

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

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 Bellanca	MODEL 14-19-2
	SERIAL NO. 4098	NATIONALITY AND REGISTRATION MARK N9846B
2. OWNER	NAME (As shown on registration certificate) Yelm Aviation	ADDRESS (As shown on registration certificate) 10937 Aero Lane S.E. Yelm Washington 98597

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 Gerald D McCormick P.O. Box 305 McKenna Washington 98558	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	C. CERTIFICATE NO. 2171871
	<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 12/1/93	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

<input checked="" type="checkbox"/> FAA P.T. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
<input checked="" type="checkbox"/> FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 12/1/93	CERTIFICATE OR DESIGNATION NO. 2171871	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.)*

12/1/93 N9846B

Instalation of Graphic engine monitor as per STC SA157NE.

END

ADDITIONAL SHEETS ARE ATTACHED

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

Number SA157NE

This certificate, issued to Insight Instrument Corporation
Box 194, Ellicott Station
Buffalo, New York 14205-0194

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 3/23 of the Civil Air Regulations. Federal Aviation

Original Product — Type Certificate Number: See Master Eligibility List
Make:
Model: See STC Continuation Sheet, Page 3

Description of Type Design Change:

1. Installation of Graphic Engine Monitor (G.E.M.) System Model GEM-602 S/N 403 and subsequent in accordance with Insight Instrument Corporation (I.I.C.) Manual "Installing the G.E.M." dated September 1, 1982.
2. GEM-603, S/N 001126 and subsequent installed in accordance with I.I.C. Manual "Installing the G.E.M.", Drawing 8258, dated February 1, 1985.
3. Installation of GEM-602 and GEM-603 in accordance with I.I.C. Manual "Installing the G.E.M." Drawing 8258 version 2.1.

Limitations and Conditions:

1. Insight Instrument Corporation Airplane Flight Manual Supplement No. 1, Revision No. 3, FAA approved May 6, 1985, is required with this installation. Beech 33, 35 and 36 series aircraft may also use AFMS No. 1, FAA approved August 30, 1983.
2. This instrument is approved as optional equipment only and shall not replace any other required instrument. (See STC Continuation Sheet, Page 2)

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

Date of application: March 30, 1983

Date issued:

Date of issuance: June 4, 1983

Date amended: 8/30/83, 10/13/83, 6/14/85, 1/29/88,
10/31/89



By direction of the Administrator

I. Brune
Irwin N. Brune (Signature)
Manager, New York Aircraft
Certification Office

(Title)

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

This certificate may be transferred in accordance with FAR 21.47.

INSTRUCTIONS: The transfer endorsement below may be used to notify the appropriate FAA Regional Office of the transfer of this Supplemental Type Certificate.

The FAA will reissue the certificate in the name of the transferee and forward it to him.

TRANSFER ENDORSEMENT

Transfer the ownership of Supplemental Type Certificate Number _____

to *(Name of transferee)* _____

(Address of transferee) _____

(Number and street)

(City, State, and ZIP code)

from *(Name of grantor)* *(Print or type)* _____

(Address of grantor) _____

(Number and street)

(City, State, and ZIP code)

Extent of Authority (if licensing agreement): _____

Date of Transfer: _____

Signature of grantor *(In ink)*: _____

United States of America
Department of Transportation—Federal Aviation Administration
Supplemental Type Certificate
(Continuation Sheet)

Number SA157NE

Date amended: October 31, 1989

Limitations and Conditions: (continued)

3. Each aircraft installation shall be ground and flight checked, and calibrated in accordance with the requirements given on pages 4 and 5 of the I.I.C. "Installing the Graphic Engine Monitor" manual Drawing 8258 version 2.1.

4. This approval should not be incorporated in any aircraft of these specific models on which other approved modifications are incorporated, unless it is determined that the interrelationship between this change and any of those previously incorporated approved modifications will not introduce any adverse effect upon the airworthiness of the aircraft.

(See the following STC Continuations Sheets for Master Eligibility List)

. . . END . . .

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

FAA FORM 8110-2-1 (10-69)

This certificate may be transferred in accordance with FAR 21.47.

PAGE 2 OF 6 PAGES

C FAA AC 82-03578

United States of America
 Department of Transportation—Federal Aviation Administration
Supplemental Type Certificate
 (Continuation Sheet)

Number SA157NE

Date amended: October 31, 1989

Master Eligibility List

Insight Instrument Corporation Model 602 (Dwg. List 8200, 5/4/83) and Model 603 (Dwg. List 8260, 4/16/85)

Graphic Engine Monitor System Installation

<u>Make</u>	<u>Model</u>	<u>Type Certificate</u>
British Aerospace (Beagle)	206 - all	A11EU
Beechcraft	23 - all	A1CE
Beechcraft	24 - all	A1CE
Beechcraft	33 - all	3A15
Beechcraft	35 - all	777/3A15
Beechcraft	36 - all	3A15
Beechcraft	45 - all	5A3
Bellanca	17-30/31-all	1A3/A18CE
Bellanca	19-2/3-all	1A3
Bellanca	14-13-all	773
Bellanca	14-19-all	1A3
Britten Norman	BN-2A	A29EU
Cessna	150, 152-all	3A19
Cessna	170 - all	799
Cessna	172 - all	3A12
Cessna	175 - all	3A17
Cessna	177 - all	A13CE
Cessna	180 - all	5A6
Cessna	182 - all	3A13
Cessna	185 - all	A9CE/3A24
Cessna	205 - all	3A21
Cessna	206 - all	A4CE
Cessna	207 - all	A16CE
Cessna	210 - all	3A21
Cessna	T303 - all	3A21
Gulfstream Aerospace	AA-5B	A16EA

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

United States of America
Department of Transportation—Federal Aviation Administration
Supplemental Type Certificate
(Continuation Sheet)

Number SA157NE

Date amended: October 31, 1989

Master Eligibility List

Insight Instrument Corporation Model 602 (Dwg. List 8200, 5/4/83) and Model 603 (Dwg. List 8200, 5/4/83) and Model 603 (Dwg. List 8260, 4/16/85)

Graphic Engine Monitor System Installation

<u>Make</u>	<u>Model</u>	<u>Type Certificate</u>
Helio	H-295	1A8
Consolidated Aeronautics (Lake)	LA-4-all	1A13
Maule	M-4 - all	3A23
Maule	M-5 - all	3A23
Maule	M-6 - all	3A23
Maule	M-7 - all	3A23
Maule	MX7 - all	3A23
Mooney	M-20 - all	2A3
Mooney	M-20 - all	A6SW
Thompson	Navion - all	782
Rockwell	112 - all	A12SO
Rockwell	114 - all	A12SO
Beechcraft	50 - all	5A4
Beechcraft	55 - all	3A16
Beechcraft	56TC	3A16
Beechcraft	58 - all	3A16
Beechcraft	58P	A23CE
Beechcraft	60 - all	A12CE
Beechcraft	65 - all	3A20
Beechcraft	76 - all	A29CE
Beechcraft	95 - all	3A16

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

FAA FORM 8110-2-1 (10-69)

This certificate may be transferred in accordance with FAR 21.47.

United States of America
 Department of Transportation—Federal Aviation Administration
Supplemental Type Certificate
 (Continuation Sheet)

Number SA157NE

Date amended: October 31, 1989

Master Eligibility List

Insight Instrument Corporation Model 602 (Dwg. List 8200, 5/4/83) and Model 603 (Dwg. List 8260, 4/16/85)

Graphic Engine Monitor System Installation

<u>Make</u>	<u>Model</u>	<u>Type Certificate</u>
Cessna	310 - all	3A10
Cessna	320 - all	3A25
Cessna	336 - all	A2CE
Cessna	337 - all	A6CE
Cessna	340 - all	3A25
Cessna	401 - all	A7CE
Cessna	402 - all	A7CE
Cessna	404 - all	A25CE
Cessna	411 - all	A7CE
Cessna	414 - all	A7CE
Cessna	421 - all	A7CE
Cessna	425 - all	A7CE
Partenavia	P68C	A31EU
Piper	PA-18 - all	1A2
Piper	PA-23 - all	1A10
Piper	PA-24 - all	1A15
Piper	PA-28 - all	2A13
Piper	PA-30 - all	A1EA
Piper	PA-31 - all	A8EA
Piper	PA-32 - all	A3SO
Piper	PA-34 - all	1E10
Piper	PA-39 - all	A1EA
Piper	PA-44 - all	A23SO
Piper	PA-46 - all	A25SO
Piper	PA-60 - all	A17WE
Pitts	S1 - all	A8SO
Pitts	S2 - all	A8SO

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

United States of America
 Department of Transportation—Federal Aviation Administration
Supplemental Type Certificate
 (Continuation Sheet)

Number SA157NE
 Date amended: October 31, 1989

Master Eligibility List

Insight Instrument Corporation Model 602 (Dwg. List 8200, 5/4/83) and Model 603 (Dwg. List 8260, 4/16/85)

Graphic Engine Monitor System Installation

<u>Make</u>	<u>Model</u>	<u>Type Certificate</u>
Rockwell	500 - all	2A4
Rockwell	560 - all	2A4
Rockwell	680 - all	2A4
Republic	RC-3	A-769
STOL Aircraft	UC-1	A6EA
SIAI-Marchetti	F260 - all	A10EU
Composite Aircraft (Windecker)	AC-7	A7SW
Gulfstream American (Grumman)	GA-7	A17SO
S.O.C.A.T.A (Groupe Aerospatiale)	TB-10 TB-20 TB-21	A51EU
S.O.C.A.T.A (Groupe Aerospatiale)	MS880B MS885 MS892A MS892E MS893A MS893E MS894A MS894E Rallye 100S Rallye 150T Rallye 150ST Rallye 235E	7A14
REVO, Inc. (Consolidated Aeronautics)	Lake Model 250	1A13

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

U.S. 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

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 Bellanca	MODEL 14-19-2
	SERIAL NO. 4073	NATIONALITY AND REGISTRATION MARK N9846B
2. OWNER	NAME (As shown on registration certificate) Yelm Aviation	ADDRESS (As shown on registration certificate) 10937 Aero Lane S.E. Yelm Washington 98597

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 Gerald D McCormick P.O. Box 305 McKenna Washington 98558	B. KIND OF AGENCY	C. CERTIFICATE NO. 2171871
	<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 12/1/93	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>[Signature]</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

<input checked="" type="checkbox"/> FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
<input type="checkbox"/> FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 12/1/93	CERTIFICATE OR DESIGNATION NO. 2171871	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.)

12/1/93 N9846B

Removed the following radio equipment; Radair 360 transceiver
Radair 240 Nav indicator, Airmare marker beacon receiver, Arnav
R-21 Loran and King KR 86 ADP. Installed the following equipment
Apollo model 604 loran as per installation manual part no.
560-0037A as a direct replacement for the Arnav R-21, King KX-155
Nav-Com with HI-209 Nav indicator and Flightcom 403 intercom.
All equipment was installed in space proved by the manufacture.
Aircraft weighed equipment list revised. All work was accomplished
as per King, Flightcom and Apollo installation manuals and AC 43-13-1A
Chg 3 Chapter 11 Section 1, 2, 3, 4, 5, 6, and 7 AC 43-13-2A Chapter 2
Section 27 A, b, c, d, e, g, and h. Electrical load does not exceed the
capacity of the Aircraft electrical system. No modifications of the
existing original structure was necessary.

END

ADDITIONAL SHEETS ARE ATTACHED

owner

U.S. 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

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 Bellanca	MODEL 14-19-2
	SERIAL NO. 4098	NATIONALITY AND REGISTRATION MARK N9846B
2. OWNER	NAME (As shown on registration certificate) Olson, Arthur J.	ADDRESS (As shown on registration certificate) Flight Proficiency, P.O.Box 1077 Four Corners Airport, Farmington, Nm.

3. FOR FAA USE ONLY

87499

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.
Robert Rogell 347 Laurel Av. Pacific Grove, Ca. 93950	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	1449429
	<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 4 April 1991	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Robert Rogell</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.

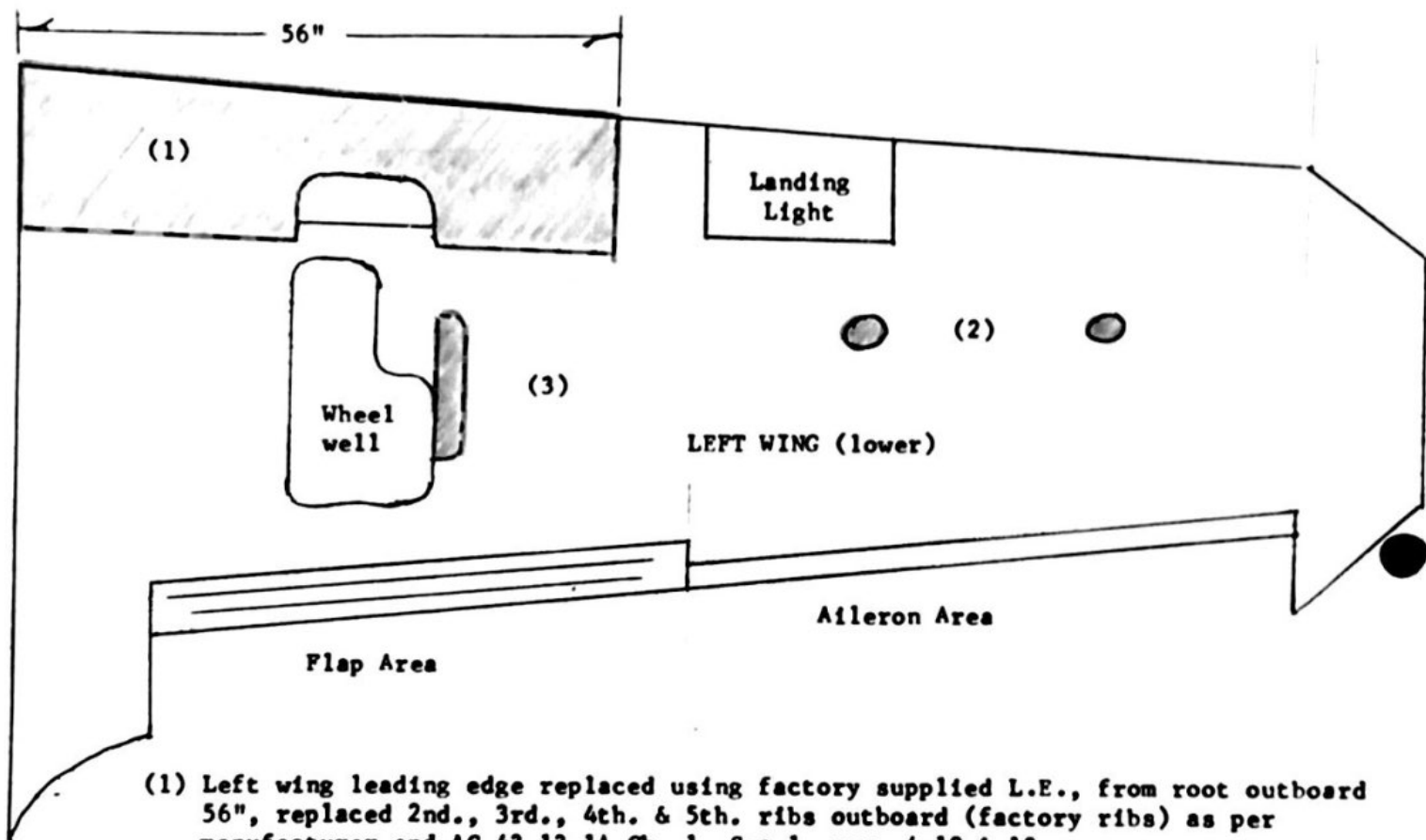
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION 4 April 1991	CERTIFICATE OR DESIGNATION NO. 1449429	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Robert Rogell</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.)



(1) Left wing leading edge replaced using factory supplied L.E., from root outboard 56", replaced 2nd., 3rd., 4th. & 5th. ribs outboard (factory ribs) as per manufacturer and AC 43.13-1A Ch. 1, Sec.1, par. 4-10 & 18.

(2) Two 3½" plug patches installed (to inspect for secondary damage) at 86" & 115" from root and 18" aft of L.E. (same as Bellanca's inspection openings) & as per AC 43.13-1A Ch.1, Sec. 1, par. 24 and figure 1.18

(3) Internal surface patch 17" X 6" with 1 3/4" overlap (skin thickness 1/8") using factory plywood, along wheel well rib in accordance with AC 43.13-1A Ch.1, Sec.1, par. 22 and installing a plug to bring level lower skin.

* Replaced all doublers, supports, blocking & reinforcements as original.

* No change to weight or balance.

* Glued as original using glue strips and factory supplied glue.

* All repaired areas recovered with Ceconite 101 as per Ceconite Manual 101, manufacturer & AC 43.13-1A, Ch. 1, Sec. 2, par. 42.

X
ADDITIONAL SHEETS ARE ATTACHED

4 April 1991

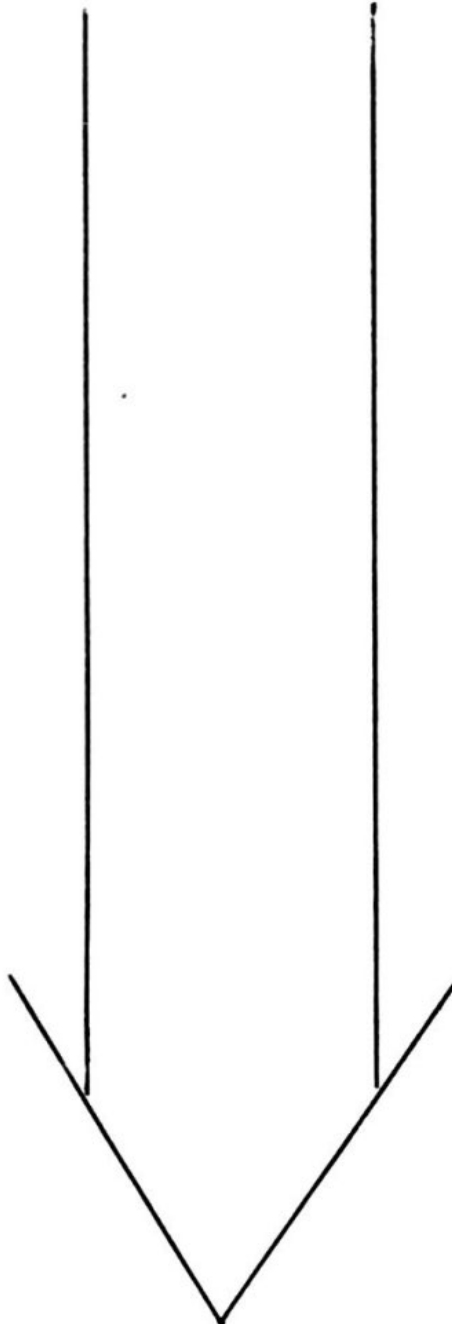
Bellanca N9846B

Flap repair: Flap trailing edge spliced in second to last rib bay outboard, using factory T.E. material. Recovered outboard bays (two) with 101 Ceconite as per Ceconite 101 Manual and guide lines set forth in AC 43.13-1A, Ch.3, Sec. 1, 2 & 3.

Aileron: Outboard 2" of aileron and outboard wing tip 3" repaired due to scuffing. Sanded smooth and repaired as per AC 43.13-1A, Ch. 3, Sec. 1, 2 & 3.
Wing T.E.:

Landing gear: Replaced damaged parts listed on the back of this page. New micro switches installed and gear retraction test completed. All systems operating properly.

***** END OF REPAIR DISCRIPTION ***** PARTS LIST ON BACK OF PAGE *****



WEBER'S AERO REPAIR,
P. O. Box 264
Alexandria Airport
ALEXANDRIA, MN 56308
Phone: 612-763-4066

WEBER'S AERO REPAIR
P. O. Box 264
Alexandria Airport
ALEXANDRIA, MN 56308
Phone: 612-763-4066

WEBER'S AERO REPAIR
P. O. Box 264
Alexandria Airport
ALEXANDRIA, MN 56308
Phone: 612-763-4066

Customer's Order No. _____ Date 7
Name J. P. Aero Sales
Address 804 Airport Rd
Monterey CA 93940

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT	MOUSE RE
<u>Bd</u>					

QUAN.	DESCRIPTION
1	194100-10 Bolt
1	18037-10 Nut Upper
1	18037-20 Nut Lower
2	18083-38 Bolt
1	18083-39 Bolt
2	18021-10 Switch (Quartz Blk)
4	18021-2 Spacer
2	18264-2 Cover
1	22R Switch
1	BZ-2RS55-2 Switch
1	5PA1 Cover
	50 sq ft 1/8" mahog. 3 ply plywood
	U.S.

All claims and returned goods MUST be accompanied by this bill.

013207 Received By _____

GS 202 2

Customer's Order No. _____ Date 7
Name J. P. Aero Sales
Address 804 Airport Rd
Monterey CA 93940

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT	MOUSE RE
<u>Bd</u>			<input checked="" type="checkbox"/>		

QUAN.	DESCRIPTION
1	194100-10 Bolt
1	19404-2 Bolt
1	18210-15 Rib
1	18120-1 Rib
1	18120-2 Rib
1	18120-5 Black
	Credit
1	19246-13 Map
	U.S.

All claims and returned goods MUST be accompanied by this bill.

013218 Received By _____

GS 202 2

Customer's Order No. _____ Date 23
Name G.P. Aero Sales
Address 804 Airport Rd
Monterey CA 93940

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT	MOUSE RE

QUAN.	DESCRIPTION
1-2461-1724-13	framing edge flap
1	19246-14 5 Hat flaps
5'	192503-42 S.P. Skinning (LW)
1	192505-19 2 More rib
1	192506-15 "3 More rib
1	192507-13 "4 More rib
1	192508-14A "5 More
1	19246-13 Map, trailer, flap
1	19246-14 7 Map, trailer, flap
1	18182-11 Sand file Ser.
1	19402-2 Spring
2	19438-1 Bushing
1	18202-10 skid boot up/1/2 skin
1	18202-20 Up On skid up/1/2 skin
1	18203-10 Extension

All claims and returned goods MUST be accompanied by this bill.

013205 Received By _____

GS 202 2

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

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 BELLANCA	MODEL 14-19-2
	SERIAL NO. MS-374	NATIONALITY AND REGISTRATION MARK N9846B
2. OWNER	NAME (As shown on registration certificate) FRANK G. GEESAMEN MARJORIE W. GEESAMEN	ADDRESS (As shown on registration certificate) 1271 SYLVAN ROAD MONTEREY, CALIF. 93940

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)				XXX
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS L.A.C. Avionics, Inc. 2555 Robert Fowler Way San Jose, CA. 95148	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. 6022 R 1, 2 & 3 I 3 & 4, IL, AL
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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.

DATE JULY 16 1985	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Lloyd B. Nesbitt</i> Asst. Insp.
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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	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 7/16/85	CERTIFICATE OR DESIGNATION NO. 6022	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Lloyd B. Nesbitt</i> Asst. Insp.		

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.)

BELLANCA 14-19-2

S/N 40984

N9846B

Installed Arnav Systems Inc. R-21 LORAN-C Nav system in accordance with manufacturers installation manual P/N 570-0054, dated 10-64, AC 43.13-2A chapter 11, and AC 20-121 appendix 1 chapter 3. System ground checked satisfactorily and is approved for and placarded VFR ONLY. Aircraft weight and balance data adjusted.

Nothing Follows

UNRECORDED COPY
FEDERAL BUREAU OF INVESTIGATION

UNRECORDED COPY
FEDERAL BUREAU OF INVESTIGATION

NOV 1964

NOV 1964

RECORDED

NOV 1964

ADDITIONAL SHEETS ARE ATTACHED

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

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 Bellanca	MODEL 14-19-2
	SERIAL NO. 4098	NATIONALITY AND REGISTRATION MARK USA N9846B
2. OWNER	NAME (As shown on registration certificate) Frank G. & Marjorie W. Geesaman	ADDRESS (As shown on registration certificate) 624 Seventh St. Pacific Grove, Calif. 93950

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 Airmartronics Municipal Airport Salinas, Calif. 93901	B. KIND OF AGENCY		C. CERTIFICATE NO. 402-14
	U.S. CERTIFICATED MECHANIC		
	FOREIGN CERTIFICATED MECHANIC		
	X CERTIFICATED REPAIR STATION		
	MANUFACTURER		

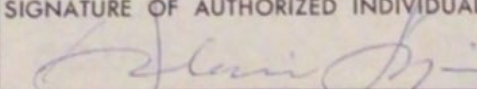
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and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

DATE Feb. 26, 1974	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	X	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION Feb. 26, 1974	CERTIFICATE OR DESIGNATION NO. 1384923	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 King AR-86 AUF in place provided by manufacture in panel.

*****Nothing following*****

ADDITIONAL SHEETS ARE ATTACHED

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

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 revisions thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE Bellanca	MODEL 14-19-2
	SERIAL NO. 4598	NATIONALITY AND REGISTRATION MARK N 946 B
2. OWNER	NAME (As shown on registration certificate) Frank Gessaman	ADDRESS (As shown on registration certificate) 624 7th. Street Pacific Grove, Calif. 93950

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 Del Monte Avn. P.O. Box 1311 Monterey, Calif. 93940	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. 4639
---	--	----------------------------

I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse of 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 25 Jan. 1973	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Louis A. Venuti</i> Louis A. Venuti
----------------------	---

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 PI: STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNER	<input checked="" type="checkbox"/> REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OR AIRCRAFT	
DATE OF APPROVAL OR REJECTION 25 Jan. 1973	CERTIFICATE OR DESIGNATION NO. 4639	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Louis A. Venuti</i> Louis A. Venuti		

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 Radair 1 Vor/Loc S/N ~~0052KO~~ 157

Installed Radair 240 Vor/ILS S/N ~~0022KO~~
367KO

Installation made as per requirements outlined in Advisory Circular 43.13-2 Chapter 2 and manufactures drawings with instructions.
Aircraft log & flight manual have been amended.

END

ADDITIONAL SHEETS ARE ATTACHED

REVISED EQUIPMENT LIST & WEIGHT & BALANCE

Fran

OWNER Frank Geeman DATE 25 Jan. 1973
 TYPE Bellanca 14-19-2 SER. NO. 4098
 N 2846B W.O. 2411

Tach. 1118.6

FOLLOWING EQUIPMENT ADDED OR REMOVED AS SHOWN:

ITEM	WEIGHT	ARM	MOMENT
1. A/C Empty	1798.55	16.90	30355.20
2. Radair 1 Vor/100 S/N ⁶³⁷ 02120	2.25	- 4.0	9.0
3. Radair 240 Vor/11a S/N ³⁶⁷¹⁰ 02130	3.0	- 4.0	12.0
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			

*Replaced By New
 Weight + Balance Data sheet
 dated 12 SEP 73
 Chris
 [Signature]*

NEW EMPTY WEIGHT 1799.3 MOMENT 30352.2
 NEW EMPTY C.G. 16.86 NEW USEFUL LOAD 900.7

SIGNATURE Louis A. Donati

FAA REPAIR STATION #4639
 DEL MONTE AVIATION, INC.
 P.O. BOX 1311
 MONTEREY, CALIF. 93940

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

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 BELLANCA	MODEL 14-19-2
	SERIAL NO. 4098	NATIONALITY AND REGISTRATION MARK N9745A
2. OWNER	NAME (As shown on registration certificate) FRANK GRISAMAN	ADDRESS (As shown on registration certificate) 624 7th. STREET LAUREL GROVE, CALIFORNIA 93950

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				

Succeeded
85 Jan 13

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS DEPARTMENT AVIATION, INC. P. O. BOX 1311 MONTBERRY, CALIFORNIA 93940	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. 4839
--	--	----------------------------

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

DATE AUG. 12, 1971	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Louis A. Vento</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	XX REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION AUG. 17, 1971	CERTIFICATE OR DESIGNATION NO. 4098	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Louis A. Vento</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.)

THE FOLLOWING UNITS WERE INSTALLED:

RADAIR 360 TRANSCEIVER
RADAIR 200 NAV/RECEIVER
RADAIR I VOR/LOC INDICATOR
AIRMARC 128H MARKER BEACON RECEIVER

INSTALLATION MADE AS PER REQUIREMENTS OUTLINED IN ADVISORY CIRCULAR
43.13-2 CHAPTER 2.

-----END-----

ADDITIONAL SHEETS ARE ATTACHED

REVISED EQUIPMENT LIST & WEIGHT & BALANCE

OWNER FRANK GESSAMAN DATE AUG. 10, 1971
 TYPE BELLANCA 14-19-2 SER. NO. 4098
 N 9846B W. O. 000708

FOLLOWING EQUIPMENT ADDED OR REMOVED AS SHOWN:

ITEM	WEIGHT	ARM	MOMENT
1. AIRCRAFT INSTALLED:	1790.4		30391.6
2. RADAIR 360 TRANSCEIVER	+2.7	-5	-13.5
3. RADAIR 200 NAV/RECEIVER	+2.7	-5	-12.5
4. RADAIR I VOR/LOC INDICATOR	+2.25	-4	-9.0
5. AIRMARC 128H M/B RECEIVER	+ .7	-2	-1.4
6.			
7.			
8.			
9.			
10.			
11.			
12.			

*Superseded
25 Jan 73*

NEW EMPTY WEIGHT 1798.55 m MOMENT 30355.2
 NEW EMPTY C.G. 16.9 NEW USEFUL LOAD 901.45

SIGNATURE *Louis A. Venuti* FAA REPAIR STATION #4639
 DEL MONTE AVIATION, INC.
 P. O. BOX 1311
 MONTELEM, CALIF. 93940

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

Form Approved
 Budget Bureau No. 04-R-0001
 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 <i>BELLANCA</i>	MODEL <i>14-19-2</i>
	SERIAL NO. <i>4098</i>	NATIONALITY AND REGISTRATION MARK <i>N 9846B</i>
2. OWNER	NAME (As shown on registration certificate) <i>DONALD M. LAVNE</i> <i>HAROLD J. SILVER</i>	ADDRESS (As shown on registration certificate) <i>P.O. Box 1411</i> <i>PALO ALTO, CALIF 94302</i>

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 <i>J. R. HIMES</i> <i>203 THE ALAMEDA</i> <i>BELMONT, CALIF</i>	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. <i>1A 362159</i>
---	--	--

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 <i>12/17/67</i>	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>J.R. Himes</i>
-------------------------	---

7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT STANDARDS INSPECTOR	MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION <i>12/17/67</i>	CERTIFICATE OR DESIGNATION NO. <i>1A 362159</i>	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>J.R. Himes</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.)

REPLACED SECTION OF LEADING EDGE OF LEFT WING FROM LANDING LIGHT INBOARD 18". REPAIR ACCOMPLISHED WITH MATERIAL FURNISHED BY MANUFACTURE AND IN ACCORDANCE WITH SUPPLIED RECOMMENDATIONS. REPLACED LEFT VERTICAL FIN.

— END —

ADDITIONAL SHEETS ARE ATTACHED

FEDERAL AVIATION AGENCY

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

AIRCRAFT	MAKE Downer (Bellanca)	MODEL 14-19-2	SERIAL NO. 4098	NATIONALITY AND REGISTRATION MARK N98468
----------	---------------------------	------------------	--------------------	---

2. OWNER	NAME (First, middle, last) Don Layne	ADDRESS (Street and number, city, zone and State) P.O.Box 1411, Palo Alto, Calif
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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) ***** The alteration identified herein complies with applicable airworthiness requirements as is approved only for the above described aircraft subject to conformity inspection by a person authorized in C.A.R. 18.11 (b).				XXXXXX
b. POWERPLANT					
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER	7-6-64 <i>David E Moran</i> DATE SIGNATURE			

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)*
Normal	1790.4	16.81	909.6

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS J. Roger Himes 203 Alameda, Belmont, California	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. A&P 362159
---	--	----------------------------------

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.
7/6/64
(Date repair and/or alteration completed)
J. Roger Himes
(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) Inspection authorization

7/6/64
(Date of approval or rejection)
J. Roger Himes
(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 7-8-64 (Date)	<input type="checkbox"/> Reinspected _____ (Date) <input type="checkbox"/> Spot Checked _____ (Date)

REG. WE
GADO 7
David E Moran
(Signature Flight Standards Inspector)

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.*

Remove Narco model BTR-2 Radio and power package and install King KX 150A.

Install King cooling kit .

All work done in accordance with manufactures instructions and CAM-18. Electrical load investigated and found to be within 80 % of generator capacity.

Raido mounted using existing brackets, antennas and leads.

	Weight	Arm	Moment
Old aircraft	1795.5	16.97	30469.6
Old radio	- 6.7	- 5.	- 33.5
Old Power Plant	6.9	+10	69.
New radio	+ 8.5	- 5.	- 42.5
New empty weight	1790.4	16.81 ⁹	30409.6

END 303.9/16

*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.

KX-150A NAV/COMM UNIT

Serial No. 10155

Frequency Chart:

118.0	<u>+3.3</u>	KC
.1	<u>+2.7</u>	KC
.2	<u>+2.6</u>	KC
.3	<u>+3.1</u>	KC
.4	<u>+2.7</u>	KC
.5	<u>+2.9</u>	KC
.6	<u>+2.7</u>	KC
.7	<u>+2.2</u>	KC
.8	<u>+2.5</u>	KC
.9	<u>+2.2</u>	KC

119.5	<u>+2.6</u>	KC
120.5	<u>+3.2</u>	KC
121.5	<u>+2.9</u>	KC
122.5	<u>+2.6</u>	KC
123.5	<u>+1.9</u>	KC
124.5	<u>+2.0</u>	KC
125.5	<u>+2.2</u>	KC
126.5	<u>-2.7</u>	KC
127.5	 	KC

Frequency Counter Used
Hewlett-Packard 524C

APPROVED: *James Marshall*
LICENSE NO: P1-17-2315
DATE: 6-12-64

FEDERAL AVIATION AGENCY

Form approved.
Budget Bureau No. 04-R060.

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

1. AIRCRAFT	MAKE Downer(Bellanca)	MODEL 14-19-2	SERIAL NO. 4098	NATIONALITY AND REGISTRATION MARK N98468
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2. OWNER	NAME (First, middle, last) Roselle Beechcraft Sales, Inc.	ADDRESS (Street and number, city, zone and State) Roselle Field Roselle, Illinois
----------	---	---

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) *****			XXXXX	
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)*
Normal	1795.5 lbs.	16.97"	905.5 lbs.

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS Dale Sackey Box 212 Roselle, Illinois	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. A&P 743361
--	--	---

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.

11/15/1963 (Date repair and/or alteration completed) Dale Sackey (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) **I. A.**

11/15/1963 (Date of approval or rejection) Dale Sackey (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 _____ (Date) Reinspected _____ (Date) Spot Checked _____ (Date)

(FAA designation number) _____
(Signature Flight Standards Inspector)

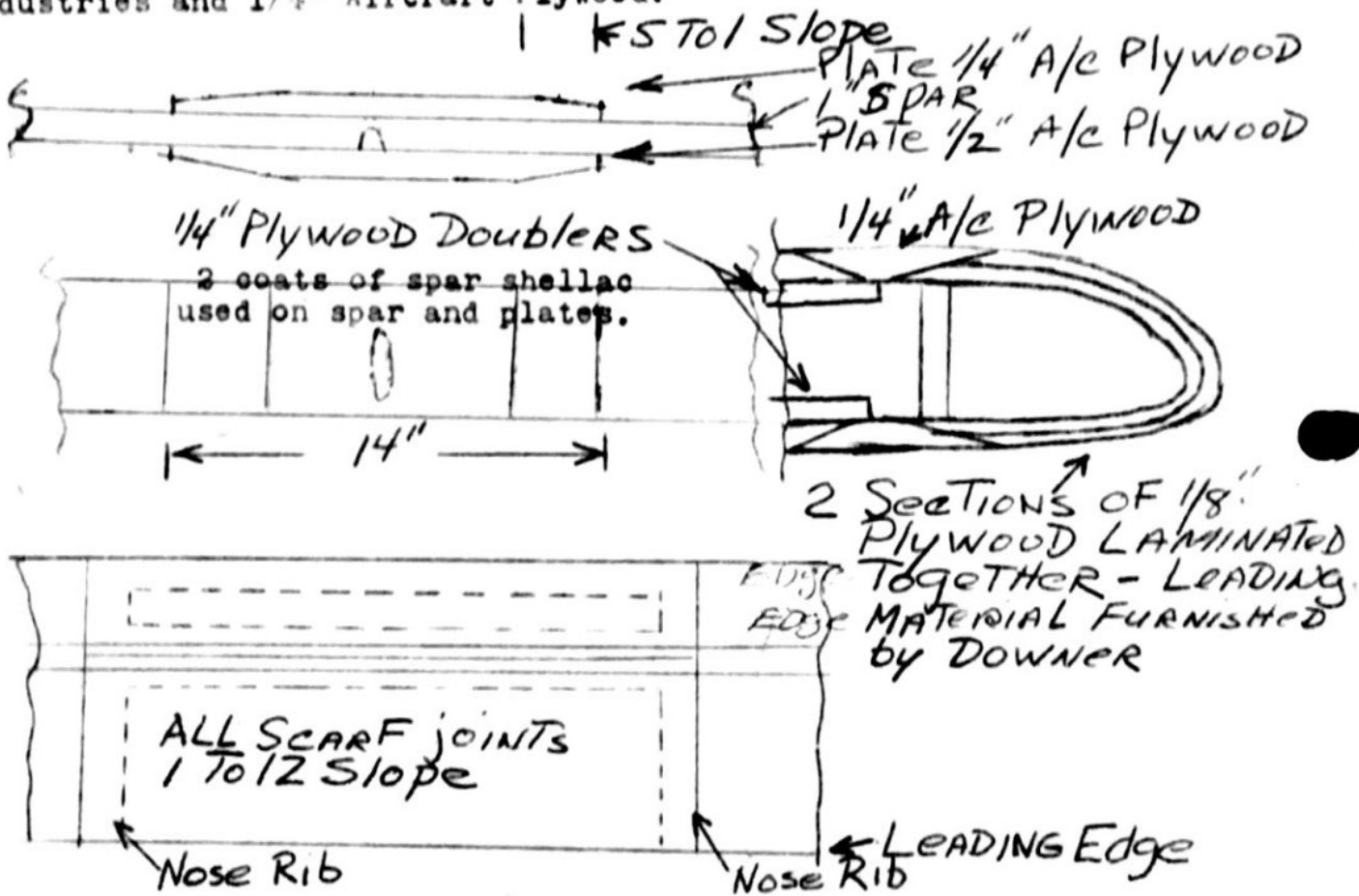
INSTRUCTIONS

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.

B. DESCRIPTION OF WORK ACCOMPLISHED.*

The following repair was accomplished after taxi accident. The R/H wing spar at 81" from side of fuselage was reinforced due to local damage in spar. All work done according to CAM 18, page 144. The scarf patch was installed according to CAM 18, page 150 using leading edge material received from Downer Aircraft Industries and 1/4" Aircraft Plywood.



Type of glue used in wood repairs is Kopper Penacolite Adhesive G-1131 furnished by Downer. Balloon cloth used for fabric was also furnished by Downer. 5 coats of clear Butyrate, 4 coats of silver Butyrate dope and 3 coats of Bittersweet color Butyrate dope used to complete fabric repair. No change in Weight and Balance.

complete

*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.