

Supplemental Type Certificate

Number SA3335NM

This certificate, issued to

**Rosen Sunvisor Systems
86365 College View Road
Eugene, OR 97405**

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 3 of the Civil Air Regulations.

Original Product—Type Certificate Number: 6A1
Make: Gulfstream Aerospace Corporation
Model: 500, 560

Description of the Type Design Change: Cockpit Sun Visor installation in accordance with FAA approved Rosen Drawing List Number RAC-00DL, dated January 7, 1986, or later FAA approved revision.

Limitations and Conditions: The approval of this change in type design applies basically to the above model aircraft only. This approval should not be extended to aircraft of this model on which other previously approved modifications are incorporated unless it is determined that the interrelationship between this change and any of those other previously approved modifications, including changes in type design, will introduce no adverse effect upon the airworthiness of the aircraft. A copy of this Certificate and FAA approved Rosen Drawing List Number RAC-00DL, shall be maintained as part of the permanent records of the modified aircraft.

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: January 7, 1986

Date reissued: March 24, 2003

Date of issuance: March 7, 1986

Date amended: March 24, 2003



By direction of the Administrator

[Handwritten Signature]
 (Signature)

for Acting Manager, Seattle Aircraft Certification Office
 (Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

This certificate may be transferred in accordance with FAR 21.47.

Supplemental Type Certificate

Number SA3336NM

This certificate, issued to

**Rosen Sunvisor Systems
86365 College View Road
Eugene, OR 97405**

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 23 of the Civil Air Regulations.

Original Product—Type Certificate Number: 2A4
Make: Gulfstream Aerospace
Model: 680, 690, 695

Description of the Type Design Change: Cockpit Sun Visor installation in accordance with FAA approved Rosen Drawing List Number RAC-00DL, dated January 7, 1986, or later FAA approved revision.

Limitations and Conditions: The approval of this change in type design applies basically to the above model aircraft only. This approval should not be extended to aircraft of this model on which other previously approved modifications are incorporated unless it is determined that the interrelationship between this change and any of those other previously approved modifications, including changes in type design, will introduce no adverse effect upon the airworthiness of the aircraft. A copy of this Certificate and FAA approved Rosen Drawing List Number RAC-00DL, shall be maintained as part of the permanent records of the modified aircraft.

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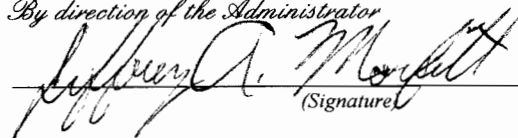
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U.S. Department
of Transportation
**Federal Aviation
Administration**

**Transport Airplane Directorate
Aircraft Certification Service**

1601 Lind Avenue S.W.
Renton, Washington 98055-4056

In Reply
Refer To: 190S-03-200

Rosen Sunvisor Systems
86365 College View Road
Eugene, OR 97405

Gentlemen:

Per the transfer endorsements on the following Supplemental Type Certificates (STC), we have reissued these documents in your new name and address with a reissue date of March 24, 2003.

| | | | | |
|----------|----------|----------|-----------|-----------|
| SA1637NM | SA3067NM | SA3650NM | SA4147NM | SR00014SE |
| SA2128NM | SA3068NM | SA3681NM | SA4148NM | |
| SA2151NM | SA3301NM | SA3687NM | SA4381NM | |
| SA2367NM | SA3302NM | SA3688NM | SA4391NM | |
| SA2383NM | SA3304NM | SA3689NM | SA4960NM | |
| SA2614NM | SA3305NM | SA3690NM | SA4962NM | |
| SA2650NM | SA3306NM | SA3691NM | SA4963NM | |
| SA2652NM | SA3335NM | SA3692NM | SA5136NM | |
| SA2672NM | SA3336NM | SA3693NM | SA5934NM | |
| SA2678NM | SA3342NM | SA3694NM | SH2695NM | |
| SA2917NM | SA3529NM | SA3695NM | SH3533NM | |
| SA2942NM | SA3597NM | SA3696NM | SH3817NM | |
| SA3066NM | SA3598NM | SA3850NM | SA00682SE | |


As recipient of this approval, please review your responsibilities under the requirements of Federal Aviation Regulation (FAR) 21.3, regarding the reporting of any failure, malfunction, or defect in any article manufactured under this STC. You are required to report such occurrences except as provided in FAR 21.3(d), to the Manager, Seattle Aircraft Certification Office, at 1601 Lind Ave. SW, Renton, WA 98055-4056. The report should be communicated initially by telephone to the Manager, (425) 917-6400, within 24 hours after it has been determined that the failure has occurred. In addition, written notification to the Manager, Seattle Aircraft Certification Office, ANM-100S, at the above address is required. Federal Aviation Administration (FAA) Form 8010-4 (Malfunction or Defect Report) or any other appropriate format is acceptable in transmitting the required details.

If you plan to manufacture replacement or modification parts for sale in conformance with approved data listed on the STC, you are required to comply with FAR 21.303. A Parts Manufacturer Approval (PMA) may be issued under the provisions of FAR 21.303(d) when you submit a statement certifying you have established the fabrication inspection system as required by FAR 21.303(h). The identification requirements for parts produced under a PMA are in FAR 45.15. Your statement should be in letter form, with reference to the STC number, and should be addressed to the Federal Aviation Administration, Northwest Mountain Region, Attention: Manager, Seattle Manufacturing Inspection District Office, 2500 E. Valley Road, Suite C-2, Renton, WA 98055-4056.

You, as the STC holder, are responsible for any design changes necessary to correct unsafe conditions as well as for submitting those design changes for approval. This requirement is contained in FAR 21.99.

By acceptance of this certificate, you acknowledge that you have read and understand your responsibilities as an STC holder and are in effect certifying that you have received and hold all the available data from the previous holder.

Sincerely,


for Jeffrey E. Duven
Acting Manager, Seattle Aircraft
Certification Office

Enclosures



Aero Commander Monorail
Sunvisor System

| | | |
|---------|-----|----------|
| Date | Rev | Approved |
| 2/18/22 | F | SYS |

Drawing List
RAC-00 DL

Doc. #9040-1360-001

| Drawing | Replaces | Description | Rev. |
|---------------------|--------------|----------------------------------|------|
| RAC-300-1 | | Monorail Sunvisor System | D |
| RAC-100-1 | | Rail Assembly | B |
| RAC-200-1 | | Bracket, Middle | B |
| RAC-200-2 | | Bracket, Side | B |
| RAC-300-3 | | Visor Assembly | D |
| 1120000-001 | RCBS-100 | Complete Assembly Clamping Block | K |
| 1120101-001 | RCBS-100-7A | Nut Plate, Standard | L |
| 1120102-001 | RCBS-100-8A | Clamping Block Body | L |
| 1120104 | RCBS-100-5A | Thumb Knob - Standard | M |
| 1120203 | RCBS-100-8AA | Swivel, Clamping Block | P |
| 1110202 | RCBS-100-8AB | Swivel Nut Plate | E |
| 1350401 | RAC-200-16 | Lens | K |
| | KITS | | |
| RCBS-300-11M | | Kit, Standard Thumb Knob | D |
| 1120104-002 | | Thumb Knob | M |
| RCBS-300-18 | | Spring | |
| PCS-1000-14-STZ | | E-Clip | |
| RCBS-100 | | Clamping Block Assembly | E |
| 1120000-001 | | Clamping Block | K |
| 1110202 | | Swivel Nut Plate | E |
| R1350401 | | Lens | K |
| RAC-400 | | Installation Instructions | A |



ROSEN PRODUCT DEVELOPMENT INC.

P.O. BOX 21636, EUGENE, OR 97402 (503) 342-3802

INSTALLATION INSTRUCTIONS

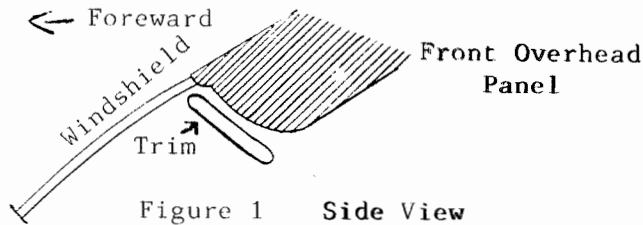
for

AERO COMMANDER MONORAIL SUNVISOR SYSTEM

DRAWING #RAC-400

Your Rosen Monorail Sunvisor System has been fitted in many different Aero Commanders and fits well. There are, however, some different trim options that need slightly different installation procedures. (These relate mainly to mounting the front two brackets.) Also, it was noted that at times optional equipment such as map lights, etc. have been mounted in such a position to interfere with the monorail. If your aircraft happens to be one of those, then a slight change of position will be required for that equipment. There has not been any observed interference with factory installed equipment.

- o Prior to taking the monorail into aircraft pull the trim from the bottom of the front overhead panel. The type of trim varies depending upon the year of the aircraft. Older models have wood trim covered with leather or naugahyde; newer models simply have Royalite. To remove the trim it is necessary to remove the tinted plastic eyebrow along the front of the windshield. With this removed it will feel like you've been given a much larger windshield and will help night vision--a visor device should only be in place when needed!



- o Now bring the monorail into the cockpit. With an assistant, hold the rail centered so that the front brackets fit on the lip of the front overhead panel. On some aircraft a small amount of Royalite facing on the front overhead panel will need to be trimmed to allow a smooth fit. (MAKE SURE THE MONORAIL IS CENTERED BEFORE CUTTING TRIM.)
- o In a few rare cases the front bracket will need to be "tweaked" either in the vertical or horizontal position. To accomplish this, protect the chrome with a cover and use a larger adjustable jaw wrench--the bracket has been annealed and should form without much effort.



- o Mark slot locations in front brackets on inside of front overhead panel.
- o With rail approximately 1 1/4" above side windows, mark each side bracket location. (Make sure bracket is resting on Royalite trim material and not cloth headliner.)
- o With all bracket locations marked, drop hinged portion of overhead panel and check that the area marked for installation is free of electrical equipment or other items of hardware. The front brackets are slotted so that the rivnut and corresponding fastener can be moved right or left as necessary.
- o Install A8K75 rivnuts supplied in front overhead panel.

Continued.

- o With front overhead panel in correct position minus trim, loosely install AN507-8/32R12 fasteners in front brackets and recheck alignment of right and left side brackets.

A8K75 Rivnut

Royalite Side Trim

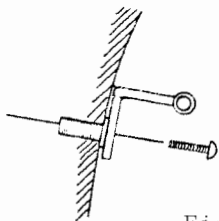


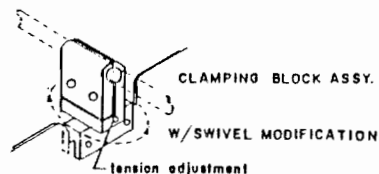
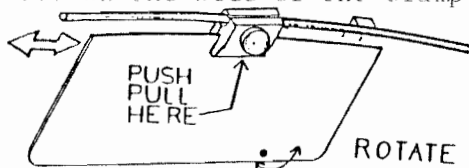
Figure 3

- o Install A8K75 rivnuts in Royalite trim on either side of aircraft as marked. (Do not drill into aircraft structure.)
- o Reinstall rail using AN526C-8/32R5 fasteners provided for the side brackets.
- o Reinstall front overhead panel bottom trim and, depending upon fit around front bracket, trim Royalite or wood slightly depending upon your model of Aero Commander. The Royalite trim should not interfere with the visor assembly as it slides by the bracket.
- o Install the two visor assemblies with thumb tension knobs in-board (towards pilots).
- o Install small retainer rings in groove on end of thumb tension knob (this will prevent the pilots from over loosening the thumb tension knobs).

OPERATING INSTRUCTIONS

Your Rosen Monorail Sunvisor System was designed for easy use and maintenance and is the most functional unit on the market.

- o To use either visor, rotate down if stowed by using the lens as a lever.
- o Loosen the thumb tension knob and while still holding the knob, slide the visor smoothly along the monorail. (DO NOT SLIDE THE VISOR BY HOLDING THE LENS.)
- o To use anywhere on the system, tighten the thumb tension knob as desired. To swivel just rotate the lens in the vertical axis. Swivel tension can be adjusted with the set screw on the side of the clamping block.



- o Both visors can travel completely around the aircraft.
- o To have additional room when the visor is used on the side windows, rotate the visor into the window recess.
- o To stow, tighten the thumb tension knob and, using the visor as a lever, rotate to the overhead.
- o Periodic cleaning of the rail with rubbing alcohol will insure a positive clamp.
- o When the visor is stowed overhead on either side, those Aero Commanders with the overhead eyebrow window have a real plus--a secondary sun screen for the high overhead sun conditions.
- o We welcome any comments on how we might improve our system or for other product ideas you might have to enhance your aircraft.