



U.S. Department  
of Transportation  
Federal Aviation  
Administration

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

Form Approved  
OMB No. 2120-0020  
2/28/2011

Electronic Tracking Number

For FAA Use Only

**INSTRUCTIONS:** Print or type all entries. See Title CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation (49 U.S.C. §46301(a)).

<b>1. Aircraft</b>	Nationality and Registration Mark N672V	Serial No. CD-97
	Make BEECH	Model 35-33
<b>2. Owner</b>	Name (As shown on registration certificate) CRIMMINS CONNIE	Address (As shown on registration certificate) Address 294 EDGEWOOD DR.
		City HUDSON State WI Zip 54016 Country US

### 3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

### 6. Conformity Statement

<b>A. Agency's Name and Address</b>		<b>B. Kind of Agency</b>	
Name	WILLIAM E. MIGLIORINI / MIDWEST AVTECH, INC	<input checked="" type="checkbox"/>	U.S. Certificated Mechanic
Address	4241 ED URBAN DR.		Foreign Certificated Mechanic
City	PERU State IL		Certificated Repair Station
Zip	61354 Country US		Certificated Maintenance Organization
			<b>C. Certificate No.</b> A&P 360625846

**D.** I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B	<input type="checkbox"/>	Signature/Date of Authorized Individual <i>William E. Migliorini</i>	William E. Migliorini 07/14/2017
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### 7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  APPROVED  REJECTED

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station	<input checked="" type="checkbox"/>	Inspection Authorization
Certificate or Designation No. IA 360625846		Signature/Date of Authorized Individual <i>William E. Migliorini</i> William E. Migliorini 07/14/2017		

## 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.)*

N672V

Nationality and Registration Mark

07/14/2017

Date

INSTALLED BAS INERTIAL REEL SHOULDER HARNESSSES AT BOTH FRONT SEAT POSITIONS IAW BAS, INC STC SA01085SE AND BAS INSTALLATION INSTRUCTIONS REPORT 1103, REV. C, DATED 11/10/2010

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  
11/30/2007

Electronic Tracking Number

For FAA Use Only

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 1958)

<b>1. Aircraft</b>	Nationality and Registration Mark <b>N672V</b>	Serial No. <b>CD-97</b>	
	Make <b>Beechcraft</b>	Model <b>35-33</b>	Series <b>Bonanza</b>
<b>2. Owner</b>	Name (As shown on registration certificate) <b>Crimmins Connie</b>		Address (As shown on registration certificate)
			Address <b>294 Edgewood Dr</b> City <b>Hudson</b> State <b>WI</b> Zip <b>54016-7109</b> Country <b>USA</b>

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial Number
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

**6. Conformity Statement**

<b>A. Agency's Name and Address</b> Name <b>Joe Schlosser</b> Address <b>6210 Mechanic Street</b> City <b>Rockford</b> State <b>MN</b> Zip <b>55373</b> Country <b>USA</b>	<b>B. Kind of Agency</b> <input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Certificated Maintenance Organization <input type="checkbox"/> Manufacturer <b>C. Certificate No.</b> <b>A&amp;P3491579 IA</b>
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D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <b>November 10, 2016</b> <i>Joe Schlosser</i>
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**7. Approval for Return to Service**

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  APPROVED  REJECTED

<b>BY</b>	FAA Fit Standards Inspector	Manufacturer	Maintenance Organization	Person Approved by Canadian Department of Transport
	FAA Designee	Repair Station	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)

Certificate or Designation No. <b>A&amp;P3491579 IA</b>	Signature/Date of Authorized Individual <b>November 10, 2016</b> <i>Joe Schlosser</i>
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**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.)*

**N672V**

**November 10, 2016**

Nationality and Registration Mark

Date

**Removed existing wing tips and installed new D'Shannon Products, LTD 20 gallon auxiliary wing tip fuel tanks per STC SA02722CH and installation manual KB-1401-1 Rev H dated 1/1/2013.**

**Installed D'Shannon Products, LTD Beech Flap and Aileron gap seals as per STC SA 1176SO and Installation manual B3600 Rev. F dated 7-29-2009.**

**---END---**

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  
2/28/2011

Electronic Tracking Number

For FAA Use Only

**INSTRUCTIONS:** Print or type all entries. See Title CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation (49 U.S.C. §46301(a)).

<b>1. Aircraft</b>	Nationality and Registration Mark N672V	Serial No. CD-97	
	Make BEECH	Model 35-33	Series
<b>2. Owner</b>	Name (As shown on registration certificate) CONNIE CRIMMINS	Address (As shown on registration certificate) Address 294 EDGEWOOD DR	
		City HUDSON State WI	zip 54016 Country US

### 3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

### 6. Conformity Statement

<b>A. Agency's Name and Address</b>		<b>B. Kind of Agency</b>	
Name	WILLIAM E. MIGLIORINI / MIDWEST AVTECH, INC	<input checked="" type="checkbox"/>	U.S. Certificated Mechanic
Address	4241 ED URBAN DR.		Foreign Certificated Mechanic
City	PERU State IL		Certificated Repair Station
Zip	61354 Country US		Certificated Maintenance Organization
			A&P 360625846

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <i>William E. Migliorini</i> William E. Migliorini 07/03/2015
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### 7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  APPROVED  REJECTED

BY	FAA Flt. Standards Inspector	Manufacturer	Maintenance Organization	Person Approved by Canadian Department of Transport
	FAA Designee	Repair Station	<input checked="" type="checkbox"/>	Inspection Authorization
Certificate or Designation No. IA 337545845		Signature/Date of Authorized Individual <i>Charles M. Studer</i> Charles M. Studer 07/03/2015		

## 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.)

N672V

Nationality and Registration Mark

07/03/2015

Date

1. REPLACED MAIN WHEELS AND BRAKES WITH NEW CLEVELAND WHEELS AND BRAKES USING KIT 199-49 - INSTALLATION WAS ACCOMPLISHED IAW CLEVELAND INSTALLATION MANUAL 199-49 REV. B DATED 12/15/94

2. INSTALLED WHELEN WING TIP STROBE LIGHT SYSTEM USING POWER SUPPLY P/N 01-0770028-05 AND LIGHT / STROBE ASSEMBLIES P/N 7111002 - POWER SUPPLY WAS MOUNTED IN THE TAIL SECTION ON A BRACKET FABRICATED FROM 2024-T3 ALUMINUM - STROBE ASSEMBLIES WERE INSTALLED IN THE EXISTING LOCATION OF THE NAV LIGHTS - A CIRCUIT BREAKER SWITCH (P/N 35-380132-73) WAS INSTALLED IN THE PILOTS SIDE INSTRUMENT PANEL - INSTALLATION WAS DONE IAW WHELEN INSTALLATION GUIDES AND AC 43.13-2B CHAPTER 4 AND AC 43.13-1B CHAPTER 11

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  
**SOL-1000**

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 or each such violation (Section 901 Federal Aviation Act 1958)

<b>1. Aircraft</b>	Make <b>Beech</b>	Model <b>35-33</b>
	Serial No. <b>CD-97</b>	Nationality and Registration Mark <b>N672V</b>
<b>2. Owner</b>	Name (As shown on registration certificate) <b>Oak Creek Corporation</b>	Address (As shown on registration certificate) <b>2395 N Beech Blvd Camp Verde, AZ 86322</b>

**3. For FAA Use Only**

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
<b>AIRFRAME</b>	<i>(As described in item 1 above)</i>			<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>POWERPLANT</b>				<input type="checkbox"/>	<input type="checkbox"/>
<b>PROPELLER</b>				<input type="checkbox"/>	<input type="checkbox"/>
<b>APPLIANCE</b>	Type			<input type="checkbox"/>	<input type="checkbox"/>
	Manufacturer			<input type="checkbox"/>	<input type="checkbox"/>

**6. Conformity Statement**

<b>A. Agency's Name and Address</b> Glen C. Tenniswood 2340 N. Cessna Circle Camp Verde, AZ 86233	<b>B. Kind of Agency</b> <input checked="" type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	<b>C. Certificate No.</b> <b>365547343</b>
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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.

<b>Date</b> May 5, 2006	<b>Signature of Authorized Individual</b> 
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**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**

<b>BY</b>	<input type="checkbox"/> FAA Fit Standards Inspector	<input type="checkbox"/> Manufacturer	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)
	<input type="checkbox"/> FAA Designee	<input type="checkbox"/> Repair Station	<input type="checkbox"/> Person Approved by Transport Canada Airworthiness Group	

<b>Date of Approval or Rejection</b> May 5, 2006	<b>Certificate or Designation No.</b> 365547343	<b>Signature of Authorized Individual</b> 
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**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 5, 2006      Beech 35-33 S/N CD-97      Tach Time 5112.53

Removed existing Hartzell Propeller and existing Governor.

Installed new McCauley Propeller Model Number 2A37C223-C and new McCauley Governor Model Number C290D3/T35 in accordance with STC Number SA1489GL and Technical Report Number 783 and Technical Report Number 889.

No Change in Weight and Balance.

Continued Airworthiness inspect every annual per FAR 43 Appendix D.

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

WP075DL MBS

**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).

<b>1. Aircraft</b>	Make BEECHCRAFT	Model 35-33
	Serial No. CD-97	Nationality and Registration Mark N672V
<b>2. Owner</b>	Name (As shown on registration certificate) Oak Creek Corporation	Address (As shown on registration certificate) PO Box 20393 Sedona, AZ. 86341

### 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

<b>A. Agency's Name and Address</b>	<b>B. Kind of Agency</b>	<b>C. Certificate No.</b>
Christian L. Boone 609 W. Mirage Loop Casa Grande, AZ. 85222	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	2811941
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> 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: September 1, 2005  
Signature of Authorized Individual:   
Christian L. Boone

### 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	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection September 01, 2005		Certificate or Designation No. 2811941		Signature of Authorized Individual  Christian L. Boone	

## 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.)*

N672V                  BEEHCRAFT 35-33                  CD-97                  September 01, 2005

Jigged & shored aircraft. Removed all tail flight surfaces. Removed top L/H fuselage, AFT-most, skin & replaced with new 33-410031-29 skin, after splicing stringers 0, 3L, 4L & 6L, at approximate body station 236, with new factory stringer material (P/N 02-440011-11). Replaced all skin doublers.

Removed top R/H fuselage, AFT-most, skin & replaced with new skin panel (P/N 33-410031-26) after splicing stringers 4R & 6R with new factory stringer material (P/N 02-440011-11). Replaced all skin doublers.

Removed bulkhead at station 256 & replaced with new 002-440023-7 bulkhead, using horizontal stabilizers & vertical stabilizer to properly locate bulkhead.

Removed & replaced belly skin, AFT-most, with new (P/N 33-410031-31). Installed aircraft data plate on new bellyskin & replaced tie down ring with new ring (P/N 002-440000-53).

Removed & replaced keel channels, AFT-most, with new (P/N 35-410000-48 [L/H], P/N 35-410000-49 [R/H]).

Removed & replaced, AFT-most, LT side skin panel with new skin (P/N 33-410031-25) & all associated doublers.

Removed & replaced bulkhead at STA 272 with new bulkhead (P/N 002-440024-65) using tail flight control surfaces to properly locate bulkhead.

Re-installed all stabilizers using new hardware. Re-rigged all flight controls.

Since all repair parts were factory original no weight and balance change.

All work done in accordance with AC43.13-1B, Para. 4-57 & current Beech F33 Maintenance Manual.

\*\*\*\*\* NOTHING FOLLOWS \*\*\*\*\*

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

*WP-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 or each such violation (Section 901 Federal Aviation Act 1958)

1. Aircraft	Make <b>Beech</b>	Model <b>35-33</b>
	Serial No. <b>CD-97</b>	Nationality and Registration Mark. <b>N672V</b>
2. Owner	Name (As shown on registration certificate) <b>Oak Creek Corporation</b>	
	Address (As shown on registration certificate) <b>P.O. Box 20393 Sedona, AZ 86341</b>	

3. For FAA Use Only

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	----- (As described in item 1 above) -----			<input type="checkbox"/>	<input checked="" type="checkbox"/>
POWERPLANT				<input type="checkbox"/>	<input type="checkbox"/>
PROPELLER				<input type="checkbox"/>	<input type="checkbox"/>
APPLIANCE	Type			<input type="checkbox"/>	<input type="checkbox"/>
	Manufacturer			<input type="checkbox"/>	<input type="checkbox"/>

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
<b>Glen Tenniswood 2340 N. Cessna Circle Camp Verde, AZ 86322</b>	<input checked="" type="checkbox"/> U.S. Certified Mechanic	<b>365547343</b>
	<input type="checkbox"/> Foreign Certified Mechanic	
	<input type="checkbox"/> Certified Repair Station	
	<input type="checkbox"/> 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 <b>Februari 9, 2002</b>	Signature of Authorized Individual <i>Glen C. Ferriswood</i>
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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	<input type="checkbox"/> FAA Fit Standards Inspector	<input type="checkbox"/> Manufacturer	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)
	<input type="checkbox"/> FAA Designee	<input type="checkbox"/> Repair Station	<input type="checkbox"/> Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <b>February 9, 2002</b>		Certificate or Designation No. <b>365547343</b>	Signature of Authorized Individual <i>Glen C. Ferriswood</i>	

**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.)*

February 9, 2002 Beech 35-33 S/N CD 97 Tach Time 4897.47 N672V

Replaced the following cable assemblies; the battery to ground, battery to starter solenoid, starter solenoid to starter, and engine to airframe return ground. These cables were replaced with #1 gauge copper cable assemblies which were manufactured by Bogert Aviation for this aircraft in accordance with STC #SA3531NM, drawing number BC2-1, and instruction numbered BC2-1. All cable assemblies are FAA/PMA approved.

Continued Airworthiness inspect every annual per FAR 43 appendix D (e) (6).

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

WPO7

LEA

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 BEECHCRAFT	Model 35-33
	Serial No. CD97	Nationality and Registration Mark N672V
2. Owner	Name (As shown on registration certificate) OAK CREEK CORPORATION	Address (As shown on registration certificate) P.O. BOX 20393 SEDONA, ARIZONA 86341

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 ARIZONA AIR-CRAFTSMAN, INC. 2020 CLUBHOUSE DRIVE PRESCOTT, ARIZONA 86301	B. Kind of Agency	C. Certificate No. ZM3R029M
	<input type="checkbox"/> U.S. Certificated Mechanic	
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> 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 11-24-97	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	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 11-24-97	Certificate or Designation No. ZM3R029M	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.)*

Inspected previously installed InterAv Alternator conversion for conformity to S.T.C. S.A. 334SW and InterAv installation instructions #65-113. Replaced 50 AMP generator C.B. with 60 AMP breaker PN 295-29694 and installed 5 AMP C.B. in positive circuit between bus and O.V. relay. Installation now conforms to S.T.C. S.A. 334SW and InterAv installation instructions #66-113. Revised weight and balance and equipment list.

\*\*\*\*\*END\*\*\*\*\*

Additional Sheets Are Attached

FEB 28 1996

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

FOR FAA USE ONLY

OFFICE IDENTIFICATION

WFOU JCH

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 Beech	MODEL 35-33
	SERIAL NO. CD-97	NATIONALITY AND REGISTRATION MARK N672V
2. OWNER	NAME (As shown on registration certificate) Dennis D'Antin	ADDRESS (As shown on registration certificate) 5430 Carlsbad Blvd Carlsbad, CA. 92009

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 David Eddo 2081 Weathervane Ave Escondido, CA. 92027	B. KIND OF AGENCY	C. CERTIFICATE NO. APS47969946
	<input checked="" type="checkbox"/> 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 1-10-96	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 FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		
DATE OF APPROVAL OR REJECTION 1-10-96	CERTIFICATE OR DESIGNATION NO. 2A547969946	SIGNATURE OF AUTHORIZED INDIVIDUAL 		

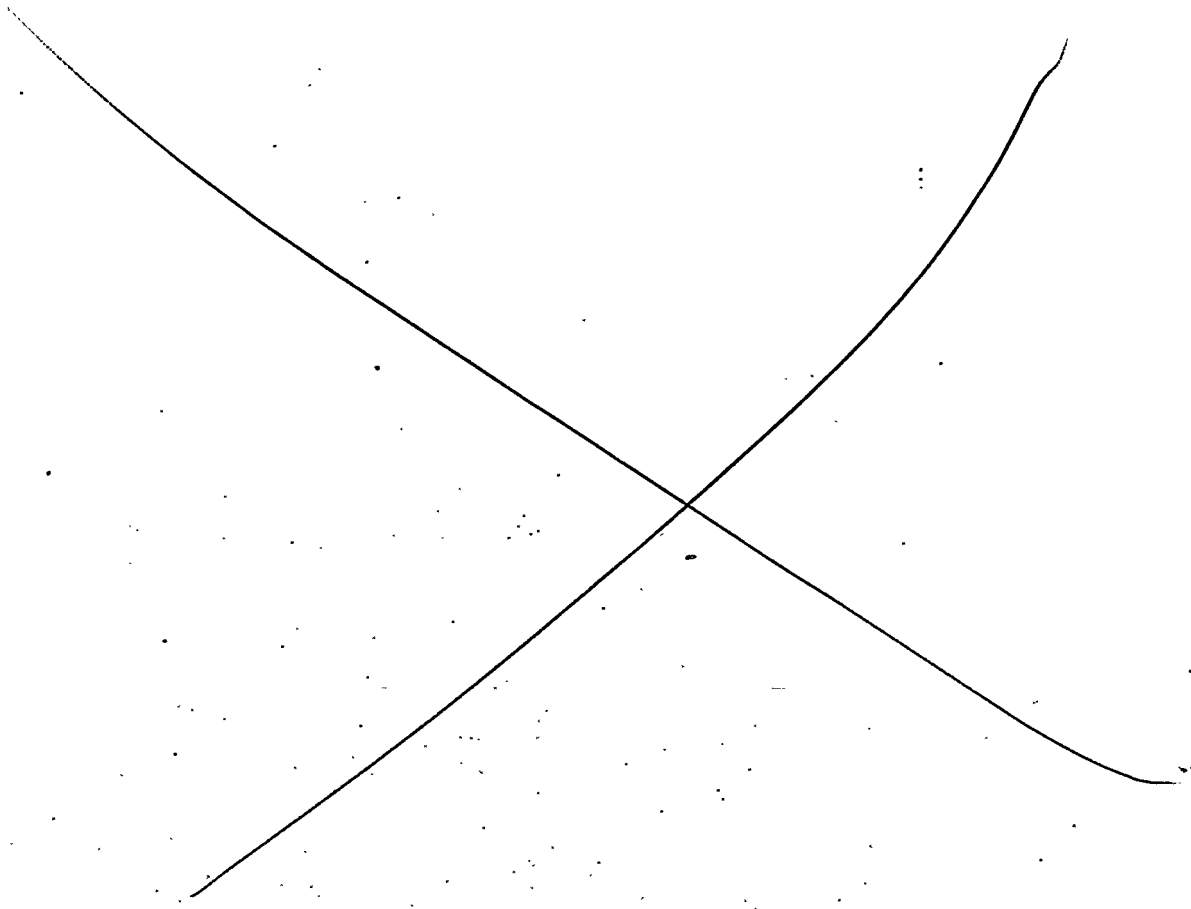
Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

**NOTICE**

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 Space Machine Products  
middle hinge bracket per STC SA5870M  
and upper hinge bracket per STC SA4899UM

End



ADDITIONAL SHEETS ARE ATTACHED



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

FOR FAA USE ONLY

OFFICE IDENTIFICATION

WFOA SC A

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	Beech	MODEL	35-33
	SERIAL NO.	CD-97	NATIONALITY AND REGISTRATION MARK	N672V
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)	
	Dennis D'Antin		5430 Carlsbad Blvd Carlsbad, CA. 92009	

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

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 David Eddo 2081 Weathervane Ave Escondido, CA. 92027	B. KIND OF AGENCY		C. CERTIFICATE NO. APS47969946
	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC		
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC		
	<input type="checkbox"/> CERTIFICATED REPAIR STATION		
		<input type="checkbox"/> 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.

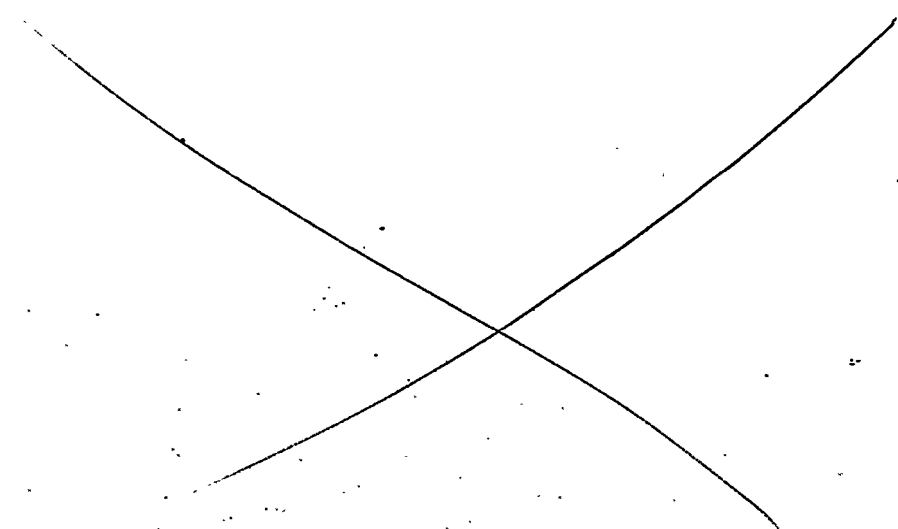
DATE 1-10-96	SIGNATURE OF AUTHORIZED INDIVIDUAL 
-----------------	--

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 FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 1-10-96	CERTIFICATE OR DESIGNATION NO. IASH47969946	SIGNATURE OF AUTHORIZED INDIVIDUAL 		

ADDITIONAL SHEETS ARE ATTACHED



End

STC SA 4381WP

Battery box ARS1060-34 SS as per

Installed Aviation Research Systems Inc

Identify with aircraft nationality and registration mark and date work completed.)

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets.

**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.

DEC 1 - 1995

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

FOR FAA USE ONLY

OFFICE IDENTIFICATION

WPOA JCA

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 Beech	MODEL 35-33
	SERIAL NO. CD-97	NATIONALITY AND REGISTRATION MARK N672V
2. OWNER	NAME (As shown on registration certificate) Dennis D'Antin	ADDRESS (As shown on registration certificate) 5430 Carlsbad Blvd Carlsbad, CA. 92009

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

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

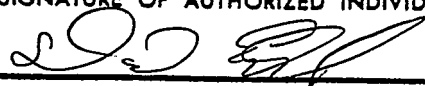
A. AGENCY'S NAME AND ADDRESS David Eddo 2081 Weathervane Ave Escondido, CA. 92027	B. KIND OF AGENCY		C. CERTIFICATE NO. APS47969946
	<input checked="" type="checkbox"/>	U.S. CERTIFICATED MECHANIC	
	<input type="checkbox"/>	FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/>	CERTIFICATED REPAIR STATION	
	<input type="checkbox"/>	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 11-29-95	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 FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 11-29-95	CERTIFICATE OR DESIGNATION NO. IAS47969946	SIGNATURE OF AUTHORIZED INDIVIDUAL 		

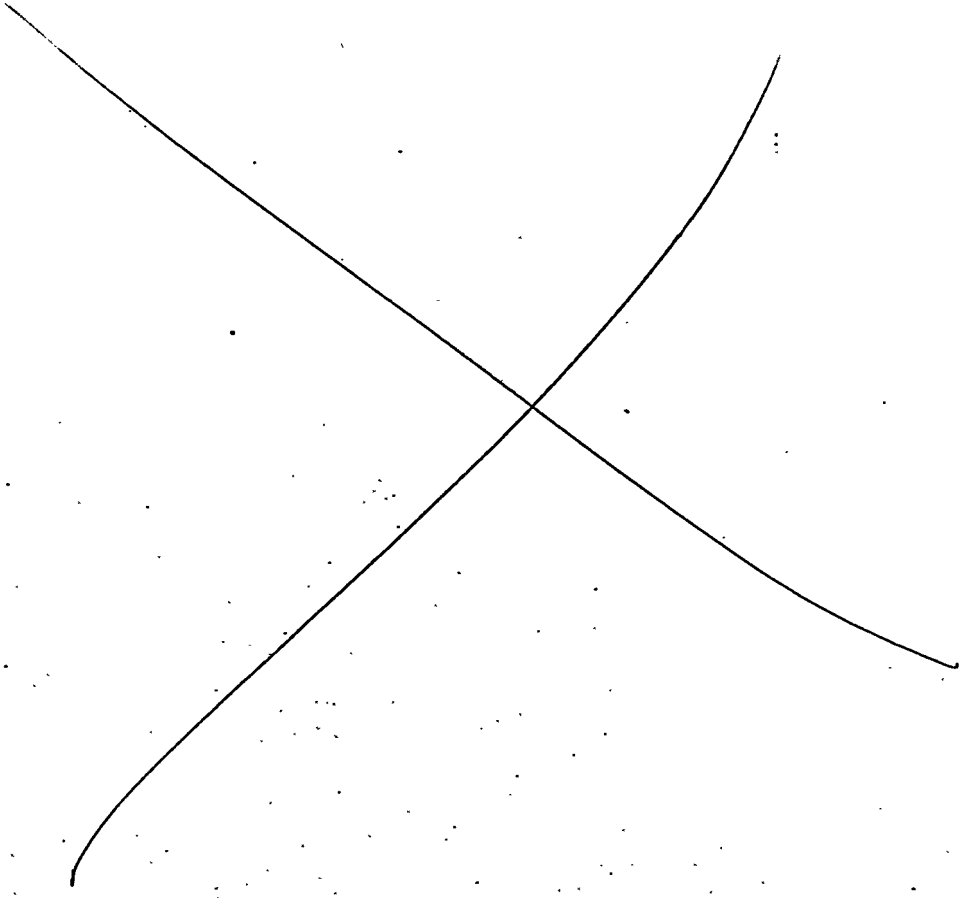
Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

**NOTICE**



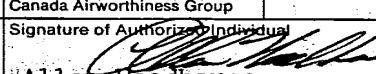
8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Installed Rosen Product Development Inc.  
Cockpit Sun Visor I/A/W Drawing List Number  
RBB-00DL and STC SA3598 NM

End



ADDITIONAL SHEETS ARE ATTACHED

 US Department of Transportation Federal Aviation Administration		<b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)		Form Approved OMB No. 2120-0020 For FAA Use Only	
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).					
<b>1. Aircraft</b> Make: <u>Beech</u> Serial No.: <u>CD-97</u>		Model: <u>35-33</u> Nationality and Registration Mark: <u>N672V</u>			
<b>2. Owner</b> Name (As shown on registration certificate): <u>Ron Fierbach</u>		Address (As shown on registration certificate): <u>2182 Borg Dr. Sandy, UT 84092</u>			
<b>3. For FAA Use Only</b>					
<b>4. Unit Identification</b>					<b>5. Type</b>
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~				XX
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
<b>6. Conformity Statement</b>					
A. Agency's Name and Address <u>Allen Woodhouse</u> <u>Spanish Fork Flying Service</u> <u>2050 No. 300 West</u> <u>Spanish Fork, UT 84660</u>		B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer		C. Certificate No. <u>A&amp;P 1547790 IA</u>	
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 <u>January 25, 1994</u>		Signature of Authorized Individual  <u>Allen Woodhouse</u>			
<b>7. Approval for Return To Service</b>					
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	<input type="checkbox"/> FAA Fit. Standards Inspector	<input type="checkbox"/> Manufacturer	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)	
	<input type="checkbox"/> FAA Designee	<input type="checkbox"/> Repair Station	<input type="checkbox"/> Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection <u>January 25, 1994</u>		Certificate or Designation No. <u>A&amp;P1547790IA</u>	Signature of Authorized Individual  <u>Allen Woodhouse</u>		

**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.)

Installation of a single-piece sloped windshield in accordance with Beryl D'Shannon Aviation Specialties, Inc., Drawing B19000, Revision D, dated November 9, 1979. STC #A99780

end

Additional Sheets Are Attached

U. S. DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION

Form Approved. Budget Bureau No. 41-B041.A

**APPLICATION FOR AIRWORTHINESS CERTIFICATE  
AND/OR ANNUAL INSPECTION OF AN AIRCRAFT**

**INSTRUCTIONS**

Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.

**1. TYPE OF APPLICATION (Check which)**

- a.  ORIGINAL ISSUANCE OF CERTIFICATE
- b.  ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE
- c.  AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE
- d.  RECERTIFICATION UNDER THE PROVISIONS OF CAR 8
- e.  MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8
- f.

**2. AIRWORTHINESS CLASSIFICATION (Check appropriate item(s))**

It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following airworthiness classification(s):

- a.  STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES)
- b.  LIMITED (SEE CAR 9)
- c.  RESTRICTED (SEE CAR 8)  
(Check the restricted special purpose operation(s) to be conducted)
  - AGRICULTURAL AND PEST CONTROL
  - AERIAL ADVERTISING
  - AERIAL SURVEYING
  - GLIDER TOWING
  - PATROLLING
  - FOREST AND WILDLIFE CONSERVATION
  - WEATHER CONTROL
  - OTHER
- d.  EXPERIMENTAL  
(Check the type of experimental operation(s) to be conducted)
  - RESEARCH AND DEVELOPMENT
  - AMATEUR-BUILT
  - DEMONSTRATION
  - RACING
  - EXHIBITION
  - OTHER

**3. AIRCRAFT IDENTIFICATION (Complete all items)**

a. AIRCRAFT MAKE <b>BEECHCRAFT</b>	b. AIRCRAFT MODEL <b>35-33</b>	c. AIRCRAFT SERIAL NO. <b>CD-97</b>
d. ENGINE MAKE <b>Continental</b>	e. ENGINE MODEL <b>IO-470-J</b>	

**4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)**

a. REGISTERED OWNER'S FULL NAME <b>BEECH AIRCRAFT CORPORATION</b>	b. PERMANENT MAILING ADDRESS <b>Wichita, Kansas</b>	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK <b>N-672V</b>
--	--	--

**5. AIRCRAFT OWNER'S CERTIFICATION (Check and complete appropriate item)**

I hereby certify that I am the registered owner (or his agent) of the aircraft identified in Item 3 above which is registered\* with the Civil Aeronautics Administration as required by the Regulations of the Administrator, Part 501 or 502 and when operated displays the following evidence of registration:

- a.  CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A). DATE OF ISSUE \_\_\_\_\_
- b.  APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B). FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON \_\_\_\_\_ (DATE)
- c.  DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED November 19, 1960

\*In order to be eligible for registration an aircraft must be owned by a citizen of the United States, as defined by Section 1 (13) of the Civil Aeronautics Act of 1938, as amended.

**ATTACHMENTS (Check which)**

- ACA-319
- ACA-337
- ACA-317
- WEIGHT AND BALANCE REPORT
- DATA, DRAWINGS, ETC.
- UNAPPROVED DEVIATION DATA

*G. F. Grace*  
G. F. Grace  
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)  
**March 19, 1960** (DATE) **Foreman - Final & Flight** (TITLE)  
**Inspection.**

60

me

4-29-65  
2

U. S. DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION

**AIRCRAFT INSPECTION REPORT**

(To be completed by a CAA representative or approved repair station)

The aircraft described in Item 3 on the reverse of this form has been inspected and found to conform to the following:  
(Check and complete applicable items)

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

- a.  AIRCRAFT SPECIFICATION NO. 3A15 THROUGH SHEET REVISION NO. 12
- b.  AIRCRAFT LISTING PAGE NO. \_\_\_\_\_
- c.  AIRWORTHINESS DIRECTIVE SUMMARY 1958-26 THROUGH CARD NO. 59-20  
(YEAR)
- d.  CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

- a.  AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
- b.  COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
- c.  AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF \_\_\_\_\_ HOURS
- d.  ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:  

SERIAL NO. _____	TOTAL HOURS _____
SERIAL NO. _____	TOTAL HOURS _____
SERIAL NO. _____	TOTAL HOURS _____
SERIAL NO. _____	TOTAL HOURS _____

3. PREVIOUS INSPECTION RECORD (INSPECTION RECORDED ON FORM ACA-319)

- a. LAST AIRWORTHINESS INSPECTION CONDUCTED \_\_\_\_\_ (DATE)  
 BY AIRCRAFT MANUFACTURER  
 BY APPROVED REPAIR STATION, CERTIFICATE NO. \_\_\_\_\_  
 BY MECHANIC, CERTIFICATE NO. \_\_\_\_\_
- b.  PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

- a.  OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
- b.  CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
- c.  CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
- d.  CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
- e.  THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
- f.  CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE Indefinite  
(DATE)
- g.  PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE \_\_\_\_\_ (DATE)  
 BY \_\_\_\_\_ (NAME OF ISSUING REPRESENTATIVE) \_\_\_\_\_ (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

The aircraft described on the reverse has been inspected under the authority accorded certificated repair station No. \_\_\_\_\_ by CAB 52 and was found to be:  
 AIRWORTHY  
 UNAIRWORTHY \_\_\_\_\_ (REPAIR STATION AUTHORIZED SIGNATURE) \_\_\_\_\_ (DATE)

6. CAA REPRESENTATIVE CERTIFICATION

I HAVE INSPECTED THE AIRCRAFT DESCRIBED ON THE REVERSE AND FOUND IT  AIRWORTHY  UNAIRWORTHY  
(Check appropriate item)

DESIGNEE'S SIGNATURE <i>Virgil H. Adamson</i> for Virgil H. Adamson	DESIGNATION NO. <u>DMCR 5-3</u>	DATE <u>March 19, 1960</u>	<input type="checkbox"/> ACCEPTED <input type="checkbox"/> REINSPECTED <input type="checkbox"/> SPOT CHECKED
AVIATION SAFETY AGENT'S SIGNATURE <u>DMCR 5-3</u>	CAA DESIGNATION NO.	DATE	

- ATTACHMENT ACA-132 card being held by Washington Office.  
Special number assigned to Beech Aircraft.



UNITED STATES OF AMERICA — FEDERAL AVIATION AGENCY

**STANDARD AIRWORTHINESS CERTIFICATE**

1. NATIONALITY AND REGISTRATION MARKS <b>N672V</b>	2. MANUFACTURER AND MODEL <b>Beechcraft 35-33</b>	3. AIRCRAFT SERIAL NUMBER <b>68-97</b>	4. CATEGORY <b>Utility</b>
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: <b>None</b>			
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, preventive maintenance, and alterations are performed in accordance with Parts 23, 25, 29, 31, and 35 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.			
DATE OF ISSUANCE <b>3/19/60 (Exchange)</b>	FAA REPRESENTATIVE <b>[Signature]</b>	DESIGNATION NUMBER <b>FA-GADO-5</b>	

YOMEDA MICHIOKA J. 198291 - ANTI-FAA DOMESTIC CENTER  
 1701 W. 10TH AVE. DENVER, CO 80202

SEARCHED INDEXED SERIALIZED FILED

MAY 1986

FBI - DENVER

1

UNITED STATES OF AMERICA FEDERAL AVIATION AGENCY <b>CERTIFICATE OF AIRWORTHINESS</b>		
1. NATIONALITY AND REGISTRATION MARKS	2. AIRCRAFT AIRWORTHINESS CLASSIFICATION	
N672V	STANDARD	
3. This Certificate of Airworthiness is issued pursuant to the Federal Aviation Act of 1958. The aircraft identified hereon is considered airworthy when maintained and operated in accordance with the Civil Air Regulations and applicable aircraft Operation Limitations. <b>Issued under the provisions of Part 410</b>		
4. This Certificate will remain in effect as long as the aircraft is maintained in accordance with Part 43 of the Civil Air Regulations unless surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Agency.		
5. DATE OF ISSUANCE	6. FAA REPRESENTATIVE	7. DESIGNATION NO.
Mar. 19, 1960	<i>J.M. Van Meter</i> for Virgil H. Adamson	DMCR 5-3
8. Any alteration or misuse of this Certificate is punishable by a fine of not exceeding \$1,000 or imprisonment not exceeding 3 years, or both.		

FAA AIRCRAFT REGISTRY

CAMERA NO: 4N DATE: 5 - 2 - 86

Beech

35-33

SN CD-97

FEDERAL AVIATION AGENCY <b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)	Form Approved Budget Bureau No. 04-R060.1 <b>FOR FAA USE ONLY</b> OFFICE IDENTIFICATION 1-4-12
--	--

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.

<b>1. AIRCRAFT</b>	MAKE <b>Beech</b>	MODEL <b>35-33</b>	NATIONALITY AND REGISTRATION MARK <b>N 672V</b>
	SERIAL NO. <b>CD-97</b>	ADDRESS (As shown on registration certificate) <b>1106 Third National Bldg. Dayton, Ohio</b>	
<b>2. OWNER</b>	NAME (As shown on registration certificate) <b>Seven Two Victor Inc.</b>		

**3. FOR FAA USE ONLY**

The data identified herein compiled with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR 43.1

APPROVING INSPECTOR *[Signature]*  
DATE **2-19-69**

4. UNIT IDENTIFICATION				5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				<input checked="" type="checkbox"/>
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

<b>A. AGENCY'S NAME AND ADDRESS</b>	<b>B. KIND OF AGENCY</b>	<b>C. CERTIFICATE NO.</b>
<b>R. C. Malloy Bowman Field Louisville, Ky.</b>	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	<b>A&amp;E 1365013</b>
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> 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 **Feb. 13, 1969** SIGNATURE OF AUTHORIZED INDIVIDUAL *[Signature]*

**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	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION <b>Feb. 13, 1969</b>		CERTIFICATE OR DESIGNATION NO. <b>1454664 IA</b>		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>[Signature]</i>	

**NOTICE**

Weight and balance or operating limitations 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 Mark II. Installed Narco AT6A transponder and Alpha 200. All work done in accordance with AC 43.13-2.

The radios are installed in such a manner that they can withstand the required loads. The wiring is installed in such a manner as to minimize the possibility of fire and smoke hazard. All necessary functional tests have been performed. Interconnection wires and cables are supported to avoid chaffing. The equipment is located where it will obtain sufficient cooling so that it will not be a smoke hazard or ignite readily the flammable parts of the airplane.

	Weight	Arm	Moment
Aircraft	1841.6		145488
REMOVED:			
Narco Mark II - transceiver	7.0	63	441
- power supply	8.0	52	412
ADD:			
Narco AT6A - panel unit	2.0	63	126
- remote unit	5.7	52	296
- antenna	0.25	151	37
Alpha 200 - indicator	5.3	63	334
	<u>1839.85</u>		<u>145428</u>

145428 + 1839.85 = 79.0 C. G.

An electrical load analysis was performed and the continuous load is within the allowable limits of the 50 amp. generator.

NO ENTRIES BELOW THIS LINE

ADDITIONAL SHEETS ARE ATTACHED

MAR 5 1963

MAP 4-1-1963

30

FEDERAL AVIATION AGENCY

Form approved.  
Budget Bureau No. 41-80814

MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

1. AIRCRAFT	MAKE <b>Beechcraft</b>	MODEL <b>35-33</b>	SERIAL NO. <b>GD-97</b>	NATIONALITY AND REGISTRATION MARK <b>N672V</b>
2. OWNER	NAME (First, middle, last) <b>Seven-Two- Victor, Inc.</b>		ADDRESS (Street and number, city, zone and State) <b>1406 Third National Bank Bldg. Dayton 2, Ohio.</b>	
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.				
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR    MAJOR ALTERATION
a. AIRFRAME	***** (As described in item 1 above) *****			<input checked="" type="checkbox"/>
b. POWERPLANT	The data submitted herein complied with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in CAR 18.13(b).			
c. PROPELLER	APPROVING INSPECTOR <i>[Signature]</i> DATE <u>3/31/63</u> <b>FA-5</b>			
d. APPLIANCE	TYPE AND MANUFACTURER			
4. AIRCRAFT WEIGHT AND BALANCE DATA *AFTER the repairs and/or alterations described below were made. This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.				
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*	
<b>Utility</b>	<b>1841.6</b>	<b>79.0</b>	<b>1058.4</b>	
5. CONFORMITY STATEMENT (Complete and check)				
a. AGENCY'S NAME AND ADDRESS <b>Aircraft Service Co. Hangar 7 Dayton Municipal Airport Vandalia, Ohio.</b>		b. KIND OF AGENCY <input checked="" type="checkbox"/> U. S. Certificated Mechanic. <input type="checkbox"/> Foreign Certificated Mechanic. <input type="checkbox"/> Certificated Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)		c. CERTIFICATE NO. <b>A&amp;P 1122429</b>
d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge. <b>Mar. 3, 1963.</b> <b>B.H. Simpson</b> (Date repair and/or alteration completed) (Signature of authorized individual)				
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items) Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is				
<input checked="" type="checkbox"/> APPROVED } BY { <input type="checkbox"/> FAA Designee <input type="checkbox"/> Manufacturer <input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft <input type="checkbox"/> REJECTED } <input type="checkbox"/> FAA Flight Standards Inspector <input type="checkbox"/> Repair Station <input checked="" type="checkbox"/> Other (Specify) <i>Inspection Authorization</i>				
<u>3/17/63</u> (Date of approval or rejection)		<i>[Signature]</i> (Signature of authorized individual, title or identification number)		
7. TO BE COMPLETED ONLY BY FAA PERSONNEL				
a. <input type="checkbox"/> Forwarded for engineering comment <input type="checkbox"/> See attached memorandum				
b. <input checked="" type="checkbox"/> Accepted <u>3/11/63</u> (Date) <input type="checkbox"/> Reinspected (Date) <input type="checkbox"/> Spot Checked (Date)				
<b>EASTERN REGION</b> <b>GADO</b> No. <b>57</b> (FAA designation number)		<i>[Signature]</i> (Signature Flight Standards Inspector)		

APR 11 1963

# MICRO INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the FAA for administrative purposes.

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

8. DESCRIPTION OF WORK ACCOMPLISHED.

Removed Narco Superhomer and Whip antenna.  
 Installed a Narco Mark 12 V.R.F. transceiver, VOA-4 converter, modulator-power unit, CS3B indicator and broad band antenna.

The transceiver was mounted in the panel in the space formerly occupied by the Superhomer, the indicator was mounted in the panel in a standard instrument hole. The Voa-4 converter and modulator-power supply were installed in the baggage compartment with AN 10-32 screws and platenuts, 4 per unit. The broad band antenna was installed at the same location as the whip antenna which was removed. It was installed utilizing the four 8-32 studs and fiber lock nuts provided in the kit and the assembly was adequately supported by a doubler plate which was a part of the original structure, and designed for this purpose.

All wiring meets factory specifications and was either in kit form or was fabricated to facilitate installation of the VOA converter which was remoted to the baggage compartment. These wires were soldered to their connections and insulated from each other with vinyl tubing. All wiring from baggage compartment to panel units were routed with existing wiring and clamped and supported in the manner requested by C.A.M.18.

A new electrical load was computed to be 28.35 amp. This does not exceed 80% of the 50 amp. generator by a considerable margin.

The electrical source was taken from the main buss and is protected by a 15 amp circuit breaker.

The baggage compartment has been placarded to show the total weight of the radio equipment now installed and the loading chart was revised to show the weight changed. A log book entry was made showing the new empty weight, arm and useful load.

Placard on baggage door reads: Total capacity 252 lb. with rear seats removed.

New empty weight-1841.6 lb.  
 " E.W.C.G. - 79" from datum.  
 " useful load -1058.4 lb.  
 " moment -145615.3

OKLAHOMA CITY, OKLA.  
 MAR 19 8 03 AM '86

REGISTRATION BRANCH  
 FEDERAL AVIATION  
 ADMINISTRATION

\*If additional space is needed attach additional sheets. Indicate nationality and registration mark and date work completed.

Check block if additional sheets are attached.



U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION				Form approved. Budget Bureau No. 41-R0524	
MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)					
1. AIRCRAFT	MAKE <b>Beechcraft</b>	MODEL <b>35-33</b>	SERIAL NO. <b>CB-97</b>	NATIONALITY AND REGISTRATION MARK <b>N672V</b>	
2. OWNER	NAME (First, middle, last) <b>Ohio Aviation Company</b>		ADDRESS (Street and number, city, zone and State) <b>Box 398, Vandalia, Ohio</b>		
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.					
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	***** (As described in item 1 above) *****				X
b. POWERPLANT				The <del>work</del> alteration 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 CAR 18.11(b).	
c. PROPELLER					
4. APPLIANCE	TYPE AND MANUFACTURER		APPROVING INSPECTOR <i>[Signature]</i> DATE <u>Dec. 8, 1960</u>		
4. AIRCRAFT WEIGHT AND BALANCE DATA *AFTER the repairs and/or alterations described below were made.					
This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.					
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*		USEFUL LOAD (Pounds)*	
<b>Utility</b>	<b>1820.55</b>	<b>+78.56</b>		<b>1079.45</b>	
5. CONFORMITY STATEMENT (Complete and check)					
a. AGENCY'S NAME AND ADDRESS <b>Ohio Aviation Company Dayton Municipal Airport Vandalia, Ohio</b>		b. KIND OF AGENCY <input type="checkbox"/> U. S. Certificated Mechanic. <input type="checkbox"/> Foreign Certificated Mechanic. <input checked="" type="checkbox"/> Certificated Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)		c. CERTIFICATE NO. <b>3719.</b>	
d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge. <b>December 8, 1960</b> (Date repair and/or alteration completed)					
<i>Charles M. Barol</i> (Signature of authorized individual)					
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items) Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is					
<input checked="" type="checkbox"/> APPROVED } BY { <input type="checkbox"/> CAA Designee <input type="checkbox"/> Manufacturer <input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft <input type="checkbox"/> REJECTED } <input checked="" type="checkbox"/> CAA Aviation Safety Agent <input type="checkbox"/> Repair Station <input type="checkbox"/> Other (Specify)					
<u>Dec. 8, 1960</u> (Date of approval or rejection)					
<i>John M. Meers</i> (Signature of authorized individual; title or identification number)					
7. TO BE COMPLETED ONLY BY CAA PERSONNEL					
a. <input type="checkbox"/> Forwarded for engineering comment <input type="checkbox"/> See attached memorandum					
b. <input type="checkbox"/> Accepted (Date) _____ <input type="checkbox"/> Reinspected (Date) _____ <input type="checkbox"/> Spot Checked (Date) _____					
<b>Reg. 1 NY</b> <b>ASDO 5</b> (CAA designation number)					
<i>F. C. J. Mc</i> (Signature Aviation Safety Agent)					

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the CAA for administrative purposes.

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

8. DESCRIPTION OF WORK ACCOMPLISHED.

- Installed a Lear ANW 12K2 tuner unit, indicator and a Harco VHT-3 superheter in the instrument panel. Installed the Lear ANW 12K2 amplifier in the forward end of the baggage compartment and secured it to the floor boards with AN332 machine screws and plate nuts.
- Installed the Lear ANW 12K2 loop antenna on the belly of the fuselage just aft of the baggage compartment. A sheet metal reinforcement plate was used that came with the loop. This is the same location as the Beech factory installation. Installed two whip antennas on the top side of the fuselage on the standard Beech reinforcements one at station 54 and the other at station 177.
- 1. These radio units will stand the required loads as listed in CAR 3.171, 3.E3, 3.186 and .3.243.
- 2. These radio units have a sufficient amount of clearance as requested by CAR 3.721
- 3. An electrical load check was conducted by installing an ammeter in the main line of an auxiliary power unit with 14 volts and the following reading was observed: 22 amps. This airplane is equipped with a 50 amp generator and 80% of 40 is 40 amps. Therefore this electrical load checks O.K. in accordance with CAM 18.
- 4. These radio units are wired in accordance with the mfgs' specifications with Mil-W5086 wire and FOM trip free circuit breakers as per CAR 3.721.
- 5. These wires are made up in the form of a harness and run directly from one unit to the other.
- 6. These wires are soldered in the plugs and are individually insulated from each other with vinyl tubing as per CAR 3.721.
- 7. A functional check has been conducted in accordance with the mfgs' specifications and CAR 3.652 and 3.652-2.
- 8. The interconnecting wiring is clamped to avoid chaffing as per CAR 3.721.
- 9. This equipment is so located that it will receive sufficient cooling as requested in CAR 3.721.
- 10. A new weight & balance was computed and the empty weight, C.G. and moment have been entered in the aircraft log book. The loading chart index has been changed. The baggage compartment has been placarded, 10 lbs. of radio equipment is installed in this compartment.

OKLAHOMA CITY, OKLA.

DEC 27 3 01 PM '86

FAA RECORDS BRANCH

\* If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.

Check block if additional sheets are attached.

DEC 22 1960

Form approved.  
 Budget Bureau No. 04-R060.

FEDERAL AVIATION AGENCY

MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

1. AIRCRAFT	MAKE <b>Beechcraft</b>	MODEL <b>35-33</b>	SERIAL NO. <b>CD-97</b>	NATIONALITY AND REGISTRATION MARK <b>N572V</b>
2. OWNER	NAME (First, middle, last) <b>Seven-Two-Victor Inc.</b>		ADDRESS (Street and number, city, zone and State) <b>1406 Third National Building Dayton 2, Ohio</b>	
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.				
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)
a. AIRFRAME	***** (As described in item 1 above) *****			MAJOR REPAIR MAJOR ALTERATION <input type="checkbox"/> <input checked="" type="checkbox"/>
b. POWERPLANT				
c. PROPELLER				
d. APPLIANCE	TYPE AND MANUFACTURER			
4. AIRCRAFT WEIGHT AND BALANCE DATA <small>This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.</small>				
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*	
<b>Utility</b>	<b>1828.05</b>	<b>+78.66</b>	<b>1071.95</b>	
5. CONFORMITY STATEMENT (Complete and check)				
a. AGENCY'S NAME AND ADDRESS <b>Ohio Aviation Company Dayton Municipal Airport Vandalia, Ohio</b>		b. KIND OF AGENCY <input type="checkbox"/> U. S. Certificated Mechanic. <input type="checkbox"/> Foreign Certificated Mechanic. <input checked="" type="checkbox"/> Certificated Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)		c. CERTIFICATE NO. <b>3719.</b>
d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge. <b>December 19, 1960</b> (Date repair and/or alteration completed) <i>Charles M. Borel</i> (Signature of authorized individual) <b>Charles M. Borel</b>				
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items) Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is <input checked="" type="checkbox"/> APPROVED } BY { <input type="checkbox"/> FAA Designee <input type="checkbox"/> Manufacturer <input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft <input type="checkbox"/> REJECTED } <input type="checkbox"/> FAA Flight Standards Inspector <input checked="" type="checkbox"/> Repair Station <input type="checkbox"/> Other (Specify) <b>Dec. 19, 1960</b> (Date of approval or rejection) <i>Charles M. Borel (Chief Insp.)</i> (Signature of authorized individual; title or identification number) <b>A. C. G.</b>				
7. TO BE COMPLETED ONLY BY FAA PERSONNEL a. <input type="checkbox"/> Forwarded for engineering comment <input type="checkbox"/> See attached memorandum b. <input checked="" type="checkbox"/> Accepted <b>Dec 22, 1960</b> (Date) <input type="checkbox"/> Reinspected (Date) <input checked="" type="checkbox"/> Spot Checked <b>JAN 17 1961</b> (Date) <b>Reg. I NY</b> <b>ASDO 5</b> (FAA designation number) <i>Joseph J. Budjinski</i> (Signature Flight Standards Inspector) <b>F. C.</b>				

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the FAA for administrative purposes.

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

8. DESCRIPTION OF WORK ACCOMPLISHED.

Installed a Grimes rotating beacon light, Beech kit 33-6 in accordance with the kit instructions on the top side of the fuselage. Ran an electrical load check by installing an ammeter in the main line of an auxiliary power unit with 14 volts and the following reading was observed: 28 amps. This airplane is equipped with a 50 amp generator and 80% of 50 is 40 amps therefore the electrical load checks O.K. in accordance with CAM 18.

Table with 4 columns: NAME, ADDRESS, CITY, STATE. Headers are partially legible.

FAA AIRCRAFT REGISTRY  
1215 AVIATION AVENUE  
MEMPHIS, TENNESSEE 38118

DATE: 5-2-86

OKLAHOMA CITY, OKLA.

APPROVED: [Signature] DATE: 5-2-86

RECORDS BRANCH

Stamp: JAN 3 - 1 38 PM '81

Stamp: AIRCRAFT AND AIRMEN RECORDS BRANCH

Stamp: Form FAA-387 (4-52)

DEC 10 1960

FEDERAL AVIATION AGENCY

Form approved.  
 Budget Bureau No. 04-R060.

MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

1. AIRCRAFT	MAKE <b>Beechcraft</b>	MODEL <b>35-33</b>	SERIAL NO. <b>CD-97</b>	NATIONALITY AND REGISTRATION MARK <b>N672V</b>
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2. OWNER	NAME (First, middle, last) <b>Ohio Aviation Company</b>	ADDRESS (Street and number, city, zone and State) <b>Box 398 Vandalia, Ohio</b>
----------	--	--

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	***** (As described in item 1 above) *****				X
b. POWERPLANT					
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA *\*AFTER the repairs and/or alterations described below were made.* This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Utility	1825.55	+77.93	1074.45

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS <b>Ohio Aviation Company Dayton Municipal Airport Vandalia, Ohio</b>	b. KIND OF AGENCY <input type="checkbox"/> U. S. Certificated Mechanic. <input type="checkbox"/> Foreign Certificated Mechanic. <input checked="" type="checkbox"/> Certificated Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)	c. CERTIFICATE NO. <b>3719.</b>
--	--	------------------------------------

d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

**December 9, 1960**  
 (Date repair and/or alteration completed)

*Charles M. Borel* **Charles M. Borel**  
 (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is

APPROVED } BY {  FAA Designee     Manufacturer     Canadian Department of Transport Inspector of Aircraft  
 REJECTED }     FAA Flight Standards Inspector     Repair Station     Other (Specify)

**Dec. 9, 1960**  
 (Date of approval or rejection)

*Charles M. Borel (Chief Insp.)*  
 (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a.  Forwarded for engineering comment     See attached memorandum

b.  Accepted **Dec. 13, 1960**     Reinspected     Spot Checked  
 (Date)

**Reg. I NY**  
**ASDO-5**  
 (FAA designation number)

*John M. Meare*  
 (Signature Flight Standards Inspector)

**A. C. U.**  
**JAN 17 1961**  
**F. C.**

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the FAA for administrative purposes.

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

8. DESCRIPTION OF WORK ACCOMPLISHED:

Installed a Mitchell AK074 auto-pilot in accordance with STC SA2-1000. Installed a heated pitot in accordance with Beech kit -33-2.

Installed a glove compartment in accordance with Beech kit 33-3.

Ran an electrical load check with an ammeter in the line and 14 volts and the following reading was observed: 22 amps. This airplane has a 50 amp generator.

OKLAHOMA CITY, OKLA.

DEC 27 3 01 PM '60

FAA  
RECORDS BRANCH

\*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.

Check block if additional sheets are attached.

APR 25 1960

U. S. DEPARTMENT OF COMMERCE  
 CIVIL AERONAUTICS ADMINISTRATION

Form approved.  
 Budget Bureau No. 41-R0524

**MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)**

1. AIRCRAFT MAKE <b>Beechcraft</b>	MODEL <b>35-33</b>	SERIAL NO. <b>CD-97</b>	NATIONALITY AND REGISTRATION MARK <b>N572V</b>
2. OWNER NAME (First, middle, last) <b>Ohio Aviation Company</b>		ADDRESS (Street and number, city, zone and State) <b>Box 398, Vandalia, Ohio</b>	

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	***** (As described in item 1 above) *****				X
b. POWERPLANT					
c. PROPELLER					
APPLIANCE	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA  
 \*AFTER the repairs and/or alterations described below were made. This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
<b>Utility</b>	<b>1796.</b>	<b>77.70</b>	<b>1104.</b>

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS <b>Ohio Aviation Company Dayton Municipal Airport Vandalia, Ohio</b>	b. KIND OF AGENCY <input type="checkbox"/> U. S. Certificated Mechanic. <input type="checkbox"/> Foreign Certificated Mechanic. <input checked="" type="checkbox"/> Certificated Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)	c. CERTIFICATE NO. <b>3719.</b>
--	--	------------------------------------

d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

**April 21, 1960** (Date repair and/or alteration completed) *Charles M. Bocal* **Charles M. Bocal** (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

APPROVED } BY {  CAA Designee  Manufacturer  Canadian Department of Transport Inspector of Aircraft  
 REJECTED }  CAA Aviation Safety Agent  Repair Station  Other (Specify)

*April 23, 1960* (Date of approval or rejection) *Charles M. Bocal* (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a.  Forwarded for engineering comment  See attached memorandum

b.  Accepted *April 26, 1960* (Date)  Reinspected (Date)  Spot Checked (Date)

**Reg. 1 NY**  
**ASDO 5** (CAA designation number) *Joseph J. Budjinski* (Signature Aviation Safety Agent)

**INSTRUCTIONS**

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the CAA for administrative purposes.

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

**5. DESCRIPTION OF WORK ACCOMPLISHED:**

Installed a Garvin C-450 vacuum pump, system directional gyro and horizon gyro. This system and equipment is installed identical to the installation in Beech model 35-33 registration number N894R, serial number CD-36 which was installed by Beech.  
 Computed a new weight & balance and entered the empty weight, C.G. and moment in the aircraft log book.

\*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.

Check block if additional sheets are attached.