

Airworthiness Certificate

The original airworthiness certificate is found in the plane at all times.

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION STANDARD AIRWORTHINESS CERTIFICATE			
1. NATIONALITY AND REGISTRATION MARKS N3095F	2. MANUFACTURER AND MODEL CESSNA 182J	3. AIRCRAFT SERIAL NUMBER 18257195	4. CATEGORY NORMAL
5. AUTHORITY AND BASIS FOR ISSUANCE This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein. Exceptions: <p style="text-align: center;">N O N E</p>			
6. TERMS AND CONDITIONS Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 81 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.			
DATE OF ISSUANCE REPLACEMENT 05-07-66	FAA REPRESENTATIVE <i>Edmond E. Freeman</i> EDMOND E. FREEMAN	DESIGNATION NUMBER DPA-GADO-3	
Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.			
FAA Form 8100-2 (8-62)		GPO 892-804	

Registration Certificate

The original registration certificate is found in the plane at all times. The plane is also registered in the state of Illinois. The Illinois registration sticker is located near the tail.

UNITED STATES OF AMERICA - FEDERAL AVIATION AGENCY CERTIFICATE OF AIRCRAFT REGISTRATION			This certificate must be in the aircraft when operated.
NATIONALITY AND REGISTRATION MARKS N 3095F	AIRCRAFT SERIAL NO. 18257195		
MANUFACTURER AND MANUFACTURER'S DESIGNATION OF AIRCRAFT CESSNA 182J			
ISSUED TO	BLACKHAWK FLYING CLUB CORP GREATER ROCKFORD ARPT ROCKFORD ILL 61109		
	This certificate is issued for registration purposes only and is not a certificate of title. The Federal Aviation Agency does not determine rights of ownership as between private persons.		
It is certified that the above described aircraft has been entered on the register of the Federal Aviation Agency, United States of America, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with the Federal Aviation Act of 1958, and regulations issued thereunder.			
DATE OF ISSUE MARCH 01, 1967	<i>William F. McLee</i> Administrator, Federal Aviation Agency		
DURATION - See reverse side.			
FAA Form 8050-3 (1-66) Substitutes FAA Form 500.			

Radio Station License

After 1996, the FCC no longer requires a radio station license for domestic flights. If you are planning to travel outside the US, contact the club's board of directors for authorization and information on filing an application for a FCC radio station license.

Ref. FCC website www.fcc.gov

Operating Limitations (POH)

A copy of the owner's manual is located in the plane at all times. All members are advised to purchase an owner's manual for their personal use. Owner's manuals can be purchased through Cessna by calling (316)517-5800.

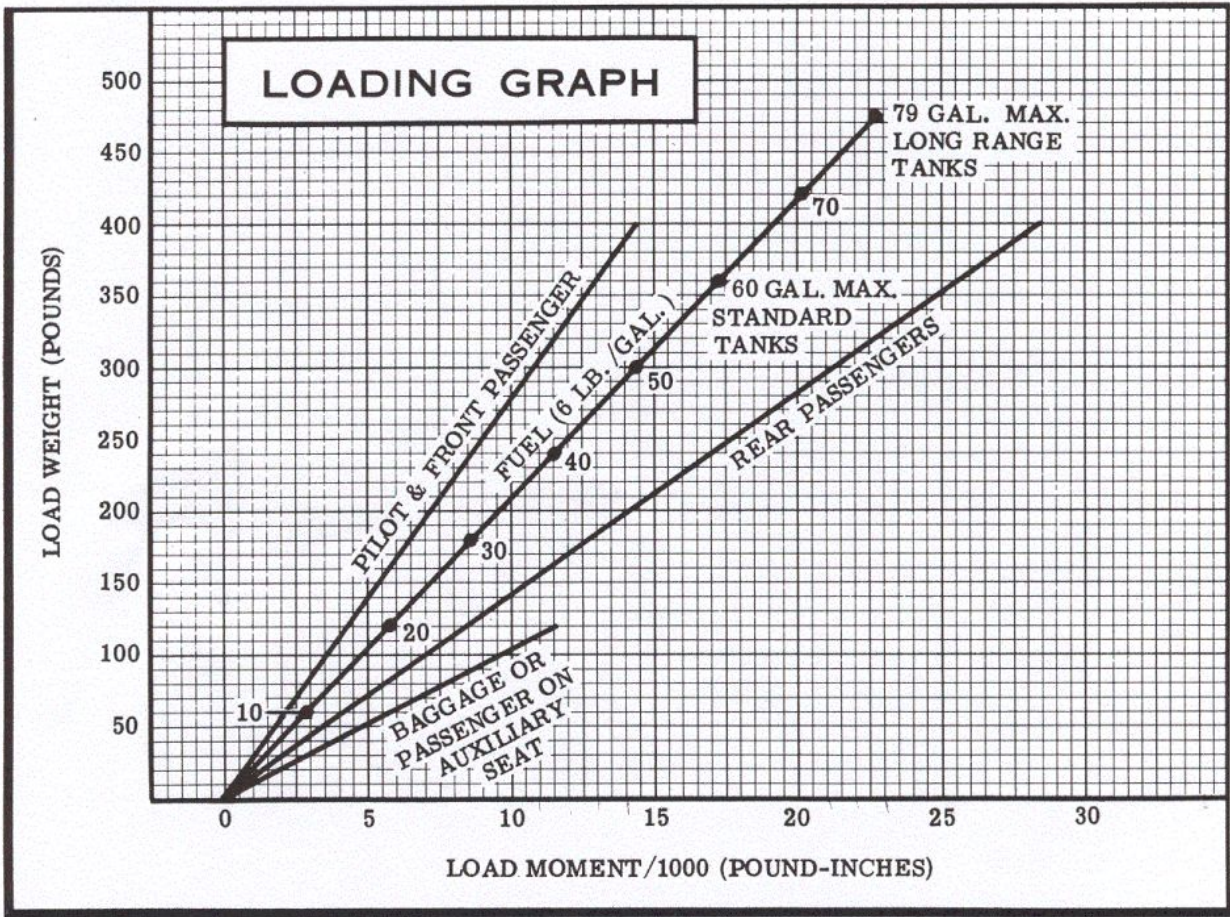


WEIGHT AND BALANCE.

The following information will enable you to operate your Cessna within the prescribed weight and center of gravity limitations. To figure the weight and balance for your particular airplane, use the Sample Problem, Loading Graph, and Center of Gravity Moment Envelope as follows:

Take the licensed Empty Weight and Moment/1000 from the Weight and Balance Data sheet, plus any changes noted on forms FAA-337 carried in your airplane, and write them down in the proper columns. Using the Loading Graph, determine the moment/1000 of each item to be carried. Total the weights and moments/1000 and use the Center of Gravity Moment Envelope to determine whether the point falls within the envelope, and if the loading is acceptable.

SAMPLE LOADING PROBLEM	Sample Airplane		Your Airplane	
	Weight (lbs)	Moment (lb - ins. /1000)	Weight	Moment
1. Licensed Empty Weight (Sample Airplane) ...	1660	57.9		
2. Oil - 12 Qts.*	22	-0.3	22	-0.3
3. Pilot & Front Passenger	340	12.2		
4. Fuel- (60.0 Gal at 6#/Gal)	360	17.3		
5. Rear Passengers	340	24.1		
6. Baggage (or Passenger on Auxiliary Seat) ...	78	7.6		
7. Total Aircraft Weight (Loaded)	2800	118.8		
8. Locate this point (2800 at 118.8) on the center of gravity envelope, and since this point falls within the envelope the loading is acceptable.				
*Note: Normally full oil may be assumed for all flights.				



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