



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

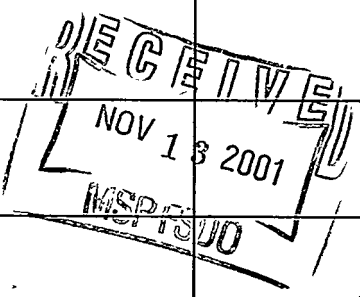
Office Identification  
*PL-1530*

**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 <b>Beechcraft</b>	Model <b>D95A</b>
	Serial No. <b>TD-651</b>	Nationality and Registration Mark <b>N7TB</b>
<b>2. Owner</b>	Name (As shown on registration certificate) <b>Randall J. Lysdale</b>	Address (As shown on registration certificate) <b>3254 Merrel Road Dallas, TX 75229</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) _____				<b>X</b>
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>
<b>Kenneth J. Clarke 2406 Blueberry Street Inver Grove Heights, MN 55076</b>	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	<b>A&amp;P 2662472</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 <b>November 5, 2001</b>	Signature of Authorized Individual <i>Kenneth J. Clarke</i>	Kenneth J. Clarke
---------------------------------	--	-------------------

### 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 <b>November 5, 2001</b>		Certificate or Designation No. <b>2662472</b>		Signature of Authorized Individual <i>Kenneth J. Clarke</i> Kenneth J. Clarke	

## 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.)

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 Continued Airworthiness

1. Introduction- As listed above.
2. Description- As listed above.
3. Control operation information- Use with pin type fuel sampler and follow the original manufacturer's sumping procedures and check safety wire during preflight for security.
4. Service information- N/A.
5. Maintenance Instructions- Inspect at current aircraft manufacturer's inspection intervals for security, leaks, and damage.
6. Trouble Shooting- If leaking, first check clamp torque then o-ring seal for dirt or deterioration.
7. Removal and replacement- Drain fuel, remove safety wire, check nutm washer, spacer and clamp them valve.
8. Diagrams- Eagle Technologies Company installation instructions and diagram #720 Rev-G.
9. Special inspections- N/A.
10. Application of protective treatments- N/A.
11. Data- Current installation manual and data listed above.
12. List of special tools- N/A.
13. Commuter aircraft- N/A.
14. Recommended overhaul periods- No overhaul time limitations.
15. Airworthiness Limitations- N/A.
16. Revisions- N/A.

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

Additional Sheets Are Attached

NOV 12 1991

 <p>US Department of Transportation Federal Aviation Administration</p>		<b>MAJOR REPAIR AND ALTERATION</b> <b>(Airframe, Powerplant, Propeller, or Appliance)</b>		Form Approved OMB No. 2120-0020 For FAA Use Only Office Identification FAA-FSDO-05 <i>efm</i>	
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 D95A		
	Serial No. TD651		Nationality and Registration Mark N-7TB		
2. Owner	Name (As shown on registration certificate) Joseph Larson		Address (As shown on registration certificate) R.D. #5, Hickory Lane Stroudsburg, Penna. 18360		
3. For FAA Use Only					
4. Unit Identification					
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~			X	
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
6. Conformity Statement					
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
Peter Kluber R.D. #2, Box 72 Pittstown, N.J. 08867		<input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer		A-P 1491555	
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 November 8, 1991		Signature of Authorized Individual <i>Peter Kluber</i>			
7. Approval for Return To Service					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA Flt. 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 November 8, 1991		Certificate or Designation No. I-A 1491555		Signature of Authorized Individual <i>Peter Kluber</i>	

**NOTICE**

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

**8. Description of Work Accomplished**


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

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\*\*\*

Additional Sheets Are Attached

APR 8 1991

 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 Office Identification <b>AEA-FSDO-05</b>	
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 <b>Beechcraft</b> Serial No. <b>TD 651</b>		Model <b>D 95 A</b> Nationality and Registration Mark <b>N771B</b>	
2. Owner		Name (As shown on registration certificate) <b>Larson, Joseph</b>		Address (As shown on registration certificate) <b>RD5, Hickory Lane Stroudsburg, PA 18360</b>	
3. For FAA Use Only					
4. Unit Identification					
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
6. Conformity Statement					
A. Agency's Name and Address			B. Kind of Agency		C. Certificate No.
<b>Airborne Electronics, Inc.</b> RD2, Box 2121 Stroudsburg, Pocono Airport East Stroudsburg, PA 18301			<input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer		<b>BI 1R035K</b>
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		
<b>March 12, 1991</b>			<b>Gary Bixler</b>		
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 <input type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA Fit Standards Inspector	Manufacturer	Inspection Authorization		
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection		Certificate or Designation No.		Signature of Authorized Individual	
<b>March 12, 1991</b>		<b>BI 1R035K</b>		<b>Gary Bixler</b>	

**NOTICE**

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

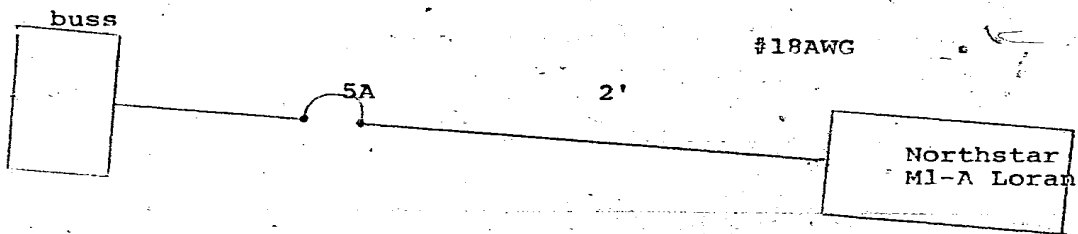
**8. Description of Work Accomplished**

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

Removed IIMorrow 604 Loran and antenna.

Installed Northstar M1-A Loran and antenna. 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 aircraft.



Additional Sheets Are Attached

704



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

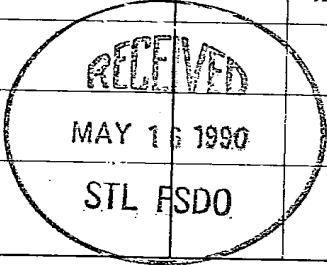
Form Approved  
OMB No. 2120-0020  
For FAA Use Only  
Office Identification **STL FSDO**

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make <b>BEECHCRAFT</b>	Model <b>D95A</b>
	Serial No. <b>TD-651</b>	Nationality and Registration Mark <b>N7TB</b>
2. Owner	Name (As shown on registration certificate) <b>HAMBY EDWARD B. BALANCE AND BALANCE</b>	Address (As shown on registration certificate) <b>2427 WESTFIELD ROAD CHARLOTTE, NC. 28207</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)				XXX
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				



6. Conformity Statement

A. Agency's Name and Address <b>D'SHANNON BEECH MODIFICATION 850 HOG HOLLOW ROAD CHESTERFEILD MO. 63017</b>	B. Kind of Agency	C. Certificate No. <b>C.R.S. SH2R161L</b>
	<input type="checkbox"/> U.S. Certificated Mechanic	
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
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>04/18/90</b>	Signature of Authorized Individual <i>[Signature]</i>
-------------------------	--

7. Approval for Return To Service

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

BY	FAA Fit Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee <input checked="" type="checkbox"/>	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <b>04/18/90</b>		Certificate or Designation No. <b>SH2R161L</b>	Signature of Authorized Individual <i>[Signature]</i>	

**NOTICE**

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

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

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

PILOT & CO-PILOT SIDE WINDOWS AS PER STC SA2871WE

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

Additional Sheets Are Attached



DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION 50-FSDO-05	
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 Craft		MODEL	D 95A
	SERIAL NO.	TD651		NATIONALITY AND REGISTRATION MARK	N7TB
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	Hamby, Edward B.			2427 Westfield Road Charlotte, N.C. 28207	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					5. TYPE
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above)*****				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Butler Aviation - Charlotte, Inc. 5241 Morris Field Dr. Charlotte, N.C. 28208		U.S. CERTIFICATED MECHANIC		766-49	
		FOREIGN CERTIFICATED MECHANIC			
		X CERTIFICATED REPAIR STATION			
		MANUFACTURER			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE		SIGNATURE OF AUTHORIZED INDIVIDUAL			
2/28/90		<i>Robert P Zeman</i>			
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		OTHER (Specify)
	FAA DESIGNEE <input checked="" type="checkbox"/>	REPAIR STATION <input checked="" type="checkbox"/>	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
2/28/90		766-49	<i>Robert P Zeman</i>		

### NOTICE

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

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

1) 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
- VOR/Loran push button select switch
- VOR/Loran bright/dim select switch

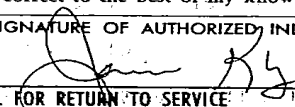
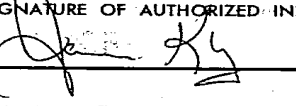
2) Installed:

- Terra Rad ALT System
- TRI 20 Indicator SN# 00412
- TRA 3000 Antenna s/n 000557

- 3) The above installed equipment was completed in accordance with manufactures specifications and AC 43.13.1A and AC 43.13.2A.
- 4) All wires used meet MIL-SPEC M22759 and M27500.
- 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.

END

ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
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.				OFFICE IDENTIFICATION 3-0-62	
1. AIRCRAFT	MAKE BEECH	SERIAL NO. TD-651	MODEL D95A	NATIONALITY AND REGISTRATION MARK .N7TB	
2. OWNER	NAME (As shown on registration certificate) HAMBY EDWARD B		ADDRESS (As shown on registration certificate) 2427 WESTFIELD ROAD CHARLOTTE NC 28207		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION				5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				XX
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
D'SHANNON BEECH MODIFICATION 850 HOG HOLLOW ROAD CHESTERFEILD MO. 63017		<input type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		C.R.S. 362-60	
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	05/19/88	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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		OTHER (Specify)
	FAA DESIGNEE	<input checked="" type="checkbox"/> REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION	05/19/88	CERTIFICATE OR DESIGNATION NO.	362-60		
		SIGNATURE OF AUTHORIZED INDIVIDUAL 			

### NOTICE

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

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

INSTALLED BERYL D'SHANNON AVIATION 8220 220 ST WEST LAKEVILLE  
MN. 55044 800-328-4629 612-469-4783 STC ITEMS AS FOLLOWS.

SLOPED WINDSHIELD AS PER STC SA901SO

LOG BOOK ENTRIES MADE AND NEW WEIGHT AND BALANCE COMPUTED

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

EDWARD B. HEMBA

IP-221

RECH

CHAMPLAIN

STATE

VT

VT

ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

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

Form Approved  
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY  
OFFICE IDENTIFICATION  
7-0-87

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 D-95A
	SERIAL NO. TD651	NATIONALITY AND REGISTRATION MARK N7TB
2. OWNER	NAME (As shown on registration certificate) DR. Robert Cunningham	ADDRESS (As shown on registration certificate) P.O. Box0008 Marietta Ga 30007

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

RECEIVED  
MAY 11 1988  
REGULATORY  
MID-SOUTH FSDO  
ATLANTA, GA.

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Georgia Avionics Inc P.O. Box 1016 Lawrenceville Ga 30246	B. KIND OF AGENCY U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION MANUFACTURER	C. CERTIFICATE NO. 701-29
---	---	------------------------------

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 January 8, 1986	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>H. C. ...</i>
-------------------------	--

7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	<input checked="" type="checkbox"/> REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 1-8-85	CERTIFICATE OF REVISION NO. 701-29	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>H. C. ...</i>		

**NOTICE**

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

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

Work performed under Work Order #8354 on file with Georgia Avionics

**Equipment Removed:**

- |                           |                       |
|---------------------------|-----------------------|
| KMA20 audio panel         | KX175B (dual Nav/Com) |
| KN74 area Nav             | KT76 Transponder      |
| KN1520 Indicator          | KN77                  |
| KA39 Dual Power Converter | KN65A DME             |
| KI266 DME indicator       |                       |

Cables for above equipment

**Equipment Installed:**

- |                            |                               |
|----------------------------|-------------------------------|
| KMA24 Audio Panel          | MK12D Nav/Com with Glideslope |
| Com 810                    | NS801 Area Nav                |
| KN64 King DME              | II Morrow Apollo 604          |
| AT150 Transponder (1)      | AT150 Transponder (2)         |
| KT96 Telephone             | AR850 encoder                 |
| IDME891 indicator          | 3 power convertors            |
| cables for above equipment |                               |

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 from all other IFR systems. The loran installation was accomplished in accordance with AC90-45A and AC20-121.

NOTHING FOLLOWS.

ADDITIONAL SHEETS ARE ATTACHED

Verified by Operator #5

1043 1609-25

Form Approved  
 Budget Bureau No. 04-R058.2

FEDERAL AVIATION AGENCY  
**APPLICATION FOR AIRWORTHINESS CERTIFICATE**  
 (FAR 21)

INSTRUCTIONS: Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. Additional space is required use reverse side.

I. AIRCRAFT DESCRIPTION	1. REGISTRATION MARK N4963 713 20	2. AIRCRAFT MAKE BEECHCRAFT 73	3. AIRCRAFT MODEL DESIGNATION D95A	FAA CODING 115 34 08 415 15
	4. AIRCRAFT SERIAL NO. TD-651	5. ENGINE MAKE Lycoming	6. ENGINE MODEL DESIGNATION IO-360-B1B	
	7. NO. OF ENGINES 2	8. PROPELLER MAKE Hartzell	9. PROPELLER MODEL DESIGNATION HC-92WK-2B	

A. APPLICATION IS HEREBY MADE FOR:

<input checked="" type="checkbox"/>	ORIGINAL CERTIFICATE—AIRCRAFT IS	<input checked="" type="checkbox"/>	NEW	<input type="checkbox"/>	USED	<input type="checkbox"/>	IMPORT
<input type="checkbox"/>	AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE						
<input type="checkbox"/>	OTHER (Specify)						

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

<input checked="" type="checkbox"/>	STANDARD (Indicate category)	<input checked="" type="checkbox"/>	NORMAL	<input type="checkbox"/>	UTILITY	<input type="checkbox"/>	ACROBATIC	<input type="checkbox"/>	TRANSPORT
<input type="checkbox"/>	LIMITED								
<input type="checkbox"/>	RESTRICTED (Indicate operation(s) to be conducted)	<input type="checkbox"/>	AGRICULTURE & PEST CONTROL	<input type="checkbox"/>	AERIAL SURVEYING	<input type="checkbox"/>	AERIAL ADVERTISING		
		<input type="checkbox"/>	FOREST (Wild life conservation)	<input type="checkbox"/>	PATROLLING	<input type="checkbox"/>	WEATHER CONTROL		
<input type="checkbox"/>	OTHER (Specify)								
<input type="checkbox"/>	EXPERIMENTAL (Indicate operation(s) to be conducted)	<input type="checkbox"/>	RESEARCH AND DEVELOPMENT	<input type="checkbox"/>	AMATEUR BUILT	<input type="checkbox"/>	EXHIBITION		
		<input type="checkbox"/>	RACING	<input type="checkbox"/>	TO SHOW COMPLIANCE WITH FAR				
<input type="checkbox"/>	PROVISIONAL (Indicate class)	<input type="checkbox"/>	CLASS I	<input type="checkbox"/>	CLASS II	FAA CODING			

III. OWNER'S CERTIFICATION

A. REGISTERED OWNER (As shown on Certificate of Aircraft Registration)

NAME: BEECH AIRCRAFT CORPORATION  
 ADDRESS (Number, street, city, State and ZIP code): 9709 E. Central, Wichita, Kansas 67207  
 IF DEALER CHECK HERE

B. AIRCRAFT CERTIFICATION BASIS

AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Rev. No.) 3A16 Rev. 27  
 AIRCRAFT LISTING (Give page No(s.))  
 AIRWORTHINESS DIRECTIVE SUMMARY (Give year and last card No.)  
 SUPPLEMENTAL TYPE CERTIFICATE (Give No(s.))

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

AIRCRAFT NEW—NO PREVIOUS HISTORY  
 RECORDS MAINTAINED IN COMPLIANCE WITH FAR 91.173  
 TOTAL AIRFRAME HOURS RECORDED: \_\_\_\_\_  
 FAA CODING: \_\_\_\_\_

I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Agency in accordance with section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the classification(s) requested.

IV. INSPECTION AGENCY VERIFICATION

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

<input checked="" type="checkbox"/>	CERTIFICATED AIR CARRIER (Give Certificate No.)	<input type="checkbox"/>	CERTIFICATED MECHANIC (IA) (Give Certificate No.)	<input type="checkbox"/>	CERTIFICATED DOMESTIC REPAIR STATION (Give Certificate No.)
<input type="checkbox"/>	AIRCRAFT MANUFACTURER (Give name of firm)				
DATE	TITLE	SIGNATURE			FAA CODING
Feb. 24, 1966	C. W. Myers - Leadman, Final & Flight Inspection	C. W. Myers			4

V. AIRWORTHINESS DOCUMENTATION

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

VI. FAA REPRESENTATIVE CERTIFICATION

A. I have inspected the aircraft described above, find it conforms to its type certificate, and is in condition for safe operation.  
 B. I have inspected the aircraft described above, find it is in condition for safe experimental operation.  
 C. Current Airworthiness Certificate amended.

DATE	DESIGNATION NO.	OFFICE NO.	SIGNATURE
Feb. 24, 1966	DOA CE-2	000	Chester A. Hambleton BEECH AIRCRAFT CORPORATION

FAA AIRCRAFT REGISTRY

CAMERA NO. 1 DATE: 7-10-86

CRD

1-000-000-000-000

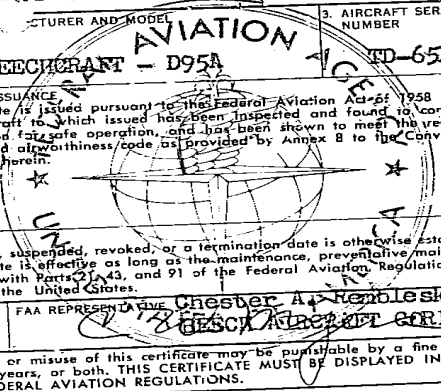
00-00-00

C



UNITED STATES OF AMERICA — FEDERAL AVIATION AGENCY  
**STANDARD AIRWORTHINESS CERTIFICATE**

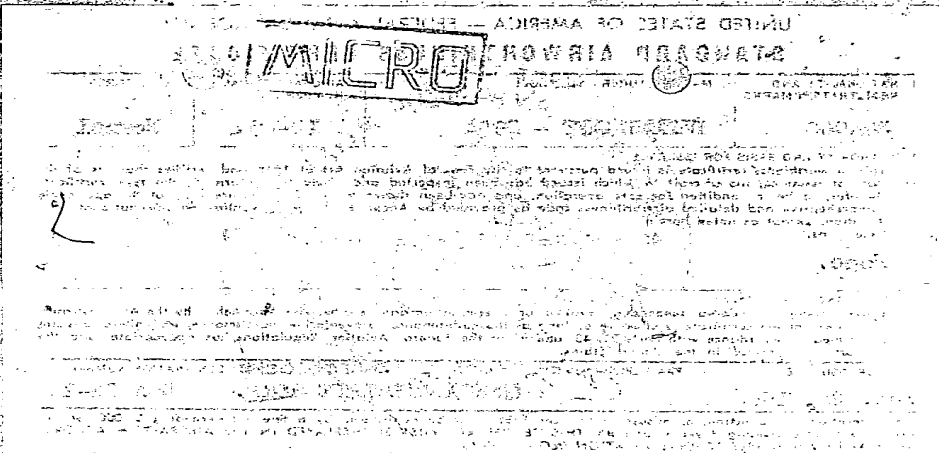
1. NATIONALITY AND REGISTRATION MARKS <b>N9496S</b>	2. MANUFACTURER AND MODEL <b>BEECHCRAFT - D95A</b>	3. AIRCRAFT SERIAL NUMBER <b>1000-651</b>	4. CATEGORY <b>Normal</b>
5. AUTHORITY AND BASIS FOR ISSUANCE This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies 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, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.			
DATE OF ISSUANCE <b>Feb. 24, 1966</b>	FAA REPRESENTATIVE <b>Chester A. Henbleske</b> <b>BEECHCRAFT CORP.</b>	DESIGNATION NUMBER <b>DOA CE-2</b>	



Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

0052-040-8000 (B100)

FAA Form 1362 (7-65)



DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)	Form Approved Budget Bureau No. 0a-R060.1 <b>FOR FAA USE ONLY</b> OFFICE IDENTIFICATION 2-D-09
--	--

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

1. AIRCRAFT	MAKE: <b>Beech</b> SERIAL NO.: <b>TD 651</b>	MODEL: <b>D-95A</b> NATIONALITY AND REGISTRATION MARK: <b>N7TB</b>
2. OWNER	NAME (As shown on registration certificate): <b>Rudolph, Curtis F.</b>	ADDRESS (As shown on registration certificate): <b>2224 Malvern Rd.                  Charlotte, NC 28207</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) *****				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS <b>Autopilots Central, Inc.                  P.O. Box 51152                  Tulsa, Oklahoma 74151</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	C. CERTIFICATE NO. <b>RS-212-5                  L-1                  R 1, 2, L.S.S.</b>
--	--	--

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>12-9-83</b>	SIGNATURE OF AUTHORIZED INDIVIDUAL: <i>[Signature]</i>
----------------------	---

7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT STANDARDS INSPECTOR	<input type="checkbox"/>	MANUFACTURER	<input type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	<input checked="" type="checkbox"/>	REPAIR STATION	<input type="checkbox"/>	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION: <b>12-9-83</b>		CERTIFICATE OR DESIGNATION NO.: <b>RS-212-5 L-1</b>		SIGNATURE OF AUTHORIZED INDIVIDUAL: <i>[Signature]</i>		

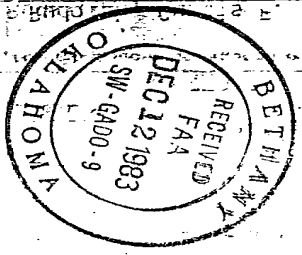
**NOTICE**

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

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

Converted existing Brittain B-4 Autopilot to Brittain B5C Autopilot System. 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 1 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.

-----END-----



ADDITIONAL SHEETS ARE ATTACHED

RECEIVED

AUG 17 1983

Form Approved  
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION

7-0-66

**MAJOR REPAIR AND ALTERATION**  
**(Airframe, Powerplant, Propeller, or Appliance) NC FSDO/CLI**

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 <b>Beechcraft</b>	MODEL <b>D95A</b>
	SERIAL NO <b>TD651</b>	NATIONALITY AND REGISTRATION MARK <b>N7TB</b>
2. OWNER	NAME (As shown on registration certificate) <b>Rudolph, Curtis F.</b>	ADDRESS (As shown on registration certificate) <b>2224 Malvern Road Charlotte, NC 28207</b>

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS <b>Atlantic Aero, Inc. PO Box 19608 Greensboro, NC 27419-9608</b>	B. KIND OF AGENCY	C. CERTIFICATE NO. <b>703-5 Limited</b>
	<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 <b>August 10, 1983</b>	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Phillip R Pitts</i>
--------------------------------	--

7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION <b>8-3-83</b>	CERTIFICATE OR DESIGNATION NO. <b>703-5</b>	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Phillip R Pitts</i>		

**NOTICE**

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

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

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.

PILOT Arthur F. Juchacz CERTIFICATE # 257828131

..... The End .....

ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

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

Form Approved  
Budget Bureau No. 04-R060.1

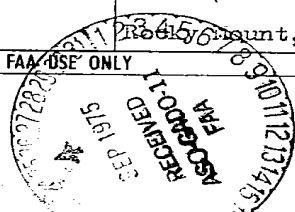
FOR FAA USE ONLY

OFFICE IDENTIFICATION

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 Beechcraft	MODEL B95A
	SERIAL NO. TD-651	NATIONALITY AND REGISTRATION MARK N7TB
2. OWNER	NAME (As shown on registration certificate) Tom Bailey Motors	ADDRESS (As shown on registration certificate) Rocky Mount, N. C. 27801

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 Air Care, Inc. Downtown Airport Rocky Mount, N. C.	B. KIND OF AGENCY		C. CERTIFICATE NO. RS711-9
	<input type="checkbox"/>	U.S. CERTIFICATED MECHANIC	
	<input type="checkbox"/>	FOREIGN CERTIFICATED MECHANIC	
	<input checked="" 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 9/23/75	SIGNATURE OF AUTHORIZED INDIVIDUAL E. F. Pullen <i>E. F. Pullen</i>
-----------------	--

7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER:	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	<input checked="" type="checkbox"/> REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION 9-23-75	CERTIFICATE OR DESIGNATION NO. RS711-9	SIGNATURE OF AUTHORIZED INDIVIDUAL E. F. Pullen <i>E. F. Pullen</i>
--	---	--

**NOTICE**

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

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

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 SFC # SA19GL.  
No weight change. Equipment list revised.

end.

FAA  
COLUMBIA SC  
AUG 10 1986

ADDITIONAL SHEETS ARE ATTACHED



DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

Form Approved  
Budget Bureau No. 04-R060.1

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

FOR FAA USE ONLY  
OFFICE IDENTIFICATION  
SO-GADO-11

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.

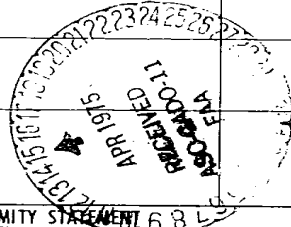
1. AIRCRAFT	MAKE Beechcraft	MODEL D95A
	SERIAL NO. TD-651	NATIONALITY AND REGISTRATION MARK N7TB
2. OWNER	NAME (As shown on registration certificate) Tom Bailey Motors	ADDRESS (As shown on registration certificate) Rocky Mount, N. C. 27801

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 DOWNTOWN AIRPORT ROCKY MOUNT, N. C. 27801 FAA REPAIR STATION NO. 711-9	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	C. CERTIFICATE NO. 711-9
--	--	-----------------------------

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 April 14, 1975	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>John W. [Signature]</i>
------------------------	--

7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE <input checked="" type="checkbox"/>	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 4/14/75	CERTIFICATE OR DESIGNATION NO. 711-9	SIGNATURE OF AUTHORIZED INDIVIDUAL E. F. PULLEN <i>E. F. PulLEN</i>		

### NOTICE

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

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

Removed old wheels and brakes and installed new Cleveland 7.00-8 wheels and brakes in accordance with Cleveland installation dws. 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.

end.

ADDITIONAL SHEETS ARE ATTACHED

DEPART. OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

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

Form Approved  
Budget Bureau No. 04-R060.1  
FOR FAA USE ONLY  
OFFICE IDENTIFICATION  
SO-GADO-11

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	D-95A
	SERIAL NO.	TD651	NATIONALITY AND REGISTRATION MARK	N7TB
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)	
	Tom Bailey Motors, Inc.		Hwy 301 S., Rocky Mount, N. C. 27801	

3. FOR FAA USE ONLY

"The data identified herein complies with the applicable airworthiness requirements and is approved for duplication on identical aircraft make, model, and altered configuration when accomplished by the original modifier."

DATE MAR 22 1976

SIGNATURE *Gilbert B. Stringer* 7-0-03

FAA INSPECTOR GILBERT B. STRINGER

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

Air-Care, Inc.  
P. O. Box 2727  
Rocky Mount, N. C. 27801

B. KIND OF AGENCY

- U.S. CERTIFICATED MECHANIC
- FOREIGN CERTIFICATED MECHANIC
- CERTIFICATED REPAIR STATION
- MANUFACTURER

C. CERTIFICATE NO.

711-9

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE

March 19, 1976

SIGNATURE OF AUTHORIZED INDIVIDUAL

*W. Douglas Brown*

7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	<input checked="" type="checkbox"/> REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
MAR 24 76	R1521-2	<i>W. Douglas Brown</i>		

**NOTICE**

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

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

- 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 found to meet the requirements of FAR 91.170.

ADDITIONAL SHEETS ARE ATTACHED