



U.S. 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

WP-23 LAX FSDO 75

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 a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make Piper	Model PA-30
	Serial No. 30-1140	Nationality and Registration Mark N8031Y
2. Owner	Name (As shown on registration certificate) Bresin Sheldon O Trustee	Address (As shown on registration certificate) 6 Blacksmith Circle Phillips Ranch, CA 91766-4804

3. For FAA Use Only

--	--	--	--	--	--

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Howard Aviation, Inc. 1401 Fairplex Drive La Verne, CA 91750	☐ U.S. Certified Mechanic	TO3R874L Radio Class 1 Limited Airframe
	☐ Foreign Certified Mechanic	
	☒ Certified 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 8/16/05	Signature of Authorized Individual <i>Robin Howard</i> Robin Howard
-----------------	---

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	
	FAA Designee	X	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 8/16/05		Certificate or Designation No. TO3R874L		Signature of Authorized Individual <i>Robin Howard</i> Robin Howard	

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.)

REMOVED EQUIPMENT:

N/A

INSTALLED EQUIPMENT:

INSTALLED A GARMIN GDL69 XM WEATHER RECEIVER I/A/W MANUFACTURERS INSTALLATION MANUAL P/N 190-00355-02 REVISION B DATED 2/05, GARMIN MASTER DATA LIST, P/N 005-C0217-00, REV B, DATED 02/05 AND STC # SA01487SE PER THE AML AND AC 43.13-1B CHAPTER 12 SECTION 2 PARAGRAPH 12-8. THE STC WAS USED WITH WRITTEN PERMISSION FROM GARMIN ACCORDING TO THE GARMIN GDL69/69A INSTALLATION MANUAL.

INSTALLED A GARMIN GA 55 XM SATELLITE RADIO ANTENNA I/A/W MANUFACTURERS INSTALLATION MANUAL P/N 190-00355-02 REVISION B, DATED 2/05 AND STC # SA01487SE PER THE AML AND AC 43.13-2A CHAPTER 3 ANTENNA INSTALLATIONS PARAGRAPH 36

ICA IS ATTACHED.

THIS INSTALLATION ALSO COMPLIES WITH AC 43.13-1B CHAPTER 10 WEIGHT AND BALANCE, AC 43.13-1B CHAPTER 11 AIRCRAFT ELECTRICAL SYSTEMS AND AC 43.13-1B CHAPTER 12 AIRCRAFT AVIONICS SYSTEMS SECTION 2 PARAGRAPH 12-9.

***** NOTHING FOLLOWS *****

☒ Additional Sheets Are Attached

Date: 8/16/05 A/C Make: Piper A/C Model: PA-30
A/C S/N: 30-1140 Registration #: N8031Y

Instructions for Continued Airworthiness

1. Introduction

[Aircraft that has been modified: see attached FAA Form 337]

Content, Scope,
Purpose and Arrangement:

This document identifies the ICA for the modification of the above aircraft by installation of the Garmin GDL 69 remote XM Satellite Radio. Applies to aircraft altered by the installation of the Garmin GDL 69 XM Satellite Radio.

Applicability:

Definitions and Abbreviations:

None, N/A.

Precautions:

None, N/A.

Units and Measurements:

None, N/A.

Referenced Publications:

Garmin GDL 69/69A XM Satellite Radio Installation Manual, P/N 190-00355-02

Garmin GDL 69/69A XM Satellite Radio STC

Master Data List P/N 005-C0217-00

Distribution:

This document should be a permanent aircraft record.

2. Description and Alteration

The Garmin GDL 69 is installed in the aircraft as a remote-mount unit. Pilot control of the GDL 69 is through the MX 20 for display and control of the weather data.

3. Control, Operation Information

The GDL 69 does not have a direct pilot interface. The GDL 69 is controlled via the MX 20.

To validate the operation of the GDL 69, monitor the MX 20 weather depiction page and look for display of weather data. Depiction of weather data should begin within 10 minutes.

4. Servicing Information

None. In the event of system failure, return the unit to an approved Garmin repair station.

5. Maintenance Instructions

At an aircraft annual inspection, conduct a visual inspection on the GDL 69 and its wire harness to insure continued installation integrity. Visually inspect wiring harness to insure no chafing or wire routing problems.

6. Troubleshooting Information

If XM satellite information is not available on control display unit, consult the Troubleshooting section contained in the GDL 69 Installation Manual, listed under reference documentation in paragraph 2.1 of this document.

7. Removal and Replacement Information

The mounting location of the GDL 69 is in the nose avionics bay.

If the GDL 69 unit is removed and reinstalled, verify the GDL 69 unit operation by viewing XM Satellite information on the control display unit, or by checking the XM Information or XM Status page on the control display unit. If the GDL 69 unit is removed for repair and reinstalled, or if the GDL 69 unit is removed and replaced with a different GDL 69 unit, the GDL 69 XM radio service may require re-activation. Follow instructions in the Installation Manual (listed under reference documentation in section 2.1 of this document) "Activation with XM Satellite Radio".

If any work has been done on the aircraft that could affect the system wiring, antenna cable, or any interconnected equipment, verify the GDL 69 unit operation by viewing XM Satellite information on the control display unit, or by checking the XM Information or XM Status page on the control display unit.

Note: There are no special handling requirements for the GDL 69.

8. Diagrams

Refer to the GDL 69 Installation Manual (listed under reference documentation in section 2.1 of this document) for drawings applicable to this installation.

9. Special Inspection Requirements

None

10. Applications of Protective Treatments

None

11. Data Relative to Structural Fasteners

None

12. Special Tools

No special tools are required for system checkout.

13. This Section is for Commuter Category Aircraft Only

- Electrical loads: N/A
- Methods of balancing flight controls: N/A
- Identification of primary and secondary structures: N/A
- Special repair methods applicable to the airplane: N/A

14. Overhaul Period

The system does not require overhaul at a specific time period. Non operation of the unit may indicate failure of the unit and the unit may require replacement. See troubleshooting section contained in the GDL 69 Installation Manual, listed under reference documentation in paragraph 2.1 of this document.

15. Airworthiness Limitation Section

None

16. Revision

To revise this ICA, a letter must be submitted to the local FSDO with a copy of the revised FAA Form 337, and the revised ICA. The FAA inspector accepts the change by signing block 3.

17. Assistance

Flight Standards Inspectors have the required resources to respond to questions regarding this ICA. In addition, the customer may refer questions regarding this equipment and its installation to the manufacturer, Garmin International. Garmin International customer assistance may be contacted during normal business hours via telephone 913-397-8200 or email from the Garmin web site at garmin.com.

18. Implementation and Record Keeping

For major alterations performed I/A/W FAA field approval policy, the owner/ operator operating under Part 91 is responsible for ensuring that the ICA is made part of the applicable Section 91.409 inspection program for their aircraft. This is accomplished when a maintenance entry is made in the aircraft's maintenance record I/A/W Section 43.9. This entry records the major alteration and identifies the original ICA location along with a statement that the ICA is now part of the aircraft's inspection/ maintenance requirements.

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				Form Approved OMB No. 2120-0020	
				For FAA Use Only	
				Office Identification NM-FSDO-09	
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 form is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).					
1. Aircraft	Make Piper		Model PA-30-160B		
	Serial No. 30-1140		Nationality and Registration Mark N8031Y		
2. Owner	Name (As shown on registration certificate) Bresin, Sheldon O		Address (As shown on registration certificate) 6 Blacksmith Circle Phillips Ranch CA 91766		
3. For FAA Use Only					
4. Unit Identification					5. Type
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in item 1 above) ~~~~~				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
6. Conformity Statement					
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
David G. Lewis 3565A NE Cornell Rd Hillsboro OR 97214		☒ U.S. Certificated Mechanic		A & P 1175886	
		☐ 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 04-30-2005		Signature of Authorized Individual David G. Lewis			
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 Canadian Airworthiness Group	
Date of Approval or Rejection 4-30-2005		Certificate or Designation No. 1175886IA		Signature of Authorized Individual David G. Lewis	

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.)

N8031Y

Installed the following:

Apollo MX 20 Multi function display STC SA02154AK into existing opening to the left of the radio stack. Wiring connection to existing GNS 480 and to the avionics buss and ground was made previously.

The following references were used.

MX 20: STC SA02154AK

AC 43.13 2A (Applicable sections)

All wires are Mil-Spec 22759 or 27500.

Instructions for continuing airworthiness:

The MX 20 is considered an on condition item.

A ground check of the systems was made in accordance with the manufactures installations instructions and no adverse affects on the aircrafts operational systems or its installed equipment was noted.

The equipment list has been updated.

The weight and balance has been recalculated.

The Electrical load was checked and founded not to exceed the generator load limitation IAW AC 43.13-1B, Chapter 11, Section 3 Paragraph 11.

----- E N D -----

☐ Additional Sheets Are Attached

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				Form Approved OMB No. 2120-0020 For FAA Use Only Office Identification NM-FSDO-09	
US Department of Transportation Federal Aviation Administration					
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 form is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).					
1. Aircraft	Make	Piper		Model	PA-30-160B
	Serial No.	30-1140		Nationality and Registration Mark	N8031Y
2. Owner	Name (As shown on registration certificate)			Address (As shown on registration certificate)	
	Bresin, Sheldon O Bresin, Mary J			6 Blacksmith Circle Phillips Ranch CA 91766	
3. For FAA Use Only					
4. Unit Identification					5. Type
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in item 1 above) ~~~~~				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
6. Conformity Statement					
A. Agency's Name and Address			B. Kind of Agency		C. Certificate No.
Mike Witte 1913 23rd # 1 Forest Grove OR 97116			☒ U.S. Certificated Mechanic		A & P XXXXXXXXXX
			☐ 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			Signature of Authorized Individual		
11-13-2004			Mike Witte		
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 Canadian Airworthiness Group	
Date of Approval or Rejection		Certificate or Designation No.		Signature of Authorized Individual	
11-13-2004		XXXXXXXXXX IA		Mike Witte	

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.)

N8031Y

Removed the following: Collins VHF 250, VIR 350, IND 351A; Narco UAT-1, UDA-1, DME 190; 52D54 DG; Garmin GPS 100; 1C-388 Radio Coupler.

Installed the following:

- 1) Garmin GNS 480 GPS WAAS Navigator with integrated VHF Navigation and Communication radios (STC SA01229SE). Connection to a new NSD 360A was made. Per STC, remote annunciation for the CDI use is required. Stacco annunciation is used.
- 2) 3 inch NSD 360A (Slaved) HSI, TSO: c6c, c9c, C52a. The Flux detector was installed in the tail section on a piece of 0.125 inch 2024 T-3. The amplifier for the flux detector is located beneath the throttle quadrant.
- 3) A Trans-Cal Model SSD 120-30A-RS 232 encoder was installed and connected to the existing static system. It provides serial data only to the GNS 480. (The existing transponder and encoder connection was not disturbed.
- 4) 1C388-2 Radio Coupler
- 5) Electronics International VA-1A-50: STC SA2693NM

The following references were used:

GNS 480: STC SA01229SE

NSD 360 & 1C388-2 : FAA/DAS Approved Bulletin 735

Trans-Cal Model SSD 120-30A-RS 232 encoder: Trans Cal Document 930005

AC 43.13 2A (Applicable sections)

EI VA-1A: STC SA2693NM

The following electrical connections to the existing aircraft avionics bus were made:

GNS 480: New P & B W 23-5 breaker labeled "GNS/GPS", New P & B W 23-5 breaker labeled COM/1"

NSD 360A: New P & B W23-3 breaker labeled "HSI"

EI VA-1A: New P & B W23-2 breaker labeled "EI/VA"

All wires are Mil-Spec 22759 or 27500. All New Co-axial was RG 142 or RG 400

Instructions for continuing airworthiness:

GNS 480: See Garmin AT document 560-0986 for instructions

NSD 360A: See Century Flight Systems Bulletin 735.

The transponder and encoder shall be checked every 24 months as specified in 14 CFR 91.413. Another agency has performed this test.

A ground check of the systems was made in accordance with the manufactures installations instructions and no adverse affects on the aircrafts operational systems or its installed equipment was noted.

This alteration was performed in accordance with AC 43.13-1B, Chapter 11 Section 4, paragraphs 11-47, 11-48, section 5 paragraph 11-66, section 9, paragraph 11-115 thru 11-118, and 11-120, section 10, paragraphs 11-135 thru 11-139, section 11, paragraph 11-146, section 12, paragraph 11-155 thru 11-159, and AC 43.13-2A Chapter 1, paragraph 4 thru 12, Chapter 2, paragraphs 21 thru 23 and Chapter 3.

Upgraded the equipment list. The weight and balance was amended. To show compliance with appendix F of part 43, as required by FAR 91.413, a check of the encoder and transponder must be made.

The Electrical load was checked and founded not to exceed alternator load limitation IAW AC 43.13-1B, Chapter 11, Section 3 Paragraph 11.

----- E N D -----

NOV 19 2004



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

NM-09 FSDO WPS

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 Piper	Model PA-30
	Serial No. 30-1140	Nationality and Registration Mark N8031Y
2. Owner	Name (As shown on registration certificate) BRESIN, Sheldon O., Trustee BRESIN, Mary J. Trustee	Address (As shown on registration certificate) 6 Blacksmith Circle Phillips Ranch, CA 91766

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address Sportsman Airpark, Inc. P.O. Box 248 Newberg, OR 97132	B. Kind of Agency ☐ U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic ☒ Certificated Repair Station ☐ Manufacturer	C. Certificate No. F06R542N Type I & III
--	--	---

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 11-12-04	Signature of Authorized Individual <i>Robert Lind</i>
------------------	--

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 11-12-04		Certificate or Designation No. F06R542N	Signature of Authorized Individual <i>Robert Lind</i>	

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.)

Piper PA-30 N8031Y S/N 30-1140

Installed Ron & John's Comanche Service modified instrument panel I.A.W. Ron & John's Comanche Service Master Document List #RCJS PA-30-63/68DL, Revision A, dated December 8, 1994, per STC SA00160SE.

Installed Ashby Glare Shield I.A.W. Comanche Glare Shield Installation Instructions per STC STD1327LA.

Installed shoulder harness for two front seats I.A.W. installation instructions of shoulder harness for pilot & co-pilot seats dated 5-24-97 Revision C per STC SA00484WI.

Updated Weight & Balance data.

***** THE END *****

☐ Additional Sheets Are Attached



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

LAX-F500-23

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 a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make PIPER	Model PA-30
	Serial No. 30-1140	Nationality and Registration Mark N8031Y
2. Owner	Name (As shown on registration certificate) Bresin Sheldon O Trustee Bresin Mary J Trustee	Address (As shown on registration certificate) 6 Blacksmith Circle Phillips Ranch, Ca. 91766

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address Mike Passwater P.O. Box 5405 El Monte, Ca. 91734-1405	B. Kind of Agency ☒ U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic ☐ Certificated Repair Station ☐ Manufacturer	C. Certificate No. AP 1758050
---	--	----------------------------------

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 Aug 12, 2002	Signature of Authorized Individual Mike Passwater
----------------------	--

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 Aug 12, 2002	Certificate or Designation No. AP1758050AI	Signature of Authorized Individual Mike Passwater
---	---	--

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.)

1. Removed left and right engine air filters.
2. Installed Brackett Aero Filters Ba-121 assemblies, using a Brackett BA-27 replacement element for the twin commanche with Ray Jay Turbocharger.
3. Installation completed using Brackett Aero Filters installation Instructions and STC SA71GL.
4. No weight change

NOTHING FOLLOWS

☐ Additional Sheets Are Attached



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

CA-PSDUCM

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 a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make PIPER	Model PA 30
	Serial No. 30-1140	Nationality and Registration Mark N 8031Y
2. Owner	Name (As shown on registration certificate) BRESIN, SHELDON O. TRUSTEE	Address (As shown on registration certificate) 6 BLACKSMITH CIRCLE PHILLIPS RANCH, CA 91766
	BRESIN, MARJ J. TRUSTEE	
3. For FAA Use Only		

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

6. Conformity Statement		
A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
MICHAEL E. PASSWATER P.O. Box 5405 EL MONTE, CA 91734	☒ U.S. Certified Mechanic	A+P 1758050
	☐ Foreign Certified Mechanic	
	☐ Certified 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 Dec 4, 1995	Signature of Authorized Individual MICHAEL E. PASSWATER
---------------------	--

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 Dec 4, 1995		Certificate or Designation No. AP 1758050AI	Signature of Authorized Individual MICHAEL E. PASSWATER		

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.)

1. INSTALLED GEAR LOBE FAIRINGS ON LEFT AND RIGHT AFT AREA OF WHEEL WELL OPENING IAW KNOTS 20, INC. GEAR LOBE FAIRING INSTALLATION MANUAL FOR THE PIPER PA 30/39, NO REVISION, DATED 1-18-92 OR LATER FAA APPROVED REVISION AS PER STC SA-1712 GL.
2. AMENDED WEIGHT AND BALANCE AND EQUIPMENT
LISTS.
3. CHECKED RETRACTION OF LANDING GEAR

NOTHING FOLLOWS

☐ Additional Sheets Are Attached

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 5-16-95

 U.S. 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 3-113	
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 a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).					
1. Aircraft	Make	Piper		Model	PA-30
	Serial No.	30-1140		Nationality and Registration Mark	N8031Y
2. Owner	Name (As shown on registration certificate)			Address (As shown on registration certificate)	
	Bresin Sheldon O Trustee Bresin Mary J Trustee			6 Blacksmith Circle Phillips Ranch CA. 91766	
3. For FAA Use Only					
4. Unit Identification					
Unit	Make	Model	Serial No.	5. Type	
AIRFRAME	(As described in item 1 above)			Repair	Alteration
POWERPLANT					X
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
6. Conformity Statement					
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
Jacob T. Remington 7600 S. Chapel Hill Dr. Franklin WI 53132		☒ U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic ☐ Certificated Repair Station ☐ Manufacturer		☐ [Redacted] ☐ [Redacted]	
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		Signature of Authorized Individual			
4-18-95		J. T. Remington			
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		Certificate or Designation No.	Signature of Authorized Individual		
4-18-95			J. T. Remington		

F/A AIRCRAFT REGISTRY
CAMERA NO. 2

DATE: 5-16-95

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.)

Installed Knots 20 Inc. Nacelle Fairings as per
Knots 20 installation Manual dated 2-15-82 Revision A
Date 7-1-93

Approval Basis S.T.C. No. SA516GL

☐ Additional Sheets Are Attached

 U.S. 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 G613	
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 a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).					
1. Aircraft	Make Piper		Model PA-30		
	Serial No. 30-1140		Nationality and Registration Mark N8031Y		
2. Owner	Name (As shown on registration certificate) Bresin Sheldon O. Trustee Bresin Mary J. Trustee		Address (As shown on registration certificate) 6 Blacksmith Circle Phillips Ranch CA. 91766		
	3. For FAA Use Only				
4. Unit Identification					
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
5. Type					
6. Conformity Statement					
A. Agency's Name and Address Jacob T. Remington 7600 S. Chapel Hill Dr Franklin W. 53132		B. Kind of Agency ☒ U.S. Certified Mechanic ☐ Foreign Certified Mechanic ☐ Certificated Repair Station ☐ Manufacturer		C. Certificate No. IA394908183	
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 4-18-95		Signature of Authorized Individual 			
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 4-18-95		Certificate or Designation No. IA394908183	Signature of Authorized Individual 		

FAA AIRCRAFT REGISTRY
CAMERA NO. 374 DATE: 8-18-93

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)

Installed Knots 20 Inc. Nacelle Fairings as per
Knots 20 Installation Manual Dated 2-15-82 Revision A
Date 7-1-93

Approval Basis S.T.C. No. SA516GL

V
O
I
D

☐ Additional Sheets Are Attached

WO# 25644 (SHELDON BRESSIN)

 MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)		Form Approved OMB No. 2120-0020	
		For FAA Use Only Office Identification WP-ESMA-5	
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 a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).			
1. Aircraft	Make PIPER	Model PA-30	
	Serial No. 30-1140	Nationality and Registration Mark N8031Y	
2. Owner	Name (As shown on registration certificate) BRESIN SHELDON O TRUSTEE BRESIN MARY J TRUSTEE		Address (As shown on registration certificate) 6 BLACKSMITH CIRCLE PHILLIPS RANCH CA 91766
	3. For FAA Use Only		
4. Unit Identification			
Unit	Make	Model	Serial No.
AIRFRAME	(As described in item 1 above)		XX
POWERPLANT			
PROPELLER			
APPLIANCE	Type		
	Manufacturer		
5. Type			
6. Conformity Statement			
A. Agency's Name and Address WESTERN AVIONICS INC 19711 CAMPUS DRIVE, HGR #A SANTA ANA CA 92707-5203		B. Kind of Agency U.S. Certified Mechanic Foreign Certified Mechanic XX Certified Repair Station Manufacturer	C. Certificate No. CLASS I, II, III. LTD SPCL SVCS. FAA# YH3R997L.
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 28-December-1993		Signature of Authorized Individual STAN ERICKSON	
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
	FAA Designee	X Repair Station	Person Approved by Transport Canada Airworthiness Group
Date of Approval or Rejection 28-December-1993		Certificate or Designation No. YH3R997L	Signature of Authorized Individual STAN ERICKSON

WO# 25644 (SHELDON BRESSIN)

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.)

GPS INSTALLATION

1. Installed GARMIN GPS100 (s# 91402698) as a standalone system.
2. Installation conforms to acceptable methods, techniques, and practices of A.C. 43.131A, Chapter 5, paragraphs 227, 228, 230, and 231; and A.C. 43.132A, Chapter 2, paragraphs 22 and 23 b/c, & A.C. 20121A.
3. Ground and flight checks made and GPS exhibits no interference to other communication or navigation systems.
4. GPS will not cause hazard to other aircraft systems, to the operation of the aircraft, or its occupants.
5. Power required did not exceed 80% of capacity.
6. A placard is installed in clear view of the pilot indicating that navigation must not be predicated on the use of the GPS alone.
7. The system has a dedicated display and provides no signals to other aircraft systems.
8. An operating handbook/manual has been provided to the person requesting this installation.

*****INTERCOM INSTALLATION FOLLOWS *****

INTERCOM INSTALLATION

1. Installed NAT AA80-001 INTERCOM SYSTEM (s# 10555) in space provided.
2. Installation conforms to acceptable methods, techniques, and practices of AC 43.13-1A, Chapter 5, pars. 227, 228, 230 & 231; AC 43.13-2A, Chapter 2, pars. 22 & 23 b/c.
3. Ground and flight checks made and intercom exhibits no interference to other communication or navigation systems.
4. Intercom will not cause a hazard to other aircraft systems, to the operation of the aircraft, or to its occupants.
5. Power required did not exceed 80% of capacity.

*** NOTHING FOLLOWS ***

RECEIVED

DEC 30 1993

LGB FSDO

☐ Additional Sheets Are Attached

 MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				Form Approved OMB No. 2120-0020 For FAA Use Only Office Identification WP21 RAL FSDO	
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 a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).					
1. Aircraft	Make Piper		Model PA-30		
	Serial No. 30-1140		Nationality and Registration Mark N8031Y		
2. Owner	Name (As shown on registration certificate) Bresin, Sheldon O. Trustee Bresin, Mary J. Trustee		Address (As shown on registration certificate) 6 Blacksmith Circle Phillips Ranch, CA 91766		
	3. For FAA Use Only				
4. Unit Identification					
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)			x	
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
6. Conformity Statement					
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
Mark Wilson 6771 Bonnie Drive Huntington Beach, CA 92647		☒ U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic ☐ Certificated Repair Station ☐ Manufacturer		[Redacted]	
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 December 1, 1993		Signature of Authorized Individual Mark Wilson			
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 December 1, 1993		Certificate or Designation No. [Redacted]		Signature of Authorized Individual Mark Wilson	

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.)

Description of Damage:

Damage was sustained by the outboard leading edge of the right wing and by the landing light plastic lens assembly as a result of contact with heavy brush or weeds incurred while turning around on a narrow runway for taxi back.

The following labor items were complied with during repairs to this aircraft:

1. Fixture wing for repairs.
2. Remove wing tip, landing light assembly and leading edge skin on the outboard section of the right hand wing.
3. Remove outboard, aft bottom wing skin for access in assembly of leading edge skin.
4. Fit new leading edge skin assembly to structure and rivet.
5. Reinstall aft, bottom wing skin.
6. Reinstall landing light assembly with a new lens.
7. Reinstall wing tip assembly.
8. Paint repaired areas.

The following parts were replaced during repair of this aircraft:

20377-45 Skin Assy - wing panel, leading edge, outboard, RH
20348-01 Lens Assy -

All work performed per Piper Service Manual and AC 43.13, section 3, paragraph 99.

Weight and balance calculated. No change.

END

☐ Additional Sheets Are Attached

 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 AP 1758050	
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 a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).					
1. Aircraft	Make	PIPER		Model	PA-30
	Serial No.	30-1140		Nationality and Registration Mark	N.8031 Y
2. Owner	Name (As shown on registration certificate)			Address (As shown on registration certificate)	
	Bresin Sheldon D Trustee, v. v. Bresin Mary J Trustee			6 Blacksmith Circle Phillips Ranch, Ca. 91766	
3. For FAA Use Only					
4. Unit Identification					
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				XXX
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
5. Type					
6. Conformity Statement					
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
Michael E. Passwater P.O. Box 5405 El Monte, Ca. 91734		☒ U.S. Certificated Mechanic		AP 1758050	
		☐ 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		Signature of Authorized Individual			
October 20, 1993		Michael E. Passwater			
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 FTL Standards Inspector	Manufacturer	☒	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection		Certificate or Designation No.		Signature of Authorized Individual	
October 20, 1993		AP1758050AI		Michael E. Passwater	

NOTICE

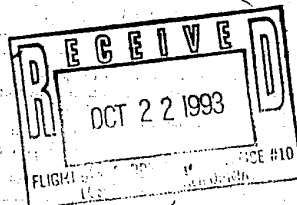
Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration-mark and date work completed.)

1. Removed original nose tire 600x6.
2. Installed Harlan Associated of Spruce Creek, Inc.
nose landing gear tire, size 15x600x6 6ply tire as per
STC SA-1806-SO.
3. No weight change
4. A copy of the STC must be included in the flight manual
for this aircraft.

NOTHING FOLLOWS

☐ Additional Sheets Are Attached

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

Number SA1806SO

This certificate, issued to Harlan Associates of Spruce Creek, Inc.
1813 Wiley Post Trail
Daytona Beach, Florida 32014

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: 1A15 A1EA
Make: Piper Piper
Model: PA-24 PA-30, PA-39

Description of Type Design Change:

Installation of nose landing gear tire, size 15 x 6.00-6 6 PR., replacing size
6.00-6 6 PR.

Limitations and Conditions:

This approval should not be extended to other aircraft of this model on which
other previously approved modifications are incorporated unless it is determined
by the installer that the interrelationship between this change and any of those
other previously approved modifications will introduce no adverse effect upon
the airworthiness of that airplane.

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

Date of application: May 28, 1985

Date received:

Date of issuance: July 10, 1985

Date amended:



By direction of the Administrator

Gerald R. Mack
Gerald R. Mack (Signature)
Acting Manager, Atlanta Aircraft
Certification Office
(Title)

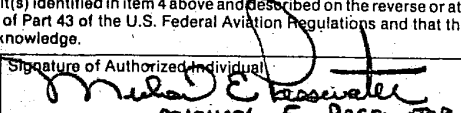
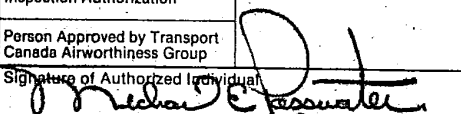
Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

This certificate may be transferred in accordance with FAR 21.47.

FAA AIRCRAFT REGISTRY
CAMERA NO. 2 DATE: 1-12-94

[Faint, mostly illegible text and markings on a form, possibly a flight log or inspection report. Some visible fragments include:]

[Faint header text:] ...
[Faint body text:] ...
[Faint footer text:] ...

 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 LAX-7SD0	
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 a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).					
1. Aircraft	Make	PIPER		Model	PA-30.
	Serial No.	30-1140.		Nationality and Registration Mark	N 8031Y
2. Owner	Name (As shown on registration certificate)			Address (As shown on registration certificate)	
	BRESIN SHELDON O TRUSTEE BRESIN MARY J TRUSTEE.			6 BLACKSMITH CIRCLE PHILLIPS RANCH, CA 91766	
3. For FAA Use Only					
4. Unit Identification					
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~				XX
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
6. Conformity Statement					
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
MICHAEL E PASSWATER P.O. BOX 5405 EL MONTE, CA 91734		☒ U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic ☐ Certificated Repair Station ☐ Manufacturer		A-P 1758050	
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		Signature of Authorized Individual			
Dec 19, 1990.		 MICHAEL E PASSWATER			
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		Certificate or Designation No.	Signature of Authorized Individual		
Dec 19, 1990.		AP 1758050AJ	 MICHAEL E PASSWATER		

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.

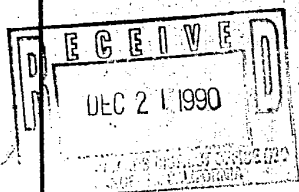
B. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

1. INSTALLED PRECISE PULSELITE MODEL # 1210/
2405-2 IN PA-30 S/N 30-1140 1AW STC
SA-4005 NM.

2. EQUIPMENT LIST + WEIGHT + BALANCE AMENDED

NOTHING FOLLOWS



☐ Additional Sheets Are Attached

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION AWE-FSDO-64	
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.					
1. AIRCRAFT	MAKE	Piper	MODEL	PA-30	
	SERIAL NO.	30-1140	NATIONALITY AND REGISTRATION MARK	N8031Y	
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	Ward, Darwin H.		P.O. Box 1144 Fallon, Nevada		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Bay Avionics, Inc. P.O. Box 6636 Airport station Oakland, Calif. 94614		U.S. CERTIFICATED MECHANIC		464-42 Radio 1, 2 & 3 Instr 1 & 3	
		FOREIGN CERTIFICATED MECHANIC			
		X 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 10/30/79		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Dale C. Lawrence</i>			
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	X REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION 10/30/79		CERTIFICATE OR DESIGNATION NO. 464-42	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Dale C. Lawrence</i>		

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.)

10/30/79

Piper PA-30

N8031Y

Removed Brittain B-4 Flight Control System.

Installed Edo-Aire Mitchell Century III Automatic Flight System with radio tracker and glideslope coupler options as per installation instructions of AK598 in a/w STC SA3128SW-D.

All work was accomplished in a/w AC 43.13 1 & 2.

Performed operational ground check. Flight tested.

Flight manual supplement added to flight manual.

Revised aircraft weight and balance and equipment list.

END

☐ ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 2-11-83

1097-080; 20 JUL 21 1966

Form Approved.
Budget Bureau No. 04-R058.2

FEDERAL AVIATION AGENCY APPLICATION FOR AIRWORTHINESS CERTIFICATE (FAR 21)				INSTRUCTIONS: Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use reverse side.										
I. AIRCRAFT DESCRIPTION	1. REGISTRATION MARK N8031Y	2. AIRCRAFT MAKE Piper	3. AIRCRAFT MODEL DESIGNATION PA-30	FAA CODING 7103002										
	4. AIRCRAFT SERIAL NO. 30-1140	5. ENGINE MAKE Lycoming	6. ENGINE MODEL DESIGNATION IO-320-C1A	41509										
	7. NO. OF ENGINES Two	8. PROPELLER MAKE Hartzell	9. PROPELLER MODEL DESIGNATION HC-E2YL-2B	10. YR. AIRC. MANUFACTURED 1966										
II. CERTIFICATION REQUESTED	A. APPLICATION IS HEREBY MADE FOR:													
	☒ ORIGINAL CERTIFICATE—AIRCRAFT IS ☒ NEW ☐ USED ☐ IMPORT ☐ AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE ☐ OTHER (Specify)													
	B. AIRWORTHINESS CLASSIFICATION (For multiple certification, check appropriate items).													
	☒ STANDARD (Indicate category) ☒ NORMAL ☐ UTILITY ☐ ACROBATIC ☐ TRANSPORT ☐ LIMITED													
	☐ RESTRICTED (Indicate operation(s) to be conducted) <table border="1"> <tr> <td>1. AGRICULTURE & PEST CONTROL</td> <td>2. AERIAL SURVEYING</td> <td>3. AERIAL ADVERTISING</td> </tr> <tr> <td>4. FOREST (Wild life conservation)</td> <td>5. PATROLLING</td> <td>6. WEATHER CONTROL</td> </tr> <tr> <td colspan="3">0. OTHER (Specify)</td> </tr> </table>					1. AGRICULTURE & PEST CONTROL	2. AERIAL SURVEYING	3. AERIAL ADVERTISING	4. FOREST (Wild life conservation)	5. PATROLLING	6. WEATHER CONTROL	0. OTHER (Specify)		
	1. AGRICULTURE & PEST CONTROL	2. AERIAL SURVEYING	3. AERIAL ADVERTISING											
	4. FOREST (Wild life conservation)	5. PATROLLING	6. WEATHER CONTROL											
	0. OTHER (Specify)													
	☐ EXPERIMENTAL (Indicate operation(s) to be conducted) <table border="1"> <tr> <td>1. RESEARCH AND DEVELOPMENT</td> <td>2. AMATEUR BUILT</td> <td>3. EXHIBITION</td> </tr> <tr> <td>4. RACING</td> <td colspan="2">0. TO SHOW COMPLIANCE WITH FAR</td> </tr> </table>					1. RESEARCH AND DEVELOPMENT	2. AMATEUR BUILT	3. EXHIBITION	4. RACING	0. TO SHOW COMPLIANCE WITH FAR				
	1. RESEARCH AND DEVELOPMENT	2. AMATEUR BUILT	3. EXHIBITION											
4. RACING	0. TO SHOW COMPLIANCE WITH FAR													
☐ PROVISIONAL (Indicate class) <table border="1"> <tr> <td>1. CLASS I</td> <td>2. CLASS II</td> <td>FAA CODING</td> </tr> </table>					1. CLASS I	2. CLASS II	FAA CODING							
1. CLASS I	2. CLASS II	FAA CODING												
III. OWNER'S CERTIFICATION	A. REGISTERED OWNER (As shown on Certificate of Aircraft Registration)													
	NAME Piper Aircraft Corporation		ADDRESS (Number, street, city, State and ZIP code) Lock Haven, Pennsylvania 17745											
	B. AIRCRAFT CERTIFICATION BASIS													
	☒ AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Rev. No.) AEA Rev. 3		☒ AIRWORTHINESS DIRECTIVE SUMMARY (Give year and last card No.) 66-12											
	☐ AIRCRAFT LISTING (Give page No(s.))		☐ SUPPLEMENTAL TYPE CERTIFICATE (Give No(s.))											
	C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS													
	☒ AIRCRAFT NEW—NO PREVIOUS HISTORY		TOTAL AIRFRAME HOURS RECORDED N/A		FAA CODING									
	RECORDS MAINTAINED IN COMPLIANCE WITH FAR 91.173													
	I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Agency in accordance with section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the classification(s) requested.													
	DATE OF APPLICATION 5-25-66		NAME AND TITLE (Print or type) Virginia Hungville Supv.-Order & Del. Dept.											
IV. INSPECTION AGENCY VERIFICATION	IN ACCORDANCE WITH FAR 21.183, THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY:													
	☒ CERTIFICATED AIR CARRIER (Give Certificate No.)		☐ CERTIFICATED MECHANIC (IA) (Give Certificate No.)		☐ CERTIFICATED DOMESTIC REPAIR STATION (Give Certificate No.)									
	☐ AIRCRAFT MANUFACTURER (Give name of firm)		FAA CODING 4											
	DATE		TITLE		SIGNATURE									
V. AIRWORTHINESS DOCUMENTATION	A. CURRENT OPERATING LIMITATIONS AVAILABLE IN AIRCRAFT ☒													
	B. CURRENT OPERATING LIMITATIONS ATTACHED ☒													
	C. CURRENT APPROVED FLIGHT MANUAL AVAILABLE IN AIRCRAFT ☒													
	D. DATA, DRAWINGS, PHOTOGRAPHS, ETC. (Attach when required)													
	E. CURRENT WEIGHT & BALANCE INFORMATION AVAILABLE IN AIRCRAFT ☒													
	F. MAJOR REPAIR AND ALTERATION, FAA FORM 337 (Attach when req.) ☒													
VI. FAA REPRESENTATIVE CERTIFICATION	G. THIS INSPECTION RECORDED IN AIRCRAFT RECORDS ☒													
	H. STATEMENT OF CONFORMITY, FAA FORM 317 (Attach when required)													
	I. PREVIOUS AIRWORTHINESS CERTIFICATE ISSUED IN ACCORDANCE WITH FAR ☐ (Orig. attached)													
	J. AIRWORTHINESS CERTIFICATE ISSUED IN ACCORDANCE WITH FAR 21.183 (a) ☒ (Copy attached)													
A. I have inspected the aircraft described above, find it conforms to its type certificate, and is in condition for safe operation.														
B. I have inspected the aircraft described above, find it is in condition for safe experimental operation.														
C. Current Airworthiness Certificate amended.														
DATE 5-25-66		DESIGNATION NO. EA-1		OFFICE NO. EA-EMDC-44	SIGNATURE Lawrence Phleger									

FAA AIRCRAFT REGISTRY
CAMERA NO. 5

DATE:

2-11-83

MICRO

FAA
EA-EMDO-44

JUN 9 1966

1	2
3	4
5	6
7	8
9	10
11	12
13	14
15	16
17	18
19	20
21	22
23	24
25	26
27	28
29	30
31	32
33	34
35	36
37	38
39	40
41	42
43	44
45	46
47	48
49	50
51	52
53	54
55	56
57	58
59	60
61	62
63	64
65	66
67	68
69	70
71	72
73	74
75	76
77	78
79	80
81	82
83	84
85	86
87	88
89	90
91	92
93	94
95	96
97	98
99	100

FAA AIRCRAFT REGISTRY
CAMERA NO. 5

DATE:

2-11-83

UNITED STATES OF AMERICA — FEDERAL AVIATION AGENCY

STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS N9031Y	2. MANUFACTURER AND MODEL Piper PA-30	3. AIRCRAFT SERIAL NUMBER 10-1140	4. CATEGORY NORMAL
5. AUTHORITY AND BASIS FOR ISSUANCE This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1938 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: None			
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, progressive maintenance, and alterations are performed in accordance with Parts 23, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States. <i>Lawrence P. [Signature]</i>			
DATE OF ISSUANCE 5-25-16	FAA REPRESENTATIVE Lawrence P. [Signature] Lock Haven, Pennsylvania	DESIGNATION NUMBER EA-1	

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 1362 (7-85)

* GPO : 1988 O - 798-353

0057-040-8000 (8100)

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE:

2-11-83

MICRO

2

FAA Copy

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION WE FSDO 84	
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.					
1. AIRCRAFT	MAKE	Piper		MODEL	PA-30
	SERIAL NO.	30-1140		NATIONALITY AND REGISTRATION MARK	USA N8031Y
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	Darwin Ward			c/o Sea Rock Motel 11101 Lansing Mendocino, Ca. 95460	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
James C. Bates P.O. Box 156 Boonville, Ca. 95415			☒ U.S. CERTIFICATED MECHANIC ☐ 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 March 20, 1978			SIGNATURE OF AUTHORIZED INDIVIDUAL <i>James C. Bates</i>		
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		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 4-10-78		CERTIFICATE OR DESIGNATION NO. APB520271A		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Paul E. Loewen</i>	

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.

6. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Install one piece windshield in accordance with STC SA3565WE

-----END-----

☐ ADDITIONAL SHEETS ARE ATTACHED

2-11-83

FEDERAL AVIATION AGENCY				RECEIVED	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				DEC 9 1976	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and FAR 43.1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT		MAKE PIPER		MODEL PA-30	
		SERIAL NO. 30-1140		NATIONALITY AND REGISTRATION MARK N8031Y	
2. OWNER		NAME (As shown on registration certificate) WARD, DARWIN H 2747 MAYBERRY DRIVE RENO NV 89502		ADDRESS (As shown on registration certificate)	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT					XXXX
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS C & J ELECTRONICS LINCOLN MUNICIPAL AIRPORT LINCOLN, CALIF. 95648			B. KIND OF AGENCY		C. CERTIFICATE NO.
			U.S. CERTIFICATED MECHANIC		R-172 L-R 412-6 L-1 SS
			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 12/3/76		SIGNATURE OF AUTHORIZED INDIVIDUAL			
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 Agency and is ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION 12/3/76	CERTIFICATE OR DESIGNATION NO. 412-6	SIGNATURE OF AUTHORIZED INDIVIDUAL			

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.)

INSTALLED A TCI ENCODER ON RADIO SHELF IN NOSE WITH AN526 SCREWS AND AN-832 NUTS. ALL WORK WAS DONE IN ACCORDANCE WITH AC43.13-1 AND AC43.13-2. FUNCTIONAL CHECK WERE PERFORMED UNDER FAR 91.1708 (STATIC) AND FAR 91-360 (ENCODER). NEW WEIGHT AND BALANCE WAS COMPUTED IN LOGS.

.....END.....

☐ ADDITIONAL SHEETS ARE ATTACHED

1172-1007-37-De-23-66 0

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

Form Approved
Budget Bureau No. 04-R060.1
FOR FAA USE ONLY
OFFICE IDENTIFICATION
TAX CHIT

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.

1. AIRCRAFT
MAKE **Piper**
SERIAL NO. **30-1140**
MODEL **PA 30**
NATIONALITY AND REGISTRATION MARK **N8031Y**

2. OWNER
NAME (As shown on registration certificate) **Lewis W. Howard**
ADDRESS (As shown on registration certificate)
**535 Ocean Avenue
Santa Monica, California**

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Thomas G. Marvel, Jr. 12027 Prairie Avenue Hawthorne, California	☒ U.S. CERTIFICATED MECHANIC	A6P #1468034
	☐ 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 **December 16, 1966** SIGNATURE OF AUTHORIZED INDIVIDUAL *Thomas G. Marvel Jr.*

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 Agency and is ☒ APPROVED ☐ REJECTED

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	REPAIR STATION	INSPECTION AUTHORIZATION	OTHER (Specify)

DATE OF APPROVAL OR REJECTION **12-16-66** CERTIFICATE OR DESIGNATION NO. **8945362342** SIGNATURE OF AUTHORIZED INDIVIDUAL *Ronald W. Cheney*

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.)

Installed Brittain B-4 Flight Control System per Installation Instructions #11903-9A in accordance with STC SA559WE.

Installed Hi-Lo Sens Adapter per Installation Instructions #11961 in accordance with STC SA662WE.

Flight Manual Supplement added to Flight Manual.

☐ ADDITIONAL SHEETS ARE ATTACHED

FEDERAL AVIATION AGENCY MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				Form Approved Budget Bureau No. 04-R060 FOR AIRCRAFT REPAIR OFFICE IDENTIFICATION GADO GADO No. 9	
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.					
1. AIRCRAFT	MAKE Piper		MODEL PA-30		
	SERIAL NO. 30-1140		NATIONALITY AND REGISTRATION MARK N8031Y		
2. OWNER	NAME (As shown on registration certificate) Lewis W. Howard		ADDRESS (As shown on registration certificate) Shorecliff Tower 1-C, 535 Ocean Ave. Santa Monica, California 90402		
	3. FOR FAA USE ONLY The data identified herein complied with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR 43.7. APPROVING INSPECTOR <i>[Signature]</i> DATE 6/29/66				
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
RUDOLPH CHALOW			☒ U.S. CERTIFICATED MECHANIC		A&P 10515-40
			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 June 29, 1966			SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Rudolph Chalow</i>		
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 Agency and is ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	☒ INSPECTION AUTHORIZATION	OTHER (Specify):	
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	Verified By Operator #45	
DATE OF APPROVAL OR REJECTION June 29 1966		CERTIFICATE OR DESIGNATION NO. A&P10515-40	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Rudolph Chalow</i>		

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.)

Install the following radio equipment: Narco ADF-31 and UDI-4 DME as provided by aircraft manufacturer, 2 Narco Mk 12A with VOA-5 and VOA-4 Cmmi Converters, Narco UGR-2 Glideslope, Narco UAT-1 Transponder (Glideslope, MP12A Power Supply and Transponder mounted on fabricated radio rack in nose section), Glideslope Antenna and External Speaker in nose section, King KMA-12 three light marker and audio panel, VMA-1 Narco Marker Antenna on bottom of fuselage. Circuit breakers provided for all radios. Weight and Balance as follows:

	Wt.	Arm	Moment
Previous empty weight	2485.0	82.6	205261.0
1 KMA-12 King three light marker	3.0	62.0	186.0
1 ADF-31 with antenna and cables	14.2	93.8	1332.0
2 Mk-12A	11.4	62.0	706.8
2 P/S MP-12A	7.8	37.0	288.6
1 VOA-4	2.9	62.0	179.8
1 VOA-5	2.9	62.0	179.8
1 UGR-2	2.1	36.0	75.6
1 radio shelf	1.5	38.0	57.0
1 VMA-1 marker antenna	.6	56.0	33.6
1 KA-22 G.S. antenna	.2	0.0	0.0
1 MIS-8 University speaker	3.0	16.0	48.0
1 UAT-1 Transponder, plugs, cabling, vibration isolator	10.0	31.0	310.0
1 UTC-1 control unit	.5	65.0	32.5
1 UDA-3 antenna	.3	83.0	25.5
New empty weight	2545.4		208716.2
New empty weight C.G. 82"			

Check loading in weight and balance envelope.
Dual generators D-R 1101915 50 ampere installed. Electrical loading does not exceed rated capacity of generators.

☐ ADDITIONAL SHEETS ARE ATTACHED