



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make CESSNA	Model T-50
	Serial No. 6487	Nationality and Registration Mark N66671
2. Owner	Name (As shown on registration certificate) T.M. SULLIVAN	Address (As shown on registration certificate) 454 LINDEN STREET SHREVEPORT, LOUISIANA 71104

3. For FAA Use Only

The (data/alteration) identified herein complied with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in Section 43.7 of the FAR.

Date: 4/27/09
FAA Inspector: *[Signature]*
Office Identification: SWRTE FSDO

5. Type

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address TERRY SULLIVAN 253 NORTH COMMON STREET SHREVEPORT, LOUISIANA 71101	B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. 516585866
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D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date 27 April 2009	Signature of Authorized Individual <i>[Signature]</i>
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7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

BY	FAA Flt. Standards Inspector	Manufacturer	X Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		
Date of Approval or Rejection 28 APRIL 2009		Certificate or Designation No. 369627621	Signature of Authorized Individual <i>[Signature]</i>	

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.)

Installed one (1) Facet-Purolator (cylindrical) solid state electronic, 28 volt, negative ground, electronic fuel pump No. 476411E (Cessna p/n 6508092-1) on each engine firewall between the engine fuel strainer and the engine driven fuel pump, as follows:

- 1) Selected a rigid, conductive, clean mounting area where temperatures will not exceed 140° F (60° C) on aircraft firewall, said position is within 24 vertical inches from the bottom of the fuel tank.
- 2) Mounted pump in the vertical position (outlet port up); marked and drilled (2) 7/32-inch holes into firewall and aligned with the mounting bracket.
- 3) Installed pump bracket over holes and secured with two (2) AN3-7A bolts, (2) AN970-3 flat washers and (2) AN365-1032 elastic stop nuts.

Connected power lead on the pump to the existing oil dilution circuit on the aircraft using existing 5 amp fuse for circuit protection in accordance with installation instructions and FAR 43.13-1B/2A, Section 4. System was operationally checked in accordance with manufacturer's maintenance manual. System fuel flow was calibrated before and after installation of pumps and showed no decrease in free fuel flow to carburetor. Placard installed on instrument panel of aircraft in direct view of pilot as follows:

FUEL BOOST PUMPS

1. Turn master switch "ON"
2. Turn Boost Pumps "ON"
3. When Fuel Pressure Gauge Reads 3 PSI, Turn Boost Pumps "OFF"
4. Proceed With Normal Engine Start
5. For Take-Offs and Landings, Turn Boost Pumps "ON"
6. During Flight, Should There Be a Drop in Fuel Pressure,
Turn Boost Pumps "ON"

System is to be maintained in accordance with Instructions for Continued Airworthiness (ICA) dated October 1, 2008 attached to this document.

Removed original Cessna 1/2 inch, Type III fuel valves in accordance with manufacturer's maintenance manual. Install two (2) Andair, Ltd. FS25 Type 3, 1/2" fuel valves to replace existing 1/2" original equipment tank selector valve and engine selector valve using existing mount and hardware in existing fuel selector box in cockpit. Install one (1) Andair, Ltd., FS25 Type 1, 1/2" fuel valve to replace existing 1/2" original equipment cross feed valve using existing mount and hardware in existing fuel selector box in cockpit. Operationally checked system in accordance with manufacturer's maintenance manual. Placards installed on fuel selector box, in full view of pilot, in accordance with CAR Part 3.764. System is to be maintained in accordance with Instructions for Continued Airworthiness (ICA) dated October 1, 2008 attached to this document.

END

■ Additional Sheets Are Attached

**INSTRUCTIONS FOR CONTINUED AIRWORTHINESS, (ICA) FOR
CESSNA T-50, N66671, S/N 6487**

**T.M. SULLIVAN, A&P
253 NORTH COMMONN STREET
SHREVEPORT, LA 71101**

FUEL VAVLES

**THIS MANUAL IS PREPARED TO PROVIDE INFORMATION, INSTRUCTIONS
FOR CONTINUED AIRWORTHINESS (ICA) MAINTENANCE INSTRUCTIONS
AND REPAIR PROCEDURES FOR EQUIPMENT INSTALLED BY
T.M.SULLIVAN, A&P, ON CESSNA T-50, N66671, S/N 6487.**

**THE AIRWORTHINESS LIMITATIONS SECTION IS FAA-APPROVED AND
SPECIFIES MAINTENANCE REQUIREMENTS UNDER PARAGRAPHS 43.16
AND 91.403 OF THE FEDERAL AVIATION REGULATIONS, UNLESS AN
ALTERNATIVE PROGRAM HAS BEEN FAA APPROVED.**

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS, (ICA) FOR
CESSNA T-50, N66671, S/N 6487

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INSTRUCTIONS FOR CONTINUED AIRWORTHINESS AND EQUIPMENT MAINTENANCE MANUAL FOR

Chapter 1

1.1 Introduction

A. Scope of the Aircraft Maintenance Manual.

- (1) The equipment maintenance manual describes the required procedures for maintaining continued airworthiness for the Cessna T-50 aircraft, S/N 6487 with Andair FS25, 1/2 inch fuel valves installed by T.M. Sullivan, A&P. This manual only includes information for servicing, maintenance, inspection and repair within the scope of an appropriately rated mechanic or repair station.

B. Changes to the Equipment Maintenance Manual

- (1) Revisions are supplied to all registered owners of aircraft incorporating equipment covered by this manual. It is the responsibility of the owners/operator that only the current issue of the Equipment Maintenance Manual is used.
- (2) Changes to the equipment maintenance manuals are to be incorporated.
- (3) Changes are identified as follows:
 - (a) Revised for extended text; inserted pages with new text contents or new figures are identified with black marginal bars or referenced symbols.
 - (b) When text is relocated, resulting possibly in a renumbering of pages or task, or in case of printing error corrections, no markings are provided.
 - (c) Changed pages are provided with the issue date of the change.
- (4) Upon initial installation T.M. Sullivan, A&P, will provide any installation or operator's manuals that are included with the purchase of new equipment.

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C. Items of Special Emphasis

WARNING- Is used when unqualified performance or neglect of instructions may lead to injuries or deadly accidents.

CAUTION- Is used when unqualified performance or neglect of instructions may lead to equipment damage.

NOTE- Is used when a particular item needs to be emphasized

1.2 General

- A. No special tools are required
- B. Torque Values are set out in the manufacturer's maintenance manual.
- C. Acronyms- N/A
- D. Abbreviations- N/A

1.3. Consumable Materials: N/A

CHAPTER 2- AIRWORTHINESS LIMITATIONS

2.1. Time Change Limits: N/A

CHAPTER 3 – TIME LIMITS INSPECTIONS

3.1. Overhaul – Time Limits: N/A

3.2. Conditional Inspections – Time Limits: N/A

3.3. Preflight Check – Equipment – N/A

3.4. 100 Hour Inspection –N/A

3.5. 12 Month-Annual

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INSTRUCTIONS FOR CONTINUED AIRWORTHINESS AND EQUIPMENT MAINTENANCE MANUAL FOR

CHAPTER 4 – WEIGHT AND BALANCE

4.1. Weight and Balance: The new empty weight and corresponding C.G. location must be determined and entered in the aircraft permanent records.

CHAPTER 5 – INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

5.1. Introduction:

The purpose of this ICA is to provide necessary information to maintain, inspect, repair, or replace the equipment. This document is prepared using FAA AC43.210 as guidance. Maintenance personnel should be thoroughly familiar with standard abbreviation contained herein, any specific abbreviation or acronym contained can be found in the document text with the full meaning.

5.2. Description:

Install two (2) Andair, Ltd. FS25 Type 3, 1/2" fuel valves to replace original equipment tank selector valve and engine selector valve using existing hardware in existing fuel selector box in cockpit.

Install one (1) Andair, Ltd. FS25 Type 1, 1/2" fuel valves to replace original equipment cross feed valve using existing hardware in existing fuel selector box in cockpit.

5.3. Control Operation Information:

Placard installed on instrument panel of aircraft in direct view of pilot in accordance with CAR 3.764.

5.4. Servicing Information:

The Andair, Ltd. FS25 Type 1 and 3 valves require no servicing other than checking for security of mounting hardware and inspection for leaks.

5.5 Maintenance Instructions:

On-aircraft maintenance of the Andair, Ltd. FS25 valves is limited to inspection of the assembly. It is not necessary to remove the valves from the aircraft for inspection or cleaning.

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INSTRUCTIONS FOR CONTINUED AIRWORTHINESS AND EQUIPMENT MAINTENANCE MANUAL FOR

- 1) Remove the existing sealing plates from the fuel selector box located between the front seats.
- 2) Insure all connections from valves to fuel lines are secure and leak free.
- 3) Check fuel selector box overflow drain tube to insure it is open.
- 4) Re-install sealing plates on fuel selector box.

5.6. Trouble Shooting Information: If fuel is found leaking from fuel selector box drain tube, the most probable cause is loose or broken fuel lines.

5.7. Removal and Replacement Information:

Removal of the Andair FS25 valves is not necessary unless the valves require replacement. Should removal be necessary, consult the manufacturer's maintenance manual for proper procedure.

5.8. Diagrams: None

5.9 Special Inspections: None

5.10 Application of Protective Treatments: N/A

5.11. Data: Andair, Ltd. Precision Aircraft Components product information

5.12. List of special tools: None Required

5.13. For Commuter Category Aircraft: N/A

5.14. Recommended Overhaul Periods: N/A

5.15. Airworthiness Limitations Section:
No additional Airworthiness Limitations

5.16. Revision:

This ICA can be revised by the submission of a letter to the local FSDO along with a copy of a revised FAA Form 337 and revised ICA. Once accepted by the FSDO inspector, a maintenance record entry will be made in the aircraft logs identifying the revision, location and date of the FAA Form 337.

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AND EQUIPMENT MAINTENANCE MANUAL FOR

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Aircraft Registration Number: N66671
Aircraft S/N 6487

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS, (ICA) FOR
CESSNA T-50, N66671, S/N 6487

T.M. SULLIVAN, A&P
253 NORTH COMMONN STREET
SHREVEPORT, LA 71101

FUEL PUMPS

THIS MANUAL IS PREPARED TO PROVIDE INFORMATION, INSTRUCTIONS
FOR CONTINUED AIRWORTHINESS (ICA) MAINTENANCE INSTRUCTIONS
AND REPAIR PROCEDURES FOR EQUIPMENT INSTALLED BY
T.M.SULLIVAN, A&P, ON CESSNA T-50, N66671, S/N 6487.

THE AIRWORTHINESS LIMITATIONS SECTION IS **FAA-APPROVED** AND
SPECIFIES MAINTENANCE REQUIREMENTS UNDER PARAGRAPHS 43.16
AND 91.403 OF THE FEDERAL AVIATION REGULATIONS, UNLESS AN
ALTERNATIVE PROGRAM HAS BEEN **FAA APPROVED**.

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Aircraft Registration Number: N66671
Aircraft S/N: 6487

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS, (ICA) FOR
CESSNA T-50, N66671, S/N 6487

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Aircraft Registration Number: N66671
Aircraft S/N: 6487

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS, (ICA) FOR
CESSNA T-50, N66671, S/N 6487

REVISION STATUS AND CONTROL LOG

REVISION #	DESCRIPTION OF CHANGES	DATE ISSUED	DATE INSERTED	BY

LIST OF EFFECTIVE PAGES

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ii	Original	
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1	Original	
2	Original	
3	Original	
4	Original	
5	Original	
6	Original	

PAGE	REVISION #	DATE

ACCOUNTABLE MANAGER/CHIEF INSPECTOR APPROVED

_____ DATE: _____

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Aircraft Registration Number: N66671
Aircraft S/N: 6487

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS AND EQUIPMENT MAINTENANCE MANUAL FOR

Chapter 1

1.1 Introduction

A. Scope of the Aircraft Maintenance Manual.

- (1) The equipment maintenance manual describes the required procedures for maintaining continued airworthiness for the Cessna T-50 aircraft, S/N 6487 with two Facet Model 476411E Electric Boost Pumps installed by T.M. Sullivan, A&P. This manual only includes information for servicing, maintenance, inspection and repair within the scope of an appropriately rated mechanic or repair station.

B. Changes to the Equipment Maintenance Manual

- (1) Revisions are supplied to all registered owners of aircraft incorporating equipment covered by this manual. It is the responsibility of the owners/operator that only the current issue of the Equipment Maintenance Manual is used.
- (2) Changes to the equipment maintenance manuals are to be incorporated.
- (3) Changes are identified as follows:
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C. Items of Special Emphasis

WARNING- Is used when unqualified performance or neglect of instructions may lead to injuries or deadly accidents.

CAUTION- Is used when unqualified performance or neglect of instructions may lead to equipment damage.

NOTE- Is used when a particular item needs to be emphasized

1.2 General

- A.** No special tools are required
- B.** Torque Values are set out in the manufacturer's maintenance manual.
- C.** Acronyms- N/A
- D.** Abbreviations- N/A

1.3. Consumable Materials: N/A

CHAPTER 2- AIRWORTHINESS LIMITATIONS

2.1. Time Change Limits: N/A

CHAPTER 3 – TIME LIMITS INSPECTIONS

3.1. Overhaul – Time Limits: N/A

3.2. Conditional Inspections – Time Limits: N/A

3.3. Preflight Check – Equipment – N/A

3.4. 100 Hour Inspection –N/A

3.5. 12 Month-Annual

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CHAPTER 4 – WEIGHT AND BALANCE

4.1. Weight and Balance: The new empty weight and corresponding C.G. location must be determined and entered in the aircraft permanent records.

CHAPTER 5 – INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

5.1. Introduction:

The purpose of this ICA is to provide necessary information to maintain, inspect, repair, or replace the equipment. This document is prepared using FAA AC43.210 as guidance. Maintenance personnel should be thoroughly familiar with standard abbreviation contained herein, any specific abbreviation or acronym contained can be found in the document text with the full meaning.

5.2. Description:

Install one (1) Facet-Purolator (cylindrical) solid state electronic, 28 volt, negative ground, electronic fuel pump on each engine firewall between the engine fuel strainer and the engine driven fuel pump, as follows:

- 1) Disconnect aircraft battery, relieve fuel line pressure, and disconnect fuel line.
- 2) Select a rigid, conductive, clean mounting area where temperatures will not exceed 140° F (60° C) on aircraft firewall that is within 24 vertical inches from the bottom of the fuel tank.
- 3) Mount pump in the vertical position (outlet port up), mark and drill (2) 7/32-inch holes into firewall aligned with the mounting bracket.
- 4) Align the pump bracket over the holes and secure with two (2) AN3-7A bolts, (2) AN970-3 flat washers and (2) AN365-1032 elastic stop nuts.
- 5) Reconnect fuel line and clean up any spilled fuel.
- 6) Connect the BLACK (positive) power lead on the pump to the existing oil dilution circuit on the aircraft using a 3-5 amp fuse for circuit protection.
- 7) Turn the aircraft master switch to the ON position, and then turn the fuel pump (old oil dilution switch) to the ON position.

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Observe the pump operation by hearing a vibrating sound from it.

- 8) Check entire system for leaks.

5.3. Control Operation Information:

Placard installed on instrument panel of aircraft in direct view of pilot as follows:

- 1) Turn master switch "ON"
- 2) Turn Boost Pumps "ON"
- 3) When Fuel Pressure Gauge Reads 3 PSI, Turn Boost Pumps "OFF"
- 4) Proceed With Normal Engine Start
- 5) For Take-Offs and Landings, Turn Boost Pumps "ON"
- 6) During Flight, Should There Be a Drop in Fuel Pressure, Turn Boost Pumps "ON"

5.4. Servicing Information:

The Facet 476411E (Cessna part number 6508092-1) fuel pump requires cleaning of the internal filter and fuel inlet cavity at regular (annual) intervals. More frequent cleaning may be necessary if contamination of the system is suspected. No other servicing is required other than checking for security of mounting hardware and inspection for leaks.

5.5 Maintenance Instructions:

On-aircraft maintenance of the Facet 476411E (Cessna part number 6508092-1) pump is limited to inspection of the assembly and cleaning of the filter. It is not necessary to remove the pump from the aircraft for inspection or cleaning.

- 1) Remove the filter located on the bottom of the pump by counterclockwise rotation of the filter cover.
- 2) Clean filter by washing with a petroleum based solvent and dry with compressed air.
- 3) Insure all connections from valves to fuel lines are secure and leak free.
- 4) Check the pump inlet cavity for cleanliness.
- 5) Re-install filter and cover by rotation in a clockwise direction.

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5.6. Trouble Shooting Information:

If pump does not operate, the most probable cause is a defective or blown fuse. If fuel is found leaking from the pump the most probable cause is loose fittings or broken fuel lines or loose filter cover.

5.7. Removal and Replacement Information:

Removal of the Facet 476411E (Cessna part number 6508092-1) fuel pump is not necessary unless the pump requires replacement. Should removal be necessary, consult **Facet-Purolator (cylindrical) Solid State Electronic Fuel Pump Installation Instructions**, p/n 42690 08-05, (Motor Components, LLC) for proper procedure.

5.8. Diagrams: None

5.9 Special Inspections: None

5.10 Application of Protective Treatments: N/A

5.11. Data:

- 1) Facet-Purolator (cylindrical) Solid State Electronic Fuel Pump product information.
- 2) 33CFR183.410
- 3) 33CFR183.590
- 4) Communication dated April 24, 2008 from Craig S. Weber, Technical Director, Motor Components, LLC.

5.12. List of special tools:

- 1) Electric drill
- 2) 2-3-5 amp fuse
- 3) 4-1/2 inch fuel line fittings
- 4) 4-AN3-7A bolts
- 5) 4-AN365-1032 elastic stop nuts
- 6) 4-AN970-3 flat washers
- 7) 7/16 inch drill bit
- 8) Hose clamps
- 9) 7/16 inch wrench
- 10) 1/2 inch Stratoflex fuel hose
- 11) Wire connectors
- 12) 16 gage aircraft electrical wire

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AND EQUIPMENT MAINTENANCE MANUAL FOR**

5.13. For Commuter Category Aircraft: N/A

5.14. Recommended Overhaul Periods: N/A

5.15. Airworthiness Limitations Section:
No additional Airworthiness Limitations

5.16. Revision:

This ICA can be revised by the submission of a letter to the local FSDO along with a copy of a revised FAA Form 337 and revised ICA. Once accepted by the FSDO inspector, a maintenance record entry will be made in the aircraft logs identifying the revision, location and date of the FAA Form 337.

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Aircraft Registration Number: N66671
Aircraft S/N 6487