



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 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. 1421). Failure to report can result in civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make Cessna	Model 182 J
	Serial No. 18256744	Nationality and Registration Mark USA 2644F
2. Owner	Name (As shown on registration certificate) Rodney G. Sage	Address (As shown on registration certificate) [REDACTED] Bend, Oregon 97701

3. For FAA Use Only

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				
POWERPLANT					X
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address Pete Holbeny [REDACTED] Howard, Colorado 81233	B. Kind of Agency ☒ U.S. Certified Mechanic ☐ Foreign Certified Mechanic ☐ Certificated Repair Station ☐ Manufacturer	C. Certificate No. 524781501
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D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 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.

Date 25 MAY 2004	Signature of Authorized Individual [REDACTED] Peter Holbeny
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7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED					
BY	FAA Flt. Standards Inspector	Manufacturer	☒	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 26 MAY 2004		Certificate or Designation No. [REDACTED]	Signature of Authorized Individual [REDACTED] Peter Holbeny		

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.)

This powerplant has been modified I/A/W STC SE10233SC (see attached STC). This modification was done I/A/W drawing number II-182, Rev D, dated 5/10/04. Aircraft was re-weighed and all data was recorded in aircraft logbook and permanent aircraft records.

-----END-----

☐ Additional Sheets Are Attached



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Unit	Make	Model	Serial No.	Repair	Alteration
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POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Pete Holbeny [REDACTED] Howard, Colorado 81233	☒ U.S. Certificated Mechanic	524781501
	☐ Foreign Certificated Mechanic	
	☐ Certificated Repair Station	
	☐ Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 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.

Date 25 MAY 2004	Signature of Authorized Individual [REDACTED] PETER HOLBENY
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7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY	FAA Fit Standards Inspector	Manufacturer	☒ Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 26 MAY 2004		Certificate or Designation No. [REDACTED]	Signature of Authorized Individual [REDACTED] PETER HOLBENY	

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.)

This airframe has been modified I/A/W STC SA10232SC (see attached STC). This modification was done I/A/W drawing number II-182, Rev D, dated 5/10/04. Aircraft was re-weighed and all data was recorded in aircraft logbook and permanent aircraft records.

-----END-----

☐ Additional Sheets Are Attached

United States Of America
Department of Transportation - Federal Aviation Administration
Supplemental Type Certificate

Number SE10233SC

This Certificate is issued to Rod Sage
7161 S. Peoria St. 18E
Englewood, CO 80112

*certifies that the change in the type design for the following product with the limitations and conditions
thereof as specified herein meets the airworthiness requirements of Part 33 of the Federal Aviation
Regulations.*

Original Product Type Certificate Number : E-273
Make : Teledyne Continental
Model : O-470-L, O-470-R, O-470-S

Description of Type Design Change: Installation of a Belt-Driven Vortech V-1S supercharger assembly on the
Teledyne Continental Motors (TCM) O-470-L, O-470-R, and O-470-S engine in accordance with Type Inspection data
contained in Master Drawing List NO. MDL-182-1-E, Rev. B, dated February 5, 2004, or later FAA approved revision.
Required Instructions for Continued Airworthiness are contained in Document No. 22002-05, Rev. - dated March 5,
2004, or later FAA approved revision.

Limitations and Conditions: The Supercharged O-470-R, O-470-L, or O-470-S engine is limited to 28 in Hg MAP
and 2600 RPM or 230 horsepower. Compatibility of this design change with previously approved modifications must
be determined by the installer. If the holder agrees to permit another person to use this certificate to alter the product,
the holder shall give the other person written evidence of that permission.

*This certificate and the supporting data which is the basis for approval shall remain in effect until
surrendered, suspended, revoked or a termination date is otherwise established by the Administrator of the
Federal Aviation Administration.*

Date of application : October 12, 2002

Date issued :

Date of issuance : April 9, 2004

Date amended :



By direction of the Administrator

S. Frances Cox
Manager, Special Certification Office
Southwest Region

(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 1 year, or both.

FAA Form 1112-2-10-621

Page 1 of 2

This certificate may be transferred in accordance with Part 33 of the

United States Of America
Department of Transportation - Federal Aviation Administration
Supplemental Type Certificate

Number SA10232SC

This Certificate is issued to Rod Sage
7161 S. Peoria St. 18E
Englewood Co 80112

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified herein meets the airworthiness requirements of Part 2 of the Civil Air Regulations.

Original Product Type Certificate Number : 3A13

Make Cessna

Model : 182L, F, G, H, J, K, L, M, N, and P

Description of Type Design Change: Installation of Rod Sage Supercharged Teledyne Continental Motors (TCM) O-470-L, O-470-R, and O-470-S engine in accordance with Type Inspection Data contained in Master Drawing List No. MDI-182-1-A, Rev. C, dated March 19, 2004, or later FAA approved revision. Required instructions for Continued Airworthiness are contained in Document No. 22001-05, Rev. - dated March 5, 2004, or later FAA approved revision. FAA approved Airplane Flight Manual Supplement No AFMS22001 dated April 9, 2004, or later FAA approved revision is required.

Limitations and Conditions: This Supplemental Type Certificate requires installation of STC SE10233SC dated April 9, 2004, or later FAA approved revision. Compatibility of this design change with previously approved modifications must be determined by the installer. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application : October 12, 2002

Date issued :

Date of issuance : April 9, 2004

Date amended :



By direction of the Administrator

Frances Cox
Manager, Special Certification Office
Southwest Region

(Title)

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DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS
				ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)

N2644F

06-20-2016 Tach Time: 2245.3 SMOH: 1896.3

Drained oil, removed filter, cut filter, no metal noted. Serviced with 10 quarts of Phillips 66-20W50 and new Tempest oil filter AA48110-2. Cleaned gapped, and rotated spark plugs this date. Compression test: #1: 76/80, #3: 74/80, #5: 70/80, #2: 70/80, #4: 76/80, #6: 72/80. Checked and adjusted supercharger belt as per Force Air Tech service instructions. AD 74-18-05 and 99-04-04 Slick Magnetos: N/A by model number of magnetos: Inspected magnetos this date for 500 hour inspection and as per Slick Maintenance Manual. Installed magnetos and timed to engine. AD 75-05-02 Engine oil: N/A does not this type of air oil separator installed on this engine. AD 2010-11-04 to prevent excessive hydraulic lifter wear: N/A does not have the affected parts installed as per the part number listed in this AD. AD 2011-26-07 to prevent engine failure due to the migration of the magneto impulse coupling stop pin: N/a as per model number of these magnetos. AD 2012-03-06: To prevent an in-flight shut down due to a failed fuel servo diaphragm: N/A does not have the affected parts installed on this servo as per AD. I certify that I have inspected this engine per Annual Inspection and determined it to be in airworthy condition for return to service.

Justin Williams TA [REDACTED]