



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark N8831M	Serial No. TD-574	
	Make Beech	Model D95A	Series
2. Owner	Name (As shown on registration certificate) McMeekin Robert R JR		Address (As shown on registration certificate)
			Address 7435 Arrowood Road
			City Bethesda State MD Zip 20817-2822 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name SHENANDOAH AVIONICS, LLC.		<input type="checkbox"/> U. S. Certificated Mechanic <input type="checkbox"/> Manufacturer	
Address 63 Aviation Circle		<input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> C. Certificate No.	
City Weyers Cave State VA.		<input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> 2SAR659Y	
Zip 24486 Country USA		<input type="checkbox"/> Certificated Maintenance Organization	

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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual TODD OTT December 02, 2011
--	--

7. Approval for Return to Service

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

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

Certificate or Designation No. 2SAR659Y	Signature/Date of Authorized Individual TODD OTT December 02, 2011
---	--

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.)

N8831M

December 02, 2011

Nationality and Registration Mark

Date

The following work was performed on December 02, 2011 with hobbs time on aircraft showing 4362.6.

Removed Vertical Speed indicator, and King KI-206 indicator.

Installed Aspen Avionics Pro EFD 1000 and Aspen Pro 1000 MFD in accordance with Aspen Avionics STC SA10822SC and Aspen Avionics Installation Manual P-900-00003-001 Rev Z. Installed 2 Aspen Avionics RSM/Antennas and 2 Aspen ACUs in accordance with Aspen Avionics Installation Manual P-900-00003-001, Rev Z. AC43.13-1B, Chapter 11, section 7 and 8, wire installation, and AC43.13-2B, Chapter 2, radio installations and 3, antenna installations, were also used as guides. All mounting supplies were supplied by the manufacturer. The 2 Aspen Avionics Pro EFD 1000s were mounted side by side in the newly fabricated instrument panel where the. The units were coupled to each other, to a King KNL-90B GPS, to a King KNS-80, to a King KX-165, and to a Aspen EWR50 Satellite Weather system. The power for the EFD 1000s were routed using, P/N MS22759/16-20-9, 20 gauge wires as shown in the Aspen Avionics Pro EFD 1000 Installation Manual and connected to 2 newly installed 7.5 amp circuit breaker/switches, P/N W31M-7.5 as shown in the Aspen Avionics Pro EFD 1000 installation manual, and labeled "PFD" and "MFD".

The navigational equipment was tested using a TKM NC-2210 ramp tester, calibration due August 2012, and found to be within limits. The wiring and installation of the Aspen Avionics Pro EFD 1000s does not interfere with any flight or engine controls. Performed functional check to ensure proper performance and found no adverse EMI affect on previously installed systems. Weight & Balance revised. Made appropriate log book entry, and placed Pilot's Guide and FMS in aircraft.

Continued Airworthiness on the installed Aspen Avionics Pro EFD 1000 product can be referenced in the above installation manual, and a copy of the ICA is attached to the original FAA form 337. Inspection of wiring, security and condition of radio installation should be performed at regularly scheduled maintenance functions.

Aircraft Records Amended.

----- End -----

Additional Sheets Are Attached

NOTICE

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

8. Description of Work Accomplished

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

N8831M

December 02, 2011

Nationality and Registration Mark

Date

The following work was perform on December 02, 2011 with hobbs time on aircraft showing 4362.6.

Removed Vertical Speed indicator, and King KI-206 indicator.

Installed Aspen Avionics Pro EFD 1000 and Aspen Pro 1000 MFD in accordance with Aspen Avionics STC SA10822SC and Aspen Avionics Installation Manual P-900-00003-001 Rev Z. Installed 2 Aspen Avionics RSM/Antennas and 2 Aspen ACUs in accordance with Aspen Avionics Installation Manual P-900-00003-001, Rev Z. AC43.13-1B, Chapter 11, section 7 and 8, wire installation, and AC43.13-2B, Chapter 2, radio installations and 3, antenna installations, were also used as guides. All mounting supplies were supplied by the manufacturer. The 2 Aspen Avionics Pro EFD 1000s were mounted side by side in the newly fabricated instrument panel where the. The units were coupled to each other, to a King KNL-90B GPS, to a King KNS-80, to a King KX-165, and to a Aspen EWR50 Satellite Weather system. The power for the EFD 1000s were routed using, P/N MS22759/16-20-9, 20 gauge wires as shown in the Aspen Avionics Pro EFD 1000 Installation Manual and connected to 2 newly installed 7.5 amp circuit breaker/switches, P/N W31M-7.5 as shown in the Aspen Avionics Pro EFD 1000 installation manual, and labeled "PFD" and "MFD".

The navigational equipment was tested using a TKM NC-2210 ramp tester, calibration due August 2012, and found to be within limits. The wiring and installation of the Aspen Avionics Pro EFD 1000s does not interfere with any flight or engine controls. Performed functional check to ensure proper performance and found no adverse EMI affect on previously installed systems. Weight & Balance revised. Made appropriate log book entry, and placed Pilot's Guide and FMS in aircraft.

Continued Airworthiness on the installed Aspen Avionics Pro EFD 1000 product can be referenced in the above installation manual, and a copy of the ICA is attached to the original FAA form 337. Inspection of wiring, security and condition of radio installation should be performed at regularly scheduled maintenance functions.

Aircraft Records Amended.

----- End -----

Additional Sheets Are Attached