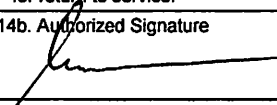


1. Approving Civil Aviation Authority / Country: FAA / UNITED STATES		2. AUTHORIZED RELEASE CERTIFICATE FAA FORM 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number: 8892	
4. Organization Name and Address: Park Rapids Avionics 301 Airport Road Park Rapids, MN 56470					5. Work Order/Contract/Invoice Number: 8892	
6. Item:	7. Description:	8. Part Number:	9. Qty.:	10. Serial Number:	11. Status/Work:	
1	FDU-3000 Flux Detector	822-1193-001	1	26658	TESTED	
12. REMARKS: Function Tested						
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 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.:
						K15R981Y
13d. Name (Typed or Printed):		13e. Date (dd/mm/yyyy):		14d. Name (Typed or Printed):		14e. Date (dd/mm/yyyy):
				Mike Jenson		21/JUL/2026
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.						