# 6

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

Administ	ration									6	7.15	av.	
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ву	the Administrator of the Federal Aviation Administration at FAA Fit. Standards Inspector  Manufacturer					X	Inspection A		zation -	Other (Sp			
	7	Designee		Repair Station			Person Appoved Canada Airwort	d by Tra	ansport				
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November 5, 2001 2662472 Kenneth J. Clark									Clarke				

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.

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

November 5, 2001 Beechcraft N7TB Model: D95A

Serial Number: TD651

Installed the Eagle Technologies Company's quick drain valve assembly QDV-2 manufacture date (July 2001), into the bottom fuel drain access area on the right main fuel cell. This drain valve was installed per the Eagle Technologies company's number 720B revision G installation instructions. This quick drain valve is approved under STC #SA01110CH.

instructions for Cor	ntinued Airworthiness				
1. Introduction- As I 2. Description- As I 3. Control operation check safety wire du 4. Service informati 5. Maintenance Ins 6. Trouble Shooting 7. Removal and rep 8. Diagrams- Eagle 9. Special inspectio 10. Application of pr 11. Data- Current ins 12. List of special to	listed above. isted above. information- Use with pring preflight for securition- N/A. tructions- Inspect at curg-If leaking, first check placemant- Drain fuel, reference Technologies Companions- N/A. otective treatments- N// stallation manual and depose N/A. aft- N/A. overhaul periods- No overnitations- N/A.	rent aircraft manufacturer's inspectamp torque then o-ring seal for emove safety wire, check nutm way installation instructions and diagonal listed above.	ection intervals for security, leadirt or deterioration. asher, spacer and clamp them ram #720 Rev-G.	aks, and damage. n valve.	
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2. Owner	l .		à.		R.D.	#5, Hickor	y Lane					
Z. Owner	Joseph I	Larson			Strou	dsburg, Pe	nna. I	18360				
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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.) Added .050 4130 steel patch plate to both ends of lower diagonal members of both engine mounts. Repair in accordance with 43-13-1A, Figure 2.4 and Paragraph 78C. \*\*\*END\*\*\* allo De feet. to entry e

Additional Sheets Are Attached Common State of the state

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FAA Form 337 (12-88)

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.

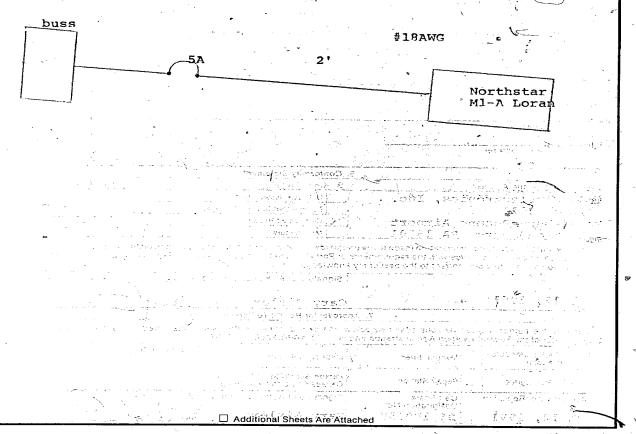
8. Description of Work Accomplished

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

Removed IIMorrow 604 Loran and antenna.

Installed Northstar Ml-A Loran and antenná. Installation conforms to acceptable methods, techniques and practices of AC43.13/2A. Will not cause a hazard to other aircraft systems, to the operation of the aircraft or to its occupants. Is completely isolated from all IFR systems. Has an approval recordation contained in an FAA 337 and that a placard is in clear view of the pilot indicating that the system is not approved for navigation under IFR conditions.

Flight test performed and equipment performs its intended function with no adverse affect on other systems installed in the aircraf



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NOTICE
Weight and balance or operating imitation 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 நார்ந்த பிருந்த ப

INSTALLED THE FOLLOWING BERYL D'SHANNON AVIATION ITEMS. AS PER THE LISTED STO NUMBER.

PILOT & CO-PILOT SIDE WINDOWS AS PER STC SA2871WE

LOG BOOK ENTRIES MADE SEE NEW WEIGHT AND BALANCE COMPUTED \*\*\*\*\*\* END \*\*\*\*\*\*\*\*\*\*\*\*

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Additional Sheets Are Attached

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2/28/90 Robert P Zamon											
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 Adminis	trator of the Federa	persons specified be l'Aviation Administr	elow, the	ne unit identifie nd is [X] APPI	d in item 4 ROVED	REJECTED		manne	r prescrib	ed by	
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FAA Form 337 (7-67)

(8320)

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

B. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with air craft nationality and registration marks and described attach additional sheets.
craft nationality and registration mark and date work completed.)
-1) Relocated the following components to different locations on pilots instrument panel,
to accomodate the installation of a Radar Altimeter Indicator:
-Auto pilot/NAV 1 & 2 select switch
RMI/NAV 1 & 2 select switch  RMI/NAV 1 & 2 select switch  VOR/Loran push button select switch  VOR/Loran bright/dim select switch
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Terra Rad ALT System
TRI 20 Indicator SN # 00 412 TRA 3000 Antenna s/n 000557
<ol> <li>The above installed equipment was completed in accordance with manufactures specifications and AC 43.13.1A and AC 43.13.2A.</li> </ol>
4) All wires used meet MIL-SPEC M22759 and M27500.
STAG M2700.
5) Power provided thru a 3 amp circuit breaker to the avionics buss.
6) Newly installed equipment does not exceed 80% of available power.
7) Weight and Balance revised 2/28/90.
8) Equipment list revised 2/28/90.
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1. AIRCRAFT	SERIAL NO. TD-651				ARK						
2. OWNER	NAME (As shown HAMBY I	on registration certif EDWARD B	icate)	ADDRESS (As shown on registration certificate) 2427 WESTFIELD ROAD CHARLOTTE NC 28207							
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Weight and Salance 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.)
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MN. 55044 800-328-4629 612-469-4783 STC ITEMS AS FOLLOWS. SLOPED WINSHIELD AS PER STC SA901SO LOG BOOK ENTRIES MADE AND NEW WEIGHT AND BALANCE COMPUTED

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ADDITIONAL SHEETS ARE ATTACHED

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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

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. craft nationality and registration mark and date work completed.) Identify with air-Work performed under Work Order #8354 on file with Georgia Avionics

Equipment Removed: KMA20 audio panel KN74 area Nav KN74 area Nav KNI520 Indicator KA39 Dual Power Converter

KI266 DME indicator

Cables for above equipment

Equipment Installed: KMA24 Audio Panel Com 810 KN64 King DME AT150 Transponder (1) KT96 Telephone IDME891 indicator cables for above equipment

KX175B (dual Nav/Com) KT76 Transponder KN77 KN65A DME

MK12D Nav/Com with Glideslope NS801 Area Nav II Morrow Apollo 604 AT150 Transponder (2) AR850 encoder 3 power convertors

The equipment above installed per manufacturer's drawings and instructions. A load test performed to determine electrical load does not exceed 80% of power available. All work accomplished in accordance with AC43.13-1A and AC43.13.2. Checks were performed to assure equipment is not a source of electromagnetic interference and is functioning properly and safely and operates in accordance with manufacturer's specifications. The Loran C system is coupled to the HSI. The system is isolated form all other IFR systems. The loran istallation was accomplished in accordance with AC90-45A

FAA AC 72-4906

ADDITIONAL SHEETS ARE ATTACHED

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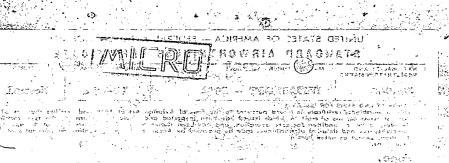
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5. AUTHORITY AND BASIS This airworthiness or date of issuance, th therefor, to be in a comprehensive and Aviation, except as Exceptions: None.	FOR ISSUANCE prificate As justice pursuan e current for Arichich issued condition fair are operation detailed allow outhiness code moted prefin	a susprovided by A	inex 8 to the Convent	ion on International CVII
this airworthiness c	lance with Parts 21,43, ar	rd 31 of the Legera	ate is otherwise establice, preveniative/mainte i Aviation. Regulations,	shed by the Administrator, nance, and alterations are as appropriate, and the DESIGNATION NUMBER
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	Oklahoma 74151	MANUFACTURES		- R 1, 2	2, L.S.	S.
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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.)

Converted existing Brittain B-4 Autopilot to Brittain B5C Autopilot System.
All installation work done in accordance with Brittain Installation Manual

All installation work done in accordance with Brittain Installation Manual #2-366-12 Rev D. Approved for installation in this aircraft under STC #SA1760WE. Added electrical load of l amp (max) does not exceed 80% of generator capacity in cruise configuration. FAA approved airplane flight manual supplement and new weight and balance included in aircraft records.

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ADDITIONAL SHEETS ARE ATTACHED

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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 WX-10 Stormscope Weather Mapping System as follows:

All equipment was mounted in space provided by aircraft manufacturer using hardware supplied by equipment manufacturer. The installation was made in accordance with AC43.13-1A and AC43.13-2A and installation instructions.

The aircraft weight and balance was computed, the equipment list revised, compass swung and entry made in aircraft log books. The system was ramp tested in accordance with the manufacturers installation instructions and found to function properly. There was no cross interference with the weather mapping system and any other equipment. The unit did not interfere with communications, navigations or any other equipment. The existing equipment likewise did not interfere with the proper operation of the stormscope.

Flight tested system and found it functioning properly and that the installation did not interfere with existing equipment or flight controls.

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±U.S. GOVERNMENT PRINTING OFFICE: 1977-771-021/290

OF TRANSPORTATION Form Approved Budget Bureau No. 04-R060.1 FEDERAL AVIATION ADMINISTRATION FOR FAA USE ONLY MAJOR REPAIR AND ALTERATION OFFICE IDENTIFICATION (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. MAKE MODEL Beechcraft B95A 1. AIRCRAFT SERIAL NO. NATIONALITY AND REGISTRATION MARK TD-651 N7TBNAME (As shown on registration certificate) ADDRESS (As shown on registration certificate) 2. OWNER Tom Bailey Notors Rocky Grount, N. C. 27801 3. FOR FAA DSE ON 4. UNIT IDENTIFICATION UNIT MAKE MODEL ALTER-REPAIR ATION AIRFRAME (As described in item 1 above) x POWERPLANT PROPELLER TYPE APPLIANCE MANUFACTURER 6. CONFORMITY STATEMENT A. AGENCY'S NAME AND ADDRESS B. KIND OF AGENCY C. CERTIFICATE NO. CERTIFICATED MECHANIC Ai\_ Care, Inc. FOREIGN CERTIFICATED MECHANIC Downtown Airport CERTIFICATED REPAIR STATION Rocky Hount, N. C, RS711-9 MANUFACTURER D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge. DATE SIGNATURE OF AUTHORIZED INDIVIDUAL 9/23/75 E. F. Pullen 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 FAA FLT. STANDARDŞ OTHER (Specify) MANUFACTURER: INSPECTION AUTHORIZATION BY CANADIAN DEPARTMENT FAA DESIGNEE REPAIR STATION OF TRANSPORT INSPECTOR DATE OF APPROVAL OR CERTIFICATE OR SIGNATURE OF AUTHORIZED INDIVIDUAL REJECTION 9-23-75 DESIGNATION NO. RS711-9 E. F. Pullen

FAA Form 337 (7-67)

GPO: 1972 O - 475-509

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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 old wheels and brake assys. and installed new Cleveland 7.00 X 8 wheels and brakes in accordance with Cleveland dwgs. 20-135, rev. B dated 2-23-73 and 50-27, rev. D, dated 8-27-74 and STC 3 SA19GL. No weight change. Equipment list revised.

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2. OWNER	Tom Bail	ley Motors		ADDRESS (As shown or registration certificate)  Rocky Hourt, N. C. 27801						
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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

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

Removed old wheels and brakes and installed new Cleveland 7.00-8 wheels and brakes in accordance with Cleveland installation dwgs. 20-135, rev. B, dated Feb. 23, 1973, and 50-27, rev. D, dated Aug. 27, 1974. STC-SA19GL.

Equipment list revised. No weight change.

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ADDITIONAL SHEETS ARE ATTACHED

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	ALAMAT CO.	TD651					EGISTRATION A	IARK		
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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.)
  - A. Installed one each Kollsman Alti Coder II, P/N B4545110001 (20K) S/N 2367, TSO'd to C-10B & C-88 and removed existing P/N 5934P-A56 (20K) S/N 96599.
  - B. Altitude Encoder wired to newly installed King KT-76 Transponder S/N 29315, & ant. TSO d to C-74C class 1.
  - C. Kollsman Encoder wired per Kollsman and King instructions and compatibility found to be normal using ATC-600A IFR Ramp Checker.
  - D. Functional ground check performed of the system for compliance with FAR 91.36(b) per paragraph 7b of Advisory Circular 43-6, using AT-600A and Table 1 of AC 43-6.
    - E. The transponder and encoding altimeter were checked to the altitude operating envelope of the aircraft and found to function properly.
    - F. This installation meets the requirements of FAR 23.1451, 23.301, 23.337, 23.1301, 23.1581, 23.1351, 23.1365, 23.1367, AC43, 13-2 Chapter 2, 21, 22, 23(f), 24(b), 27a(1)(2), c(1)(2)(3)(4), d, e(1)(2).
    - G. Equipment list & weight & balance revised and log book entries made.
    - H. Test was performed in accordance with the ATC-600A Instructions and FAR 43, Appendix F and King Transponder KT-76 S/N 29315 was found to comply with the requirements of FAR 91.177. Entry made in log book.
    - I. Static system check performed and ifound to meet the requirements of FAR 91.170.169?

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