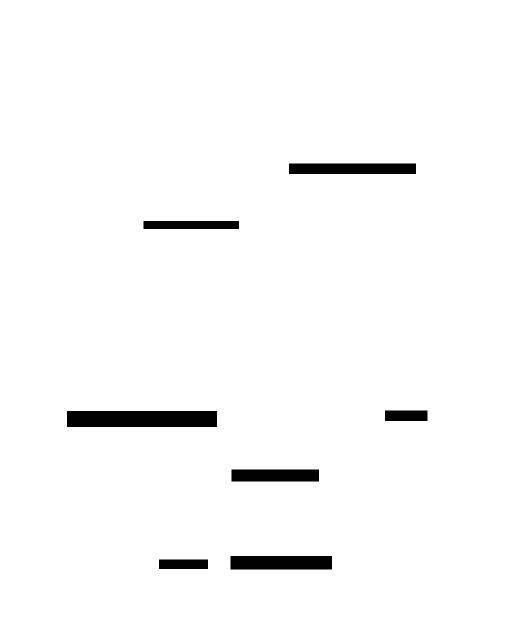
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NOTICE

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.)

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.

Additional Sheets Are Attached

Beech Aircraft Corporation P O Box 85 Wighlia KS 67201-0085 USA 316 681 7111 Telex 71 203603

Beechcraft

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 PORWARD, 9 G'S DOWN, 7 G'S UPWARD, AND 3 G'S SIDE TO SIDE.

REGARDS.

REGARDS,

BEECH AIRCRAFT CORPORATION - KEITH WARD

KW:DF

Supplement to 337 dated April 26, 1996

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

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.

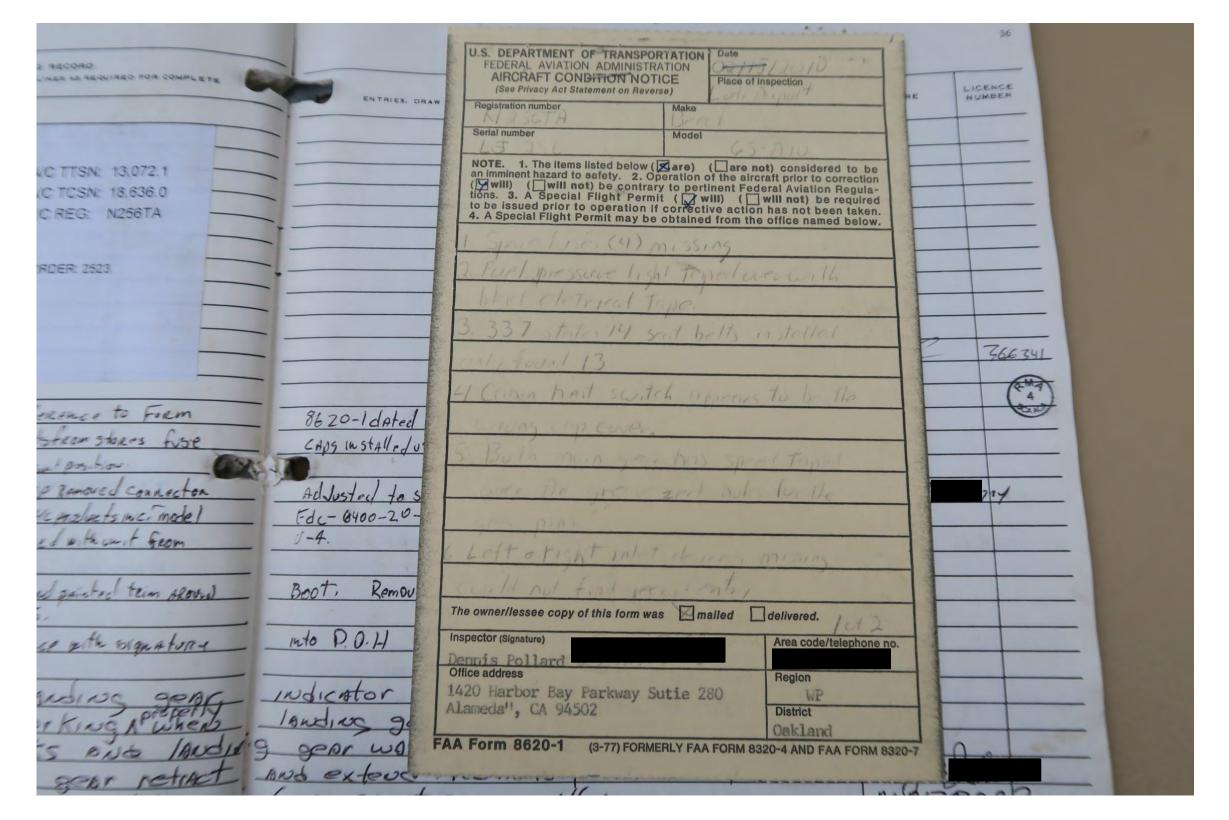
No Weight and balance change

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS See ICA Report

Additional Sheets Are Attached

Page 2 of 2

HU. S.GPO: 1989-0-663-171



AIR TIME AND

DATE		TAL	TIME	SINCE FG.	ENGINEERING RECORD NOTE: USE SOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
DATE	HRS.	MIN.	HRS.	MIN.	NOTE: USE SO IN PAGES AND ASMAN
BROUGHT					



RMA W/O: 2523

A/C TTSN: 13.072.1

15-Mar-10 A/C TCSN: 18,636.0

A/C REG: N256TA A/C S/N: LJ256

THE FOLLOWING WAS COMPLETED UNDER ROCKY MOUNTAIN AIRCRAFT WORK ORDER: 2523

REPLACED #1 HORIZON WITH LOANER UNIT. REMOVED S/N 6070 (1) 4300-311 S/N L09-10275 ATTITUDE GYRO - NEW

11 200 10	400	3011.4		completed the following in Reference to Form
16 APR 10		13043 6		installed abore fuse with courts from stores tuse
_		13011.4		And cap from stopes - IN bottom front position.
		1	(3)	Electric type securing fore CAP Removed connector
			8	INSTAlled 14th sept belt Davis A/c products inc. model
_	-		100	cabin beater switch knob replaced with unit from
	-	-		Installed grease zerks
	-		0	Rt de Ice I. P IN Place, cleaned and painted teim AROUND
			0	Kt de Ice I. P TR PIACE ! CIEMPTE PRO PRINTE
			B	coul was Removed from U-35.
			0	Install copy of weight & BALANCE with signature
	3	167,5		
May 10	AM 3	167,5	(Plot reported landing gent
124		182 3	-	light) were not working it when
				was placed on sacks and lands
				Priot reported landing gent light) were not working Aprilled was placed on sacks and land, checked All landing gear retract
				encluding wiring and switchs.
	-		1	Chochochochochochochochochochochochochoch
		10.2		Chian they fine at now chee inspection MIN BUIT
July 10	H.M. 31	12.5		C/W monthly fire extinguisher inspection M/N B417
12/2010	Har noter 3	31823 hos		Marked the right engine NI gauge will a red Line
1				

13,182.3 hours time in service

9/13/2010

This aircraft is being inspected per the Beechcraft Phase Inspection Program as listed in the King Air 90 -Series maintenance manual 90-590012-13 Revision 35A dated December 1, 2007 per FAR 91.409(f)(3).

Seminor and the continued all the continued as a complete inspection should not be successful to the properties only continued as a complete inspection should appreciate the all the certification should then be forced, the continued the continued the continued the continued that the Alicraft continued the continued that the Alicraft Condition to the continued that the Alicraft Condition collice was received by the owner. 8620-1dated 02/15/10 15wed 04/16/10 CARS installed using units from stores. Installed were serviceable holden Adjusted to secure CAP Fdc-6400-20-1-155. O/Hby Aerotex Interiors TSO-C-22-G Removed & Replaced Lt Lower cowling with unit from stores. into P.O.H indicator lights (left MAIN light + gear handle landing gear was excled down. Direct gent was excled up + down. UISUALLY and extend mechanisms in wheel wells Gear operates normally SINS 684696 684175 IAW AMEREX OWNERS MANUA et 101.590