special flight permit, if the AD was published after August 21, 2002 (the effective date of 14 CFR § 39.23). In all new ADs, the special flight permit is authorized by 14 CFR § 39.23, and not the AD, unless the AD includes paragraph that does not allow any special flight permit or has certain restrictions. Also under the authority of 14 CFR § 39.23, a special flight permit may be denied for safety reasons as well as adding operating restrictions to the proposed route of flight.

Additional Limitations: IFR/Day and Night operations authorized as long as the aircraft is equipped and maintained IAW 14 CFR 91.205.

[redacted]
KENNETH W. SCHERADO Jr.
[redacted]

Date Issued: 06/16/2017

FAA REGISTRY

N-Number Inquiry Results

N256TA is Assigned

Data Updated each Federal Working Day at Midnight

Aircraft Description

Serial Number	LJ-256	**Status**	Valid
Manufacturer Name	BEECH	**Certificate Issue Date**	05/03/2012
Model	65-A90	**Expiration Date**	05/31/2018
Type Aircraft	Fixed Wing Multi-Engine	**Type Engine**	Turbo-prop
Pending Number Change	None	**Dealer**	No
Date Change Authorized	None	**Mode S Code (base 8 / oct)**	50467562
MFR Year	1967	**Mode S Code (base 16 / hex)**	A26F72
Type Registration	Corporation	**Fractional Owner**	NO

Registered Owner

Name	N80896 LLC		
Street	[redacted]		
City	[redacted]	**State**	CALIFOI
County	PLACER	**Zip Code**	[redacted]
Country	UNITED STATES		

Airworthiness

Engine Manufacturer	P&W	**Classification**	Standard
Engine Model	PT6A SER	**Category**	Normal
A/W Date	04/05/1993		

The information contained in this record should be the most current Airworthiness information available in the historical aircraft record. However, tl does not provide the basis for a determination regarding the airworthiness of an aircraft or the current aircraft configuration. For specific informatic request a copy of the aircraft record at http://aircraft.faa.gov/e.gov/ND/

Other Owner Names

SKYDIVE SACRAMENTO

Temporary Certificates

None

Fuel Modifications

None

Data Updated each Federal Working Day at Midnight

Form Approved O.M.B. NO. 2120-0018
Expiration Date 02/28/2013

U.S. Department of Transportation
Federal Aviation Administration

APPLICATION FOR US 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, VI and VII as applicable.

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME (Make)	3. AIRCRAFT MODEL DESIGNATION	4. YR. MFR.	FAA CODING
5. AIRCRAFT SERIAL NO.	6. ENGINE BUILDER'S NAME (Make)	7. ENGINE MODEL DESIGNATION		
8. NUMBER OF ENGINES	9. PROPELLER BUILDER'S NAME (Make)	10. PROPELLER MODEL DESIGNATION	11. AIRCRAFT IS (Check if applicable)	IMPORT

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: (Check applicable items)

A 1 — STANDARD AIRWORTHINESS CERTIFICATE (Indicate category) — NORMAL | UTILITY | ACROBATIC | TRANSPORT | COMMUTER | BALLOON | OTHER

B X — SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)

- 7 — PRIMARY
- 9 — LIGHT-SPORT (Indicate Class) — AIRPLANE | POWER-PARACHUTE | WEIGHT-SHIFT-CONTROL | GLIDER | LIGHTER THAN AIR
- 2 — LIMITED
- 5 — PROVISIONAL (Indicate Class)
  - 1 CLASS I
  - 2 CLASS II
- 3 — RESTRICTED (Indicate operation(s) to be conducted)
  - 1 AGRICULTURE AND PEST CONTROL | 2 AERIAL SURVEY | 3 AERIAL ADVERTISING
  - 4 FOREST (Wildlife Conservation) | 5 PATROLLING | 6 WEATHER CONTROL
  - 0 OTHER (Specify)
- 4 — EXPERIMENTAL (Indicate operation(s) to be conducted)
  - 1 RESEARCH AND DEVELOPMENT | 2 AMATEUR BUILT | 3 EXHIBITION
  - 4 AIR RACING | 5 CREW TRAINING | 6 MARKET SURVEY
  - 0 TO SHOW COMPLIANCE WITH THE CFR | 7 OPERATING (Primary Category) KIT BUILT AIRCRAFT
  - 8 OPERATING LIGHT-SPORT: 8A Existing Aircraft without an airworthiness certificate & do not meet § 103.1; 8B Operating Light-Sport Kit-Built; 8C Operating light-sport previously issued special light-sport category airworthiness certificate under § 21.190
  - 9 UNMANNED AIRCRAFT: 9A RESEARCH AND DEVELOPMENT | 9B MARKET SURVEY | 9C CREW TRAINING
- 8 X — SPECIAL FLIGHT PERMIT (Indicate operation(s) to be conducted, then complete Section VI or VII as applicable on reverse side)
  - 1 FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE, OR STORAGE
  - 2 EVACUATION FROM AREA OF IMPENDING DANGER
  - 3 X OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT
  - 4 DELIVERING OR EXPORT | 5 PRODUCTION FLIGHT TESTING
  - 6 CUSTOMER DEMONSTRATION FLIGHTS

C 6 — 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 →

NAME | ADDRESS

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

- AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.)
- AIRWORTHINESS DIRECTIVES (Check if all applicable AD's are complied with and give the number of the last AD SUPPLEMENT available in the biweekly series as of the date of application)
- AIRCRAFT LISTING (Give page number(s))
- SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated)

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

CHECK IF RECORDS IN COMPLIANCE WITH 14 CFR section 91.417 | TOTAL AIRFRAME HOURS | 3 EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed)

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 Title 49 of the United States Code 44101 et seq. and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.

DATE OF APPLICATION | NAME AND TITLE (Print or Type) | SIGNATURE

IV. INSPECTION AGENCY VERIFICATION

A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if 14 CFR part 21.183(d) applies)

2 — 14 CFR part 121 CERTIFICATE HOLDER (Give Certificate No) | CERTIFICATED MECHANIC (Give Certificate No) | 6 CERTIFICATED REPAIR STATION (Give Certificate No)

5 — AIRCRAFT MANUFACTURER (Give name or firm)

DATE | TITLE | SIGNATURE

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable block items A and B)

A. I find that the aircraft described in Section I or VII meets requirements for:
- THE CERTIFICATE REQUESTED
- 4 AMENDMENT OR MODIFICATION OF CURRENT AIRWOTHINESS CERTIFICATE

B. Inspection for a special flight permit under Section VII was conducted by:
- FAA INSPECTOR | X FAA DESIGNEE
- CERTIFICATE HOLDER UNDER | 14CFR part 65 | 14 CFR part 121 OR 135 | 14CFR part 145

DATE	MIDO/FSDO Office	4 FAA INSPECTOR'S SIGNATURE or	FAA INSPECTOR'S CERTIFICATION FILE REVIEW SIGNATURE
June 16, 2017	WP-19	[redacted]	MICHAEL A TYRONE WP19 [redacted]

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER

NAME	ADDRESS

B. PRODUCTION BASIS *(Check applicable item)*

- ☐ PRODUCTION CERTIFICATE *(Give production certificate number)* →
- ☐ TYPE CERTIFICATE ONLY
- ☐ OTHER:

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
N80896 LLC	[redacted]
BUILDER (Make)	**MODEL**
BEECH	65-A90
SERIAL NUMBER	**REGISTRATION MARK**
LJ-256	N256TA

B. DESCRIPTION OF FLIGHT — CUSTOMER DEMONSTRATION FLIGHTS ☐ *(Check if applicable)*

FROM	TO		
NORTH LAS VEGAS, NEVADA (KVGT)	DILLINGHAM FIELD, WAILUA, HAWAII (PHDH)		
VIA	**DEPARTURE DATE**	**DURATION**	
CALIFORNIA AND HAWAII REFUEL STOPS AS REQ	June 16, 2017	30	

C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT

	PILOT		CO-PILOT		FLIGHT ENGINEER		OTHER *(Specify)*
	X	X					

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

1. TEMPORARY FERRY FUEL SYSTEM INSTALLED IN ACCORDANCE WITH APPROVED DATA ON FAA FORM 337 DATED June 16, 20177 BY FRED C. SORENSON [redacted]

2. TEMPORARY HF SYSTEM INSTALLED IN ACCORDANCE WITH APPROVED DATA ON FAA FORM 337 DATED June 16, 2017 BY FRED C. SORENSON [redacted]

3. AIRCRAFT OPERATED IN EXCESS OF MAXIMUM CERTIFICATED GROSS WEIGHT UP TO 12545 POUNDS AS APPROVED BY OVERWEIGHT AUTHORIZATION FROM WICHITA ACO DATED JANUARY 31, 2017..

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

1. SEE ADDITIONAL ATTACHED LIMITATIONS DATED June 16, 2017

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 Title 49 of the United States Code 44101 et seg. and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is safe for the flight described.

DATE	NAME AND TITLE *(Print or Type)*	SIGNATURE
June 16, 2017	FRED CHRIS SORENSON (AGENT FOR SERVICE).	[redacted]

VIII. AIRWORTHINESS DOCUMENTATION (FAA/DESIGNEE use only)

☐	A. Operating Limitations and Markings in compliance with 14 CFR section 91.9, as applicable	☐	G. Statement of Conformity, FAA Form 8130-9 *(Attach when required)*
☐	B. Current Operating Limitations Attached	☐	H. Foreign Airworthiness Certification For Import Aircraft *(Attach When Required)*
☐	C. Data, Drawings, Photographs, etc. *(Attach when required)*	☐	I. Previous Airworthiness Certificate Issued In Accordance With 14 CFR Section _____ CAR _____ *(Original Attached)*
☐	D. Current Weight and Balance Information Available in Aircraft		
☐	E. Major Repair and Alteration, FAA Form 337 *(Attach when required)*	☐	J. Current Airworthiness Certificate Issued In Accordance With 14 CFR Section _____ *(Copy Attached)*
☐	F. This inspection Recorded In Aircraft Records	☐	K. Light-Sport Aircraft Statement of Compliance, FAA Form 8130-15 *(Attach when required)*

Federal Aviation Administration

NEVADA FLIGHT STANDARDS DISTRICT OFFICE

LAS VEGAS FIELD OFFICE
7181 AMIGO STREET SUITE 180
LAS VEGAS, NEVADA 89111
Phone: (702-617-8500) Fax: (702-269-8013)

SPECIAL FLIGHT PERMIT ADDITIONAL OPERATIONS LIMITATIONS

A/C MAKE	BEECH	MODEL	65-A90
SERIAL NUMBER	LJ-256	REGISTRATION	N256TA

The following limitations shall be made part of the Special Flight Permit Issued for this aircraft and must be carried on board the aircraft at all times, while operating under the provisions of the Special Flight Permit.

1. The Special Airworthiness Certificate is not valid unless the aircraft has been given a preflight inspection by an appropriately rated mechanic or repair station and determined to be capable of safe flight for the proposed ferry flight and the inspection recorded in the aircraft logbook.
2. The aircraft must conform to the auxiliary fuel system and other temporary system installations described on FAA Form 337 Dated: 06/16/2017 completed by **Fred C. Sorenson** [redacted]
3. Pilot in command must be instrument rated, current and properly rated for the aircraft.
4. Maximum takeoff weight must not exceed **12554POUNDS**. Weight must conform to the maximum takeoff weight shown on the temporary weight and balance and the application for Special Flight Permit.
5. Maximum quantity of fuel carried in auxiliary (ferry tanks) must not exceed **480 gallons and 3216 POUNDS.** *(Fuel quantities should equal the amounts shown in the temporary weight and balance and ferry tank installation drawings.)*
6. Center of gravity limits must not exceed (fwd) **144.7 inches** and (aft) **160.4 inches.** * The range must be within the limits of the overweight authorization and will show the limits at the gross weight aft limit and the normal gross weight forward limit. Normal aircraft limits will be observed when operating within the normal gross weights. **See C. G. limits graph.**
7. **Acrobatics are prohibited.**
8. **Use of autopilot (if installed) while in overweight condition is prohibited.**
9. **Weather conditions with moderate to severe turbulence should be avoided.**
10. The owner and/or operator of this aircraft must obtain written permission from other country's civil air authority prior to operating an aircraft in that country. That written permission must be carried aboard the aircraft along with the U.S. Airworthiness Certificate and made available to the FAA or Civil Air Authority in the country of operation upon request. Paragraph D or the Reverse of the Special Flight Permit shall be observed.
11. When operating in the overweight condition, Maximum Operating Speed (Vne) is reduced to 185MPH **160 KIAS**. Structural load factors of **+2.5** and **–1.0** are not to be exceeded in the overweight condition. Limitations are in accordance with the letter dated 01/31/2017 by the Wichita A.C.O.
12. Operation in the overweight condition must be conducted to avoid areas of heavy air traffic, cities, towns, villages and congested areas, or any other areas where such flights might create hazardous exposure to persons or property on the ground.
13. Prior to requesting permission for take-off, the pilot in command must advise the tower of the overweight condition and of any other limitations with respect to a specific runway or prescribed meteorological conditions.

Federal Aviation Administration

NEVADA FLIGHT STANDARDS DISTRICT OFFICE

LAS VEGAS FIELD OFFICE
7181 AMIGO STREET SUITE 180
LAS VEGAS, NEVADA 89111
Phone: (702-617-8500) Fax: (702-269-8013)

SPECIAL FLIGHT PERMIT ADDITIONAL OPERATIONS LIMITATIONS

A/C MAKE	BEECH	MODEL	65-A90
SERIAL NUMBER	LJ-256	REGISTRATION	N256TA

14. Operation of the aircraft must be with the permission of the registered owner.
15. During the first leg of the flight the operation of the ferry fuel system and hf shall be checked for proper operation. The ferry fuel tank may be serviced to a maximum of 50 gallons for the operational check. The normal c.g. and gross weight of the aircraft shall not be exceeded except for overwater operations where the extended range is required.
16. The aircraft shall have the equipment required by FAR 91.205 as appropriate for the type of operation to be conducted.
17. Navigation equipment aboard for the delivery flight must be adequate for accurate navigation from departure point through fuel stops to delivery destination.
18. Carriage of cargo or person(s) other than crewmembers necessary for flight is prohibited.
19. Smoking is prohibited when ferry fuel system is installed.
20. The flight characteristics of this aircraft have not been evaluated at operation weights in excess of the maximum certificated gross weight. The aircraft operator shall determine that the aircraft is safe in the overweight condition.
21. Any AD pertinent to this make and model of aircraft requiring accomplishment prior to further flight, or any for which the time limit has been reached or exceeded, must be complied with before the ferry flight is initiated. This is not applicable to appliances if the aircraft can be safely operated with them. The appliances must be rendered inoperative and so placarded. A list of discrepancies on the aircraft has been made a part of the application for Special Flight Permit.
22. Aircraft shall be operated in accordance with all current U.S. Airspace restrictions. Operations shall be conducted on an IFR flight plan at all times, if required by current restrictions.
23. When an overweight landing occurs or the aircraft encounters Moderate or Severe Turbulence when being operated in the overweight condition, a logbook entry shall be made indicating the circumstance. The aircraft must be inspected by an appropriately rated and qualified mechanic or certificated repair facility, to determine that no structural damage has occurred. A logbook entry must be made showing the results of the inspection and stating the aircraft is airworthy prior to any subsequent flight of the aircraft after the incident. Logbook entries shall be in accordance with FAR Part 43.
24. A log book entry must be made by the appropriately rated mechanic or certificated repair station in accordance with FAR Part 43 showing the installation of the ferry fuel and other systems in accordance with the approved data on FAA Form 337's dated: 06/16/2017 by Fred Chris Sorenson

Federal Aviation Administration

NEVADA FLIGHT STANDARDS DISTRICT OFFICE

LAS VEGAS FIELD OFFICE
7181 AMIGO STREET SUITE 180
LAS VEGAS, NEVADA 89111
Phone: (702-617-8500) Fax: (702-269-8013)

SPECIAL FLIGHT PERMIT ADDITIONAL OPERATIONS LIMITATIONS

A/C MAKE	BEECH	MODEL	65-A90
SERIAL NUMBER	LJ-256	REGISTRATION	N256TA

25. The aircraft must be inspected by an appropriately rated mechanic and a log book entry made stating the aircraft conforms to the approved data for the systems installed and the aircraft is found safe for the intended ferry flight from **NORTH LAS VEGAS, NEVADA (KVGT)** to **HONOLULU, HAWAII (PHNL) VIA REFUELING STOPS IN CALIFORNIA AND HAWAII AS REQUIRED.**
26. The aircraft may be operated in IFR Conditions.
27. Aircraft must have a service check inspection every 30 days, by an appropriately rated mechanic, and a log book entry made indicating the results of the inspection.
28. A log book entry must be made by an appropriately rated mechanic or certificated repair station stating that the aircraft ferry fuel, and HF systems as installed are removed and the aircraft returned to normal configuration, upon arrival at the destination and prior to returning the aircraft to normal service. Entries shall be in accordance with FAR Part 43.
29. Prior to requesting permission for take-off position, the pilot in command must advise the tower of the overweight condition and of any other limitations with respect to a specific runway or prescribed meteorological conditions.

ISSUED BY: SIGNATURE	[redacted]	
PRINTED NAME:	KENNY SCHERADO JR.	
LASFSDO	**DATED**	**06/16/2017**
NAME OF PILOT ACKNOWLEDGING RECEIPT AND UNDERSTANDING OF OPERATIONS LIMITATIONS		
SIGNATURE OF PILOT		

US Department of Transportation
Federal Aviation Administration

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

Form Approved OMB No. 2120-0020 2/28/2011 | Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark: N256TA	Serial No.: LJ-256	
	Make: BEECH	Model: 65-A90	Series:
2. Owner	Name *(As shown on registration certificate)*: N80896 LLC	Address *(As shown on registration certificate)*: Addres [redacted] City [redacted] State CA Zip [redacted] Country U.S.A.	

3. For FAA Use Only

"No person may operate this aircraft, as altered herein, unless it has within it an appropriate and current special flight permit issued under 14 CFR Part 21." [redacted] Kenneth Scherado Jr. [redacted] Date: June 16, 2017 "

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☑	AIRFRAME	—	*(As described in Item 1 above)*	—
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type / Manufacturer		

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency			
Name FRED CHRIS SORENSON	☑	U. S. Certificated Mechanic	☐	Manufacturer
Address [redacted]	☐	Foreign Certificated Mechanic	C. Certificate No.	
City	☐	Certificated Repair Station		
Zip	☐	Certificated Maintenance Organization	[redacted]	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B ☐	Signature/Date of Authorized Individual [redacted] Fred Chris Sorenson June 16, 2017

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☑ Approved ☐ Rejected

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

Certificate or Designation No. [redacted]	Signature/Date of Authorized Individual [redacted] Fred Chris Sorenson June 16, 2017

FAA Form 337 (10-06)

NOTICE

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

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

N256TA	June 16, 2017
Nationality and Registration Mark	Date

1.0 INTRODUCTION
1.1 AIRCRAFT MAKE - MODEL BEECH 65-A90
1.2 AIRCRFT REGISTRATION N256TA
1.3 AIRCRAFT SERIAL NUMBER LJ-256
1.4 FAA FORM 337 DATED: June 16, 2017

1. Introduction: Installation of 2 permanent bulkhead fittings in the left and right side wall of the fuselage at station 185 for the purpose of providing ferry fuel system access to the left and right fuel pump drain T fittings.
2. Description: (2) AN833-6D 90 Degree Bulkhead fittings are installed by drilling holes in the fuselage per enclosed drawings and photos. These fittings shall be installed using large area aluminum washers and the fitting installation sealed for pressurization. These fittings will be used for the installation of temporary long range ferry fuel systems, to be installed and removed under separate form 337 approvals.
3. Control, operation information: When fittings are used for the ferry fuel system installation the (2) AN929-6D Caps are removed from both sides of the fittings. The ferry fuel system 3/8 inch hose fittings are attached to the both sides of the fittings. When the ferry fuel system is removed the nuts on the bulkhead fitting are checked for tightness and the caps are reinstalled.
4. Servicing information: When ferry fuel system is installed or removed the tightness of the nut on the bulkhead fitting is checked for security and pressure leaks, by a pressure leak check. .
5. Maintenance instructions: Inspect the panel area for visual signs of cracks around the bulkhead fitting when the ferry fuel system is installed or removed and the fitting is checked for tightness. The continuing inspection of the left and right bulkhead fittings shall be incorporated into 1 of the 4 phases of the complete aircraft inspection. The inspection of the bulkhead fittings shall be incorporated into either the airframe interior inspection group, when all interior panels are removed, allowing access to the lower fuselage inspection group, or as part of the fuel transfer pump inspection, when the lower fuel transfer pump inspection panel is removed. The inspection of the fittings must be completed within 1 full phase of the inspection group not to exceed 800 hours time in service or 24 calendar months and shall be noted in the inspection records. This is a recurring inspection.
6. Troubleshooting information:. Pressurization leaks or air leak noise. Check tightness of Caps and tightness and seal on bulkhead fittings.
7. Removal and replacement information: The removal of these fittings would constitute and major alteration requiring a repair of the hole area in accordance with an approved repair process.
8. Diagrams: There are diagrams of the installation and associated pictures included in the installation procedures and data.
9. Special inspection requirements: Checks of security of retaining nut, and caps when the ferry fuel system is installed or removed. Pressurization leak check in accordance with Hawker Beechcraft C-90A Aircraft Maintenance Manual, current revision.
10. Application of protective treatments: None
11. Data: 8110-3 FAA FORM 337 and Stress analysis and installation photos.
12. List of special tools: 13/16 CROW FOOT Wrench to tighten the retaining nut on the inside of the panel.
13. For commuter category aircraft: Not applicable.
14. Recommended overhaul periods: This modification requires overhaul on condition. Inspection of the fittings and airframe areas should be conducted during one complete phase of the aircraft inspection program, not exceeding 24 months or 800 hours of time in service. Inspection may be conducted as part of the aircraft interior inspection, when floor panels are removed or as part of the main tank fuel pump inspections, when the lower inspection panels are removed. Entire fitting should be replaced on condition. No provisions are made for repair of fittings. Pressurization leak check in accordance with Hawker Beechcraft C-90A Aircraft Maintenance Manual, current revision.
15. Airworthiness limitation section: These fittings are installed as a permanent modification and provide for future long range temporary ferry fuel system installations.

☑ Additional Sheets Are Attached

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS

1. DATE: January 22, 2017

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

2. MAKE	3. MODEL NO.	4. TYPE (Airplane, Engine, Propeller, etc.)	5. NAME OF APPLICANT
Beechcraft	65-A90	Airplane	Flight Contract Services, Inc.

LIST OF DATA

6. IDENTIFICATION	7. TITLE
DM0819-1 Rev. IR dated 6/24/08	McClenahan Engineering Report, "Structural Substantiation For Fuel Fitting Penetratation In A Fuselage Bulkhead For A King Air C90A" This approval is for engineering design data only. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "APPLICABLE REQUIREMENTS." This form does not constitute FAA approval of all the engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration/repair.

8. PURPOSE OF DATA
Structural approval for a major alteration for N256TA, SN LJ-256.

9. APPLICABLE REQUIREMENTS (List specific sections)
14CFR 23.301, 303, 305, 307, 571, 613, 619, 625

10. **CERTIFICATION** - Under the authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered __N/A__ have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.

I (~~We~~) Therefore
☐ **Recommend approval of these data**
☒ **Approve these data**

11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	12. DESIGNATION NUMBER(S)	13. CLASSIFICATION(S)
Dave McClenahan [redacted]	[redacted]	Structures

FAA Form 8110-3 (03/10) SUPERSEDES PREVIOUS EDITION

US Department of Transportation
Federal Aviation Administration

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

Form Approved OMB No. 2120-0020 2/28/2011 | Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark: N256TA	Serial No.: LJ-256	
	Make: BEECH	Model: 65-A90	Series:
2. Owner	Name *(As shown on registration certificate)*: N80896 LLC	Address *(As shown on registration certificate)*: Address [redacted] City [redacted] State CA Zip 95746 Country U.S.A.	

3. For FAA Use Only

"No person may operate this aircraft, as altered herein, unless it has within it an appropriate and current special flight permit issued under 14 CFR Part 21." [redacted] Kenneth Scherado Jr. [redacted] Date: June 16, 2017 "

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☑	AIRFRAME	—	*(As described in Item 1 above)*	—
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type / Manufacturer		

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency			
Name FRED CHRIS SORENSON	☑	U. S. Certificated Mechanic	☐	Manufacturer
Address [redacted]	☐	Foreign Certificated Mechanic	C. Certificate No.	
City	☐	Certificated Repair Station		
Zip	☐	Certificated Maintenance Organization	[redacted]	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B	Signature/Date of Authorized Individual
☑	[redacted] Fred Chris Sorenson June 16, 2017

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☑ Approved ☐ Rejected

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

Certificate or Designation No.	Signature/Date of Authorized Individual
[redacted]	[redacted] Fred Chris Sorenson June 16, 2017

FAA Form 337 (10-06)

NOTICE

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

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

N256TA	June 16, 2017
Nationality and Registration Mark	Date

1.0 INTRODUCTION
1.1 AIRCRAFT MAKE - MODEL BEECH 65-A90
1.2 AIRCRFT REGISTRATION N256TA
1.3 AIRCRAFT SERIAL NUMBER LJ-256
1.4 FAA FORM 337 DATED: June 16, 2017
1.5 This Major Alteration consists of the modification to the aircraft fuel system to incorporate a temporary extended range fuel consisting of a single 529 GALLON TURTLEPAC FUEL BLADDER, 4 fuel selector valves 28 volt pump and associated ferry fuel feed lines. This system is used in connection with a AN833-6D 90 degree bulkhead fittings installed in the lower fuselage side panels at station 185. The installation of the bulkhead fittings must be a previously approved installation with separate Form 337.
The system is required to extend the range for a flight from Las Vegas, Nevada to Singapore. The installation is temporary and shall be removed upon arrival at the destination.

2.0 DESCRIPTION: CONTINUED
2.1 This Major Alteration will consist of removing the aircraft passenger seats, furnishings and equipment, as required, from the passenger compartment and installing a temporary ferry fuel system in the cabin. The temporary ferry fuel system will be connected to the aircraft main fuel system. The ferry fuel tank system consists of one 529 gallon bladder tank limited to 480 gallons
TANK NUMBER AND CAPACITY LOCATION IN INCHES
NUMBER 1 480 GALLONS PALLET MOUNTED AT STATION 178
The tank is brand new Turtlepac 529 gallon double wall fuel bladder with integrated tie down straps. The tank is pressure and leaked checked as per pertinent FARs. The tank is electrically grounded to aircraft structure. The tank is collapsible and does not require venting. Cabin pressure will push the tank flat and transfer fuel. The tank is mounted on 1/2 inch plywood pallet. The cabin tank is secured with (6) 2500 pound cargo tie down straps secured to (12) points of the cargo tie down rings, located in the existing brownline floor seat rails. A 28 volt pump provides backup. A four fuel selector valve manifold is constructed using 3/8 inch pipe fittings and 3/8 inch Milwaukee Fire Safe (SAE) valves on the fuel supply line. No 6 fuel feed lines to the aircraft fuel system. Ferry fuel feed line is routed from the supply valve to existing No. 6 bulkhead fittings, previously installed and approved for use with the ferry fuel system. The bulkhead fittings are located in the lower fuselage side panel, under the cabin floor inspection panels on the left and right sides of the airplane at station 185. The bulkhead fittings allow inboard ferry fuel lines to be connected to the left and right inboard tank fuel transfer pump Tee Fittings. The external side of the bulkhead fitting is accessed through the fuel drain and fuel pump inspection panels on the lower side of the center section. The external side of the bulkhead fitting is fitted with a No 6 MIL H6000 Hose to the number 8 AN Tee fitting by way of a number 8 flare hose fitting with a number 6 hose reducer. Fuel is then supplied directly to the left and right inboard tanks and the main fuel system. Cabin pressurization is used to provide motive force to the ferry fuel bladder and will collapse the bladder as fuel is exhausted. No vent system is required. The ferry fuel bladder will completely collapse with negligible unusable fuel. The tie down straps are tightened as the bladder is collapsed.
A 28 volt pump is installed to provide a backup in case of pressurization loss. The normal flow of the ferry fuel bypasses the pump and feeds directly to the bulkhead fittings. When the pump is used the bypass valve is closed.

3.0 WEIGHT AND BALANCE
See attached Temporary Weight and Balance Sheet. Note: No changes to the aircraft equipment list or weight and balance are made for this temporary installation. The Temporary Weight and Balance shall be used while the ferry systems are installed.

☑ Additional Sheets Are Attached

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.)

N256TA	June 16, 2017
Nationality and Registration Mark	Date

sheet will become effective, once removed equipment is reinstalled. Refer to the equipment removed in the temporary weight and balance.
4.0 SERVICING INFORMATION
4.1 Have adequate supplies to clean any fuel spills during fueling.
4.2 Support the tail with a suitable support
4.3 Check all ferry fuel selector valve off.
4.4 Fill main wing tanks and nacelle tanks first, before filling the ferry fuel tank.
4.5 Fill the ferry fuel tank to 480 gallons of JET FUEL – See required fuel specifications.
4.6 Secure the fuel cap.
4.7 Record the fuel added to tank as usable fuel quantity.
4.8 Clean any spilled fuel and allow aircraft to air completely before operating any electrical equipment.
4.9 Check operation of fuel selector valves (5) and clear any objects from access.
Check for leaks, fuel line routing and condition, fuel tank caps tight, vent lines secured and ground wire in place.
4.10 Check all placards, ground wires, tie downs and fuel lines are in proper condition.
4.11 Remove tail stand when ready for departure.
5.0 CONTROL AND OPERATION INFORMATION – TEMPORARY FERRY FUEL SYSTEM.
5.1 Preflight Temporary Ferry Fuel Systems / Use Servicing Instructions
5.2 TAXI – TAKE OFF AND CLIMB
5.2a Ferry Fuel Selector Valves (5) OFF.
5.2.b Aircraft fuel system to normal configuration – see pilot operating manual.
5.2c Check for leaks.
5.2d Check all fuel caps.
5.2e Operate aircraft fuel systems normally per aircraft flight manual until you have used approximately 600 pounds of fuel from the wing tanks. Then begin transfer of the ferry fuel referring to the weight and balance and fuel burn schedule. Transferring fuel from the ferry tank will not exceed weight and balance or c.g. limitations.
5.3 TO USE FERRY FUEL SYSTEM
5.3a Turn aircraft TRANSFER PUMPS OFF – TO PREVENT PUMPING TO FERRY TANKS, THIS WILL ALLOW TRANSFER AND REFUEL OF THE INBOARD TANKS VIA CABIN PRESSURE.
5.3b Open desired ferry fuel tank selectors: Main supply valve ON, Pump Bypass Valve Open, L/R supply valves open.
5.3b Ferry fuel will transfer to the wing tanks. The nacelle tank quantity will decrease.
5.3c When the fuel quantity in the inboard tank reaches approximately 7/8 full, turn off ferry valves and turn on transfer pumps to refill the nacelle tanks.
5.3d When the ferry fuel tank is depleted turn off all ferry fuel valves and turn on transfer pumps and continue normal aircraft fuel system operation.
5.3e Turn on the fuel transfer switches when the NO TRANSFER ANNUNCIATOR LIGHTS COME ON.
5.3f Ferry fuel feeds directly to inboard left and right wing tanks.
5.3g Check fuel balance and continue to balance fuel using normal aircraft fuel management procedures.
5.4 RETURN TO MAIN AIRCRAFT FUEL SYTEM
5.4a Turn off ferry fuel selector valve
5.4b Operate aircraft fuel system normally.
5.5 IN CASE OF CABIN PRESSURE FAILURE:
5.5a Turn on ferry fuel supply valves as follows. Main supply valve ON, Pump Bypass Valve Closed, Pump supply valve Open, Left and Right Supply Valves Open. Turn Transfer pumps OFF, Turn Ferry Fuel Backup Pump On. Refill the main tanks the using the electric ferry fuel pump. When tanks are full, turn ferry fuel pump OFF, Close all Ferry Fuel Valves and Turn On Transfer Pumps.

☑ Additional Sheets Are Attached

NOTICE

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

N256TA	June 16, 2017
Nationality and Registration Mark	Date

5.5b. Consider returning or continuing as necessary.
5.6 NO SMOKING WHEN FERRY FUEL SYSTEM IS INSTALLED
5.7 REFER TO TEMPORARY WEIGHT AND BALANCE FOR PROPER LOADING
6.0 INSTALLATION AND MAINTENANCE INSTRUCTIONS
6.1 Locate aircraft in proper work area. Properly chock aircraft and secure.
6.2 Place tail stand under aircraft tail tie down to prevent tail damage, if required.
6.3 Remove the following items from the aircraft cabin.
1. Cabin Seats 6 and all loose equipment.
2. Carpets and desks.
3. Remove left lower fuel pump drain inspection panel, under the wing.
4. Remove the access panels on the top of seat rail lower fuselage access panels at station 185.
6.4 Store seats equipment as listed above for packing or shipping, or storage if allowed by the weight and balance.
6.5 Install fuel selector valve to ferry fuel tank using a 1 inch 1/2inch pipe nipple.
6.6 Locate the AN833-6D bulkhead fittings, previously installed in the lower fuselage side panel. (THESE FITTINGS MUST BE PREVIOUSLY APPROVED AS A PERMENANT INSTALLATION) Remove the caps from these bulkhead fittings.
6.7 Route the fuel line constructed of 3/8 inch hose from the fuel source valve to the bulkhead fittings. These lines must clear the area where the tank will sit and route under the floor boards, clear of all controls to the bulkhead fittings. Secure the hose with clamps at the fuel selectors and swivel 37 degree fittings at the bulkhead fittings. Make sure the bulkhead fitting backing nut and sealant is not effected.
6.8 Check fuel lines on both sides for security.
6.9 Pressure check ferry fuel tank in accordance with current fuel tank FAR requirements.
6.10 Make sure ferry fuel tank is clean and attach feed fitting using 1/2 inch fittings.
6.11 Install ferry fuel selector valve/pump manifold to the center cockpit floor area, ahead of the spar carry through.
6.12 Complete pressure check of fuel bladder with fittings capped and cap installed.
6.13 Install the forward 6 cargo tie down rings in the forward seat rails, aft of the forward spar carry through. Use double cleat brownline cargo rings for installation. Single ring clips do not provide adequate tie down.
6.14 Secure (6) 2500 pound cargo tie down straps to the forward tie down rings and coil straps forward of the spar for routing after the tank is installed.
6.15 Install a fabricated 3/8 inch hose, from the external side of the lower bulkhead fittings to the forward side of the Tee Fitting, mounted on the bottom of the left and right inboard tank fuel transfer pumps. This fitting will have a cap on the forward side of the Tee that is removed to connect the fuel line. (see next note).
6.16 NOTE: Transfer all fuel from the main tanks to the nacelle tanks. Connect the fuel lines to the bulkhead fittings first so that when you connect the line to the Tee Fitting it will already be connected to the remainder of the ferry system. Place a large fuel drip container under the area in order to catch a small amount of fuel that will be spilled as the cap is removed from the Tee Fitting and the hose connected. The hose must be routed forward from the bulkhead fitting, up into the lower wing bay, with an adequate curve back to the Tee Fitting to avoid kinks.
6.17 Check both sides of the system for leaks externally and internally. Tighten connections as necessary.
6.18 Install ½ inch plywood pallet over the area where fuel tank will be installed.
6.19 Install the tank and connect fuel line and main fuel supply valve to the fuel selector manifold. The manifold will consist of On ferry fuel pump bypass valve, One ferrry fuel pump supply valve and a left and right ferry fuel supply.

☑ Additional Sheets Are Attached

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.)

N256TA	June 16, 2017
Nationality and Registration Mark	Date

6.20 Attach ground wire from tank to forward floor mounting screws for ground, and check continuity with ohm meter.
6.21 Secure the fuel filler neck above the tank for easy access for fueling.
6.22 Secure the cargo straps over the ferry fuel bladder, loosely so to allow for fueling. Add fuel to ferry tank to check for leaks.
6.23 Open the ferry fuel tank supply valves to allow some tank fuel to go through the lines to check for leaks in the system. You may turn on the fuel transfer pump to force a small amount of fuel into the ferry system to check for leaks.
6.24 Reinstall lower center section access panels at the fuel pump.
6.25 Install the ferry system placards as follows
1. Operating Instructions.
2. Tank fuel capacity and type.
3. Ferry selector valve placards.
4. No smoking placards.
6.26 Clean cabin of all excess debris. Check the access of the all valves to both pilots.
Remove tail stand.
6.27 Complete computation of weight and balance.
6.28 Check all airworthiness requirements are met.
6.29 Do ferry fuel system check in accordance with the Control and Operation Instructions.
6.30 Fill out appropriate Forms 337 and Application for Special Flight Permit.
6.31 Do complete preflight of system and aircraft prior to ferry flight
Make all appropriate log book entries.
REMOVAL OF SYSTEMS
6-32 Use Installation checklist in reverse order (Items 6.1 to 6.25) to remove ferry fuel systems.
6-33 Inspect aircraft fuel system and aircraft in accordance A-90 Service Manual latest revision, to determine airworthiness and return aircraft to normal service.
6.34 Make appropriate Log Book Entries.
7.0 TROUBLE SHOOTING
7.1 Leaks – Remove all ferry fuel from tank and use air pressure to check for leaks and repair as required.
7.2 Ferry fuel does not feed – Check valve for proper position. Check for kinks in fuel lines. Review installation process. Slightly loosen a fuel cap if a check valve or vent failure is suspected to allow direct cabin pressure to the tanks.
7.3 CABIN PRESSURE LOSS – System should suction feed at a slower rate. Consider returning to ETP alternates as necessary. Ferry fuel should be used early in the ferry flight allowing adequate reserves even with loss of cabin pressure by using the electric ferry fuel pump.
7.4 This is a temporary ferry fuel system and no other trouble shooting is required after initial installation inspection and operational check other than shown in items 7-1 to 7-3.
8.0 DIAGRAMS AND DRAWINGS
8.1 FLIGHT CONTRACT SERVICES, INC. A-90 Temporary Ferry Fuel System Installation Drawings. (5)
8.2 Temporary weight and balance for ferry fuel system installation
9.0 SPECIAL INSPECTION REQUIREMENTS - I.C.A
9.1 This is a temporary installation of a ferry fuel system and no special inspections are required such as x-ray or ultrasonic. System is inspected on condition.
9.2 Upon each landing and prior to each departure check the following items.
Check system for leaks, Pressurize all fuel systems and check.
Check placards, ground wires, security, tie downs operation and general condition of the systems.

☑ Additional Sheets Are Attached

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.)

N256TA	June 16, 2017
Nationality and Registration Mark	Date

9.3 When an overweight landing occurs or the aircraft encounters Moderate or Severe Turbulence when being operated in the overweight condition, a logbook entry shall be made indicating the circumstance. The aircraft must be inspected by an appropriately rated and qualified mechanic or certificated repair facility, to determine that no structural damage has occurred. A logbook entry must be made showing the results of the inspection and stating the aircraft is airworthy prior to any subsequent flight of the aircraft after the incident. Logbook entries shall be in accordance with FAR Part 43.

10.0 APPLICATION OF PROTECTIVE TREATMENTS – N/A, No special application of protective treatments are required, for temporary installation.
11.0 DATA – Previously approved same installation Beech C90 N911ZE LJ-1358 02-19-2013 By Mark Hutton, HNL FSDO.
12.0 LIST OF SPECIAL TOOLS – No special tools are required
13.0 COMMUTER CATEGORY AIRCRAFT – N/A, Not a commuter category aircraft.
14.0 RECOMMENDED OVERHAUL PERIODS – N/A, Service is on condition and no overhaul limitations are required.
15.0 AIRWORTHINESS LIMITATIONS – Except for additional Special Flight Permit Operating Limitations there are no other airworthiness limitations schedule requirements associated with this installation.

16.0 TESTING
The aircraft and ferry fuel system must be test flown to determine the safe operation of the installed system, prior to any portion of an extended range flight where the ferry fuel system is required for specific range. Refer to Operation and Control Section for the Operation of the Ferry Fuel System. Make a log book entry showing the results of the test flight.
17.0 AIRCRAFT OPERATION – Aircraft must be operated in accordance with Special Flight Permit, Additional Operating Limitations and the Special Flight Permit and this form must be carried on board the aircraft at all times while this ferry fuel system is installed. Additional limitations as noted in the Overweight Authorization Letter Dated January 10, 2017 by the Wichita ACO.
18.0 This form shall be submitted in original only.

☑ Additional Sheets Are Attached

US Department of Transportation
Federal Aviation Administration

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

Form Approved OMB No. 2120-0020 2/28/2011 | Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark: N256TA	Serial No.: LJ-256		
	Make: BEECH	Model: 65-A90	Series:	
2. Owner	Name *(As shown on registration certificate)*: N80896 LLC	Address *(As shown on registration certificate)*: Address [redacted] City [redacted] CA Zip [redacted]		

3. For FAA Use Only

"No person may operate this aircraft, as altered herein, unless it has within it an appropriate and current special flight permit issued under 14 CFR Part 21." [redacted] Kenneth Scherado Jr. [redacted] Date: June 16, 2017 "

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☑	AIRFRAME	—	*(As described in Item 1 above)*	—
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type / Manufacturer		

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency			
Name FRED CHRIS SORENSON	☑	U. S. Certificated Mechanic	☐	Manufacturer
Address [redacted]	☐	Foreign Certificated Mechanic	C. Certificate No.	
City	☐	Certificated Repair Station		
Zip	☐	Certificated Maintenance Organization	[redacted]	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B ☐	Signature/Date of Authorized Individual [redacted] Fred Chris Sorenson June 16, 2017

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☑ Approved ☐ Rejected

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

Certificate or Designation No. [redacted]	Signature/Date of Authorized Individual [redacted] Fred Chris Sorenson June 16, 2017

FAA Form 337 (10-06)

NOTICE

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

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

N256TA	June 16, 2017
Nationality and Registration Mark	Date

1.0 INTRODUCTION
1.1 AIRCRAFT MAKE - MODEL BEECH 65-A90
1.2 AIRCRFT REGISTRATION N256TA
1.3 AIRCRAFT SERIAL NUMBER LJ-256
1.4 FAA FORM 337 DATED:June 16, 2017

TEMPORARY ICOM ICM 818 HF INSTALLED IN THE CABIN IN ACCORDANCE WITH FLIGHT CONTRACT SERVICES, INC,
HAWKER BEECHCRAFT KING AIR SERIES HF INSTALLATION / REMOVAL INSTRUCTIONS AND ICA.
SYSTEM CONSISTS OF ICOM ICM 818 SSB HF TRANSCEIVER, ALINCO 28/14 VOLT DC/DC 40AMP CONVERTER, AND ICOM
AT130 / OR AT150 ANTENNA COUPLER UNIT AND A LONG WIRE ANTENNA INSTALLATION
The installation is in accordance with the following data:
1. Antenna complies with AC43.12-2B Chapter 3. (Note, that long wire antenna installations were previously addressed in AC43.13-2a
Chapter 3 Paragraph 40, but have been deleted as not currently used on a routine basis. Previous approval of this antenna
installation was by the FAA LAS FSDO dated July 1, 2008, by Carlos Flores for N902TS SN LJ-1459.
2, Installation is further in accordance with AC43.13-2b Chapter 2 paragraphs 200,201,202,205,207,208,209. The units have been
operationally checked.
TEMPORARY WEIGHT AND BALANCE DATA ATTACHED. 02/10/2017
ICAs : REFER TO INSTALLATION INSTRUCTIONS AND SEPERATE ICA DATED 02/10/2017
THIS INSTALLATION REQUIRES A SPECIAL FLIGHT PERMIT. THE SPECIAL FLIGHT PERMIT AND THIS FORM MUST BE CARRIED ABOARD THE AIRCRAFT AT ALL TIMES WHILE OPERATING WITH THE FERRY HF SYSTEM INSTALLED. .
THE FERRY HF SYSTEM INSTALLATION MUST BE REMOVED UPON ARRIVAL AT THE APPROVED DESTINATION AND THE AIRCRAFT RETURNED TO NORMAL CONFIGURATION, IN ACCORDANCE WITH THE FLIGHT CONTRACT SERVICES, INC.
HAWKER BEECHCRAFT KING AIR SERIES FERY HF SYSTEM INSTALLATION/REMOVAL INSTRUCTIONS AND ICA. ICOM 818HF
BEECHCRAFT 65-A90 N256TA LJ-256 BY FRED CHRIS SORENSON [redacted]

PAGE 2

☑ Additional Sheets Are Attached

FLIGHT CONTRACT SERVICES, INC.

2800 STERLING COVE DRIVE
LAS VEGAS, NEVADA 89128
[redacted]
[redacted] Cell Phone

HAWKER BEECHCRAFT KING AIR SERIES FERRY HF SYSTEM INSTALLATION / REMOVAL INSTRUCTIONS AND ICA. – ICOM ICM 706 HF

9 PAGES

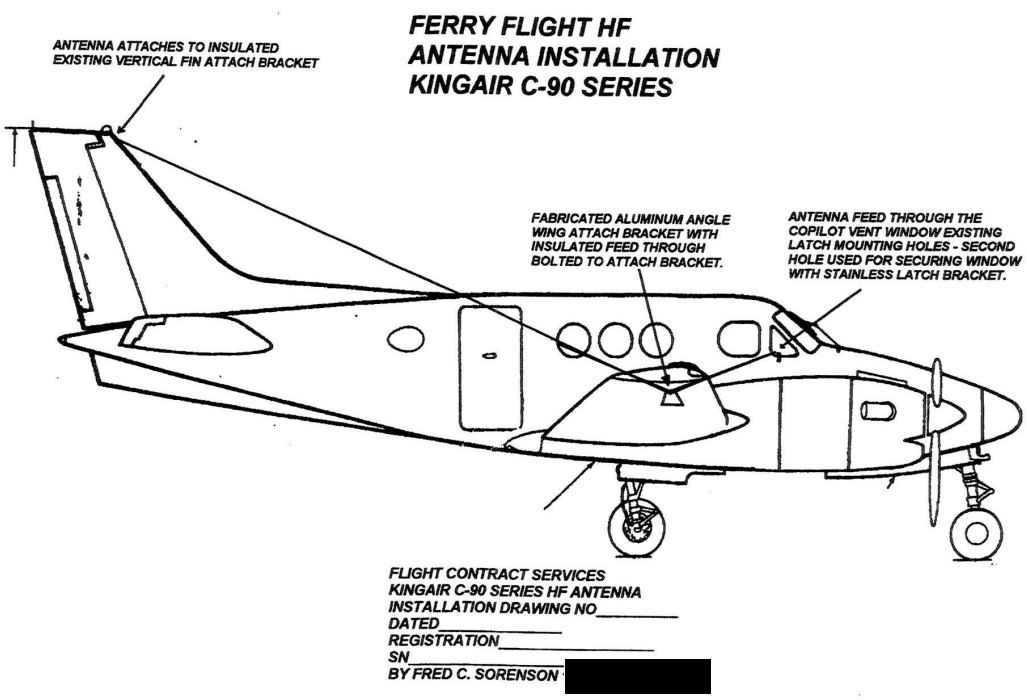
SECTION	ITEM – OR INSTRUCTION		CKD
1.0	**INTRODUCTION**		
1.1	AIRCRAFT MAKE - MODEL	BEECHCRAFT 65-A90	
1.2	AIRCRFT REGISTRATION	NN256TA	
1.3	AIRCRAFT SERIAL NUMBER	LJ-256	
1.4	ATTACH TO FAA FORM 337 DATED : June 16, 2017		
1.5	This Major Alteration is a Temporary installation of an ICOM ICM 818 HF SSB Transceiver an Alinco 28/14 volt DC/DC Power Converter and ICOM AH4 antenna coupler and long wire antenna.		

2.0	**DESCRIPTION:**	
2.1	This Major Alteration is a temporary installation and will consist installing an ICOM ICM 818 HF SSB Transceiver, Alinco 28/14 volt power supply and ICOM antenna coupler, and HF long wire antenna. The HF is mounted to the cockpit floor using a vertical mounting bracket secured to existing floor panel mounting screws. The antenna coupler and power supply are mounted to insulated pallets secured to the right hand cockpit bulkhead divider by cargo straps. The weight of these two units does not exceed the normal loading weight of the cockpit divider storage compartments. Power is taken from the Number two avionics bus and protected by a 20 amp circuit breaker switch to the power converter. The power converter is grounded to the airframe by securing the ground wire to a separate floor panel structural screw. Power from the power converter to the HF is supplied by ICOM ICM 706 factory wired power and ground wires, protected by two 30 amp fuses, inline on both the positive and negative leads. A coax cable and antenna control cable are pre-wired in accordance with the ICOM ICM 706 Operating and Installation Manual and provide antenna control to the ICOM antenna coupler. There is an antenna lead from the coupler to a feed through antenna insulator mounted in an existing hole in the copilot vent window. A diagrams of the antenna installation are included. The tail bracket for the antenna mount is secured to existing upper vertical fin antenna mounting bracket. The installation is further in accordance with applicable parts of AC43.13-2B Chapter 3.	

FLIGHT CONTRACT SERVICES, INC.

2800 STERLING COVE DRIVE
LAS VEGAS, NEVADA 89128
[redacted]

2.2	ANTENNA DIAGRAM



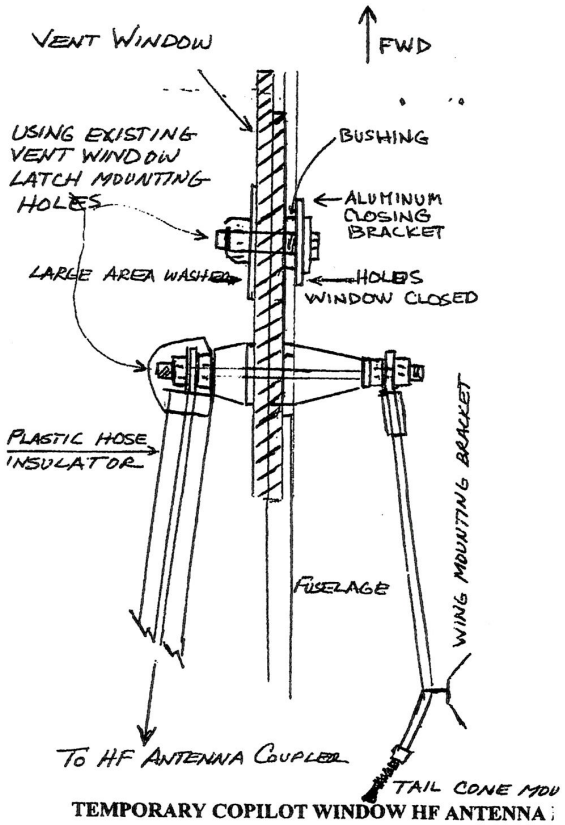
FLIGHT CONTRACT SERVICES, INC. HF ANTENNA INSTALLATION
KING AIR SERIES
DRAWING 3 ANTENNA DIAGRAM

3.0	WEIGHT AND BALANCE
	See attached Temporary Weight and Balance Sheet. Note: No changes to the aircraft equipment list or weight and balance are made for this temporary installation. The Temporary Weight and Balance shall be used while the ferry systems are installed.
3.2	Temporary Weight and Balance dated: June 16, 2017by Fred Chris Sorenson [redacted]
3.3	No specific aircraft items are removed for this HF installation.
3.4	When the ferry systems are removed, in accordance with these instructions, the previous controlling weight and balance sheet shall be valid.

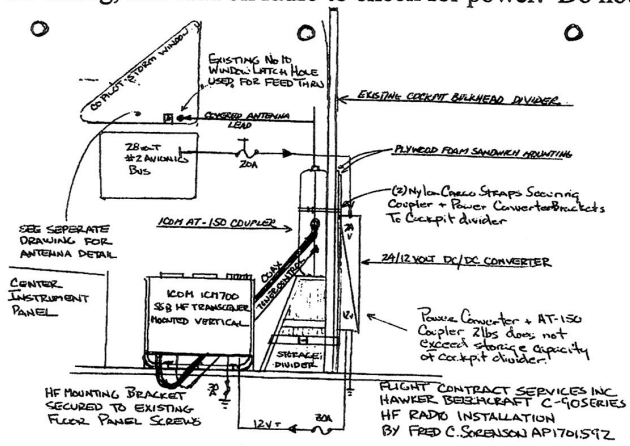
4.0	SERVICING INFORMATION:	
4.1	For any service to units refer to the manufacture's service and operating manuals. No service may be performed to the specific units except for the installation and associated power and control leads.	
4.2	Check security of sandwich clamps to the pallet and cargo barrier. Tighten as necessary.	
5.0	CONTROL AND OPERATION INFORMATION	
5.1	Operation of the HF shall be in accordance with the ICOM ICM 706 Operations Manual and Quick Reference Guide.	
5.2	Avionics Bus TWO must be powered for the HF – Close Master Bus Tie	
5.3	Any problems with the HF, power supply or antenna coupler, switch off the circuit breaker from Avionics Bus to the power converter to isolate the system.	
5.4	ABNORMAL OPERATIONS	
5.4a	Loss of HF communications – 1. Attempt contact through alternate means. Other aircraft or use of portable sat phone for position reports.	
5.4b	In the event of main electrical failure, use the HF for emergency transmissions only.	

FLIGHT CONTRACT SERVICES, INC.

2800 STERLING COVE DRIVE
LAS VEGAS, NEVADA 89128
[redacted]

6.0	INSTALLATION AND MAINTENANCE INSTRUCTIONS	
6.1	Locate aircraft in proper work area. Properly chock, secure and ground aircraft. Place tail stand under aircraft tail tie down to prevent tail damage.	
6.2	Remove the copilot vent window latch bracket by removing the two 10/32 screws and latch assembly.	
6.3	Install a ceramic antenna feed through insulator in accordance with the figure below.  **TEMPORARY COPILOT WINDOW HF ANTENNA** DATE | TYPE FIGURE NO. | SN SEE ENLARGED DRAWINGS ATTACHED.	
NOTE	The HF system installation procedures shall be in reference to the Flight Contract Services, Inc. KING AIR Series Ferry HF System Installation Drawings as listed: 1. DRAWING 1 (re)– INSTALLATION DRAWING 2. DRAWING 2 (re) COPILOT VENT WINDOW FEED THROUGH	

	INSULATOR 3. DRAWING 3 (re) LONG WIRE ANTENNA INSTALLATION	
6.4	Refer to the KING AIR AMM for procedures in gaining access to the power distribution panel on the left side of the cockpit.	
6.5	Locate the Avionics Bus 2 power strip and attach power wire from the bus strip to the circuit breaker for the power converter.	
6.6	Secure the circuit breaker mounting bracket to the backside of the power panel using existing screws for the power panel access.	
6.7	Secure the power converter to a plywood insulated pallet that will be secured against the backside of the right hand cockpit divider.	
6.8	The Antenna Coupler is mounted to the front side of the right hand cockpit divider and the coupler unit and power supplies are secured using two 1" cargo tie down straps around the cockpit divider.	
6.9	The HF is mounted to the center of the cockpit floor area aft of the center control pedestal, using an aluminum vertical mounting brackets secured to existing floor panel mounting screws.	

6.10	1.Connect the ICOM HF power leads from the Power Converter to the HF. 2. Connect the ground wire from the power converter to floor mounting screws and check for continuity. 3. Connect ground wire from the HF to floor mounting screws and check for continuity. 4, Connect the ground wire from the antenna coupler to floor mounting screws and check for continuity. 5. Connect the antenna coax from the coupler to the HF. 6. Connect the antenna coupler control harness from the coupler to the HF. 7. Connect the antenna output wire from the coupler to the antenna insulator on the copilots window. 8. Check power from NO.2 Avionics Bus to the power converter. 9. Check all wiring, and turn on radio to check for power. Do not transmit.  diagram.  DRAWING 1 (re) INSTALLATION DRAWING/ SEE ENLARGED DRAWING ATTACHED.

	 Antenna feed through example with bracket to hold window closed.
6.12	Install the wing mounting bracket outboard of the right hand engine nacelle to existing inspection panel mounting screws.

	
6.13	Attach the antenna wire from the tail mounting bracket to an insulated spring tension anchor.
6.14	Run the antenna cable from the tail through the wing mount insulated bracket to the antenna feed through at the copilots window and secure. Check spring tension.
6.16	Complete operational check of the units.
6.17	Complete form 337 and Application for Special Flight Permit
6.18	Complete log book entries for HF installation
	REMOVAL OF SYSTEMS
6.19	Use Installation checklist in reverse order (Items 6.1 to 6.14) remove HF System.
6.20	Reinstall vent window mounting bracket, there is no major repairs to be performed.
6.21	Make appropriate Log Book Entries for return to service.
7.0	**TROUBLE SHOOTING**
7.1	Power – Check voltage to and from power converter. Check circuit breaker in. Check power leads in accordance with ICOM Operating and Installation Manual.
8.0	**DIAGRAMS AND DRAWINGS**
8.1	The HF system installation procedures shall be in reference to the Flight Contract Services, Inc. KING AIR SERIES Ferry HF System Installation Drawings as listed: 1. DRAWING 1 (re)– INSTALLATION DRAWING

	2. DRAWING 2 (re) COPILOT VENT WINDOW FEED THROUGH INSULATOR 3. DRAWING 3 (re) LONG WIRE ANTENNA INSTALLATION
9.0	**SPECIAL INSPECTION REQUIREMENTS - I.C.A**
9.1	This is a temporary installation of a ferry hf system and no special inspections are required such as x-ray or ultrasonic. System is inspected on condition. A detailed listing of I.C.A. s while the HF is installed is included as a separate listing.
9.2	Operationally check the system prior to departure for flight legs requiring HF communications. .
10.0	**APPLICATION OF PROTECTIVE TREATMENTS** – N/A, No special application of protective treatments are required, for temporary installation.
11.0	**DATA** – Previously approved data in King Air C-90A N814CP Dated 01-29-2010 by Ronald Williams LASFSDO.
12.0	**LIST OF SPECIAL TOOLS** – No special tools are required
13.0	**COMMUTER CATEGORY AIRCRAFT** – N/A, Not a commuter category aircraft.
14.0	**RECOMMENDED OVERHAUL PERIODS** – N/A, Service is on condition and no overhaul limitations are required.
15.0	**AIRWORTHINESS LIMITATIONS** – Except for additional Special Flight Permit Operating Limitations there are no other airworthiness limitations schedule requirements associated with this installation.
16.0	**TESTING**: Operational check of the system is required. No flight testing required.
17.0	**AIRCRAFT OPERATION** – Aircraft must be operated in accordance with Special Flight Permit, Additional Operating Limitations and the Special Flight Permit and this form must be carried on board the aircraft at all times while this ferry HF system is installed.
18.0	**There are no revisions to this file.**