

# AIR TIME AND

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE REG.		ENGINEERING RECORD <small>NOTE: USE BOTH PAGES AND ARMARY LINES AS REQUIRED FOR COMPLETE</small>
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD	N258TA		April 26, 1996		
	Hobbs 40.0		Total Time 10040.0		
	<p>Found previously removed, the supercharger and hydraulic pump, all seats except pilot and co-pilot's, left engine air inlet boot, alcohol pumps, cabin table and bar. Removed all avionics and related wiring, co-pilot's side flight instruments, oxygen system, auto-pilot system, cabin lighting, interior, heater and heating system, air conditioning system, cabin ventilation system, pressurization components, all de-ice components except surface boots, fire warning and extinguishing system, windshield wipers, motor, and transmission, removed the co-pilot's control yoke. Installed an aluminum interior (.020", 2024T3) and the following components, Electric Gyro Corp. turn and bank indicator p/n 1234T100-712, s/n 769-696; United Instruments Inc. airspeed indicator p/n 8030-L917, s/n 102523; Beechcraft altimeter p/n 99-384039, s/n 2418; Specialties Inc. IVSI p/n SLZ9066, s/n PH0350B. Fourteen sets of seat belts were installed in the floor so that aircraft may be utilized for skydiving purposes, see form 337 dated April 26, 1996 for seat belt installation approval. Previously installed was an inflight door. Aircraft was weighed in this configuration, Empty weight is 4910 pounds with EWCG being 151.02 inches.</p>				
	<div style="background-color: black; width: 100px; height: 15px; margin: 0 auto;"></div> <p>Al Hawthorne A&amp;P <span style="background-color: black; display: inline-block; width: 50px; height: 15px; vertical-align: middle;"></span></p>				

I CERTIFY THAT ATC TRANSPONDER TESTS & INSPECTIONS REQUIRED BY FAR 91.413 WERE PERFORMED ON 2004.04.26. BY [REDACTED] GTR

Signature: *[Handwritten Signature]*

Date: 2004.04.26

NORTHCAST SERVICES CRS W/ISSS

CARRIED FORWARD

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

#### 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.)

All cabin seats except the pilot's were removed to utilize the aircraft for skydiving purposes. FAR 91.107(a)(3)(iii) allows the floor of the aircraft to be used as a seat when the persons on board are making intentional parachute jumps. Fourteen approved seat belts were install on the copilot seat tracks and cabin seat/cargo tracks using 20" spacing. Beechcraft states that "The floor is designed to support 200 pounds per square foot. With tie down straps attached to the seat tracks not closer than 20" apart, it is designed to withstand a load of 9 G's forward, 9 G's down, 7 G's upward, and 3 G's side to side". See enclosed letter from Beechcraft. Using an average jumper weight of 180 pounds creates a floor loading range of 86.6 to 114.6 pounds per square foot depending upon track width, with an average floor loading 102.14 pounds per square foot.

There is no gross weight increase and the aircraft must be loaded and operated in accordance with data from the current FAA approved Flight Manual P/N 65-001123.

-----END-----

Additional Sheets Are Attached

Beech Aircraft Corporation  
P O Box 85  
Wichita KS 67201-0085 USA

316 681 7111  
Telex 71 203603

**Beechcraft**  
A Raytheon Company

Telefax 316-681-8027  
(Automatic Answer)

TELEFAX NO. 916-758-5672  
NAME OF INDIVIDUAL: MR. AL HAWTHORNE  
NAME OF FIRM: PRE STAR  
C/O KINKO'S PUBLIC FAX SERVICE  
DAVIS, CA  
FROM: KEITH WARD

Total Number of Pages Being Transmitted: 1 Date: 5-5-89  
Transmitting From: AT&T 3510D Digital G I,II,III

If you do not receive all the pages, please call back as soon as possible.

MESSAGE: Reference 52-1029

REFERENCE YOUR FAX DATED MAY 4, 1989 REGARDING FLOOR LOADING ON KING AIR B90,  
S/N LJ-412.

THE FLOOR IS DESIGNED TO SUPPORT 200 POUNDS PER SQUARE FOOT. WITH TIE DOWN  
STRAPS ATTACHED TO THE SEAT TRACKS NOT CLOSER THAN 20" APART, IT IS DESIGNED  
TO WITHSTAND A LOAD OF 9 G'S FORWARD, 9 G'S DOWN, 7 G'S UPWARD, AND 3 G'S SIDE  
TO SIDE.

REGARDS,  


BEECH AIRCRAFT CORPORATION - KEITH WARD

KW:DF

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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**

**Beechcraft 65-A90**

**S/N: LJ-256**

**TITLE: Passenger and Copilot Seat Removal**

Removed 8 passenger seats and one copilot seat, and all other interior furnishings in accordance with FAA DER approved Report 100714 dated 7/26/10 titled "Engineering Review - Passenger and Copilot Seat Removal." Replacement TSO C22 seat belts installed on existing seat mounting tracks in same locations as removed seats to accommodate floor seating of sport parachute jumpers.

No Weight and balance change

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS  
See ICA Report

\*\*\*\*\*  
END

Additional Sheets Are Attached

Page 2 of 2

RECORD  
LINES AS REQUIRED FOR COMPLETE

ENTRIES. DRAW

VC TTSN: 13,072.1  
VC TCSN: 18,636.0  
VC REG: N256TA

ORDER: 2523

reference to Form  
to floor stores fuse  
unit position.

removed connector  
to products inc. model  
ed with unit from

ed painted trim around

ce with signature

anding gear  
orking properly  
S and landing  
gear retract

8620-1 dated  
CAPS installed

Adjusted to S  
Edc-0400-20-  
U-4.

Boot. Remov

into P.O.H

indicator  
landing gear  
gear was  
and exte

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
AIRCRAFT CONDITION NOTICE  
(See Privacy Act Statement on Reverse)

Date

02/15/2010

Place of Inspection

Los Angeles

Registration number

N136TA

Make

Boeing

Serial number

LS 206

Model

65-110

NOTE. 1. The items listed below ( are) ( are not) considered to be an imminent hazard to safety. 2. Operation of the aircraft prior to correction ( will) ( will not) be contrary to pertinent Federal Aviation Regulations. 3. A Special Flight Permit ( will) ( will not) be required to be issued prior to operation if corrective action has not been taken. 4. A Special Flight Permit may be obtained from the office named below.

1. Spare fuses (4) missing
2. Fuel pressure light taped over with black electrical tape.
3. 337 states 14 seat belts installed only found 13
4. Cabin heat switch appears to be the wrong cap cover.
5. Both main gear tires spread taped over. No ground zero nuts for the gear pins.
6. Left & right inlet air doors missing could not find replacement.

The owner/lessee copy of this form was  mailed  delivered.

Inspector (Signature)

Dennis Pollard

Office address

1420 Harbor Bay Parkway Suite 280  
Alameda, CA 94502

Area code/telephone no.

Region

District

Oakland

FAA Form 8620-1 (3-77) FORMERLY FAA FORM 8320-4 AND FAA FORM 8320-7

LICENCE NUMBER

366341



2014

