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 LRW-S035

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $ 1000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: PIPER	Model: PA-30
	Serial No.: 30-1556	Nationality and Registration Mark: USA N8406Y
2. Owner	Name (As shown on registration certificate): Pilgram, Robert C.	Address (As shown on registration certificate): 2904 S.W. 29th Lane, Cape Coral, FL. 33914-4798

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	[redacted]	*(As described in Item 1 above)*	[redacted]		X
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Eastern Avionics Radio Shop, Inc. Charlotte County Airport (PGD) Punta Gorda, FL 33982 EKUR160L	[ ] U. S. Certified Mechanic [ ] Foreign Certified Mechanic [X] Certified Repair Station [ ] Manufacturer	EKUR160L Radio I, II, III, Limited Instrument, Limited Air frame, Spec. Service

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
03-April-2005	Ronald J. Shabbott

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 [X] APPROVED [ ] REJECTED

BY							
	[ ] FAA Flt. Standards Inspector		[ ] Manufacturer		[ ] Inspection Authorization	Other (Specify)
	[ ] FAA Designee	X	[ ] Repair Station		[ ] Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
03-April-2005	EKUR160L	Ronald J. Shabbott

FAA Form 337 (12-88)

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.)

Apr-03-2005 USA N8406Y PIPER PA-30 30-1556

Installed GarminAT MX-20 IAW GarminAT STC# SA02154AK.
Installed J.P. Instruments EDM-760 IAW J.P. Instruments STC# SA00729SE.
Installed David Ashby Glareshield IAW Dennis Ashby STC# ST01327LA.
Installed Electronics International VA-1A-300 IAW Electronics International STC# SA2693NM.

END

☐ ADDITIONAL SHEETS ARE ATTACHED

* U.S.GPO:1991-0-568-012/40035

FAA COPY

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 LRW 5035

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $ 1000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Piper	Model: PA-30
	Serial No.: 30-1556	Nationality and Registration Mark: USA N8406Y
2. Owner	Name (As shown on registration certificate): Pilgram, Robert C.	Address (As shown on registration certificate): 2904 S.W. 29th Lane, Cape Coral, FL. 33914-4798

3. For FAA Use Only

The data identified herein complies with the applicable airworthiness requirements and is approved only for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43, section 43.7.

MAY 0 2 2005 (Date) — Signature of FAA Inspector

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.
Eastern Avionics Radio Shop, Inc. Charlotte County Airport (PGD) Punta Gorda, FL 33982 EKUR160L	[ ] U. S. Certified Mechanic [ ] Foreign Certified Mechanic [X] Certified Repair Station [ ] Manufacturer	EKUR160L Radio I, II, III, Limited Instrument, Limited Air frame, Spec. Service

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
03-April-2005	Ronald J. Shabbott

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 [X] APPROVED [ ] REJECTED

BY						
	[ ] FAA Flt. Standards Inspector	[ ]	Manufacturer	[ ]	Inspection Authorization	Other (Specify)
	[ ] FAA Designee	[X]	Repair Station	[ ]	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
MAY 0 3 2005	EKUR160L	PAUL M. WOODSIDE Ronald J. Shabbott

FAA Form 337 (12-88)

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.)

Apr-03-2005 USA N8406Y Piper PA-30 30-1556

REMOVED:

QTY	MAKE/MODEL	P/N	WT	ARM
01	Narco/MK-12D	MK-12D	4.9	74.00
01	Narco/IDME-891	IDME-891	2.6	74.50
01	Apollo/618	430-0193-010	2.5	74.00
01	Narco/CP-136	CP-136	1.1	74.00

INSTALLED:

QTY	MAKE/MODEL	P/N	WT	ARM
01	Garmin/GNS-430	011-00280-10	6.5	74.00
01	GarminAT/SL-15	430-6065-22	1.7	74.00
01	Ryan/9900BX	70-2420	8.1	163.00
01	Ryan/Coupler	70-2040	0.5	77.00
01	Ryan/Display	71-2420	1.0	74.00
01	Ryan/L-Band Ant	S72-1750-31L	0.7	107.00
01	Ryan/L-Band Ant	S72-1750-32L	0.8	84.00
01	BFG/WX-500	805-11500-001	1.8	163.00
01	BFG/NY-163	805-10930-001	0.9	179.00
01	Ameriking/AK-450	AK-450	2.1	209.00

Installed Garmin GNS-430 GPS/NAV/COM according to the criteria specified in paragraph 8c(2) of AC20-138 Dated May 25, 1994, and as follows:

1. Removed #1 Narco MK-12D VHF NAV/COM Transceiver, and R-443 Glideslope receiver. Replaced #1 Nav/Com with the Garmin GNS-430. The GNS-430 was connected to the Century NSD-360A HSI Course indicator. Altitude information is supplied to the GNS-530 via the existing TCI SSDRS-232 altitude digitizer. The GNS-430 is coupled into the Century III Autopilot/Flight Director via a Nav 1/2 switch located on the lower right corner of the pilot's panel. The GNS-430 was installed according to Garmin installation manual PN#190-00181-02, revision E, and as shown on electrical system interface drawing Figure 4-1 page 4-21, dated 12/29/2000. Installation of Garmin GA-56 GPS Antenna was done in the previous removed Loran antenna installation and is reutilized in this installation. Conformity of this installation was verified utilizing the Structural Repair Manual for the Piper Twin Commanche model PA-30 Series A/C, dated 1 Dec 1995, Revision 2. Garmin STC# SA00864WI was used as reference for the follow-on installation. Installed RYAN 9900BX TCAD IAW Ryan 9900BX TCAD IAW I/M, P/N# 32-2351, REV 3, 05-09-2002. Ryan International STC# SA1763GL was used as reference for the follow-on authority. Installed top and bottom mounted L-Band Antennas utilizing factory hardware, and a locally manufactured doublers. The doublers were constructed of 2024 T-3 treated aluminum stock, .030 thickness material, secured by 32 each 5/32-4 or -5 or -6AD rivets. Doubler was secured to at least two (2) main stringers and A/C skin for strength. Guidance from FAA AC43.13-1, and -2 and tested as required by 14 CFR 23.1301, 14 CFR 25.1301, 14 CFR 27.1301 and/or 14 CFR 29.1301 as applicable. Installed Ameriking AK-450 ELT system at F.S. (209.00) IAW Ameriking Document IM-450. CAR 3 was the basis for approval, reference 3.681, 3.980, 3.750, and 3.777.

2. Power was provided to the GNS-430 GPS/Nav/Com, and the Ryan 9900BX TCAD System via the 14 volt DC Radio Buss thru three (3) circuit breakers labeled GPS (5 AMP) and Com#1 (10AMP) and TCAD (3 AMP) respectively all of which are mounted in the CO-Pilot's Lower Left Hand circuit breaker panel/strip provided by the AC mfgr. and accessible to the pilot during flight. Power is provided to the Ameriking AK-450 ELT system by means of six (6) installed Duracell MN-1300 Alkaline batteries, and controlled by the AK-450 remote panel. Electrical load analysis verifies that total electrical load requirements are within the capabilities of the aircraft's electrical generating system.

3. A review of A/C records for previous alterations was made to insure that no effect from this proposed installation will have adverse effects on any previous alteration. Further, an inspection of the aircraft was made for any alterations which were not previously recorded and found that there were no unrecorded alterations. No items were found to adversly effect system compatibility for intended alteration.

4. The Communications/audio portions of the GNS-430 was connected to the existing Com and NAV antennas, and to the GarminAT SL-15 audio panel.

5. GPS lateral information is presented on the Century NSD-360A HSI via the GNS-430 by selecting either GPS mode, or VOR/ILS mode with the CDI pushbutton. Lateral steering information from the GPS can then be supplied to Nav function of the Century III autopilot/flight Director. See attached diagram.

☒ ADDITIONAL SHEETS ARE ATTACHED

* U.S.GPO:1991-0-568-012/40035

FAA Copy

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.)

Apr-03-2005 USA N8406Y Piper PA-30 30-1556

6. The structural mounting of the GPS/Nav/Com equipment is sufficient to ensure the restraint of the equipment when subjected to emergency landing loads appropiate to the aircraft catagory, and in accordance with AC43.13-2A Chapter 1, para, 1, 2, & 3.

7. This GPS system is not the sole means of navigation for this aircraft.

8. This GPS system meets the requirements of TSO C-129 as stated by the manufacturer Garmin International, and the TCAD System meets the requirements of TSO C147 as stated by the manufacturer Ryan International Corp. The ELT System meets the requirements of TSO C91A and FAR 91.52.

9. INSTALLATION DATA EVALUATION. Checked Garmin GNS-430 for conformity to the criteria specified in paragraph 8c(1)(ii) of AC20-138A, dated DEC 22, 2003, as shown by attached ground test checklist form B.

10. FUNCTIONAL FLIGHT EVALUATION. A functional flight evaluation covering the items listed in paragraph 8c(2)(iv) of AC20-138A dated December 22, 2003, will be conducted after the aircraft has been returned to service. Flight Test Checklist Form E, dated November, 30 1998, and any other data pertaining to the flight test will be submitted at that time.

11. This installation is approved for IFR operations under Class A1 for enroute, terminal and non-precision approaches, and must be conducted in accordance with the guidelines and limitations per Piper Commanche, PA-30 Series Flight Manual Supplement dated MAY 0 2 2005 ding the preflight test to insure continued airworthiness.

12. The aircraft weight and balance and equipment lists have been revised.

13. The aircraft compass was checked with the aircraft running, and all avionics operating and adjusted as necessary.

14. Instructions for continued airworthiness checklist.
    1. Introduction: See manuals listed above
    2. Description: See manuals listed above
    3. Control, Operation information: Refer to " Pilot's operation instructions " supplied, and the Supplied FAA Approved flight Manual Supplement.
    4. Servicing Information: See manuals listed above.
    5. Maintenance Instructions: No regular maintenance is required, with the exception of the AK-450, which requires battery replacement one year f from date marked on the battery case of the ELT, or after one (1) hour of cumulative use. Refer to installation manual page 23, para 2.5.1.
    6. Troubleshooting information: See Manuals Listed Above.
    7. Removal or Replacement information: See Manuals Listed above.
    8. Diagrams: Refer to installation manual, and attached sheet for wiring diagrams.
    9. Special Instructions: N/A
    10. Application of protective treatments: N/A
    11. Data Relative: N/A
    12. List of special tools: N/A
    13. Commuter Category: N/A
    14. Recommended Overhaul periods: N/A
    15. Airworthiness Limitation Section: N/A
    16. Revision: A letter will be submitted to the local FSDO with a copy of the revised FAA form 337 and revised ICA.

----------END----------

☐ ADDITIONAL SHEETS ARE ATTACHED

* U.S.GPO:1991-0-568-012/40035

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
SO-Ø

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.: 1556	Nationality and Registration Mark: USA N 8406Y
2. Owner	Name *(As shown on registration certificate)*: Bingham, Jimmy S	Address *(As shown on registration certificate)*: 1711 Stuart Street NW Cleveland, Tn. 37311-4372

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.
D. D. AVIONICS, INC. 217 CHEROKEE TERRACE FISHERVILLE, KY. 40023	U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station Manufacturer	UDBR667L

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
06/12/03	Andrew C. Stuebling, 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 Administration and is ☒ APPROVED ☐ REJECTED

BY						
	FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	Other *(Specify)*
	FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
06/12/03	UDBR667L	Andrew C. Stuebling Jr.

FAA Form 337 (12-88)

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.)

USA N-8406Y 06/12/03

REMOVED:
1-Narco AT50-A Transponder

INSTALLED:
1-UPSAT-Apollo SL-70 Transponder

This equipment was installed per the manufacturer's installation manuals* and AC 43-13-1B, Chapter 11, Section 3, Paragraph 11-32, 11-33, 11-37, 11-47, 11-48 11-49 11-50, and section 5, Paragraphs 11-68 and AC-43-13 2A Chapter 2, Paragraphs 21, 22, 23a, b, c, e.

Transponder w/Encoder data correlation test were performed as required by FAR 91.411 & 91.413.

The electrical load was checked per AC 43-13-2A, Chapter 2, Paragraph 27.

Weight and balance was revised and data was entered into the Airframe logbook and the equipment list was updated to reflect this change.

Continued airworthiness requirements for the Transponder unit is "on condition". Inspection guidelines are to be done IAW 14 CFR, section 43, Appendix D, Paragraph (b)2, (c)1 & 7, and (i).

* Apollo SL-70 install Manual 560-0402-00a dated Oct 1999

END

☐ Additional Sheets Are Attached

*U.S.GPO:1994-568-012/00019

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 50FSDO-Q1 RSV

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.: 1556	Nationality and Registration Mark: USA N 8406Y
2. Owner	Name *(As shown on registration certificate)*: Bingham, Jimmy S	Address *(As shown on registration certificate)*: 1711 Stuart St NW Cleveland, Tn. 37311-7372

3. For FAA Use Only

The data identified herein complies with the applicable airworthness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR part 43, Section 43.7

50FSDO-Q1 (District Office) 3/23/2001 (Date) Rebecca A Johnson (Signature of FAA Inspector)

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.
D. D. AVIONICS, INC. 9248 TAYLORSVILLE RD. FISHERVILLE, KY. 40023	[ ] U.S. Certificated Mechanic [ ] Foreign Certificated Mechanic [X] Certificated Repair Station [ ] Manufacturer	UDBR667L

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
03/23/01	Andrew C. Stuebling ANDREW C. STUEBLING, 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 Administration and is [X] APPROVED [ ] REJECTED

BY						
	[ ] FAA Flt. Standards Inspector	[ ]	Manufacturer	[X]	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
03/23/01	[redacted]	Robert J. Smith ROBERT J. SMITH

FAA Form 337 (12-88)

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.)

USA N-8406Y 03/05/01

INSTALLED:

1-ARC R443-B Glide Slope Receiver

This equipment was installed per the manufacturer's installation manual and AC 43-13-1B, Chapter 11, Section 3, Paragraph 11-32, 11-33, 11-37, 11-47, 11-48, 11-49, 11-50, and Section 5, Paragraphs 11-68 and AC 43-13-2A Chapter 2, Paragraphs 21, 22, 23a, b, c, and e.

The ARC Glide Slope is TSOed C34c Class c.

The electrical load was checked per AC 43-13-2A, Chapter 2, Paragraph 27.

Weight and balance was revised and data was entered into the Airframe logbook and the equipment list was updated to reflect this change.

Continued airworthiness requirements for the Glide Slope unit is "on condition". Inspections guidelines are to be done IAW 14 CFR, Section 43, Appendix D, Paragraph (b)2. (c)1 & 7, and (i).

END

☐ Additional Sheets Are Attached

*U.S.GPO:1994-568-012/00019

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
50-FSDO-01 WLF

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.: 1556	Nationality and Registration Mark: N8406Y
2. Owner	Name *(As shown on registration certificate)*: JIMMY S. BINGHAM	Address *(As shown on registration certificate)*: 1711 Stuart St. Cleveland, TN. 37311

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.
Donald Lockhart 415 Hillcrest Ave. Louisville, KY 40206	X 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	Signature of Authorized Individual
12-16-99	Donald Lockhart

7. Approval for Return To Service

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

BY						
	FAA Flt. Standards Inspector		Manufacturer	☒	Inspection Authorization	Other *(Specify)*
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
12-18-99	1628960	[signature]

FAA Form 337 (12 88)

NOTICE

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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 original voltage regulators/installed FAA-PMA approved controllers replacement according to STC SA09258SC and installation instructions furnished by the mfg. ZEFTRONICS/ 1622 E.Whaley St. Longview, TX 75601 No change in wt. and balance.

END

☐ Additional Sheets Are Attached

☆U.S.G.P.O. 1990-761-753

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
SO FSDO-DJ RET

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.: 1556	Nationality and Registration Mark: N8406Y
2. Owner	Name *(As shown on registration certificate)*: JIMMY S. BINGHAM	Address *(As shown on registration certificate)*: 1711 Stuart St. Cleveland, Tn. 37311

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	*(As described in Item 1 above)*				
POWERPLANT	IO 320 B1A	Lycoming (s)	Rt. L-3319-55A Lt. L-3144-55A		X
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Donald Lockhart 415 Hillcrest Ave. Louisville, Ky. 40206	X 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	Signature of Authorized Individual
2-5-98	Donald Lockhart

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 X APPROVED ☐ REJECTED

BY						
	☐ FAA Flt. Standards Inspector	☐	Manufacturer	X	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
2-5-98	[redacted]	Donald Lockhart

FAA Form 337 (12-88)

NOTICE

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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 exhaust stack extensions on both engines IAW Gulfcoast Stacks fabrication drawing 8991 and STC SA2648S0.

END

☐ Additional Sheets Are Attached

☆U.S.G.P.O. 1990-761-753

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
SO-FSDO-01

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: Twin Comanche
	Serial No.: 30-1556	Nationality and Registration Mark: N8406Y
2. Owner	Name *(As shown on registration certificate)*: Robert C. Pilgram	Address *(As shown on registration certificate)*: 3143 Royal Birkdale Way Daytona Beach, FL 32124

3. For FAA Use Only

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	5. Repair	5. 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.
James C. Perella 4106 Baypointe Dr. Louisville, KY 40241	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	23465676

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
June 07, 1996	James C Perella

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	X	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
June 7, 1996	23465676	James C Perella

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 nose landing gear tire 6-00-6 PR

2. Installed new nose landing tire size 15X6-00-6 PR
   Per STC SA1806SO instructions supplied by Harlen Associates of Spurce Creek, Inc.
   1813 Wiley Post Trial, Daytona Beach FL 32014

3. No change to weight or balance

********** NO ENTRIES BELOW THIS LINE **********

☐ Additional Sheets Are Attached

*U.S.GPO:1994-568-012/00019

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 11-5-82

UNITED STATES OF AMERICA — FEDERAL AVIATION AGENCY

STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
N8406X	Piper PA-30	30-1556	NORMAL

5. AUTHORITY AND BASIS FOR ISSUANCE
This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 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, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
9-14-57	Lawrence Phleger, Piper Aircraft Corp. Lock Haven, Pennsylvania	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 (7-65) * GPO : 1966 O - 785-353 0052-040-8000 (5100)

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 11-5-82

940

1302-1375 37 Nov 6 '67

37 SEP 25 1967

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	2. AIRCRAFT MAKE	3. AIRCRAFT MODEL DESIGNATION	FAA CODING
N8406Y	Piper	PA-30	
4. AIRCRAFT SERIAL NO.	**5. ENGINE MAKE**	**6. ENGINE MODEL DESIGNATION**	
30-1556	Lycoming	IO-320-B1A	
7. NO. OF ENGINES	**8. PROPELLER MAKE**	**9. PROPELLER MODEL DESIGNATION**	**10. YR. ARC. MANUFACTURED**
two	Hartzell	HC-E2YL-2B	1967

II. CERTIFICATION REQUESTED

A. APPLICATION IS HEREBY MADE FOR:

3	X	ORIGINAL CERTIFICATE—AIRCRAFT IS	X	NEW		USED		IMPORT
4		AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE						
5		OTHER *(Specify)*						

B. AIRWORTHINESS CLASSIFICATION *(For multiple certification, check appropriate items)*

1	X	STANDARD *(Indicate category)*	X	NORMAL		UTILITY		ACROBATIC		TRANSPORT	
2		LIMITED									
3		RESTRICTED *(Indicate operation(s) to be conducted)*	1	AGRICULTURE & PEST CONTROL	2	AERIAL SURVEYING	3	AERIAL ADVERTISING			
			4	FOREST *(Wild life conservation)*	5	PATROLLING	6	WEATHER CONTROL			
			0	OTHER *(Specify)*							
4		EXPERIMENTAL *(Indicate operation(s) to be conducted)*	1	RESEARCH AND DEVELOPMENT	2	AMATEUR BUILT	3	EXHIBITION			
			4	RACING	0	TO SHOW COMPLIANCE WITH FAR					
5		PROVISIONAL *(Indicate class)*	1	CLASS I	2	CLASS II		FAA CODING			

III. OWNER'S CERTIFICATION

A. REGISTERED OWNER *(As shown on Certificate of Aircraft Registration)* IF DEALER CHECK HERE → X

NAME	ADDRESS *(Number, street, city, State and ZIP code)*
Piper Aircraft Corporation	Lock Haven, Pennsylvania 17745

B. AIRCRAFT CERTIFICATION BASIS

X	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET *(Give No. and Rev. No.)* A1EA Rev. 5	X	AIRWORTHINESS DIRECTIVE SUMMARY *(Give year and last card No.)* 67-24
	AIRCRAFT LISTING *(Give page No(s.))*		SUPPLEMENTAL TYPE CERTIFICATE *(Give No(s.))*

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

X	AIRCRAFT NEW—NO PREVIOUS HISTORY	TOTAL AIRFRAME HOURS RECORDED	FAA CODING
	RECORDS MAINTAINED IN COMPLIANCE WITH FAR 91.173	N/A	

RECEIVED SEP 21 1967 QUALITY STDS. SECTION

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	NAME AND TITLE *(Print or type)*	SIGNATURE
9-14-67	Virginia Hungiville Supv-Order & Del. Dept.	Virginia Hungiville

IV. INSPECTION AGENCY VERIFICATION

IN ACCORDANCE WITH FAR 21.183, THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY:

2	CERTIFICATED AIR CARRIER *(Give Certificate No.)*	3	CERTIFICATED MECHANIC (IA) *(Give Certificate No.)*	6	CERTIFICATED DOMESTIC REPAIR STATION *(Give Certificate No.)*
5	AIRCRAFT MANUFACTURER *(Give name of firm)*				FAA CODING

Verified by Operator #103

DATE	TITLE	SIGNATURE

V. AIRWORTHINESS DOCUMENTATION

	A. CURRENT OPERATING LIMITATIONS AVAILABLE IN AIRCRAFT	X	G. THIS INSPECTION RECORDED IN AIRCRAFT RECORDS
	B. CURRENT OPERATING LIMITATIONS ATTACHED		H. STATEMENT OF CONFORMITY, FAA FORM 317 *(Attach when required)*
X	C. CURRENT APPROVED FLIGHT MANUAL AVAILABLE IN AIRCRAFT		I. PREVIOUS AIRWORTHINESS CERTIFICATE ISSUED IN ACCORDANCE WITH FAR _____ CAR _____ *(Orig. attached)*
	D. DATA, DRAWINGS, PHOTOGRAPHS, ETC. *(Attach when required)*		
X	E. CURRENT WEIGHT & BALANCE INFORMATION AVAILABLE IN AIRCRAFT		J. AIRWORTHINESS CERTIFICATE ISSUED IN ACCORDANCE WITH
	F. MAJOR REPAIR AND ALTERATION, FAA FORM 337 *(Attach when req.)*	X	FAR 21.183 (a) *(Copy attached)*

VI. FAA REPRESENTATIVE CERTIFICATION

X	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	DESIGNATION NO.	OFFICE NO.	SIGNATURE
9-14-67	EA-1	EA-EMDO-44	Laurence Phleger Laurence Phleger

FAA Form 305 (6-65) OBSOLETE PREVIOUS EDITION * GPO : 1965 OF—783-702 0052-024-7000 (B130)

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 11-5-82

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

DEC - 1 1976

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
1203

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.: 30-1556	NATIONALITY AND REGISTRATION MARK: N8406Y
2. OWNER	NAME (As shown on registration certificate): Neely and Assoc., Inc.	ADDRESS (As shown on registration certificate): 513 South Lenola Road, Moorestown, N.J. 08057

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Reading Aviation Service ABE Airport Allentown, Pa. 18103	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	CRS #1795

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
11-12-76	Cecil Terrasi IA1473588

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 [X] 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	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
11-12-76	CRS #1795	Cecil Terrasi IA1473588

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 11-5-82

NOTICE

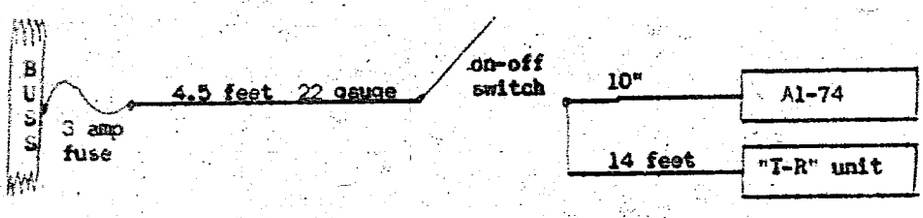
Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

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 Bonzer Mark 10 with A1-74 indicator. Mark 10 antenna was mounted on belly of aircraft at station 193.0 and represents 1.5 lbs. A1-74 indicator is located in pilot's instrument panel directly above #2 VOR/LOC indicator. Indicator represents 1.0 lbs. Mark 10 "T-R" unit is located on aft radio shelf at station 152.5 and represents 2.0 lbs.

Installation accomplished in accordance with AC43.13.2, chapters 1, 2 and 3. Maximum continuous electrical load is 43 amps which does not exceed 80 percent of the two 50 amp generators.

Aircraft records modified to reflect this change.



This installation has been tested in flight and adequately performs its intended function with no adverse effects upon any other equipment in the aircraft.

Pilot [signature]

Cert. No. 1968635 CFI

Ratings ATP CFI AI

Date 11-12-76

☐ ADDITIONAL SHEETS ARE ATTACHED

★1975-O P.O.-1703-M/673-200/175

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 11 5-82

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

23 FEB 1976

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION 1203

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

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.: 30-1556	NATIONALITY AND REGISTRATION MARK: N8406Y
2. OWNER	NAME (As shown on registration certificate): Neely and Assoc., Inc.	ADDRESS (As shown on registration certificate): 513 S. Lenola Rd. Moorestown, NJ 08057

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: 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.
Reading Aviation Service 1730 Vultee St. Allentown, PA 18103	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	C.R.S. #1703

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
2/18/76	William Hall Jr. REPAIRMAN

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	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
2/18/76	C.R.S. #1703	Allen D Hayden CHIEF INSPECTOR

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 11-5-82

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.

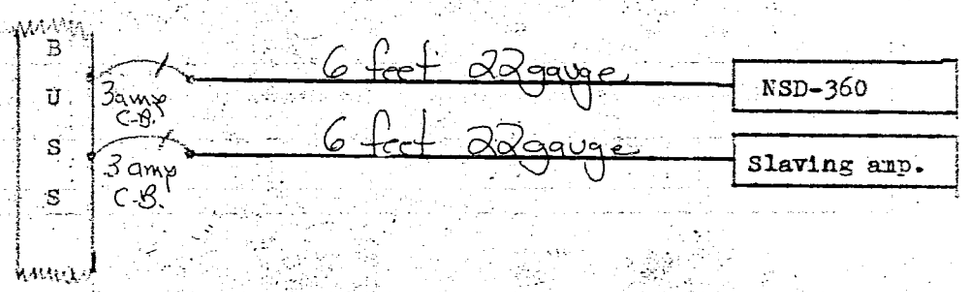
8. DESCRIPTION OF WORK ACCOMPLISHED *(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)*

Removed Narco VOA-4 VOR/LOC indicator. Removed 52D54 directional gyro from pilot's instrument panel. Removed Mitchell 1C388 radio coupler from pilot's instrument panel.

Installed a Mitchell NSD360-23 slaved pictorial navigation system. System installed using Mitchell NSD-360/NSD360S and AK423 installation manuals. System includes a 52D137-1020 indicator (4.7 lbs. at 64.0 in.) which is mounted in pilot's instrument panel in vacant directional gyro hole, 1C707 nav. converter located on left side of nose compartment (.7 lbs. at 33.0 in.), a 1C714 slaving amplifier (.5 lbs. at 29.0 in.) also located on left side of nose compartment, and a 1B495 flux detector mounted on left side of tail section of aircraft. Flux detector represents .4 lb. at 208.0 in. A Mitchell 1C388-2 radio coupler was installed in same position in panel as the 1C388 coupler. No weight and balance change on this item.

Aircraft records modified to reflect this change.

Maximum continuous electrical load is 41 amps which does not exceed 80% of the two 50 amp generators.



This installation has been tested in flight and adequately performs its intended functions with no adverse effects upon any other equipment in the aircraft.

Pilot [signature]
Cert. No. 162653 SCP
Rating Comm.
Date 2/19/76

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1967 OF—272-085

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 11-5-82

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

23 MAR 1976

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION 1203

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent rev. thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE: Piper	MODEL: Pa-30
	SERIAL NO.: 30-1556	NATIONALITY AND REGISTRATION MARK: N8406Y
2. OWNER	NAME (As shown on registration certificate): Neely and Assoc., Inc.	ADDRESS (As shown on registration certificate): 513 S. Lenola Rd. Moorestown, NJ 08057

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.
Reading Aviation Service, Inc. 1730 Vultee St. Allentown, PA 18103	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	C.R.S. #1703

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: 3/17/76

SIGNATURE OF AUTHORIZED INDIVIDUAL: Allen D. Hayden CHIEF INSPECTOR

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 [X] APPROVED [ ] REJECTED

BY						OTHER (Specify)
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	
	FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
3/17/76	C.R.S. 1703	Allen D. Hayden CHIEF INSPECTOR

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 11-5-82

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 wing tip tanks Model TT-5 using instructions and drawings supplied by manufacturer. This system is approved as per STC SA727WE and adds 25 lbs at sta. 91.2 aft of datum (tanks empty of fuel). It was found necessary to move the wing tip strobe power supplies forward six inches.

Aircraft records modified to reflect the changes.

This installation has been tested in flight and adequately performs its intended functions with no adverse effects upon any other equipment in the aircraft.

Pilot [signature]

Cert. No. 1968635

Rating Comm inst. CFIAI

Date 3/18/76

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. G.P.O. 1972/720-694/545/1303

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 11-5-82

FEDERAL AVIATION AGENCY

MAJOR REPAIR AND ALTERATION

(Airframe, Powerplant, Propeller, or Appliance)

JAN 1976

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION 1288

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.: 30-1556	NATIONALITY AND REGISTRATION MARK: N8406Y
2. OWNER	NAME (As shown on registration certificate): Neely and Associates, Inc.	ADDRESS (As shown on registration certificate): 513 S. Lenola Rd. Moorestown, NJ 08057

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. REPAIR	5. 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.
Reading Aviation Service 1730 Vultee St. Allentown, PA 18103	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	CRS 1703

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
12/29/75	REPAIRMAN

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						OTHER (Specify)
		FAA FLT. STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION
		FAA DESIGNEE	X	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
12/29/75	CRS 1703	Allen D. Hayden CHIEF INSPECTOR

FAA Form 337 (1-65) OBSOLETE PREVIOUS EDITION 0052-025-8000 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 1-5-82

NOTICE

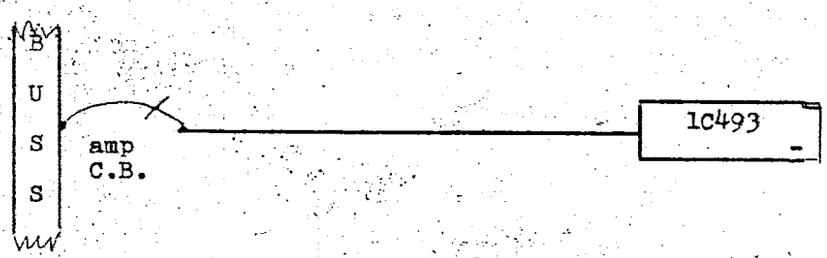
Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

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 Mitchell 1C388M radio coupler as per Piper print No. 26714. Coupler installed in 2" panel cut-out to the right of No. 1 VOR indicator. Installation of radio coupler represents an addition of .5 lbs at 66.0 in. Also, installed a 1C493 glideslope coupler as per Piper print No. 26729 using harness supplied by the manufacutrer. Installation of glideslope coupler represents an addition of 1.2 lbs at 64.0 in.

Maximum continuous electrical load is 44 amps which does not exceed 80% of the two 50 amp alternators.

Aircraft records modified to reflect this change.



This installation has been tested in flight and adequately performs its intended function with no adverse affects upon any other equipment in the aircraft.

PILOT Kenneth K. Watt

CERT. NO. 1708886

RATINGS Commercial, Inst, Multi-Engine

DATE 29 Dec 75

☐ ADDITIONAL SHEETS ARE ATTACHED

☆ U.S. GOVERNMENT PRINTING OFFICE : 1965 OF—761-748

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 11-5-82

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION 1209

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.: 30-1556	NATIONALITY AND REGISTRATION MARK: U.S.A. N 8406Y
2. OWNER	NAME (As shown on registration certificate): Hortman Aviation, Inc.	ADDRESS (As shown on registration certificate): P. O. Box 1025, Bristol, Pa. 19007

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE: REPAIR	5. TYPE: 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.
William J. Glatz 12 Eventide Lane Levittown, Pa. 19054	XX U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	1537859

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
12-5-73	William J. Glatz

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 [X] APPROVED [ ] REJECTED

BY						OTHER (Specify)
	[ ] FAA FLT. STANDARDS INSPECTOR	[ ]	MANUFACTURER	[X]	INSPECTION AUTHORIZATION	
	[ ] FAA DESIGNEE	[ ]	REPAIR STATION	[ ]	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
12-5-73	1537859	William J. Glatz

FAA Form 337 (7-67) (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 11-5-82

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 Emergency Beacon Corp. Model EBC 102A Beacon in aft cabin, L.H. side at station 138 immediately forward of baggage door. Installation drawing accompanies this form. Weight and Balance data was recomputed and entered in log book. Equipment list was revised.

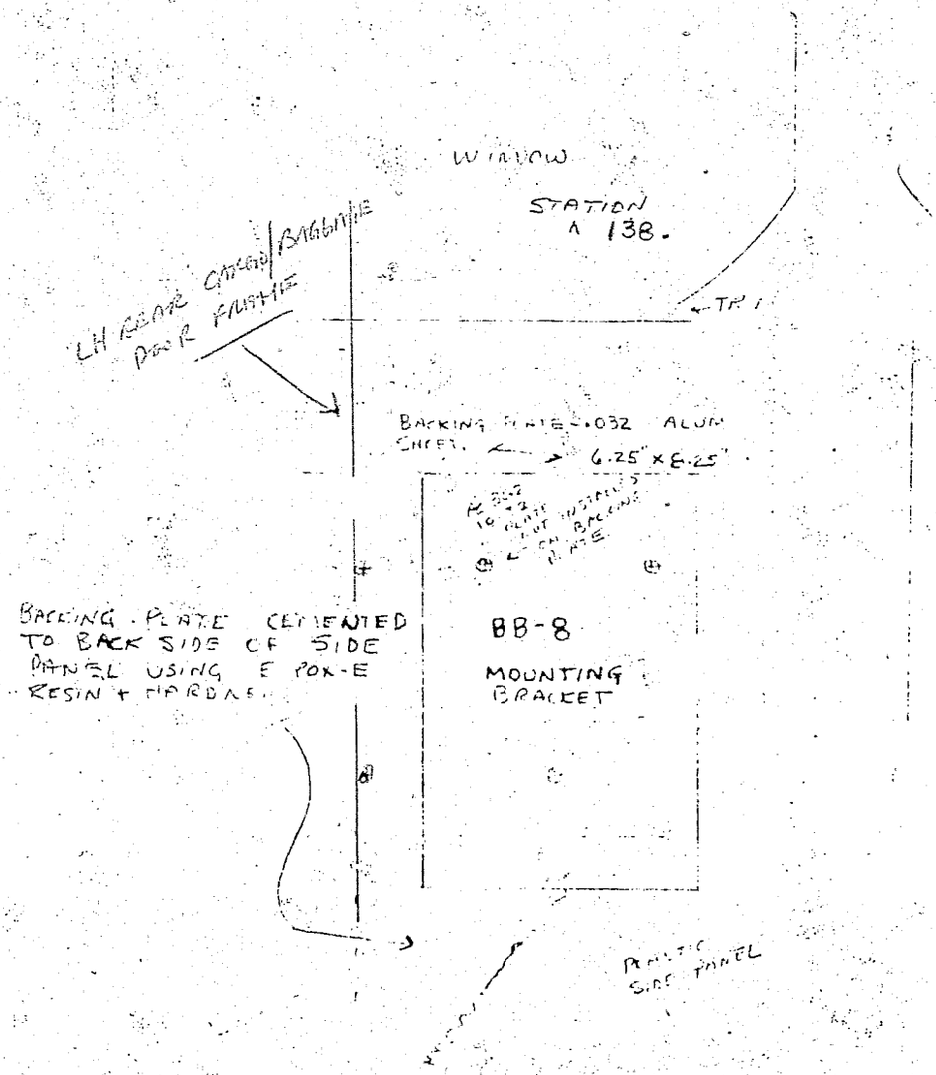
----------END----------

XX ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE : 1967 O?—272-055

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 11-5-82

INSTALLATION OF EMERGENCY BEACON ORP MODEL EBC 1C2 LOCATOR BEACON ON PIPER PA-30 SN- 30-1556 N: 3406Y



INSTALLATION IS IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS AND APPLICABLE SECTIONS OF CHAPTER 2 AC 43.13-2 ALL MATERIALS AND HARDWARE CONFORM TO AN ACCEPTED STANDARD. TSO C-91. 1.5 LBS.

DATE 12-5-73
SIGNATURE: [signature]

ATTACHMENT #1 TO FAA FORM 337.

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 11-5-82

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION: PNE 1209

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.: 30-1556	NATIONALITY AND REGISTRATION MARK: N 8406Y
2. OWNER	NAME (As shown on registration certificate): Wooley and Associates Incorporated	ADDRESS (As shown on registration certificate): 513 S. Lenola Rd. Moorestown, N. J. 08057

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.
Don Ogden P. O. Box 311 Coatesville, Pa. 19320	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A&E 765904

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
Oct. 11, 1974	Don Ogden

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 [X] APPROVED [ ] REJECTED.

BY						
	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE		REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
Oct. 11, 1974	765904	Don Ogden

FAA Form 337 (7-67) OCT 15 1974 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 11-5-82

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.)*

A Whelan HT, L-3X and HR-14 strobe system was installed on the aircraft per STC SA615 EA.

An Alcor Economix exhaust gas temperature system EA 36-4 was installed on the aircraft per STC SA262SW.

All the above work was accomplished in an airworthy manner in accordance with AC43.13-2. The necessary entries were made in the appropriate records.

END

☐ ADDITIONAL SHEETS ARE ATTACHED

C FAA AC 72-4906

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 11-5-82

JUN 3

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 ABE GADO

1-2-03

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 1556	NATIONALITY AND REGISTRATION MARK: US N 8406 Y
2. OWNER	NAME (As shown on registration certificate): Hortman Aviation Inc.	ADDRESS (As shown on registration certificate): P O Box 85 Morrisville, Pa. 19067

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.
Albert W. Greenaway RD 1 Box 19 Pittstown, N.J. 08867	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	1152183

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
May 29, 1970	Albert W. Greenaway

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						OTHER (Specify)
	☐ FAA FLT. STANDARDS INSPECTOR	☐	MANUFACTURER	X	INSPECTION AUTHORIZATION	
	☐ FAA DESIGNEE	☐	REPAIR STATION	☐	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
May 29 1970	115218314	Albert W. Greenaway

FAA Form 337 (1-65) OBSOLETE PREVIOUS EDITION

0052-025-8000 (8320)

FAA AIRCRAFT REGISTRY
CAMERA NO. 5N DATE: 11-5-82

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.)*

MAY 29, 1970

REMOVED NARCO VOA 4 OMNI HEAD FROM INSTRUMENT PANEL WT 3.25 ARM 64.0"

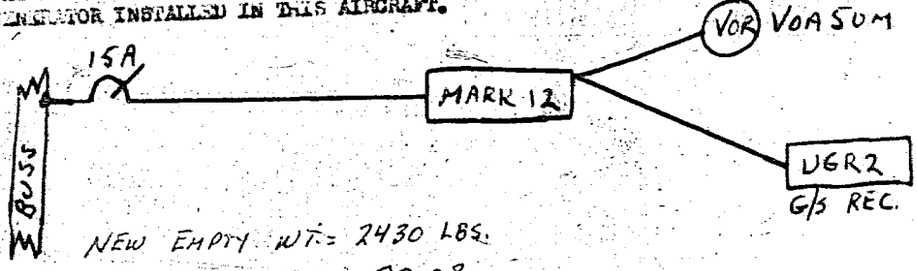
INSTALLED NARCO UGR 2 GLIDE SLOPE RECIEVER WT 3.10 ARM 146.0

INSTALLED NARCO VOA 50 M VOR HEAD WT 2.0 ARM 64.0

AIRCRAFT RECORDS MODIFIED FOR THIS CHANGE

INSTALLATION IN ACCORDANCE WITH FAA AC 43.13 1-2-3

ELECTRICAL LOAD ANALYSIS SHOWS THE MAXIMUM CONTINUOUS ELECTRICAL LOAD DOES NOT EXCEED 80 % OF THE LOAD CAPABILITIES OF THE 50 AMP. DELCO REMY GENERATOR INSTALLED IN THIS AIRCRAFT.



NEW EMPTY WT = 2430 LBS.
NEW E/W CG = 83.08
NEW E/W MOMENT = 201898

END

The above installed equipment has been test flown adequately performs its intended function, with no adverse affects on the other equipment in the airc

PILOT: [signature]

CERT. NO.: NR30004

RATING: CFII

DATE: 5-29-70

☐ ADDITIONAL SHEETS ARE ATTACHED

☆ U.S. GOVERNMENT PRINTING OFFICE : 1965 OF - 761-743