

EXCITER, IGNITION

DATE 9-23

TYPE TCN-2119 SERIAL NO. 9024R013

REPAIR STA. NO. 0TBR527K CN 3070378-2

PART NO. 10-192000-2

TTA10-70625-92

REPLACEMENT PLATE

Repaired/Overhauled by:
Thrust-Tech Aviation, Inc.

Originally Manufactured by: UNISON INDUSTRIES 59501
Jacksonville, FL USA

CAUTION

REMOVE IGNITION UNIT
BEFORE CONNECTING
OR DISCONNECTING
IGNITION LEADS TO
AVOID SEVERE DAMAGE


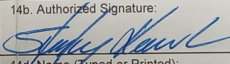
WARNING

VOLTAGE

HIGH

DISCONNECT INPUT CABLE
BEFORE SERVICING
BEFORE OPERATING. CONN-
OUTPUT LEAD(S) AND
IGNITER PLUG(S)


THRUST-TECH
ACCESSORIES, INC.
800-335-0875 • FT. LAUDERDALE, FL
info@thrusttech.com

1. Approving Civil Aviation Authority/Country: FAA/UNITED STATES		AUTHORIZED RELEASE CERTIFICATE FAA FORM 8130-3, AIRWORTHINESS APPROVAL TAG		3. Form Tracking Number: 94838	
4. Organization Name and Address: THRUST TECH ACCESSORIES, INC. dba: THRUST-TECH AVIATION 6701B NW 12th Ave, Fort Lauderdale, FL 33309 USA p.954-984-0450 / f.954-984-0290 / info@thrusttech.com FAA Certificate No: OTBR527K		 THRUST TECH ACCESSORIES, INC.		5. Work Order/Contract/Invoice Number: 22110 139	
6. Item	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
1	EXCITER, IGNITION	10-392000-2	1.00	9024R013	OVERHAULED
12. Remarks: ALT # 3070378-2					
<p>WORK STATED IN BLOCK 11 WAS PERFORMED IN ACCORDANCE WITH FAA ACCEPTABLE DATA BELOW:</p> <p>Manual ID: 74-10-38, Revision #: 2, Revision Date: 2/28/1993 Manual ID: DER TTA-R-002, Revision #: 0, Revision Date: 10/19/2008 Manual ID: DER TTA-R-013, Revision #: 0, Revision Date: 12/21/2008 Manual ID: DER TTA-R-028, Revision #: 0, Revision Date: 8/7/2012 Manual ID: DER TTA-RS-038, Revision #: IR, Revision Date: 8/18/2015 Manual ID: DER TTA-RS-039, Revision #: B, Revision Date: 3/23/2018 Manual ID: SS TTA-RS-074, Revision #: 1, Revision Date: 7/31/2015 Manual ID: DER TTA-RS-126, Revision #: IR, Revision Date: 7/31/2017 Manual ID: SS TTA-SS-002, Revision #: IR, Revision Date: 6/21/2021</p> <p>WORKORDER LISTED IN BLOCK 5 PRESCRIBING ACTUAL WORK PERFORMED IS ATTACHED.</p>					
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.145.5270.					
13a. Certifies the items identified above were manufactured in conformity to:		14a. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input checked="" type="checkbox"/> Other regulation specified in Block 12			
<input type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> 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.:		
			OTBR527K		
13d. Name (Typed or Printed):	13e. Date (dd/mm/yyyy):	14d. Name (Typed or Printed):	14e. Date (dd/mm/yyyy):		
		STANLEY KOWLESSAR	22/Sep/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. Statement 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.					