Silver Hawk Aviation

1972 King Air - PT6A-21 - C90

Tail ID: N46CV - S/N: LJ-568

Asking: $595,000.00

- Original Certificate of Airworthiness: 4 October 1972
- Always US Registered & Based
- Current Part 91 – Past Part 135
- Professionally Piloted
- PT6A-21 Engines Installed September 2016 – STC: SA10935SC
- Complete Logs & Records
- Maintenance Tracking by ***Traxxall***
- Currently Undergoing Phase Inspections
- Last §91.411 & §91.413 & §91.217 IFR Certified Date: February 2025
- Based & Hangared at *Charlotte County Airport* - ***KPGD*** – Punta Gorda, Florida – Commercial Flights Available – served by ***Allegiant Air***
- All AD's and MSB's accomplished.
- No Deferred Maintenance

AIRFRAME:

TTAF:	13,796.3 Hours – *Below* Fleet Average of 15,370.0 Hours
Total Landings:	10,978
Hobbs:	4,396.6 Hours
TT Since PT6A-21 Conversions:	2,544.4 Hours
Empty Weight:	6,200 Pounds as of December 2023
Useful Load:	3,450 Pounds as of December 2023

ENGINES:

Original PT6A-20 Engines were Upgraded with the significantly more robust PT6A-21 Engines
PT6A-21 Installation Date: September 2016
CenTex Aerospace STC: SA10935SC
550 Shaft Horsepower
TBO: 8,000 Hours - **MORE** Program

PT6A-21 ENGINE INSTALLATIONS BY:

Executive Air Taxi Corporation
Bismark, ND

LEFT ENGINE:

S/N:	PCE-PE0161
TTSN:	4,741.4
TCSN:	4,481
TSMOH:	N/A
OH DATE:	N/A
OH BY:	N/A
Hot Section Insp.:	Aug 2020
TTE at Hot Insp.:	3,552.9 Hours
TSHOT:	1,188.5 Hours
Remaining:	611.5 Hours
Began MORE Program[1]:	August 2020 – w/Revised 337 February 2022
Began MORE Program:	3,552.9 TTE
MORE STC:	SE000EN - Fully Transferable

RIGHT ENGINE:

S/N:	PCE-25657
TTSN:	10,581.4
TCSN:	16,766
TSMOH:	4,481.2
TT at OH:	6,100.3
OH DATE:	September 2004
OH BY:	Atlantic Turbines
Hot Section Insp.:	May 2021
TTE at Hot Insp.:	9,589.6 Hours
TCE at Hot Section:	15,675 Cycles
Hot Inspection By:	***Rocky Mountain Turbine Services***
TSHOT:	996.8 Hours
Remaining:	803.2 Hours
Began MORE Program[1]:	May 2021 – Revised 337 February 2022
Began MORE Program:	9,589.6 TTE
MORE STC:	SE000EN - Fully Transferable

[1] The **MORE** (**M**aintenance **O**n **R**eliable **E**ngines) program is an FAA-approved STC (Supplemental Type Certificate) that extends the Time Between Overhaul (TBO) for certain Pratt & Whitney PT6A engine models. It allows operators to extend the TBO to 8,000 hours by using a more aggressive maintenance regimen and more frequent inspections

PROPELLERS & GOVERNORS:

LEFT PROP: Excellent Condition

Manufacturer:	Hartzell
Model:	HC-B3TN-3B
Hub Serial #:	BUA-20278
Prop TBO:	3,000 Hours / 60 Months
Last Overhaul:	December 2023 @ 1,660.9 TTP
Remaining:	3.4 Years / 2,810.7 Hours
Blade Design:	T10173N-8

Left Prop Blade Serial #'s: Manufactured: July 2018

#1: E11105
#2: E5132
#3: E5333

Governor OH:	August 2024 at 13,760.5 TTAF
Governor:	4,464.2 Hours Remaining
Overspeed Governor:	2,811.7 Hours Remaining

RIGHT PROP: Excellent Condition

Manufacturer:	Hartzell
Hub Model:	HC-B3TN-3B
Hub Serial #:	BUA-22098
Prop TBO:	3,000 Hours / 60 Months
Last Overhaul:	March 2024 @ 6,313.4 TTP
Remaining:	3.9 Years / 2,910.8 Hours
Blade Design:	T10173N-8

Right Prop Blade Serial #'s: Manufactured: March 2024

#1: J27092
#2: J27096
#3: J27091

Governor:	4,312.5 Hours Remaining
Overspeed Governor:	4,884.4 Hours Remaining

AVIONICS:

- Garmin GMX-200 Multi-Function Display – STC: SA01692SE – Interfaces w/Garmin GNS-530W
- Sandel SN-3500 Electronic EHSI Primary Flight Display – STC: SA01815LA – Interfaces with:
  - Garmin GNS-530W #1 GPS
  - Garmin GNS-530W #1 NAV
  - Garmin GNS-430W #2 GPS
  - Garmin GNS-430W #2 NAV
  - PS Engineering PMA-7000H Marker Beacon
  - L-3 WX-500 Stormscope
- Garmin GI-275 CDI/MFD – Interfaces w/Garmin GTN-430W & S-TEC 3100 - STC: SA02658SE
- S-TEC 3100 Auto Pilot – STC: SA09760DS – Interfaces with:
  - Garmin GNS-530W

    - Sandel SN-3500 HSI
    - PS Engineering PMA7000H Audio Panel
- S-TEC 3100 FIKI (Flight Into Known Ice) Kit
- S-TEC Yaw Servo – 0106-Y12
- Garmin GNS-530W WAAS IFR GPS, COM, VOR, LOC & G/S – LPV, L/VNAV, and LNAV+V - STC: SA01933LA
- Garmin GNS-430W WAAS IFR GPS, COM, VOR, LOC & G/S – LPV, L/VNAV, and LNAV+V - STC: SA01933LA
- Garmin GTX-330ES Extended Squitter Transponder – ADS-B OUT/TIS/TAWS – STC: SA01714WI
- Garmin GTX-327 Mode 'C' Transponder
- PS Engineering PMA7000H Audio Panel w/Marker Beacon Receiver – Interfaces w/Garmin GNS-430
- L-3 WX-500 Stormscope – Displays on Sandell 3500 & Garmin GMX-200 & GNS-530W & GNS-430W
- Garmin GDL-69A Data Link - Sirius XM Datalink Weather & Audio Receiver – Interfaces w/Garmin GNS-430
- Bendix/King KEA-130 Encoding Altimeter
- Sandia SAC 7-35 Air Data Computer
- S-Tech 6405-28L Turn/Pitch Coordinator
- Beechcraft Vertical Speed Indicator
- Beechcraft Air Speed Indicator
- Cockpit Voice Recorder
- Garmin GA-35 GPS Antenna
- Dual Davtron M-800 Yoke Mounted Chronometers
- Propeller Synchrophaser
- Avionics Master Switch
- Dual Inverters w/Panel Mounted Selector Switch

COPILOT NAVIGATION INSTRUMENT CLUSTER:

- Collins 331A-3G HSI Co-Pilot Course Indicator – P/N: 522-2638-006 – Interfaced with Garmin GNS-430
- Beechcraft/Sigma-Tek 5000B-5 Attitude Indicator
- Beechcraft/Mid-Continent Instruments 1394T100 Turn Coordinator
- Beechcraft Vertical Speed Indicator
- Beechcraft Air Speed Indicator
- Beechcraft Altitude Indicator
- Marker Beacon Annunciator Display
- 406 MHz ELT w/Panel Mounted Activation Switch

COCKPIT – Additional:

- Crew seats with Full Upholstered Sheepskin
- Pilot & Co-Pilot Bose/LEMO & Dual Pin Headset Jacks
- Console Mounted Stratus Dual USB Charging Ports
- Pilot & Co-Pilot B/E Aerospace Ox Masks
- Dual Yoke Mounted Chart Boards
- Pilot & Co-Pilot Cup Holders – Center Console
- Dual Heated Windshields
- Rosen Sun Visors
- Loncoin Flooring

INTERIOR:

Overall, the Cabin Interior is in very good condition, with some items in need of cleaning, and/or refurbishment. Upholstery is in good shape and Club Seats are 8/10. Sidewalls, Window Reveals, and Headliner all in very good condition 9/10. Carpet is 7/10. Cockpit Loncoin Flooring is 5/10.

CABIN INTERIOR & ADDITIONAL:

- R134A Freon Cabin Air Conditioning – STC: SA09110SC
- Executive Configuration
- Non-Smoking Interior
- 4-Place Club Seating w/Belted Aft Side-Facing Seat and a Full Aft Belted Potty Seat – for 6 Certified Pax Seats
- Right & Left 3-Window Groups – on which each Executive Table is Perfectly Centered. Opposing Club Seats 'Bookend' the Executive Tables and the Window Groups Provide Passengers with Ideal Outside Viewing, and the Aircraft Interior with Outstanding Natural Lighting that is Adjustable via Very Effective Polarized Lenses
- Right & Left Stowable Wood Veneered Cabin Executive Tables - Each:
    - w/Generous Laminate Working Surfaces
    - w/Drink Holders
    - w/Convenient Dedicated & Centered Overhead Switchable Flood Lighting
- Aft Side Side-Facing Belted Seat Opposite the Boarding Door is Integrated into a Wood Veneered Refreshment & Storage Center w/a Lockable Storage Drawer, an Ice Drawer w/Stainless Ice Bin , and 1 Smaller Drawer
- Full Aft L/H Belted Lav Seat w/Stratus Dual USB Charging Ports & Headset Jacks for Both Bose/LEMO & Dual Pins
- Lav Seat w/Service Port – Lav Seat Upholstery in Need of Refurbishment
- Aft Right & Left Tear Drop Windows Provide this Zone with Excellent Lighting and each have Window Guards
- Full Aft R/H Side Luggage Storage Area w/Cargo Net
- Full Aft R/H Side Electrical Provisions for STC'd ***Aeromed*** Stretcher Kit
- Full Aft R/H Side Overhead Suit & Clothes Hanger Rod
- All passenger Club seats Upholstered in Custom Leather w/Stowable Armrests – all in Very Good Condition
- All Passenger Seat Belt Hardware in Very Good overall Condition
- Aft R/H Laminated Wood Veneer Full Height Partition Separates the Cabin & Baggage Areas
- Forward Left & Right Wood Veneered Full Height Partition Bulkheads
- Comes w/a Currently Uninstalled Matching Wood Veneer Pocket Door to Separate Cabin & Cockpit Zones
- Forward Installed Cabin Privacy Divider Curtain
- All Six (6) Cabin Seating Locations w/Dedicated Adjustable Overhead Lighting, Conditioned Air Vents, and Oxygen Receptacles
- Seven (7) Passenger Oxygen Masks (Loose) Provided
- Headset Connectivity at all 6 Cabin Seats – w/both Bose/LEMO & Dual Pin Jacks
- Essential Stratus Dual USB Charging Ports Adjacent to all 4 Club Seats
- Effective Polarizing Window Shades on All Main Cabin Windows – Excellent Condition
- Custom Cabin Window Reveals w/Impressive Upholstered Trim – Excellent Condition
- Forward R/H Pyramid Wood Veneer Storage Unit w/Stainless Removable Insulated Liquids/Coffee Dispenser
- Forward L/H Wood Veneer Cabinet with (3) Compartments & Document Rack for POH, Charts, & Documents
- Forward L/H Wood Veneer Passenger Facing Wood Veneer Magazine Rack Mounted on Partition Bulkhead
- Headliner is in a Light Cream Color Enhancing Cabin Spaciousness and Lighting and is in Excellent Condition
- Sidewalls Enhance the Overall Feel of the Cabin Interior and are in Very Good Condition
- Cabin is Equipped with 2 Fire Extinguishers and a First Aid Kit
- Formerly Equipped with:
    - Med-Pac, Inc, Air Ambulance Conversion Kit – STC: SAO1452CH
    - Aeromed Air Ambulance Conversion – STC: SA1413GL
    - Electrical Provisions Remain – STC: SA1413GL

LOOSE EQUIPMENT & RELATED:

- Fly-Away Kit
    - Pitot Tube Covers
    - Propeller Tie Downs
    - Engine Nacelle Air Inlet Covers

AVIONICS MANUALS & RELATED PROVIDED:

- Sandel 3500 Pilot's Guide
- Garmin GMX-200 Pilot's Guide
- Garmin GNS-400W Pilot's Guide
- Garmin GNS-400W Quick Reference
- Garmin GNS-500W Pilot's Guide
- Garmin GNS-500W
- Pilot's Operating Handbook
- Passenger Safety Briefing Cards
- Etc.

WINDSHIELDS and COCKPIT WINDOWS:

- New Windshields installed April 2018
- Windshields are in VERY good condition with exceptional clarity and only slight edge degradation in a few locations – see Fotos. And with the *unavailability* of KA Windshields – there is a 2 – 3 year wait list – this is critical – see Photos
- Crew Side Windows and 'D' Windows in VERY good condition with exceptional clarity – see Photos

CABIN PASSENGER WINDOWS:

- All Passenger Windows and the Aft Teardrop Windows are in apparent exceptional condition, with excellent clarity, and no hazing or crazing – see Photos

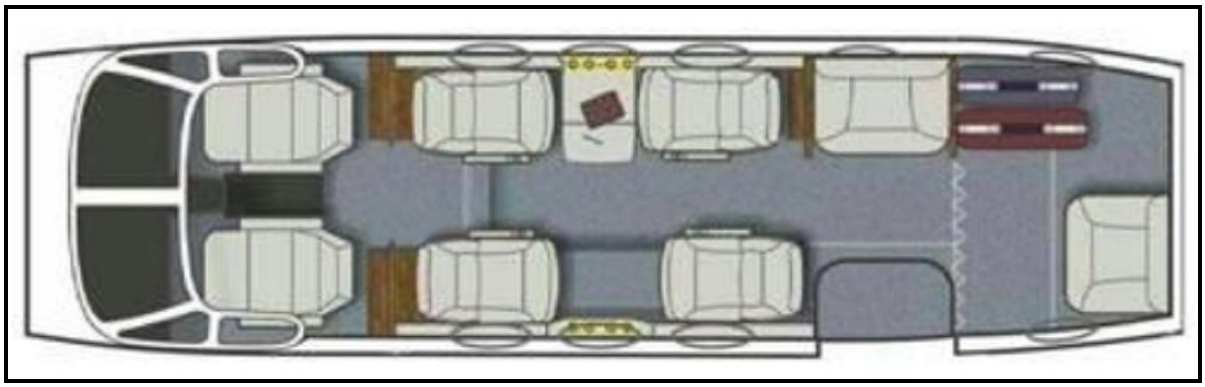
AIRFRAME:

- Externally Accessible Aft Baggage Stowage Area
- De-Ice Boots – Excellent Condition
- Wingtip and Tailtip Light Lenses Exceptionally Clear – No Cracks or Crazing
- 131 Gallon Each Wing Fuel Tanks
- 61 Gallon Each Wing Nacelle Fuel Tanks
- Whelen Parmetheus Plus LED Taxi & Landing Lights
- Whelen Flashing Anti-Collision Strobe Light – Model 71055 - STC: AS615EA
- Aerosonic PH-502 Heated Pitot Static Probe
- Cleveland Wheel & Brake 199-110 Main Wheel & Brake Conversion Kit - STC SA619GL
- Cleveland Wheel & Brake 199-126 Nose Wheel Conversion Kit - STC: SA1077GL
- Concorde RG-380E/44 – Sealed Lead Acid Battery – STC: SA10175SO

PAINT:

- Paint Scheme is Very Appealing – the Perfect Balance of Contemporary Color and Design
- Rated: 8 - 8.5/10

INTERIOR CONFIGURATION & SEATING:



MAINTENANCE ITEMS OF SIGNIFICANCE:

March 2025	Phase 1
Due July 2025	Phase 2
Due November 2025	Phase 3
June 2025	Phase 4
March 2025	12 Month Individual Phase Requirement
May 2025	Landing Gear Motor
533 Remaining	Main Landing Gear Torque Knees
Due August 2025	Main Gear (Mechanical) Actuators - Overhaul/Replace
Due August 2025	Nose Gear (Mechanical) Actuator - Overhaul/Replace
March 2025	Replaced Nose Gear Actuator
Due December 2028	5 Year Brake System Hoses
January 2025	400 Hr Inspection (MORE STC)
March 2025	Lubrication Items - 1200 Hrs/60 Mos
Due July 2026	Air Conditioning Motor Brushes
126 Remaining	#1 Starter Generator - OH'd
427 Remaining	#2 Starter Generator - OH'd
March 2024	New Concorde Lead Acid Battery
Due February 2026	ELT Battery
Due June 2026	FLAP FLEXIBLE SHAFTs
Due February 2027	91.411 & 91.413 Accomplished February 2025
3,900 Remaining	Horizontal Stabilizer (Elevator) Structural Inspection
3,900 Remaining	Vertical Stabilizer (Rudder) Structural Inspection
Due December 2026	3 YR/3,000 Left-Hand Flaps - Remove flaps and inspect
Due December 2026	3 YR/3,000 Right-Hand Flaps - Remove flaps
Due May 2036	20 Year Wing Bolts
660 Remaining	Wing Main Spar Inspection
March 2025	#1 (24) Month Prop Inspection
Due March 2026	#2 (24) Month Prop Inspection

Due September 2028	#2 (60) Month Prop Overhaul
Due March 2029	#1 (60) Month Prop Overhaul
611 Remaining	#1 Hot Section Inspection
803 Remaining	#2 Hot Section Inspection
August 2024	Engine Borescope Inspections
May 2021	58 New CT Blades – R Engine 25657
April 2018	Replaced Pilot & Co-Pilot Windshields
March 2024	Midwall Panels Stripped, cleaned, new foam backing
March 2025	3 Year Eddy Current/NDT Wing Inspection
June 2024	Replaced Pilot Airspeed and VSI, and Co-Pilot VSI
December 2020	Pitch Roll Trim Servos OH'd
December 2020	Yaw Servo Replaced

OWNERSHIP HISTORY:

	OWNERS OF RECORD:
1	Beech Aircraft
2	Welch Aircraft Corp
3	Topeka Aircraft Sales
4	University Of Kansas
5	Dodson International Parts
6	Midsouth Aviation, Inc
7	Premier Aerospace & Logistics
8	Magic Express Airlines
9	Magic Express & Mwm
10	Wipaire
11	John G. Miller
12	Executive Air Taxi
13	Gulfstream Sky I, LLC
14	N711AT, LLC

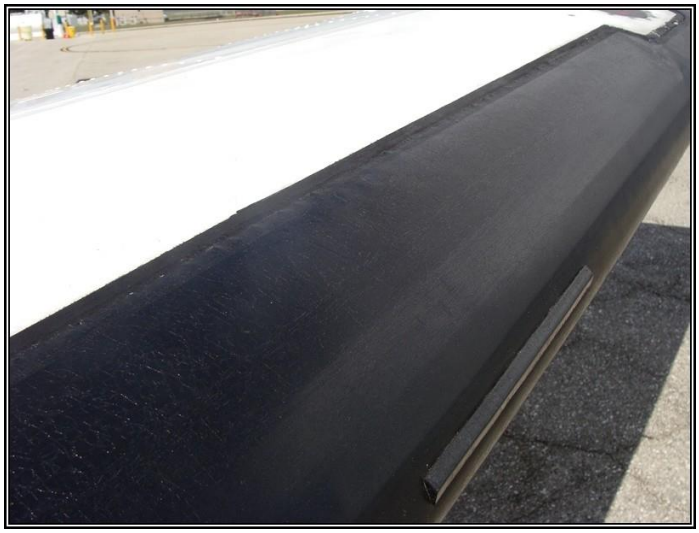
Please Allow Us to Proudly Introduce

King Air – PT6A-21 – C-90 – N46CV – Serial Number LJ-568

AIRCRAFT EXTERIOR DETAIL PHOTOS:

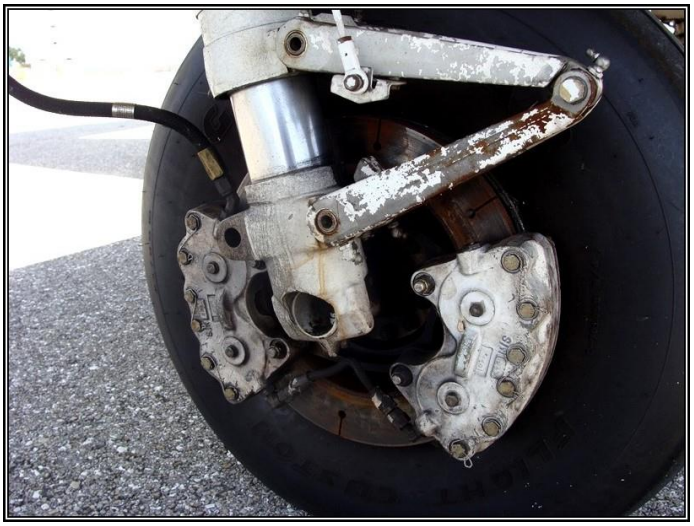

46CV


SERVICED BY
PROPWORKS
WINNIPEG - CANADA



Pilot & Co-Pilot Windshields – Exceptionally Good Condition - Replaced April 2018

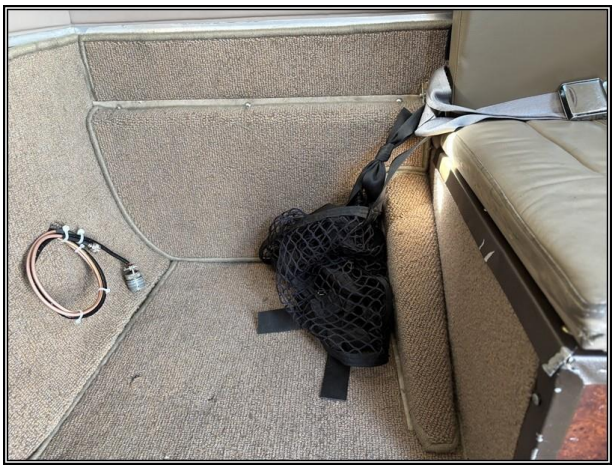
Cleveland Main Wheels & Brakes and Nose Wheel



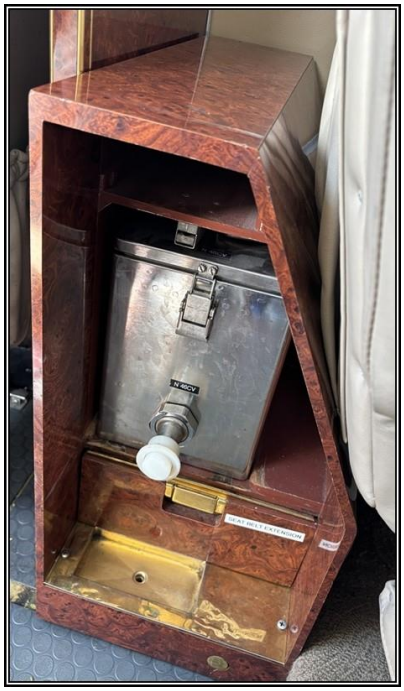
AIRCRAFT INTERIOR:


MOËT
MOET & CHANDON
IMPÉRIAL


MOET
MOET & CHANDON




At All Six Cabin Pax Seats:
- Stratus Dual USB Charging Ports
- Bose LEMO Headset Jacks
- Dual Pin Headset Jacks
STRATUS



Pilot Seat

Co-Pilot Seat

AIRCRAFT PANEL:


ADAHRS Initializing
4731
N46CV


N46CV
AIR
ADAHRS Initializing
4731
N46CV


N46CV
PRESS TO TEST
DC
ALT
ENCODING
VERTICAL SPEED
2 MIN
SANDEL
080°
153°
CLR
BRG
MEM


AIR
FUEL FLOW
STORMSCOPE CLEAR
DC
2 MIN
4731
SELECT
UP
DN
VS
ALT
MNU
XPDR 1
XPDR 2
CABIN AIR
PRESS CONTROL
BLEED AIR VALVES
LEFT
RIGHT


TORQUE
TORQUE
FUEL FLOW
FUEL FLOW
ADAHRS Initializing
4731
FLAPS
PROP SYNC
PROP
CONDITION
FEATHER
FUEL CUT OFF
FRICTION LOCK
CAUTION
REVERSE ONLY WITH ENGINES RUNNING
REVERSE
FLAP
RUDDER TAB
LEFT
RIGHT

Weight & Balance – December 2023 – Subject to Correction:

ExecutiveAir TaxiCorporation

EQUIPMENT CHANGE - WEIGHT & BALANCE

REG. NO.	MODEL		Serial No.
N46CV	King Air	C90	LJ-568

Items: (Description / P/N / S/N)	Weight Pounds	Arm Inches	Moments Inch/Pounds
Previous Aircraft Empty Weight:	6057.2	151.6	918006.6
Standard Config			
Nose Jack Point	2364	83.5	197394
LH Main Jack Point	1534	195.5	299897
RH Main Jack Point	2302	195.5	450041
2023 Reweigh			
Totals	6200.0	152.8	947332.0

A. Old Empty Weight	6057.2	Pounds
B. Old Empty CG	151.6	Inches
C. Old Empty Weight CG Moment	918006.6	Inch/Pounds
D. Max Gross Weight	9650	Pounds
E. Old Useful Load	3592.8	Pounds

A. New Empty Weight	6200.0	
B. New Empty CG	152.8	Inches
C. New Empty Weight CG Moment	947332.0	Inch/Pounds
D. Max Gross Weight	9650	Pounds
E. New Useful Load	3450.0	

This new weight & balance information superseads all previous weight and balance data.
For aircraft loading, see instructions in Weight & Balance Section of Aircraft Flight Manual.

FAA Form 337 Completed? Y (N)
Equipment List Amended? Y (N)

A+P 3991372 **Date:** 12/5/23

ORIGINAL & CURRENT C of A's and REGISTRATIONS:

CHRONOLOGY OF AIRWOTHINESS CERTIFICATES:

DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION
STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
N46CV	Beech Aircraft Corp. C90	LJ-568	Normal

5. AUTHORITY AND BASIS FOR ISSUANCE
This airworthiness certificate is issued pursuant to 49 U.S.C. § 44704 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted hereon.
Exceptions: None

6. TERMS AND CONDITIONS
Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the FAA, this airworthiness certificate is effective as long as the maintenance, preventive maintenance, and alterations are performed in accordance with Parts 43, 91, and 121 of the Federal Aviation Regulations as applicable, and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
R 01/26/1980	Barry D. Johnson	GL-FSDO-15

DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION
STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
N108KU	BEECH BE-90-C90	LJ-568	NORMAL

5. AUTHORITY AND BASIS FOR ISSUANCE
This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted hereon.
Exceptions: NONE

6. TERMS AND CONDITIONS
Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventive maintenance, and alterations are performed in accordance with Parts 21, 43 and 91 of the Federal Aviation Regulations, as applicable, and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
R 01/24/80	Arthur A. De Villar III	CE-FSDO-05

FAA Form 8100-2 (8-82) DUPLICATE

DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION
STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
N108KU	BEECH BE-90-C90	LJ-568	NORMAL

5. AUTHORITY AND BASIS FOR ISSUANCE
This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted hereon.
Exceptions: NONE

6. TERMS AND CONDITIONS
Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventive maintenance, and alterations are performed in accordance with Parts 21, 43 and 91 of the Federal Aviation Regulations, as applicable, and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
R 01/24/80	Arthur A. De Villar III	CE-05

FAA Form 8100-2 (8-82)

DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION
STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
N100KU	BEECH AIRCRAFT CORP. C90	LJ-568	NORMAL

5. AUTHORITY AND BASIS FOR ISSUANCE
This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted hereon.
Exceptions: NONE

6. TERMS AND CONDITIONS
Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventive maintenance, and alterations are performed in accordance with Parts 21, 43 and 91 of the Federal Aviation Regulations, as applicable, and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
Jan. 24, 1980	R. [illegible]	DOA, PCF8

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION – FEDERAL AVIATION ADMINISTRATION
SPECIAL AIRWORTHINESS CERTIFICATE

A CLASSIFICATION:	EXPERIMENTAL
B PURPOSE:	Research & Development & To Show Compliance with FAR 21 & Special Conditions
B MANUFACTURER NAME:	BEECH AIRCRAFT CORP.
B MANUFACTURER ADDRESS:	9709 E. Central, Wichita, Kansas 67201
C FLIGHT FROM:	N/A
C FLIGHT TO:	N/A
D N-	1790M
D BUILDER	BEECH
D SERIAL NO.	LJ-568
D MODEL	C90
E DATE OF ISSUANCE	9-2-75
E DATE	9-2-76
E OPERATING LIMITATIONS DATED	9-2-75
E VOID A PART OF THIS CERTIFICATE	
E SIGNATURE OF FAA REPRESENTATIVE	C. W. Hixton
E DESIGNATION OR OFFICE NO.	ACE-EH00 3-0-43

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding $1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THIS AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA FORM 8130-7 (3-66) SUPERSEDES FAA FORMS 1362-B, 8130-5, 8130-6 SEE REVERSE SIDE

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION – FEDERAL AVIATION ADMINISTRATION
SPECIAL AIRWORTHINESS CERTIFICATE

A CLASSIFICATION:	EXPERIMENTAL
B PURPOSE:	To Show Compliance with FAR Part 3 & Special Conditions; Market Survey & Sales Demonstrations.
B MANUFACTURER NAME:	BEECH AIRCRAFT CORP.
B MANUFACTURER ADDRESS:	9709 E. Central, Wichita, Kansas 67201
C FLIGHT FROM:	N/A
C FLIGHT TO:	N/A
D N-	1790M
D BUILDER	Beech
D SERIAL NO.	LJ-568
D MODEL	C90
E DATE OF ISSUANCE	6-11-75
E DATE	8-3-75
E OPERATING LIMITATIONS DATED	6-11-75
E VOID A PART OF THIS CERTIFICATE	
E SIGNATURE OF FAA REPRESENTATIVE	W. A. Kent
E DESIGNATION OR OFFICE NO.	DOA PCF8

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding $1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THIS AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA FORM 8130-7 (3-66) SUPERSEDES FAA FORMS 1362-B, 8130-5, 8130-6 SEE REVERSE SIDE

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION – FEDERAL AVIATION ADMINISTRATION
SPECIAL AIRWORTHINESS CERTIFICATE

A CLASSIFICATION:	EXPERIMENTAL
B PURPOSE:	To Show Compliance with FAR Part 3 & Special Conditions; Market Survey & Sales Demonstrations.
B MANUFACTURER NAME:	BEECH AIRCRAFT CORP.
B MANUFACTURER ADDRESS:	9709 E. Central, Wichita, Kansas 67201
C FLIGHT FROM:	N/A
C FLIGHT TO:	N/A
D N-	1790M
D BUILDER	Beech
D SERIAL NO.	LJ-568
D MODEL	C90
E DATE OF ISSUANCE	6-11-75
E DATE	8-3-75
E OPERATING LIMITATIONS DATED	6-11-75
E VOID A PART OF THIS CERTIFICATE	
E SIGNATURE OF FAA REPRESENTATIVE	W. A. Kent
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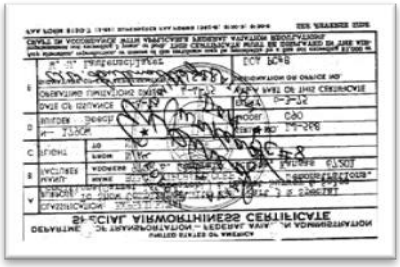

UNITED STATES OF AMERICA
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SPECIAL AIRWORTHINESS CERTIFICATE

A CLASSIFICATION:	EXPERIMENTAL
B PURPOSE:	To Show Compliance with FAR Part 3 & Special Conditions; Market Survey & Sales Demonstrations.
B MANUFACTURER NAME:	BEECH AIRCRAFT CORP.
B MANUFACTURER ADDRESS:	9709 E. Central, Wichita, Kansas 67201
C FLIGHT FROM:	N/A
C FLIGHT TO:	N/A
D N-	1790M
D BUILDER	Beech
D SERIAL NO.	LJ-568
D MODEL	C90
E DATE OF ISSUANCE	4-4-75
E DATE	6-3-75
E OPERATING LIMITATIONS DATED	4-4-75
E VOID A PART OF THIS CERTIFICATE	
E SIGNATURE OF FAA REPRESENTATIVE	W. W. Lautenschlager
E DESIGNATION OR OFFICE NO.	DOA PCF8

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FAA FORM 8130-7 (3-66) SUPERSEDES FAA FORMS 1362-B, 8130-5, 8130-6 SEE REVERSE SIDE

UNITED STATES OF AMERICA
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A CLASSIFICATION:	EXPERIMENTAL
B PURPOSE:	To Show Compliance with FAR Part 3 & Special Conditions; Market Survey & Sales Demonstrations.
B MANUFACTURER NAME:	BEECH AIRCRAFT CORP.
B MANUFACTURER ADDRESS:	9709 E. Central, Wichita, Kansas 67201
C FLIGHT FROM:	N/A
C FLIGHT TO:	N/A
D N-	1790M
D BUILDER	Beech
D SERIAL NO.	LJ-568
D MODEL	C90
E DATE OF ISSUANCE	12-2-75
E DATE	1-31-75
E OPERATING LIMITATIONS DATED	12-2-75
E VOID A PART OF THIS CERTIFICATE	
E SIGNATURE OF FAA REPRESENTATIVE	W. W. Lautenschlager
E DESIGNATION OR OFFICE NO.	DOA PCF8

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FAA FORM 8130-7 (3-66) SUPERSEDES FAA FORMS 1362-B, 8130-5, 8130-6 SEE REVERSE SIDE

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION – FEDERAL AVIATION ADMINISTRATION
SPECIAL AIRWORTHINESS CERTIFICATE

A CLASSIFICATION:	EXPERIMENTAL
B PURPOSE:	To Show Compliance with FAR Part 3 & Special Conditions; Market Survey & Sales Demonstrations.
B MANUFACTURER NAME:	BEECH AIRCRAFT CORP.
B MANUFACTURER ADDRESS:	9709 E. Central, Wichita, Kansas 67201
C FLIGHT FROM:	N/A
C FLIGHT TO:	N/A
D N-	1790M
D BUILDER	Beech
D SERIAL NO.	LJ-568
D MODEL	C90
E DATE OF ISSUANCE	2-12-75
E DATE	6-3-75
E OPERATING LIMITATIONS DATED	2-12-75
E VOID A PART OF THIS CERTIFICATE	
E SIGNATURE OF FAA REPRESENTATIVE	W. W. Lautenschlager
E DESIGNATION OR OFFICE NO.	DOA PCF8

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FAA FORM 8130-7 (3-66) SUPERSEDES FAA FORMS 1362-B, 8130-5, 8130-6 SEE REVERSE SIDE

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION – FEDERAL AVIATION ADMINISTRATION
SPECIAL AIRWORTHINESS CERTIFICATE

A CLASSIFICATION:	EXPERIMENTAL
B PURPOSE:	To Show Compliance with FAR Part 3 & Special Conditions; Market Survey & Sales Demonstrations.
B MANUFACTURER NAME:	BEECH AIRCRAFT CORP.
B MANUFACTURER ADDRESS:	9709 E. Central, Wichita, Kansas 67201
C FLIGHT FROM:	N/A
C FLIGHT TO:	N/A
D N-	1790M
D BUILDER	Beech
D SERIAL NO.	LJ-568
D MODEL	C90
E DATE OF ISSUANCE	12-2-75
E DATE	1-31-75
E OPERATING LIMITATIONS DATED	12-2-75
E VOID A PART OF THIS CERTIFICATE	
E SIGNATURE OF FAA REPRESENTATIVE	W. W. Lautenschlager
E DESIGNATION OR OFFICE NO.	DOA PCF8

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UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION – FEDERAL AVIATION ADMINISTRATION
SPECIAL AIRWORTHINESS CERTIFICATE

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B MANUFACTURER NAME:	BEECH AIRCRAFT CORP.
B MANUFACTURER ADDRESS:	9709 E. Central, Wichita, Kansas 67201
C FLIGHT FROM:	N/A
C FLIGHT TO:	N/A
D N-	1790M
D BUILDER	Beech
D SERIAL NO.	LJ-568
D MODEL	C90
E DATE OF ISSUANCE	1-3-75
E DATE	6-3-75
E OPERATING LIMITATIONS DATED	1-3-75
E VOID A PART OF THIS CERTIFICATE	
E SIGNATURE OF FAA REPRESENTATIVE	W. W. Lautenschlager
E DESIGNATION OR OFFICE NO.	DOA PCF8

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FAA FORM 8130-7 (3-66) SUPERSEDES FAA FORMS 1362-B, 8130-5, 8130-6 SEE REVERSE SIDE

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION – FEDERAL AVIATION ADMINISTRATION
SPECIAL AIRWORTHINESS CERTIFICATE

A CLASSIFICATION:	EXPERIMENTAL
B PURPOSE:	To Show Compliance with FAR Part 3 & Special Conditions; Market Survey & Sales Demonstrations.
B MANUFACTURER NAME:	BEECH AIRCRAFT CORP.
B MANUFACTURER ADDRESS:	9709 E. Central, Wichita, Kansas 67201
C FLIGHT FROM:	N/A
C FLIGHT TO:	N/A
D N-	1790M
D BUILDER	Beech
D SERIAL NO.	LJ-568
D MODEL	C90
E DATE OF ISSUANCE	10-1-74
E DATE	11-30-74
E OPERATING LIMITATIONS DATED	10-1-74
E VOID A PART OF THIS CERTIFICATE	
E SIGNATURE OF FAA REPRESENTATIVE	W. A. Kent
E DESIGNATION OR OFFICE NO.	DOA PCF8

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding $1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THIS AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA FORM 8130-7 (3-66) SUPERSEDES FAA FORMS 1362-B, 8130-5, 8130-6 SEE REVERSE SIDE

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION – FEDERAL AVIATION ADMINISTRATION
SPECIAL AIRWORTHINESS CERTIFICATE

A CLASSIFICATION:	EXPERIMENTAL
B PURPOSE:	To Show Compliance with FAR Part 3 & Special Conditions; Market Survey & Sales Demonstrations.
B MANUFACTURER NAME:	BEECH AIRCRAFT CORP.
B MANUFACTURER ADDRESS:	9709 E. Central, Wichita, Kansas 67201
C FLIGHT FROM:	N/A
C FLIGHT TO:	N/A
D N-	1790M
D BUILDER	Beech
D SERIAL NO.	LJ-568
D MODEL	C90
E DATE OF ISSUANCE	8-21-74
E DATE	9-30-74
E OPERATING LIMITATIONS DATED	8-1-74
E VOID A PART OF THIS CERTIFICATE	
E SIGNATURE OF FAA REPRESENTATIVE	W. A. Kent
E DESIGNATION OR OFFICE NO.	DOA PCF8

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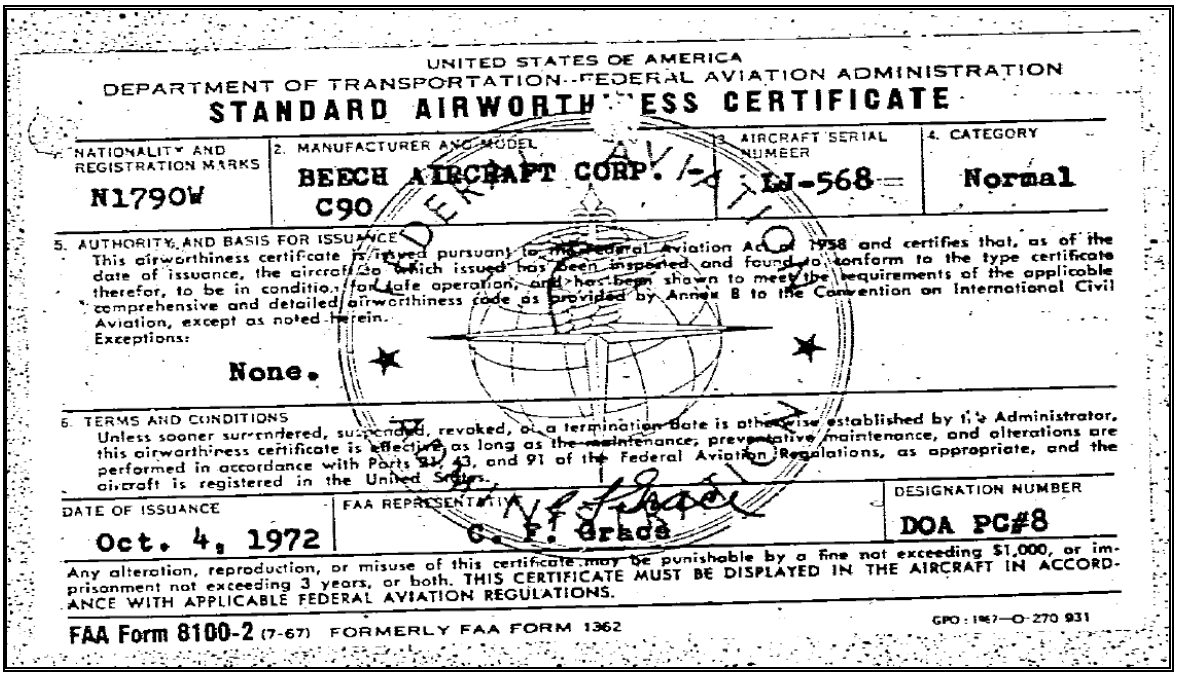
FAA FORM 8130-7 (3-66) SUPERSEDES FAA FORMS 1362-B, 8130-5, 8130-6 SEE REVERSE SIDE

ORIGINAL/FIRST AIRWORTHINESS CERTIFICATE – BELOW:

ORIGINAL STANDARD AIRWORTHINESS CERTIFICATE:



UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
N1790W	BEECH AIRCRAFT CORP. C90	LJ-568	Normal

5. AUTHORITY AND BASIS FOR ISSUANCE
This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.
Exceptions:
None.

6. TERMS AND CONDITIONS
Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 91, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
Oct. 4, 1972	C. F. Grace	DOA PC#8

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding $1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA Form 8100-2 (7-67) FORMERLY FAA FORM 1362 GPO : 1967—O-270 931

Original Beech Aircraft Corporation Manufacturing Plates:

GENERAL & GENERIC KING AIR C90 SPECIFICATIONS

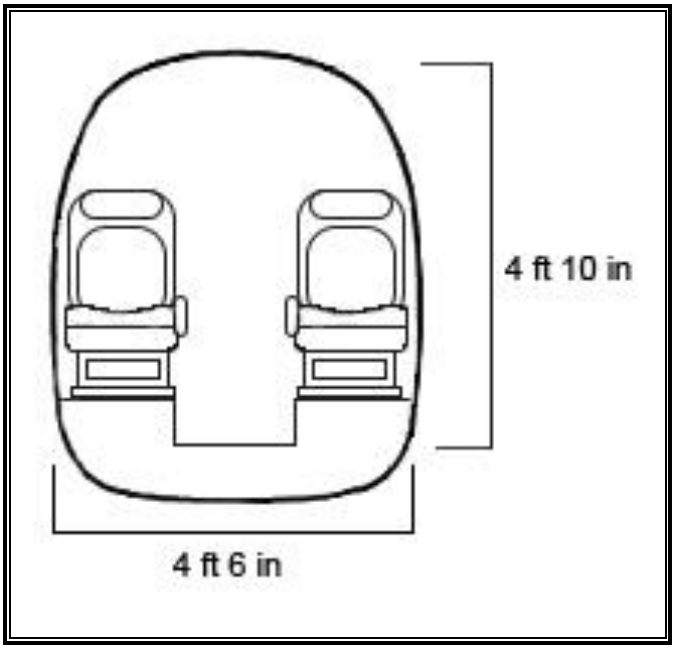
NOT TO BE RELIED UPON – FOR INFORMATION PURPOSES ONLY

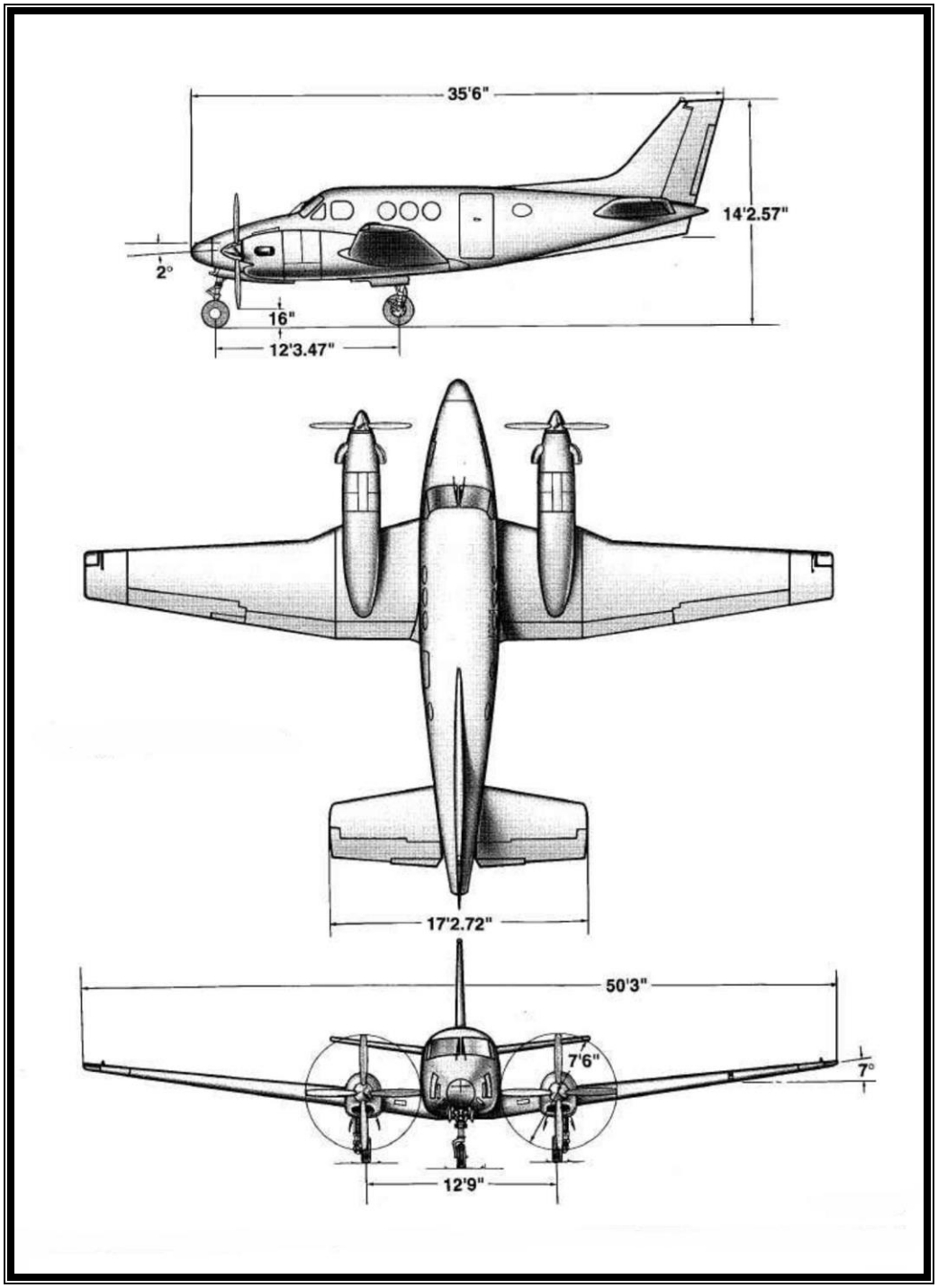
Specifications

Powerplant Pratt & Whitney UPGRADED PT6A-21 550 SHP Each	**Propellers** Hartzell 3-Blade Model: HC-B3TN-3B	**Length** 35 ft 6 in	**Height** 14 ft 3 in
Wingspan 53 ft 8 in	**Wing Area** 295 sq ft	**Wing loading** 35.75 lb/sq ft	**Power loading** 9.58 lb/shp
Cabin Width 54 in	**Empty Weight** 7,265 lb	**Maximum gross weight** 10,485 lb	**Useful load** 3,280 lb
Payload with full fuel 707 lb	**Fuel capacity** 2,573 lb / 384 gal	**Baggage capacity** 350 lb, 48.3 cu ft	

Performance

Takeoff distance ground roll 1,510 ft	**Takeoff distance over 50-ft obstacle** 1,984 ft	**Rate of climb sea level** 1,900 fpm	**Service ceiling** 30,000 ft
Landing distance over 50-ft obstacle 2,100 ft	**Landing distance ground roll** 1,052 ft	**Cruise speed/endurance w/45-min rsv, std fuel (fuel consumption, ea engine) @ 75% power, best economy** 272 KTAS	




35'6"
14'2.57"
2°
16"
12'3.47"
17'2.72"
50'3"
7'6"
7°
12'9"


AIRSPEED LIMITATIONS
FLAP EXTENSION (APPROACH) 174 KNOTS (200 MPH)
FLAP EXTENSION (DOWN) 130 KNOTS (150 MPH)
MAX GEAR EXTENDED (NORM) 156 KNOTS (180 MPH)
MIN SINGLE ENGINE CONTROL 92 KNOTS (106 MPH)
MAXIMUM MANEUVERING 169 KNOTS (195 MPH)
MAX GEAR RETRACT 130 KNOTS (150 MPH)
THIS AIRPLANE MUST BE OPERATED AS A NORMAL CATEGORY AIRPLANE IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS, AND MANUALS.
NO ACROBATIC MANEUVERS INCLUDING SPINS ARE APPROVED.
CAUTION
STANDBY COMPASS IS ERRATIC WHEN WINDSHIELD ANTI-ICE AND/OR AIR CONDITIONER AND/OR ELECTRIC HEAT IS ON.

Garmin GMX-200

Get the Big Picture

You'll always get the big picture with GMX 200's sunlight-readable, high-resolution, 640 x 480 display. In addition to its 6.5 inch AMLCD display, it comes with enhanced backlighting that dramatically improves color and contrast, making chart depictions and images easier to read in all lighting conditions.

Reduce Your Workload

GMX 200 is easy-to-use with multiple functions and useful features that make navigation simple:

- see your aircraft's position relative to terrain, obstructions, weather, airways, navaids, restricted airspace and more
- select between several charting options, and easily add or remove details with the simple press of a soft key
- rotary knob allows for quicker map scale changes and entry of data
- front loading SD card slot makes it easy to update charts
- fits in same panel space as the MX20 and includes more serial ports for added sensor capacity

Enhance Situational Awareness

The GMX 200 includes high resolution terrain and hydrography data for the entire world which is preloaded for an unmatched presentation even at the lower zoom scales. The basemap with cities, roads, rivers, and lakes has been added to further improve situational awareness. An aviation database featuring Jeppesen® NavData™ is used to draw airports, airways, navaids, airspace and more. Map scales range from one-fourth of a mile to a whopping 2500 miles. A unique split screen function allows you to simultaneously view two charting options along with the vertical profile for the elevation of the terrain along the route of flight.

Add ChartView™

The optional ChartView feature can be added to further enhance situational awareness in the airport and terminal areas. Surface diagrams are automatically displayed on departure and arrival to assist with taxiing unfamiliar airports or in conditions of poor visibility. Your aircraft's position can also be overlaid on the electronic approach chart to provide a visual crosscheck while helping to reduce pilot workload. All of the ChartView plates are seamlessly stitched into the custom mapping options.

Add FliteCharts™

With the addition of FliteCharts, an electronic version of the National Aeronautical Chart Office (NACO) U.S. Terminal Procedures Publication. FliteCharts lets pilots quickly find and view all NACO Departure Procedures (DP), Standard Terminal Arrival Routes (STARs), approach charts, and airport diagrams on the MFD. GMIX 200's equipped with FliteCharts will have access to all U.S. approach plates currently published by NACO, which includes 14,000 approach

plates at over 2,900 airports. FliteChart are not geo-referenced and updates are offered every 28-days from www.garmin.com.

Add SafeTaxi®

With SafeTaxi, GMX 200 owners will navigate unfamiliar airports with confidence. SafeTaxi displays runways, taxiways, intersections, airport Hot Spots, FBOs, and hangars while simultaneously depicting the aircraft's exact location and movement on the field. SafeTaxi currently includes over 850 U.S. airport diagrams and seamlessly integrates with the GMX 200's existing basemap. Updates for SafeTaxi are available every 56 days from www.garmin.com.

Add Weather

With the addition of the GDL 69, you can add XM WX Satellite Weather information to the GMX 200. Graphical weather depictions including NEXRAD, METARs, TAFs, TFRs, winds aloft, echo tops, precipitation type at the surface, lightning strikes, storm-cell data, AIRMETs and SIGMETs can be received and displayed regardless of altitude. Combine animated NEXRAD images with the maximum zoom range of 2500nm and a nationwide view of the weather is presented on one screen. The GMX 200 also provides a user interface for the more than 150 channels of XM audio with the GDL 69A.

Garmin GNS-530W WAAS NAV/COMM/GPS

The WAAS-certified GNS 530W and its slightly smaller sibling, GNS 430W, lead the industry with multitasking, integrated avionics and cutting-edge WAAS navigation. The standard GNS 530W features a 10-watt comm, and for a slightly higher price, GNS 530AW delivers 16 watts of power output. Both versions come with optional Class B TAWS alerting to warn you of potential terrain and obstacle conflicts along your flight path.

Integrate Your Avionics

GNS 530W is an all-in-one GPS/Nav/Comm solution. It features a WAAS-certified GPS, 2280-channel capacity comm and 200-channel ILS/VOR with localizer and glideslope. Traditionally it would take a host of components to provide the capabilities of this one smart box. High-speed 5 Hz processing makes navigation calculations and map redraw rates five times faster than earlier GNS series navigators.

Fly WAAS Approaches

GNS 530W comes with built-in WAAS navigation capabilities. It is approved to fly LPV "glideslope" approaches without reference to ground-based navaids of any kind. Featuring an advanced 15-channel receiver capable of five position updates per second, GNS 530W meets the FAA's stringent TSO C146a standards for WAAS "sole means" navigation — providing vertical and lateral approach guidance into thousands of U.S. airports previously inaccessible in IFR conditions.

Get High-Resolution Mapping

GNS 530W's 5-inch high-contrast display with brilliant colors makes it easy to read and interpret pilot-critical information. Effective use of color makes it easy to see your position relative to ground features, chart data, navaids, flight plan routings, approach procedures and more. Conveniently scan information from wide viewing angles, even in direct sunlight.

Enhance Situational Awareness

GNS 530W seamlessly integrates built-in terrain and navigation databases, providing a clear, concise picture of where you are and where you're heading. The 530W's huge Jeppesen® database, updated with front-loading data cards, contains location reference for all airports, VORs, NDBs, Intersections, Flight Service Stations, published approaches, SIDs/STARs, Special Use Airspace and geopolitical boundaries. A detailed basemap shows airports, cities, highways, railroads, rivers, lakes, coastlines and more. Using information from the built-in terrain and U.S. obstacles databases, the 530W displays color coding to graphically alert you when proximity conflicts loom ahead. In addition, you can augment GNS 530W with optional Class-B Terrain Awareness and Warning System (TAWS) for an extra margin of safety in the air.

Garmin GNS-430W WAAS NAV/COMM/GPS

The WAAS-certified GNS 430W and its larger sibling, GNS 530W, lead the industry with multitasking, integrated avionics and cutting-edge WAAS navigation. The standard GNS 430W features a 10-watt comm, and for a slightly higher price, GNS 430AW delivers 16 watts of power output.

Integrate Your Avionics

GNS 430W is an all-in-one GPS/Nav/Comm solution. It features a WAAS-certified GPS, 2280-channel capacity comm and 200-channel ILS/VOR with localizer and glideslope. Traditionally it would take a host of components to provide the capabilities of this one smart box. High-speed 5 Hz processing makes navigation calculations and map redraw rates five times faster than earlier GNS series navigators.

Fly WAAS Approaches

GNS 430W comes with built-in WAAS navigation capabilities. It is approved to fly LPV "glideslope" approaches without reference to ground-based navaids of any kind. Featuring an advanced 15-channel receiver capable of five position updates per second, GNS 430W meets the FAA's stringent TSO C146a standards for WAAS "sole means" navigation — providing vertical and lateral approach guidance into thousands of U.S. airports previously inaccessible in IFR conditions.

Get High-Resolution Mapping

GNS 430W's 4-inch high-contrast display with brilliant colors makes it easy to read and interpret pilot-critical information. Effective use of color makes it easy to see your position relative to ground features, chart data, navaids, flight plan routings, approach procedures and more. Conveniently scan information from wide viewing angles, even in direct sunlight.

Enhance Situational Awareness

GNS 430W seamlessly integrates built-in terrain and navigation databases, providing a clear, concise picture of where you are and where you're heading. The 430W's huge Jeppesen® database, updated with front-loading data cards, contains location reference for all airports, VORs, NDBs, Intersections, Flight Service Stations, published approaches, SIDs/STARs, Special Use Airspace and geopolitical boundaries. A detailed basemap clearly shows airports, cities, highways, railroads, rivers, lakes, coastlines and more. Using information from the built-in terrain and U.S. obstacles databases, the 430W displays color coding to graphically alert you when proximity conflicts loom ahead.

Sandel SN3500 Electronic EHSI

The SN3500 from Sandel offers the equivalent of a four-inch screen in a three-inch unit. Also the SN3500 features an ultra-wide-angle display, with true 180° viewability in both horizontal and vertical axes. In addition to a full suite of NAV presentations, including Compass, Map, Flight Plan and RMI formats, the SN3500 from Sandel can now provide a link to your aircraft's WSI weather radio unit. This will now show the pilot precipitation and lightning data.

In addition, input from a range of compatible TCAS/TAS sensors and Stormscope data can be overlaid directly on your navigation displays for your aircraft. The NS3500 from Sandel offers an unprecedented degree of situational awareness. All of this at the touch of a button. The SN3500 is available for both fixed-wing and helicopter applications.

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Garmin GTX-330ES – w/Extended Squitter

A panel-mounted Mode S digital transponder series with traffic datalink capability and dedicated pushbutton keys for squawk code selection, the GTX 330 family brings ATC aircraft surveillance to new levels of precision, reliability and performance.

Leading the way with ADS-B
With IFR-certified ES, or Extended Squitter, versions of the GTX 330, Garmin has taken the lead in providing an affordable pathway to ADS-B compliance for the FAA's proposed Next Generation airspace system. Using precise GPS-referenced positioning information, the extended squitter technology enables transponders to automatically transmit more accurate, and more useful, traffic surveillance data – including aircraft flight ID, position, altitude, velocity, climb/descent, and heading information. (Compared to traditional Mode S and Mode C transponders, which can only broadcast altitude, and thus require ground-based radar to correlate and identify the aircraft's position.)

Traffic in simulcast
As the first general aviation transponder to receive TSO-C166a authorization for 1090 MHz extended squitter transmission, Garmin's GTX 330 ES improves upon the existing transponder query system – while working seamlessly with existing ATC protocols. The ADS-B reports provide ground controllers with considerably faster updates than traditional radar. And by simultaneously broadcasting this information to TAS or TCAS equipped pilots, it enables them to essentially see the same traffic picture for their location that ATC is watching on the ground. Thus, with everyone in the ADS-B loop watching and reacting to the same flight trajectories, safe separation is far easier to maintain.

The quality shows
All the features of Garmin's standard GTX 330 transponder are retained in the ES version: Solid-state design, 250-watt transmitter, remote ident and auto standby, altitude monitor with voice alerts, TIS traffic interface, and an easy-to-read LCD display that reverses its numbers out of black for optimal viewing in all lighting conditions. A dedicated VFR squawk code button makes entering the numbers quick and easy. And a variety of useful timing and display functions include flight time, count-up and count-down timers, plus current pressure altitude. The GTX 330 can also be used to satisfy the European mandate for Mode S level 2 surveillance. And an antenna diversity option is added with the GTX 330D – for improved air-to-air surveillance of TCAS-equipped aircraft flying above you.

Garmin GTX-327 – Mode 'C' Transponder

The panel-mounted GTX 327 is a TSO-certified Mode C digital transponder. Its innovative features, proven performance and reliability bring a whole new level of transponder utility to your aircraft. Looking for a more affordable alternative? The panel-mounted GTX 320A Mode C transponder features a pilot-friendly design minus the DSTN LCD display.

Enjoy Innovative Features

GTX 327 features a solid state design, and with no warm up time, lower power consumption and much lower heat emissions, you'll enjoy a longer service life. It provides 200 watts nominal power output and has an easy-to-read DSTN liquid crystal display which reverses the numbers out of black for optimal viewing. An innovative keypad makes entering a squawk code a snap, and a dedicated VFR button allows for quick-and-easy VFR squawking. Similar to the GTX 330 Mode S transponder, the 327 also offers several timing and display functions, including flight time, count-up and count-down timers, as well as current pressure altitude.

Garmin GI-275 CDI / MFD

The GI 275 Base variant can be utilized as a CDI/MFD with features such as traffic, weather, terrain, SafeTaxi® airport diagrams, and more. When installed as a CDI, the GI 275 flight instrument, when paired with select VHF Nav radios or GPS navigators, can serve as your primary indicator for making, adjusting and tracking course selections. It is designed to accept a variety of GPS or navigation inputs, allowing up to two GPS sources and two VHF navigation sources. The GI 275 features an Omni Bearing Resolver that allows the flight instrument to interface to a variety of legacy navigation sources without the need for an expensive adapter. CDI source selection can be accomplished through the touchscreen interface, while course and heading selection is completed by using either the touchscreen or dual concentric knob. When pilots replace an older mechanical CDI, the GI 275 doubles as a modern digital indicator and adds MFD-like capabilities such as a moving map, weather, traffic and terrain.
Multifunction Display Functionality

Depending on the configuration and installation, GI 275 is capable of displaying additional page functions and features beyond a traditional flight instrument. These features can include the following:

- A multifunction display (MFD) with a moving map can display terrain, obstacles, traffic, weather, airspace information, airways, and more.
- When interfaced to a GTX™ 345 or GNX™ 375, traffic information can be displayed on the dedicated traffic page or moving map. Patented TargetTrend™ relative motion technology and pop-up traffic alerts further enhance situational awareness.
- GI 275 can also be interfaced to a variety of traffic systems, including select Traffic Advisory (TAS) and Traffic Alert and Collision Avoidance Systems (TCAS). Traffic advisories are displayed on the dedicated traffic page and moving map.
- SafeTaxi airport diagrams display runways, taxiways, Fixed Based Operators (FBO's), hangars and more relative to the aircraft's location on the airport surface.
- Terrain shading incorporates yellow and red contouring indicating that the aircraft is 1,000 and 100 feet above ground level (AGL) respectively. Terrain information — as well as obstacle and WireAware™ database information — can be viewed on the terrain and map pages.
- GI 275 uses its internal terrain and obstacle database to provide audible and visual terrain proximity alerts, including, "terrain ahead, pull up" and "obstacle ahead, pull up."
- When paired with the GDL® 69 datalink receiver, GI 275 is capable of displaying SiriusXM® Aviation Weather. It can also display Flight Information Service-Broadcast (FIS-B) weather from either a GTX™ 345 or GNX 375.
- An airport information page displays a variety of information, including frequencies, runway dimensions and more.

Collins 331A-3G HSI Co-Pilot Course Indicator

331A-3G
FEATURES

- Course Indicator typically used in PN-101 Pictorial Navigation System
- Provides controls for course and heading selection
- Contains outputs for autopilot or flight director, VOR Receiver, and additional compass loads
- All models contain bootstrap synchro as additional source of slaved gyro heading information (except -000 model)
- May be front or rear mounted
- Models available with or without internal lighting (see table below)
- Internally lighted models available with 5 or 28 Volt, white, blue-white, or red lighting (see table below)
- Models available w/ EZ/ORZ choke to enable usage w/ 30 or 400Hz OBS resolvers (see table below)
- Model available with gray face color (all other models black)
- Similar to 331A-3F indicator but 331A-3G DOES contain course datum, heading, or bootstrap synchros for autopilot tie-in and additional source of slaved gyro heading information

Bendix/King KEA-130A Encoding Altimeter

- Encoding Altimeter with 35000 foot range
- Internal encoder provides altitude signals in accordance with ICAO altitude code requirements
- Can be manually adjusted to variances in barometric pressure
- 3 pointers
- 20 feet altitude increments

Beechcraft/Sigma-Tek 5000B-5 Attitude Indicator

The 5000B is an air-driven gyro that has a pictorial horizon mask and fixed airplane. The mask moves to indicate climb, dive, and bank. Bank and pitch attitudes are displayed so that the pilot's sensing of the gyro indication is the same as the interpretation of the relation between the wings of the aircraft and the natural horizon during visual flight.

Mid-Continent Instruments and Avionics 1394T100 Turn Coordinator

Engineered for a long service life, the "B" model turn coordinator features a proven AC rotor powered by a solid-state inverter, creating less heat behind the panel. Utilizing a brushless rotor design, this instrument has top industry ratings of 4,800 hours MTBF. It is ideal for use in high performance aircraft and cold-climate applications.

PS Engineering PMA7000H Audio Panel w/Marker Beacon

The PMA 7000H is the latest addition to the PMA 7000 family, designed specifically for applications where large seat count and high end-low cost capabilities are required.

Having all of the capabilities of the popular PMA 7000B, the PMA 7000H adds 3 more passenger positions (total of 7 passengers with Pilot and Copilot seats), Cockpit Voice Recorder (CVR) output, and Push-To-Talk Intercom (PTT-ICS)

function. (better known as Hot-Mic)

Along with the PTT-ICS capability, as with all PS Engineering's audio panels, the PMA 7000H comes standard with IntelliVox®, our patented automatic Voice-Operated-Relay (VOX) system.

Like the original PMA 7000M-S designed and sold in 1997, the PMA 7000H has a sophisticated telephone distribution system. Using On/Off Hook Switches that can be distributed through the aircraft, the pilot or copilot can make a private phone call, the passengers can make a party line phone call, pilot and passengers, copilot and passengers, or everyone can be on the telephone system. Making this telephone distribution the original Phone Booth™ and Party Line audio distribution system for General Aviation.

- 10-place IntelliVox® intercom (automatic VOX) with individually gated microphones
- Push-to-Talk Intercom Capability for Crew
- CVR output
- Built-in Marker Beacon Receiver
- Com 3 can act as Cellular telephone input with "DuTel™" telephone distribution
- Split mode for dual audio panel capability
- 2 hi-fidelity stereo music source inputs
- 3 isolation modes - Pilot Isolate, All, and Crew
- Front panel music mute modes - Mute On or Mute off (ICS button)
- Front panel selection of intercom between crew while in Split mode
- 4 unswitched inputs
- Selectable special intercom mode with "Alternate Intercom Mode"
- RAM (Radio Active Mute) eliminates constant back ground noise from radio static

L-3 WX-500 Stormscope

Designed to interface with most MFD's, the WX-500 allows pilots to view lightning information directly on their MFD - on a dedicated page or overlaid on the map.

Whether you are a commercial pilot flying an all glass cockpit or a General Aviation pilot with a traditional panel, Stormscope fits the model that suits your needs. Whether viewing on a dedicated display or overlaying the information on a moving map, Stormscope offers the most display options of any weather provider. With its multiple output options, Stormscope keeps pilots informed of lightning strikes the second they happen. Stormscope is certified and flying with almost every display manufacturer, and the list is growing every day.

Garmin GDL-69A Data Link

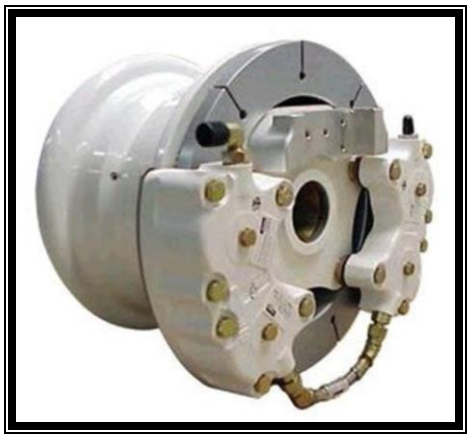
GDL 69 SXM delivers SiriusXM satellite weather to your navigation display. For audio entertainment in the cockpit, the sound-enabled GDL 69A SXM also provides SiriusXM Satellite Radio.

Get Detailed Weather
This remote datalink receiver helps you make informed, safe decisions based on the weather. With a subscription to SiriusXM Satellite Weather, GDL 69 SXM brings continuous, detailed weather information to the GNS series navigators, GTN series avionics, G1000®, G900X®, G600, G500, G500H and GMX 200.
Data is provided using location-specific SiriusXM weather information. SiriusXM's two powerful S-band geostationary satellites, positioned over the east and west coasts, deliver seamless coverage at any altitude across the continental U.S.

The weather suite's high resolution color graphics provide detailed NEXRAD and METARs data, as well as current reports on precipitation, lightning, winds-aloft, echo tops, TFRs and more.
Listen to Satellite Radio

With a subscription, GDL 69A SXM delivers SiriusXM Satellite Radio to your aircraft. Enjoy a variety of continuous news, sports, music and entertainment programming anywhere nationwide. GDL 69A SXM interfaces with your cockpit audio panel control to play through the aircraft's audio system.

Cleveland Wheels & Brakes



Cleveland Wheels & Brakes 199-110 Main Wheel & Brake Conversion Kit - STC SA619GL
Cleveland Wheels & Brakes 199-126 Nose Wheel Conversion Kit

For Some *Minor* Guidance on *Some* Avionics Installations – Please the 337 *Excerpt* Below – Dated June 2010:

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

Installed a Garmin GNS-530W in accordance with STC# SA01933LA and its Approved Model List.

The GNS-530W was interfaced with the PS Engineering PMA-7000H audio panel, the S-TEC System 65 autopilot and ST-901 GPS Steering Converter, the Sandel SN3500 EHSI, the Garmin GDL-69A Data Link and the L-3 Avionics WX-500 Stormscope. The Garmin GA-35 GPS antenna was mounted on the top of the fuselage at an arm of 138.0 inches in accordance with Georgian Aerospace Group Inc (DER) drawing number 35G-316F344.

The GNS-530W FAA Approved Flight Manual Supplement, dated December 21, 2006, was installed in the Aircraft Flight Manual. Refer to Garmin Document Number 190-00357-65, Rev A, for continued Airworthiness Instructions.

Installed a Garmin GNS-430W in accordance with STC# SA01933LA and its Approved Model List.

The GNS-430W was interfaced with the PS Engineering PMA-7000H audio panel, the Sandel SN3500 EHSI, the Collins PN-101 copilot's HIS, the Garmin GDL-69A Data Link and the L-3 Avionics WX-500 Stormscope. The Garmin GA-35 GPS antenna was mounted on the top of the fuselage at an arm of 159.0 inches in accordance with Georgian Aerospace Group Inc (DER) drawing number 35G-316F343.

The GNS-430W FAA Approved Flight Manual Supplement, dated December 21, 2006, was installed in the Aircraft Flight Manual. Refer to Garmin Document Number 190-00356-65, Rev A, for continued Airworthiness Instructions.

Installed a Garmin GMX-200 multi function display in accordance with STC# SA01692SE and its Approved Model List.

The GMX-200 was interfaced with the GNS-530W GPS, the Garmin GDL-69A Data Link, the Garmin GTX-330 Mode S transponder and the L-3 Avionics WX-500 Stormscope.

The GMX-200 FAA Approved Flight Manual Supplement, dated August 11, 2006, was installed in the Aircraft Flight Manual. Refer to Garmin Document Number 190-00607-00, Rev A, for continued Airworthiness Instructions.

Installed a Garmin GDL-69A XM satellite receiver in accordance with STC# SA01487SE and its Approved Model List.

The GDL-69A was interfaced with the Garmin GMX-200 MFD, the Garmin GNS-530W, the Garmin GNS-430W and the PS Engineering PMA-7000H audio panel. The Garmin GA-55 Data Link antenna was mounted on the top of the fuselage at an arm of 174.0 inches in accordance with Georgian Aerospace Group Inc (DER) drawing number 35G-402F126.

Refer to Garmin Document Number 190-00355-00, Rev A, for continued Airworthiness Instructions.
----------END----------

ACCIDENTS. INCIDENTS, MAJOR REPAIR HISTORY:

There are no FAA Reported Accidents for the Aircraft
There is one (1) FAA Reported Incident for the Aircraft:
Service Vehicle Impacts Aircraft – March 2023

Aviation Investigation Final Report

Location:	Bismark, North Dakota	**Accident Number:**	CEN23LA126
Date & Time:	March 9, 2023, 17:45 Local	**Registration:**	N46CV
Aircraft:	Beech C90	**Aircraft Damage:**	Substantial
Defining Event:	Ground collision	**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

The commercial pilot stated that a vehicle struck the right wing of the airplane as he was taxiing from the non-movement area for departure. Surveillance video showed a ground service vehicle drive across the ramp and into the right wing of the airplane. The driver of the ground vehicle stated that as she was starting to speed up on the ramp, the airplane came into view. The driver attempted to stop but slid on the ice and came to rest under the airplane's right wing. A postaccident examination of the airplane revealed substantial damage to the right wing. The pilot stated there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The ground vehicle driver's failure to see and maintain clearance from the airplane while conducting ground operations.

As a result of the above, the Right Wing was replaced

There is one (1) FAA 337 Report of a Major Repair for the Aircraft:

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.

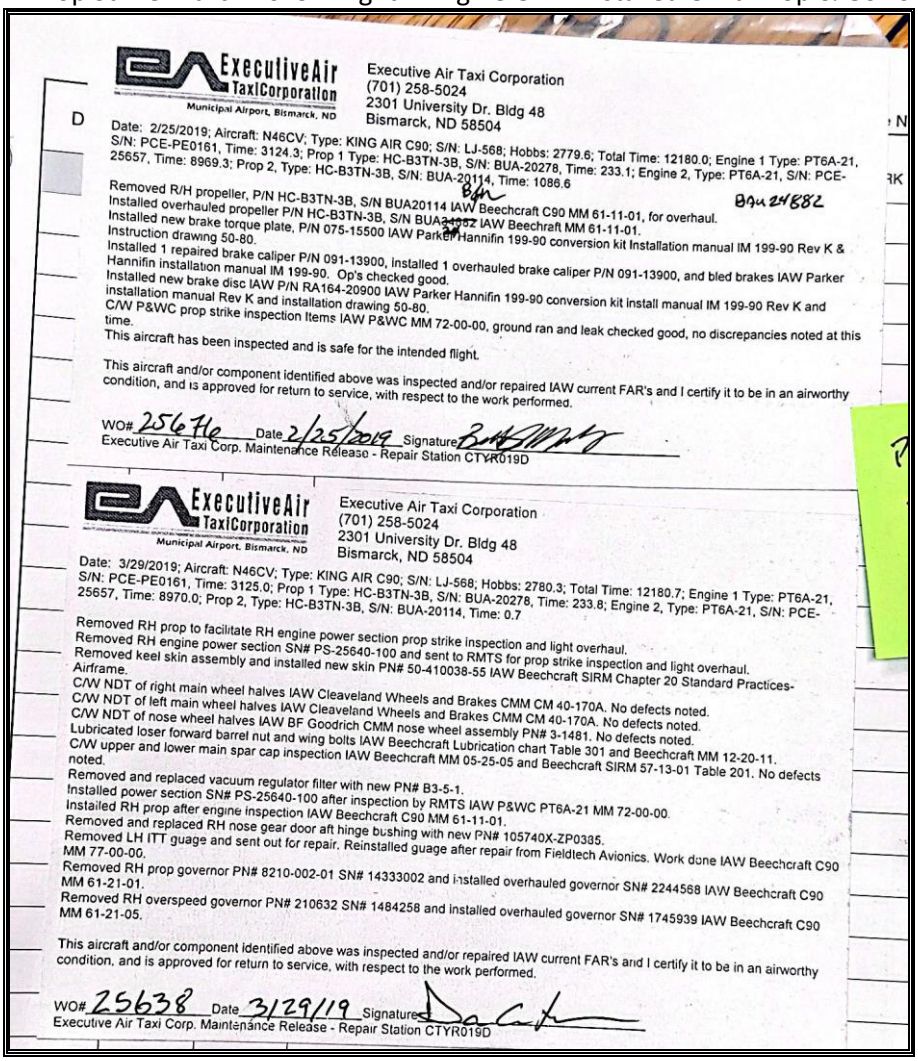
8. Description of Work Accomplished

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

N108KU	3-25-2010
Nationality and Registration Mark	Date

1. Trimmed and removed belly skin from FS 160.0 to 165.0 also trimmed left and right inbd and outbd wheel well webs and removed channels in accordance with drawings AI43-53-101 and AI43-55-102 approved on 8110 -3 by William Cotney DERT-510080-CE and the Hawker Beechcraft SIRM p/n 98-39006C4 chap 20-50- 02 and -03 to facilitate removal of the fwd center section lower spar cap.
2. Removed lower fwd center section spar cap at FS 160.0 in accordance with the Hawker Beechcraft SIRM p/n 98-39006C4 chap, 20-50-02 and -03.
3. Installed new lower fwd center section spar cap p/n 50-120219 with the following parts, reinforcement p/n 99-120059-1, lower splice plate p/n 99-120059-2, channel p/n 99-120059-117 and -118, clips p/n 50-120156-51, -52, -53, and -54. All fasteners were installed with the same type and spacing as removed in accordance with Hawker Beechcraft SIRM p/n 98-39006C4 chap 20-50-02 and -03.
4. Spliced belly skin at FS 160.0 to 165.0 and repaired wheel well areas previously removed in accordance with drawings AI43-53-101and AI 43-55-102 approved on 8110-3 by William Cotney DERT-510080-CE and the Hawker Beechcraft SIRM p/n 99-39006C4 chap. 20-50-02 and -03.
5. For continued airworthiness resume normal maintenance procedures in accordance with the manufactures maintenance manual.

********** NOTHING FOLLOWS **********



ExecutiveAir TaxiCorporation
Municipal Airport, Bismarck, ND

Executive Air Taxi Corporation
(701) 258-5024
2301 University Dr. Bldg 48
Bismarck, ND 58504

Date: 2/25/2019; Aircraft: N46CV; Type: KING AIR C90; S/N: LJ-568; Hobbs: 2779.6; Total Time: 12180.0; Engine 1 Type: PT6A-21, S/N: PCE-PE0161, Time: 3124.3; Prop 1 Type: HC-B3TN-3B, S/N: BUA-20278, Time: 233.1; Engine 2, Type: PT6A-21, S/N: PCE-25657, Time: 8969.3; Prop 2, Type: HC-B3TN-3B, S/N: BUA-20114, Time: 1086.6

Removed R/H propeller, P/N HC-B3TN-3B, S/N BUA20114 IAW Beechcraft C90 MM 61-11-01, for overhaul.
Installed overhauled propeller P/N HC-B3TN-3B, S/N BUA24882 IAW Beechcraft MM 61-11-01.
Installed new brake torque plate, P/N 075-15500 IAW Parker Hannifin 199-90 conversion kit Installation manual IM 199-90 Rev K & Instruction drawing 50-80.
Installed 1 repaired brake caliper P/N 091-13900, installed 1 overhauled brake caliper P/N 091-13900, and bled brakes IAW Parker Hannifin installation manual IM 199-90. Op's checked good.
Installed new brake disc IAW P/N RA164-20900 IAW Parker Hannifin 199-90 conversion kit install manual IM 199-90 Rev K and installation manual Rev K and installation drawing 50-80.
C/W P&WC prop strike inspection Items IAW P&WC MM 72-00-00, ground ran and leak checked good, no discrepancies noted at this time.
This aircraft has been inspected and is safe for the intended flight.

This aircraft and/or component identified above was inspected and/or repaired IAW current FAR's and I certify it to be in an airworthy condition, and is approved for return to service, with respect to the work performed.

WO# 25676 Date 2/25/2019 Signature
Executive Air Taxi Corp. Maintenance Release - Repair Station CTYR019D

ExecutiveAir TaxiCorporation
Municipal Airport, Bismarck, ND

Executive Air Taxi Corporation
(701) 258-5024
2301 University Dr. Bldg 48
Bismarck, ND 58504

Date: 3/29/2019; Aircraft: N46CV; Type: KING AIR C90; S/N: LJ-568; Hobbs: 2780.3; Total Time: 12180.7; Engine 1 Type: PT6A-21, S/N: PCE-PE0161, Time: 3125.0; Prop 1 Type: HC-B3TN-3B, S/N: BUA-20278, Time: 233.8; Engine 2, Type: PT6A-21, S/N: PCE-25657, Time: 8970.0; Prop 2, Type: HC-B3TN-3B, S/N: BUA-20114, Time: 0.7

Removed RH prop to facilitate RH engine power section prop strike inspection and light overhaul.
Removed RH engine power section SN# PS-25640-100 and sent to RMTS for prop strike inspection and light overhaul.
Removed keel skin assembly and installed new skin PN# 50-410038-55 IAW Beechcraft SIRM Chapter 20 Standard Practices-Airframe.
C/W NDT of right main wheel halves IAW Cleaveland Wheels and Brakes CMM CM 40-170A. No defects noted.
C/W NDT of left main wheel halves IAW Cleaveland Wheels and Brakes CMM CM 40-170A. No defects noted.
C/W NDT of nose wheel halves IAW BF Goodrich CMM nose wheel assembly PN# 3-1481. No defects noted.
Lubricated loser forward barrel nut and wing bolts IAW Beechcraft Lubrication chart Table 301 and Beechcraft MM 12-20-11.
C/W upper and lower main spar cap inspection IAW Beechcraft MM 05-25-05 and Beechcraft SIRM 57-13-01 Table 201. No defects noted.
Removed and replaced vacuum regulator filter with new PN# B3-5-1.
Installed power section SN# PS-25640-100 after inspection by RMTS IAW P&WC PT6A-21 MM 72-00-00.
Installed RH prop after engine inspection IAW Beechcraft C90 MM 61-11-01.
Removed and replaced RH nose gear door aft hinge bushing with new PN# 105740X-ZP0385.
Removed LH ITT guage and sent out for repair. Reinstalled guage after repair from Fieldtech Avionics. Work done IAW Beechcraft C90 MM 77-00-00.
Removed RH prop governor PN# 8210-002-01 SN# 14333002 and installed overhauled governor SN# 2244568 IAW Beechcraft C90 MM 61-21-01.
Removed RH overspeed governor PN# 210632 SN# 1484258 and installed overhauled governor SN# 1745939 IAW Beechcraft C90 MM 61-21-05.

This aircraft and/or component identified above was inspected and/or repaired IAW current FAR's and I certify it to be in an airworthy condition, and is approved for return to service, with respect to the work performed.

WO# 25638 Date 3/29/19 Signature
Executive Air Taxi Corp. Maintenance Release - Repair Station CTYR019D

1. Approving Civil Aviation Authority/Country:	2.	3. Form Tracking Number:
FAA/United States	**AUTHORIZED RELEASE CERTIFICATE** FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG	ROCKY MOUNTAIN TURBINE SERVICES

4. Organization Name and Address:	5. Work Order/Contract/Invoice Number:
ROCKY MOUNTAIN TURBINE SERVICES. 1 CREATIVE PL. MONTROSE CO 81401 CRS #1B6R708C	R003431

6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
1	POWER TURBINE BLADE	3013102	41	N/A	OVERHAULED

12. Remarks:

CLEANED, INSPECTED, AND OVERHAULED IAAW PRATT & WHITNEY CORP. OVERHAUL MANUAL 3013243 REV. 41

A COMPLETE DESCRIPTION OF WORK PERFORMED IS ON FILE AT THE ABOVE BOX HOUSING REFERENCED ORGANIZATION UNDER THE WORK ORDER AND SYSTEM TRACKING REFERENCE NUMBER INDICATED IN BLOCKS 3 AND 5.

CERTIFIES THAT THE WORK SPECIFICED IN BLOCKS 11/12 WAS CARRIED OUT IN ACCORDANCE WITH EASA PART 145, AND WITH RESPECT TO THAT WORK, THE COMPONENT IS CONSIDERED READY FOR RELEASE TO SERVICE UNDER EASA PART 145 APPROVAL NUMBER EASA 145.6709.

REMOVED FROM ENGINE: PCE-25042

13a. Certifies the items identified above were manufactured in conformity to:	14a. X 14 CFR 43.9 Return to Service X Other regulation specified in Block 12
☐ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 12.	Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.

13b. Authorized Signature:	13c. Approval/Authorization No.:	14b. Authorized Signature:	14c. Approval/Certificate No.:
			1B6R708C
13d. Name (Typed or Printed):	**13e. Date (dd/mmm/yyyy):**	**14d. Name (Typed or Printed):**	**14e. Date (dd/mmm/yyyy):**
		JACK WILSON	07/MAR./2019

User/Installer Responsibilities

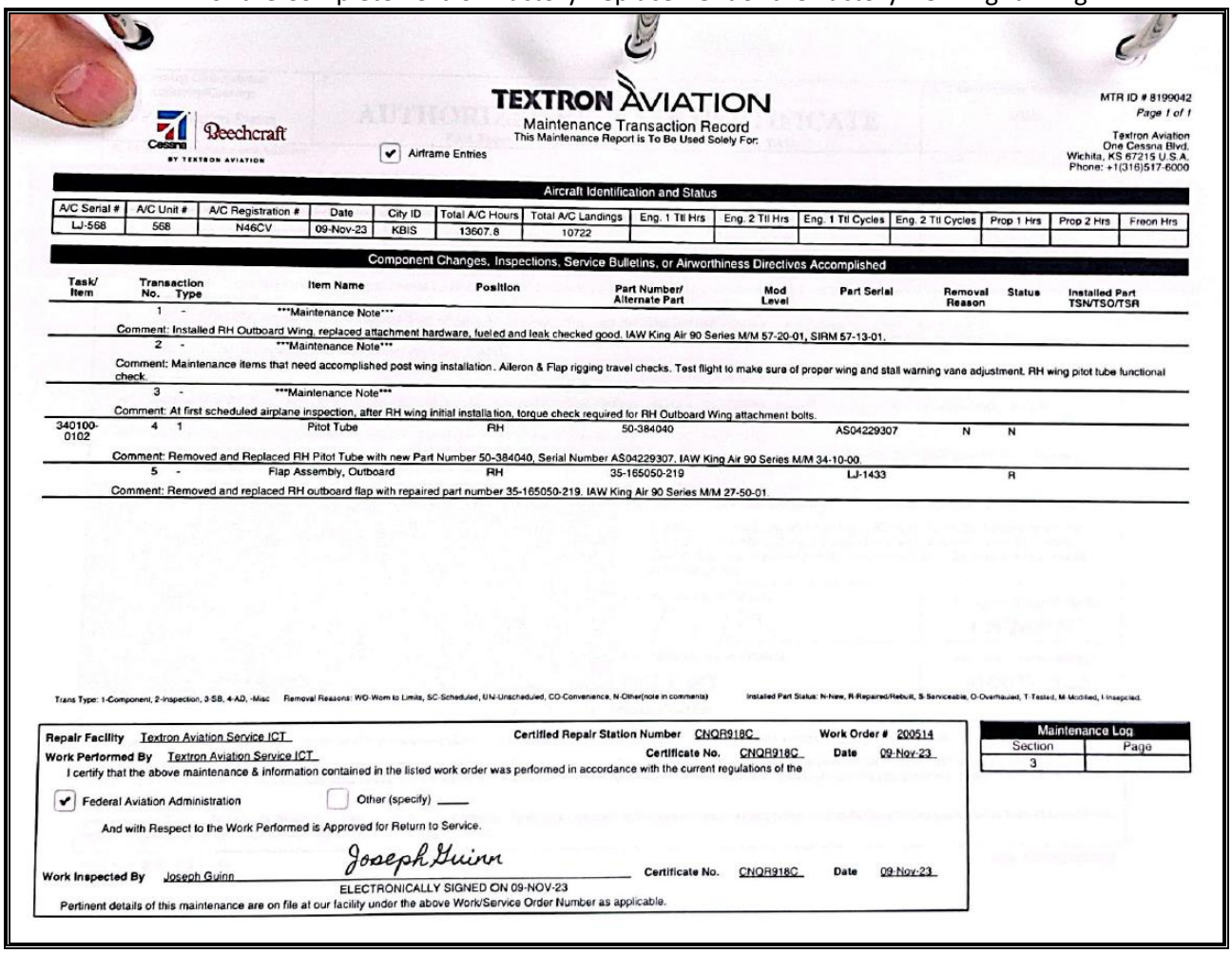
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.

Statements national regulations by the user/installer before the aircraft may be flown.in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the

FAA Form 8130-3 (02–14) NSN: 0052-00-012-9005

MTR For the Complete Textron Factory Replacement of the Factory New Right Wing:



TEXTRON AVIATION

Maintenance Transaction Record

This Maintenance Report is To Be Used Solely For: ☑ Airframe Entries

MTR ID # 8199042

Page 1 of 1

Textron Aviation
One Cessna Blvd.
Wichita, KS 67215 U.S.A.
Phone: +1(316)517-6000

Cessna | Beechcraft — BY TEXTRON AVIATION

Aircraft Identification and Status

A/C Serial #	A/C Unit #	A/C Registration #	Date	City ID	Total A/C Hours	Total A/C Landings	Eng. 1 Ttl Hrs	Eng. 2 Ttl Hrs	Eng. 1 Ttl Cycles	Eng. 2 Ttl Cycles	Prop 1 Hrs	Prop 2 Hrs	Freon Hrs
LJ-568	568	N46CV	09-Nov-23	KBIS	13607.8	10722							

Component Changes, Inspections, Service Bulletins, or Airworthiness Directives Accomplished

Task/ Item	Transaction No.	Type	Item Name	Position	Part Number/ Alternate Part	Mod Level	Part Serial	Removal Reason	Status	Installed Part TSN/TSO/TSR
	1	-	***Maintenance Note***							
Comment: Installed RH Outboard Wing, replaced attachment hardware, fueled and leak checked good. IAW King Air 90 Series M/M 57-20-01, SIRM 57-13-01.										
	2	-	***Maintenance Note***							
Comment: Maintenance items that need accomplished post wing installation. Aileron & Flap rigging travel checks. Test flight to make sure of proper wing and stall warning vane adjustment. RH wing pitot tube functional check.										
	3	-	***Maintenance Note***							
Comment: At first scheduled airplane inspection, after RH wing initial installation, torque check required for RH Outboard Wing attachment bolts.										
340100-0102	4	1	Pitot Tube	RH	50-384040		AS04229307	N	N	
Comment: Removed and Replaced RH Pitot Tube with new Part Number 50-384040, Serial Number AS04229307. IAW King Air 90 Series M/M 34-10-00.										
	5	-	Flap Assembly, Outboard	RH	35-165050-219		LJ-1433		R	
Comment: Removed and replaced RH outboard flap with repaired part number 35-165050-219. IAW King Air 90 Series M/M 27-50-01										

Trans Type: 1-Component, 2-Inspection, 3-SB, 4-AD, -Misc Removal Reasons: W/O-Worn to Limits, SC-Scheduled, UN-Unscheduled, CO-Convenience, N-Other(note in comments) Installed Part Status: N-New, R-Repaired/Rebuilt, S-Serviceable, O-Overhauled, T-Tested, M-Modified, I-Inspected.

Repair Facility Textron Aviation Service ICT **Certified Repair Station Number** CNQR918C **Work Order #** 200514

Work Performed By Textron Aviation Service ICT **Certificate No.** CNQR918C **Date** 09-Nov-23

I certify that the above maintenance & information contained in the listed work order was performed in accordance with the current regulations of the

☑ Federal Aviation Administration ☐ Other (specify) ____

And with Respect to the Work Performed is Approved for Return to Service.

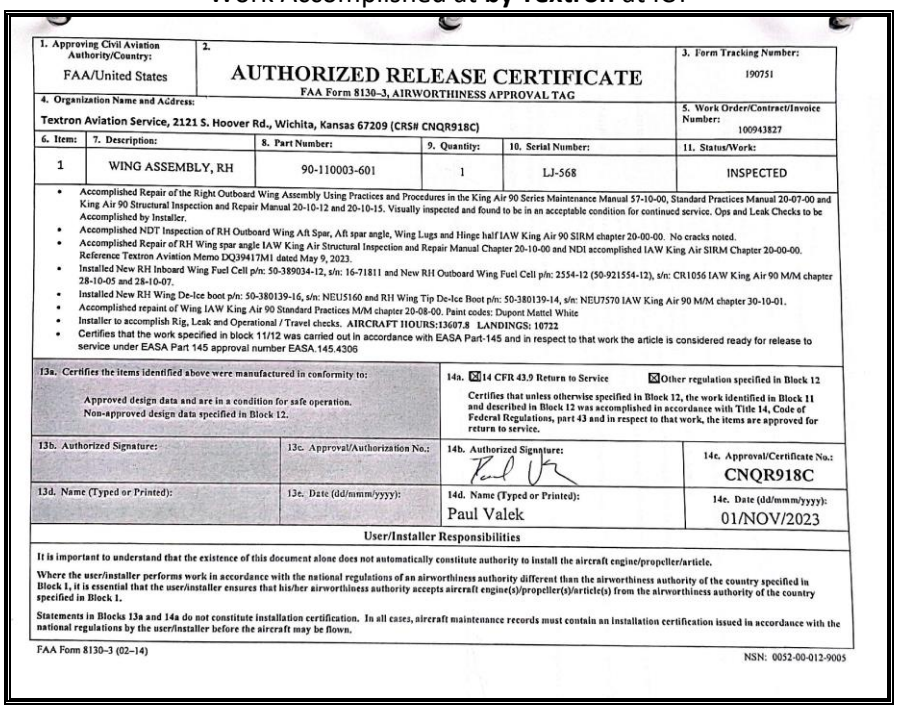
Work Inspected By Joseph Guinn Joseph Guinn **Certificate No.** CNQR918C **Date** 09-Nov-23

ELECTRONICALLY SIGNED ON 09-NOV-23

Pertinent details of this maintenance are on file at our facility under the above Work/Service Order Number as applicable.

Maintenance Log	
Section	Page
3	

8130 For Entire **FACTORY NEW** Right Wing Assembly
Work Accomplished at **by Textron** at ICT



1. Approving Civil Aviation Authority/Country: FAA/United States

2. **AUTHORIZED RELEASE CERTIFICATE**
FAA Form 8130–3, AIRWORTHINESS APPROVAL TAG

3. Form Tracking Number: 190751

4. Organization Name and Address: Textron Aviation Service, 2121 S. Hoover Rd., Wichita, Kansas 67209 (CRS# CNQR918C)

5. Work Order/Contract/Invoice Number: 100943827

6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
1	WING ASSEMBLY, RH	90-110003-601	1	LJ-568	INSPECTED

- Accomplished Repair of the Right Outboard Wing Assembly Using Practices and Procedures in the King Air 90 Series Maintenance Manual 57-10-00, Standard Practices Manual 20-07-00 and King Air 90 Structural Inspection and Repair Manual 20-10-12 and 20-10-15. Visually inspected and found to be in an acceptable condition for continued service. Ops and Leak Checks to be Accomplished by Installer.
- Accomplished NDT Inspection of RH Outboard Wing Aft Spar, Aft spar angle, Wing Lugs and Hinge half IAW King Air 90 SIRM chapter 20-00-00. No cracks noted.
- Accomplished Repair of RH Wing spar angle IAW King Air Structural Inspection and Repair Manual Chapter 20-10-00 and NDI accomplished IAW King Air SIRM Chapter 20-00-00. Reference Textron Aviation Memo DQ39417M1 dated May 9, 2023.
- Installed New RH Inboard Wing Fuel Cell p/n: 50-389034-12, s/n: 16-71811 and New RH Outboard Wing Fuel Cell p/n: 2554-12 (50-921554-12), s/n: CR1056 IAW King Air 90 M/M chapter 28-10-05 and 28-10-07.
- Installed New RH Wing De-Ice boot p/n: 50-380139-16, s/n: NEU5160 and RH Wing Tip De-Ice Boot p/n: 50-380139-14, s/n: NEU7570 IAW King Air 90 M/M chapter 30-10-01.
- Accomplished repaint of Wing IAW King Air 90 Standard Practices M/M chapter 20-08-00. Paint codes: Dupont Mattel White
- Installer to accomplish Rig, Leak and Operational / Travel checks. AIRCRAFT HOURS:13607.8 LANDINGS: 10722
- Certifies that the work specified in block 11/12 was carried out in accordance with EASA Part-145 and in respect to that work the article is considered ready for release to service under EASA Part 145 approval number EASA.145.4306

13a. Certifies the items identified above were manufactured in conformity to:
Approved design data and are in a condition for safe operation.
Non-approved design data specified in Block 12.

14a. ☒ 14 CFR 43.9 Return to Service ☒ Other regulation specified in Block 12
Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.

13b. Authorized Signature:	13c. Approval/Authorization No.:	14b. Authorized Signature:	14c. Approval/Certificate No.:
			CNQR918C
13d. Name (Typed or Printed):	13e. Date (dd/mmm/yyyy):	14d. Name (Typed or Printed):	14e. Date (dd/mmm/yyyy):
		Paul Valek	01/NOV/2023

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130–3 (02–14) NSN: 0052-00-012-9005

ExecutiveAir TaxiCorporation

WO#: WO26837
N46CV
KingAir C90

Airframe Entry - Airframe SN: LJ-568 05-Dec-2023, 13,607.8 Hrs, 10,772 Ldg, 4,207.4 Hobbs

Package / Inspection
080005 Weight and Balance
Note: C/W Weight and Balance IAW King Air 90 Series MM 08-20-00.

Snag
6CV-230313-076 **57 RH Outboard Wing damage from impact (Type: Squawk, Category: -)**
Action Taken: RH Outboard Wing removed, repaired and installed by Textron Aviation Service ICT, CRS# CNQR918C under Work Order # 200514 dated 09-Nov-23 and FAA Form 8130-3 for RH WING ASSEMBLY, P/N 90-110003-601, S/N LJ-568 dated 01/NOV/2023.

6CV-231129-085 **34 RH pitot tube functional check as post RH wing installation requirement. (Type: Squawk, Category: -)**
Action Taken: Performed RH pitot tube functional check as post RH wing installation requirement IAW 34-10-00 and Static System leak check IAW FAR 91.411.

6CV-231129-087 **27 Perform aileron rigging as post RH Outboard Wing Assembly Installation Requirement. (Type: Squawk, Category: -)**
Action Taken: Performed aileron rigging as post wing installation requirement IAW King Air 90 Series MM 27-10-09.

6CV-231129-088 **27 RH Outboard Flap damaged. (Type: Squawk, Category: -)**
Action Taken: RH Outboard flap assembly removed and replaced with Repaired P/N 35-165050-219, S/N LJ1433 by Textron Aviation Service ICT, CRS# CNQR918C, Work Order # 200514 dated 09-Nov-23.

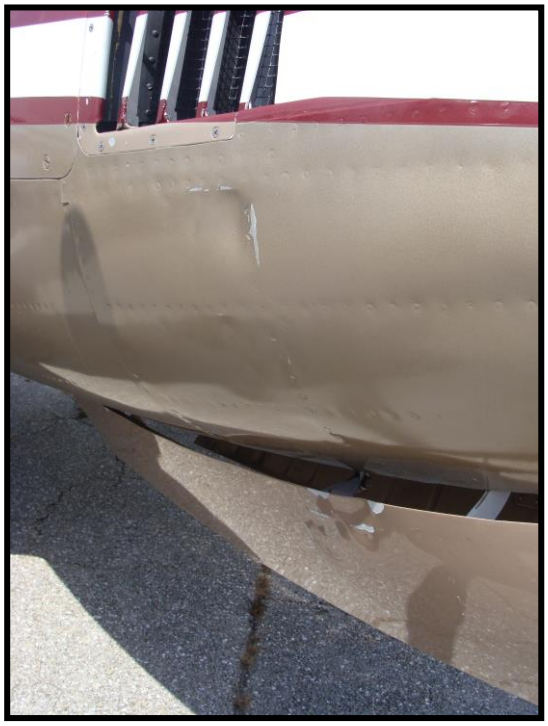
6CV-231205-089 **27 RH Aileron damaged. (Type: Squawk, Category: -)**
Action Taken: Removed damaged R/H aileron and installed Repaired Aileron P/N 99-130000-291SRS, S/N 1090SP2 IAW King Air Model 90 Series MM 27-10-07. Aileron travel checks performed.

This aircraft and/or component identified above was inspected and/or repaired IAW current FAR's and I certify it to be in an airworthy condition, and is approved for return to service, with respect to the work performed.

Service Center: Executive Air Taxi Corporation

Date: 12/5/23 Name & Certificate: CTYR019D Signature:

Some Evidence of Hangar Rash – Located on Inboard Side of Left Engine Nacelle



Evidence of a Minor Cabin Door Pinch:

This Aircraft Proudly Represented By:

Silver Hawk Aviation

Questions Are Always Encouraged and Welcomed
Please Feel Free to Contact:

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Silver Hawk Aviation, LLC
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