

Akki Aviation Services Ltd Terweston Aerodrome Brackley Northants Tel: 01280 706616	Certificate for Release to Service for Scheduled Maintenance Inspection And Maintenance Statement UK.145.00728 / UK.CAO.0019	K5IARC Rev. 1
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Aircraft Type <u>CESSNA 182G</u>	Registration <u>G-BSRR</u>
<u>50 HOUR</u> S.M.I. has been carried out in accordance with SDMP / MS / OWN	OR <u>-</u>
at <u>4672.30</u> Airframe hours.	File Ref: <u>J8210</u>

CRS serial no. 00117


Part 145

Certifies that the work specified except as otherwise specified was carried out in accordance with Part 145 and in respect to that work the Aircraft is considered ready for Release to Service.

Next SMI is 100 HR/ANNUAL Due at 4762.05 Hrs or on

Note: Radio Certification is due on annual inspection. Annual is due on 28/5/22

Category C certification:

Signed	Authority	Date
<u>P. Deely</u>		<u>16/12/21</u>

Airworthiness Review Certificate Statement.

Last ARC Inspection carried out on 6 APRIL 2021

ARC Certificate Reference Number: G-BSRR/UK M60354/0604 2021

Review Expiry date is on 5 APRIL 2022

Part ML - Maintenance Statement

The following are due prior to the next SMI. Item / subject	Due at / on	Complied at/on	Tech Log Ref.
<u>NIL</u>			
The following are subject to Extensions / Variations,	Due at / on	Complied at/on	Tech Log Ref.
<u>NIL</u>			

POOLEY'S

AIRCRAFT LOG BOOK

Date	Operating Crew		Departure	Place		Times*		Hours of flight	Fuel Used	Oil Used
	Names	Orders		Arrival	Departure	Arrival				
14-07-21	PIFF									
14-07-21	Wynn CM	P1	Truro	Wade Field		09:25	09:50	0.25	4150 lbs	
13-07-21	Wynn CM	P1	Truro	Wade Field		15:25	15:35	0.10		
14-07-21	Wynn CM	P1	Wade Field	Truro		15:35	16:00	0.25		
02-09-21	Wynn CM	P1	Truro	Wade Field		15:25	16:10	0.45		
01-08-21	Wynn CM	P1	Truro	Wade Field		15:40	16:50	1.10		
10-08-21	Wynn CM	P1	Truro	Wade Field		16:10	17:10	1.00		
17-09-21	Wynn CM	P1	Truro	Wade Field		15:45	16:30	0.45		
16-09-21	Wynn CM	P1	Truro	Wade Field		16:35	17:25	0.50	400 lbs	
21-07-21	Wynn CM	P1	Truro	Wade Field		16:15	17:10	0.55		
05-10-21	Wynn CM	P1	Truro	Wade Field		16:10	17:05	0.55	400 lbs	
09-10-21	Wynn CM	P1	Truro	Wade Field		15:35	16:10	0.35		
09-10-21	Wynn CM	P1	Truro	Wade Field		16:55	17:20	0.25		
23-11-21	Wynn CM	P1	Truro	Wade Field		17:44	17:50	0.10		
14-12-21	Wynn CM	P1	Truro	Wade Field		13:10	14:00	0.50		
15-12-21	Wynn CM	P1	Truro	Wade Field		15:25	15:50	0.25		
19-12-21	Wynn CM	P1	Truro	Wade Field		15:44	15:45	0.05		
05-1-22	Wynn CM	P1	Truro	Wade Field		15:15	16:05	0.50		

* Specify GAT (over Time etc)
Hours of flight to be carried forward

Engine	Signature	Hours
A 658.5		
A 659.2		
A 655.1		
A 654.1		
A 660.4		
A 661.5		
A 662.5		
A 663.3		
A 663.9		
A 664.7		
A 665.6		
A 666.5		
A 667.5		
A 667.7		
A 669.0		
A 671.1		
A 669.6		
A 670.4		
A 671.3		

United Kingdom
A Member of the European Union



AIRWORTHINESS REVIEW CERTIFICATE

ARC Reference: G-BSRR/UK.MG.0354/01042019

Pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council for the time being into force, the following continuing airworthiness management organisation, approved in accordance with Section A, Subpart G of Annex I (Part M) to Commission Regulation (EU) No 1321/2014

Akki Aviation Services Limited
Turweston Aerodrome, Brackley
Northamptonshire, NN13 5YD

Approval Reference: UK.MG.0354

hereby certifies that it has performed an airworthiness review in accordance with point M.A.710 of Annex I to Commission Regulation (EU) No 1321/2014 on the following aircraft:

Aircraft Manufacturer: **CESSNA AIRCRAFT COMPANY**

Manufacturer's Designation: **CESSNA 182Q**

Aircraft Registration: **G-BSRR**

Aircraft Serial Number: **182-66915**

and this aircraft is considered airworthy at the time of the review.

Signed/Authorisation No: **See original ARC issued 1 April 2019**

This Airworthiness Review Certificate is a supplement to the Airworthiness Review Certificate issued on the specified dates and should be kept with the original EASA Form 198.

1st Extension: The aircraft has remained in a controlled environment in accordance with point M.A.901 of Annex I to Commission Regulation (EU) No 1321/2014 for the last year. The aircraft is considered to be airworthy at the time of the issue.

Date of Issue: **7 April 2020**

Date of Expiry: **1 April 2021**

Airframe Flight Hours (FH) at date of issue (*): **4036**

Signed: *P. Deady*

Authorisation No: _____

Company Name: **AKKI AVIATION SERVICES LTD**

Approval Reference: **UK.MG.0354**



2nd Extension: The aircraft has remained in a controlled environment in accordance with point M.A.901 of Annex I to Commission Regulation (EU) No 1321/2014 for the last year. The aircraft is considered to be airworthy at the time of the issue.

Date of Issue: _____

Date of Expiry: _____

Airframe Flight Hours (FH) at date of issue (*): _____

Signed: _____

Authorisation No: _____

Company Name: _____

Approval Reference: _____

CERTIFICATE OF REGISTRATION OF AIRCRAFT

CERTIFICATE NUMBER G-BSRR/R3

1. Nationality and Registration Marks G-BSRR	2. Constructor and Constructor's Designation of Aircraft CESSNA AIRCRAFT COMPANY CESSNA 182Q	3. Aircraft Serial Number 182-60915
4. Name and Address of Registered Owner or Charterer CHRISTOPHER MARK MOORE THORNBOROUGH GROUNDS BOURTON BUCKINGHAM MK18 2AB		
5. It is hereby certified that the above described aircraft has been duly entered on the United Kingdom Register in accordance with the Convention on International Civil Aviation dated 7 December 1944, and with the Air Navigation Order 2000.   M STEVENS For the Civil Aviation Authority Aircraft Registration CAA House 45-59 Kingsway London WC2B 6TE Tel: 020 7453 6666 Fax: 020 7453 6670 E-Mail: aircraft.reg@cva.caa.co.uk DATE OF ISSUE 8 AUGUST 2002 11:56 UTC +1		
NOTES (a) The person in whose name an aircraft is registered may or may not be its legal owner. Prospective purchasers are warned, therefore, that this Certificate of Registration is not proof of legal ownership. (b) No entries or endorsements may be made to this Certificate except by the Civil Aviation Authority.		

SEE FURTHER NOTES OVERLEAF

WIRELESS TELEGRAPHY ACT 2006

Aircraft Radio Licence



1) Licensee Details and Validity

Sect/Class/Product 470003
Licence number 11029
Aircraft Reg G-B5RR
Aircraft Type CESSNA 182Q
Licensee Name C M Moore
Licensee address Thornborough Grounds, Bourton, Buckingham MK18 2AG
Date of issue 07/Aug/2018
Licence start date 01/Sep/2018
Fee payment date 31/Aug/2021

This licence is issued by the Office of Communications ("Ofcom") on 07/Aug/2018 and replaces any previous authority granted in respect of the service subject to this licence.

This licence authorises C M Moore ("the Licensee") to establish, install and/or use radio transmitting and/or receiving stations and/or radio apparatus as described in the schedule(s) ("the Radio Equipment") subject to the terms set out below.

2) Licence Terms and Conditions

Radio Equipment

The following is a generic description of the CAA recorded radio equipment fitted to the referenced aircraft and as such the type and method of installation are CAA approved and authorised for use in the frequency bands listed under this licence.

For registered aircraft it should be ensured that any change to the radio installation is CAA approved with prior notification of any such change being made to the CAA to provide continued validity or re-issue of this licence where appropriate.

	Frequency Range (MHz)	
	FROM	TO
ATC TRANSPONDER	1090	1090
VHF COM/NAVIC/PS	118	137
NAV COM	118	137

The licence also authorises the use of Aeronautical VHF Hand portable radio equipment operating in the frequency band 118 to 137 MHz and UHF radio equipment operating in the frequency bands 455.475 to 455.850 MHz and 400.775 to 401.225 MHz for use on the above named aircraft. Emergency equipment operating in frequency bands 121.5 MHz and 406 MHz are also authorised.

Licence Term

This licence shall continue in force until revoked by Ofcom or surrendered by the Licensee.

User of the Station

The Licensee shall not permit or suffer any person to use the station unless that person:

(a) possesses a valid Flight Radio Telephony Operators licence issued by or rendered valid by the Civil Aviation Authority; or

(b) is under the supervision of a person possessing the above.

Article 51(2) of the Air Navigation Order exempts glider pilots operating on the nominated glider frequencies and persons being trained as flight crew in UK registered aircraft from the requirement to hold an operators qualification. However, glider pilots must contact air traffic control if they wish to enter controlled airspace for which they must hold the Flight Radiotelephony Operators Licence.

The Licensee shall ensure that all persons using the station are made aware of and comply with the terms of this licence.

Other Requirements

The Licensee and all persons using the station shall comply with:

- (a) the relevant provisions of the International Telecommunication Union Constitution and Convention and the Radio Regulations thereunder, in particular (without prejudice to the generality of the foregoing) article 33 of the Constitution, and articles 36, 37, 39, 42 and No 44.1 of the Radio Regulations; and
- (b) the relevant statutes and statutory instruments including (without prejudice to the generality of the foregoing), the Wireless Telegraphy Act, the Civil Aviation Act 1982 and the Air Navigation Order 2005, as amended.



UNITED KINGDOM
CIVIL AVIATION AUTHORITY

Certificate No:

034896/01

**CERTIFICATE OF APPROVAL
OF AIRCRAFT RADIO INSTALLATION**

Nationality and Registration Marks	Constructor and Constructor's Designation of Aircraft	Aircraft Serial Number						
G-BSRR	CESSNA AIRCRAFT COMPANY CESSNA 182Q	182-66915						
<p>The Operator must be in possession of a current Radiocommunications Agency Aircraft Radio Licence, which is validated by this Certificate. Any modification to the Radio Installation may necessitate the re-issue of this Certificate.</p> <p>The above named aircraft's radio apparatus, details of which are listed below, and its installation are approved as complying with all relevant requirements of British Civil Airworthiness Requirements.</p> <table><tr><td>ATC TRANSPONDER</td><td>1090 MHZ</td></tr><tr><td>DME</td><td>960 TO 1215 MHZ</td></tr><tr><td>VHF COMMUNICATION</td><td>118 TO 137 MHZ</td></tr></table> <p>The airborne radio apparatus installed on the aircraft is approved to transmit within the frequency bands listed above. The equipment that comprises the radio station is recorded by the Civil Aviation Authority and conforms to the performance and operational classifications of CAR 208.</p> <p>Date: <u>24 JULY 2000</u></p> <p>_____ for the Civil Aviation Authority</p>			ATC TRANSPONDER	1090 MHZ	DME	960 TO 1215 MHZ	VHF COMMUNICATION	118 TO 137 MHZ
ATC TRANSPONDER	1090 MHZ							
DME	960 TO 1215 MHZ							
VHF COMMUNICATION	118 TO 137 MHZ							

No entries or endorsements may be made on this Certificate except by an authorised person. If this Certificate is lost, the Civil Aviation Authority should be informed at once. Any person finding this Certificate should forward it immediately to the Civil Aviation Authority, Safety Regulation Group, Aviation House, South Area, Gatwick Airport, West Sussex, BN15 0YR.

AD917
210897



1. State of registry
UNITED KINGDOM
2. NOISE CERTIFICATE

3. Document Number:
020582

4. Registration Marks:
G-B5RR

5. Manufacturer and Manufacturer's Designation of Aircraft:
CESSNA AIRCRAFT COMPANY
CESSNA 182Q

6. Aircraft Serial Number:
182-66915

7. Engine:
CONTINENTAL MOTORS CORP O-470-U

8. Propeller:
HARTZELL PWC-G3YF-1RF/F7691

9. Maximum Take-Off Mass (kg)
1338

10. Maximum Landing Mass (kg)
Not Applicable

11. Noise Certification Standard:
Chapter 6

12. Additional modifications incorporated for the purpose of compliance with the applicable noise certification standards:
STC FAA SA090005C Installation of Hartzell Propeller PWC-G3YF-1RF/F7691

13. Lateral/Full-Power
Noise Level:
N/A

14. Approach Noise
Level:
N/A

15. Flyover Noise Level:
N/A

16. Overflight Noise
Level:
68.7 dB(A)

17. Take-Off Noise Level:
N/A

Remarks:
None

18. This Noise Certificate is issued pursuant to Annex 16, Volume I to the Convention on International Civil Aviation dated 7 December 1944 and Regulation (EC) No. 216/2008, Article 6 in respect of the above-mentioned aircraft, which is considered to comply with the indicated noise standard when maintained and operated in accordance with the relevant requirements and operating limitations.

19. Date of issue: 5 February 2009

20. Signature:



AOPA-Germany - 41121 Egelsbach - Flughafen

An die betreffende,
Landegebühren-erhebende Stelle

**AOPA-Germany
Verband
der Allgemeinen
Luftfahrt e. V.**

Geschäftsstelle
Haus Nr. 1
41121 Egelsbach - Flughafen
Telefon (06103) 42081
Telefax (06103) 42083
Telex 415023 mayer d
UW-ID-Nr. DE 113326250

Egelsbach, den 01.06.1994

Bescheinigung über erhöhten Lärmschutz

Sehr geehrte Damen und Herren,

die AOPA-Germany bescheinigt, daß das Luftfahrzeug vom Typ Cessna 182 Q, mit dem Kennzeichen G-BSRR den Bedingungen für erhöhten Lärmschutz, gemäß der Zusammenstellung "Umweltfreundliche Propellerflugzeuge bis 9.000 kg Höchstmasse und Motorsegler", Liste A, des LBA vom 11.02.1994, entspricht.

Damit stehen dieser Maschine die ermäßigten Landegebühren, wie sie auch deutschen Flugzeugen in der jeweiligen Lärmkategorie gewährt werden, zu. Wir bitten um gleiche Behandlung.

AOPA-Germany
Verband der Allgemeinen Luftfahrt

LA. 

Michael Erb
Manager Membership Service

AC Type Cessna 182Q Regn. G-BSPR Ser No. 66915This report is based on and amends Weight Schedule ref SR/2003 Dated 9-12-94
Description of change AS AMENDED BY K 08 J 1417 DATED 11-12-04

1. REMOVAL of McCaughey Prop & Spinner.
 2. INSTALL of Hartzell Prop & Spinner
- ABOVE IN ACCORDANCE WITH STC 00003C & AMN 26189.

ITEM	WEIGHT	ARM	Moment +	Moment NEG
A/C BASIC	1825.0	34.91	63705.6	
LESS McCaughey Prop	- 19.0	- 40.0	+ 1960.0	
-- -- Spinner	- 2.0	- 42.0	+ 84.0	
Plus Hartzell Prop	+ 71.0	- 41.0		- 2911.0
-- -- Spinner	+ 4.0	- 43.0		- 172.0
	<u>1849.0</u>		<u>65749.6</u>	<u>- 3083.0</u>
			<u>- 3083.0</u>	
			<u>62666.6</u>	

NEW BASIC WEIGHT 1849.0 lbs / kg

NEW BASIC MOMENT 62666.62 lbs ins / m kg

NEW Centre of Gravity 33.89 ins / m Feet / Alt

I hereby certify that this report has been prepared in accordance with BCAR A5-1

Signed [Signature] Auth. [Stamp] Date 15-8-06Distribution File ref J2034 Operator Flight manual CAA

Equipment List Amendment

I A E Ltd

Hangar No.2, Cranfield Airport, Bedfordshire, U.K.
Tel: 01234 750661 Fax: 01234 751731REGISTRATION: G-BSRR TYPE: Cessna 182Q DATE: 26/02/2014System 30 Autopilot installed iaw EASA STC No 10016052 (validating FAA STC SA09262AC-D)
Installation of an S-TEC GPSS Roll Steering Converter under ST-901 iaw S-TEC Service Letter
SL 00-003 R5 & EASA Minor Change Approval 2004-11136

ITEM	WEIGHT (LBS)	ARM (INS)		MOMENT (LBSINS)	
		+	-	+	-
<u>Equipment Removed</u>					
1394 Turn Co-ord	1.40		15.00		21.00
CA-395A A/P Computer	1.50		15.00		22.50
PA 495A Roll Servo	5.70		55.00		313.50
495 Mount Roll Servo Mnt.	2.50		55.00		137.50
					0.00
					0.00
					0.00
					0.00
<u>Equipment Installed</u>					
01260 Turn Co-ord/AP	2.30		15.00		34.50
01261 Pitch Computer	1.10		132.00		145.20
0108 Roll Servo	2.90		55.00		159.50
0108 Pitch Servo	2.90		172.00		498.80
0111 Transducer	0.23		140.00		32.20
01274 A/P Alarm	0.25		11.00		2.75
03975 GPSS Switch	0.20		15.00		3.00
03976 GPSS Conv	0.25		11.00		2.75
Difference in Weight	-0.97				

Signed:




Authority:

UK 145.00588



INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

S-TEC System 20/30, 30 ALT, 40/50, 55, 60-1, 60-2, PSS, 65 Autopilots
and Yaw Damper/Trim Systems

1. Introduction

This modification was performed on Cessna models 182Q, 182R, and T182; Cessna model 182S; and Reims Aviation S.A. Model Cessna F182Q. The following information, in conjunction with the STC Installation Bulletin (S-TEC P/N) 818, Master Drawing List 921016, dated 10-20-97 and AFM Supplement(s) 891462, 891463, 891464, 891465, 891466, 891471, 891472, 891473, 891474, 891475, 891476, 891477, 891478, 891479, 891480, 891481, 891482, 891483, 891484, 891485, 891486, and 891487, dated 8-04-97 provide adequate guidance to determine that these systems are airworthy.

2. Description

This STC involves the installation of an S-TEC flight control system (System 20/30, 30ALT, 40/50, 55, 60-1, 60-2, PSS, 65 Autopilot and/or Yaw Damper/Trim Systems). The installation may include one or all of the following installations:

- Roll servo
- Pitch servo
- Trim servo (elevator)
- Yaw servo
- Panel or remotely mounted pitch/roll/yaw computers
- Panel mounted controllers, indicators, switches, and breakers
- Barometric pressure transducer/static source
- Flap motion sensor

Servo installations utilize aluminum bracketry to secure the servos to the airframe. Attachment to the aircraft primary flight controls and trim systems is accomplished through cable, push-rod, and/or chain assemblies. Installation data for all components listed in the STC are included in the Installation Bulletin 818. Approved interconnections to navigation systems and heading systems are detailed in the Bulletin as well.

3. Controls, Operation Information

Operation of Autopilot system is described in the FAA approved flight manual supplement(s) 891462, 891463, 891464, 891465, 891466, 891471, 891472, 891473, 891474, 891475, 891476, 891477, 891478, 891479, 891480, 891481, 891482, 891483, 891484, 891485, 891486, and 891487, dated 8-04-97. Specialized controls, annunciation, operation and interpretation are covered in this required document.

4. Servicing Information

All servicing of items included in this STC must be accomplished by approved S-TEC dealers using S-TEC Dealer Maintenance Manuals and S-TEC Test Equipment. Locations and access to the components installed under this STC are described and depicted in the installation drawings and Installation Manual. Removal and replacement of components should be determined by functional checks indicated in the AFM Supplement and the Ground Checks and Flight Adjustment section of Installation Manual ST-718.

5. Maintenance Instructions

Condition and/or airworthiness inspections required under FAR Part 43, or other FAA approved programs, should include several items regarding the S-TEC autopilot System installed in the aircraft.