1. Approving Civil Aviation Authority / Country:	2.	3. Form Tracking Number.
FAA / UNITED STATES	**AUTHORIZED RELEASE CERTIFICATE** FAA FORM 8130-3, AIRWORTHINESS APPROVAL TAG	8892

4. Organization Name and Address:	5. Work Order/Contract/Invoice Number:
Park Rapids Avionics 301 Airport Road Park Rapids, MN 56470	8892

6. Item:	7. Description:	8. Part Number:	9. Qty.:	10. Serial Number:	11. Status/Work:
1	TA-495A Pitch/Trim Servo	44430-3548	1	7701	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/mmm/yyyy):	14d. Name (Typed or Printed): Mike Jenson	14e. Date (dd/mmm/yyyy): 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.