

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

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

3. Form Tracking Number:  
**005888**

4. Organization  
Name and Address: **Tech-Aire Instruments, Inc  
FAA Repair Station OQ2R066L  
1326 S Walnut  
Wichita , KS 67213**

FAA Certificate : **OQ2R066L**

5. Work Order/Contract/Invoice Number:  
**005888**

6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
<b>1</b>	<b>TANK UNIT</b>	<b>76-176-1 100-380006-185</b>	<b>1 EA</b>	<b>9438</b>	<b>OVERHAULED</b>

12. Remarks: Referencing manual No. TA CMM 014-924-() 7/20 Revision: Revision Date:

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 component is considered ready for release to service under EASA Part-145 Approval Number: "EASA 145.4915".

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.:

13d. Name (Typed or Printed):

13e. Date (dd/mm/yyyy):

14d. Name (Typed or Printed):

14e. Date (dd/mm/yyyy):

**Charles Sepinski 3868981**

**OQ2R066L**

**05/Jun/2024**

**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.

NNN: 0052-00-012-9005

### Tank Unit Insulation Test

Preliminary _____	Final <u>✓</u>
Date: <u>6-5-24</u>	Note: All readings must be
P/N: <u>76-176-1</u>	20 meg ohms or greater
B.A.G. P/N: <u>100-380006-185</u>	except Sig. To return
S/N: <u>9438</u>	
Technician: <u>Jane Libel</u>	W/O #: <u>005888</u>
Inspector: 	TA#: <u>75</u>

#### Dry Test

	Pass	Fail
Lo-Z to Ground	<u>✓</u>	_____
Lo-Z to return	<u>✓</u>	_____
Signal to Ground	<u>✓</u>	_____
Signal to Return	<u>✓</u>	_____
Return to Signal	<u>✓</u>	_____
Return to Ground	<u>✓</u>	_____

#### Wet Test

	Pass	Fail	N/A
Lo-Z to Ground	<u>✓</u>	_____	_____
Lo-Z to return	<u>✓</u>	_____	_____
Signal to Ground	<u>✓</u>	_____	_____
Signal to Return	<u>✓</u>	_____	_____
Return to Signal	<u>✓</u>	_____	_____
Return to Ground	<u>✓</u>	_____	_____
Switch Check	<u>✓</u>	_____	_____
Pressure Check	<u>✓</u>	_____	_____
Dry Cap. Value <u>60.81</u> Pf	<u>✓</u>	_____	_____

Capacitance Range 57.3 - 62.3 Pf

Insulation Resistance Test



