



U.S. Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title CFR 43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 44701). Failure to report can result in a civil penalty for each such violation (49 U.S.C. 46301(a)).

1. Aircraft	Nationality and Registration Mark USA N74SK	Serial No. D-8148	
	Make Beech	Model V35	Series
2. Owner	Name (As shown on registration certificate) Koontz Construction INC	Address (As shown on registration certificate)	
		Address 1007 Eagle Ct	
		City Livingston	State MT
		Zip 59047-3911	Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☒	AIRFRAME		(As described in item 1 above)	
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name Brent E Vetter		☒ U.S. Certificated Mechanic	Manufacturer
Address 942 N Fee		Foreign Certificated Mechanic	C. Certificate No.
City Helena	State MT	Certificated Repair Station	2144253
Zip 59601-3155	Country USA	Certificated Maintenance Organization	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B ☐	Signature/Date of Authorized Individual <i>Brent E Vetter</i> 3/5/2020
---	---

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED					
BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Person Approved by Canadian Department of Transport	
	FAA Designee	Repair Station	☒ Inspection Authorization	Other (Specify)	
Certificate or Designation No. IA2144253		Signature/Date of Authorized Individual <i>Brent E Vetter</i> 3/5/2020			

NOTICE

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

8. Description of Work Accomplished

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

USA N74SK

Nationality and Registration Mark

3/5/2020

Date

Installed a Model 3RS-114FS fixed restraint 3 point seat belt/shoulder harness to restrain the pilot and co-pilot. This restraint harness meets the standard of TSO-C114 from Alpha Aviation Inc. of Owatonna, MN 55660. Installation accomplished per the approved installation manual and STC SA01880CH approves this installation for this aircraft. Change to weight and balance negligible.

***** NOTHING FOLLOWS *****

☐ Additional Sheets Are Attached



U.S. Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title CFR 43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 44701). Failure to report can result in a civil penalty for each such violation (49 U.S.C. 46301(a)).

1. Aircraft	Nationality and Registration Mark USA N74SK	Serial No. D-8148	
	Make Beech	Model V35	Series
2. Owner	Name (As shown on registration certificate) Koontz Construction INC	Address (As shown on registration certificate)	
		Address 1007 Eagle Ct	
		City Livingston	State MT
		Zip 59047-3911	Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☒	AIRFRAME		(As described in item 1 above)	
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type		
			Manufacturer		

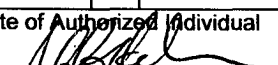
6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name	Jeffrey S Hahlbohm	☒ U.S. Certificated Mechanic	Manufacturer
Address	912 Menlo Park Rd	Foreign Certificated Mechanic	C. Certificate No. 3395269
City	Helena State MT	Certificated Repair Station	
Zip	59602-8100 Country USA	Certificated Maintenance Organization	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B ☐	Signature/Date of Authorized Individual  09/09/2019
---	--

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED					
BY	FAA Flt. Standards Inspector	Manufacturer	Maintenance Organization	Person Approved by Canadian Department of Transport	
	FAA Designee	Repair Station	☒ Inspection Authorization	Other (Specify)	
Certificate or Designation No. A3395269		Signature/Date of Authorized Individual  09/09/2019			

NOTICE

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

8. Description of Work Accomplished

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

USA N74SK

Nationality and Registration Mark

09/09/2019

Date

Installed Appareo Systems, LLC Stratus ES & Stratus ESG ADS-B transponder in accordance with the Appareo Systems Stratus ES/ESG Master Document List on FAA AML No. SA04112CH. Installation was accomplished using 600840-000032 Stratus ES/ESG Installation Instructions Rev. 2.1 dated Feb 20, 2018 included with ADS-B unit. Installation is approved per STC SA04112CH awarded to Appareo Systems, LLC of Fargo, ND on July 7, 2016. Weight change negligible.

***** NOTHING FOLLOWS *****

☐ Additional Sheets Are Attached



U.S. Department
of Transportation
Federal Aviation
Administration

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

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

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation (49 U.S.C. §46301(a)).

1. Aircraft	Nationality and Registration Mark N74SK	Serial No. D-8148	
	Make BEECH	Model V35	Series
2. Owner	Name (As shown on registration certificate) KOONTZ CONSTRUCTION INC	Address (As shown on registration certificate)	
		Address 1007 EAGLE CT	
		City LIVINGSTON	State MONTANA
		Zip 59047-3911	Country USA

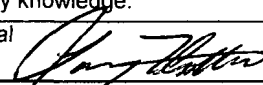
3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☐	AIRFRAME		(As described in item 1 above)	
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☒	APPLIANCE	Type Starter Adapter	642083A12	WSW053219
			Manufacturer Continental Motors		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name	Western Skyways, Inc.	U.S. Certificated Mechanic	Manufacturer
Address	21 Creative Place	Foreign Certificated Mechanic	C. Certificate No.
City	Montrose State CO	☒ Certificated Repair Station	WS9R575J
Zip	81401 Country USA	Certificated Maintenance Organization	

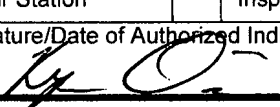
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B ☐ Signature/Date of Authorized Individual  Larry Flatten 10 NOV 2017

7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	☒ Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. WS9R575J Signature/Date of Authorized Individual  Ryan Dickerson 10 NOV 2017

NOTICE

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

8. Description of Work Accomplished

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

N74SK

Nationality and Registration Mark

10 NOV 2017

Date

Installed S539800M30 starter adapter spring in accordance with Aircraft Specialties Inc. STC SE09846SC and Aircraft Specialties services Service Bulletin No.: S-2008-01, Rev. 0, or later FAA approved revision. Starter Adapter was overhauled in accordance with Continental Motors Overhaul Manual X30039 and applicable Service Information.

-----END-----



Additional Sheets Are Attached

United States Of America
Department of Transportation - Federal Aviation Administration

Supplemental Type Certificate

Number SE09846SC

This Certificate issued to Aircraft Specialties Services, Inc.
2860 N. Sheridan
Tulsa, OK 74115

*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 * of the * Regulations.*

Original Product Type Certificate Number : [see attached FAA Approved Model]
Make : List (AML) for list of approved models and
Model : applicable airworthiness regulations]

Description of Type Design Change: Installation of S539800M30 and S539800M40 Starter Adapter Springs in accordance with Aircraft Specialties Services, Inc. STC Document List 1101A, Rev. 1 dated May 03, 2006, or later FAA approved revision.

Limitations and Conditions: Compatibility of this design change with previously approved modifications must be determined by the installer. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

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 : February 15, 2000

Date reissued :

Date of issuance : December 14, 2000

Date amended : October 25, 2006, Rev. 1



By direction of the Administrator

(Signature)
S. Frances Cox,
Manager, Special Certification Office
Southwest Region

(Title)



US Department
of Transportation
Federal Aviation
Administration

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

OMB No. 2120-0020
Exp: 5/31/2018

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N74SK	Serial No. D-8148	
	Make Beech	Model V35	Series
2. Owner	Name (As shown on registration certificate) Koontz Construction Inc		Address (As shown on registration certificate)
			Address 1007 Eagle Ct
			City Livingston State MT
			Zip 59047-3911 Country

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☒	AIRFRAME	<u>Beech</u>	(As described in Item 1 above)	<u>D-8148</u>
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No. 2144253
Name Brent E Vetter	Address 942 N Foo City Helena State MT Zip 59601-3155 Country USA	☒ U. S. Certificated Mechanic	Manufacturer	
		☐ Foreign Certificated Mechanic		
		☐ Certificated Repair Station		
		☐ Certificated Maintenance Organization		

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B ☐	Signature/Date of Authorized Individual <i>Brent E Vetter</i>
--	--

7. Approval for Return to Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station ☒	Inspection Authorization	Other (Specify)

Certificate or Designation No. 2144253	Signature/Date of Authorized Individual <i>Brent E Vetter</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.)

N74SK

04/17/2017

Nationality and Registration Mark

Date

Removed the original key type ignition switch in the instrument panel and the right magneto and ignition harness. Replaced the original switch with an Electroair EA-13000 ignition switch kit. The switch was installed in the upper left hand corner of the instrument panel. Installation was accomplished per instructions, IM-EA13000. Installed an EIS-61000 electronic ignition system kit, s/n 16-084-001 in place of the right magneto. All work accomplished per instructions received with the ignition kit. This installation is approved per STC SA03286CH. The change to weight and balance is negligible.

☐ Additional Sheets Are Attached



US Department
of Transportation
Federal Aviation
Administration

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

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

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N74SK	Serial No. D-8148	
	Make Beech	Model V35	Series
2. Owner	Name (As shown on registration certificate) KOONTZ CONSTRUCTION INC	Address (As shown on registration certificate) Address 1007 EAGLE CT	
		City LIVINGSTON	State MT
		Zip 59047-3911	Country USA

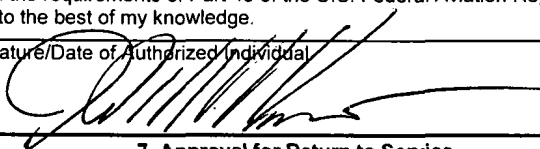
3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☒	AIRFRAME	_____	(As described in Item 1 above)	_____
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type _____ Manufacturer _____		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name Corporate Air		☐ U. S. Certified Mechanic	☐ Manufacturer
Address P.O. Box 81050		☐ Foreign Certified Mechanic	C. Certificate No.
City Billings	State MT	☒ Certified Repair Station	HSYR817E
Zip 59105	Country USA	☐ Certified Maintenance Organization	

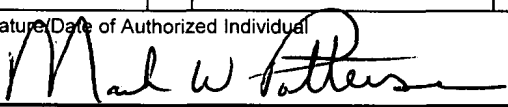
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B ☐	Signature/Date of Authorized Individual  12/31/13
--	---

7. Approval for Return to Service

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

BY	FAA Flt. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee ☒	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. HSYR817E	Signature/Date of Authorized Individual  12/31/13
---	---

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.)

N74SK

12/31/2013

Nationality and Registration Mark

Date

The following equipment changes have been performed:

Removed NARCO HSI-100 Horizontal Situational Indicator, MSI Navigation Switching Unit, and United Instruments Vertical Speed Indicator and Installed Aspen Avionics EFD1000 Primary Flight Display and EFD500 Multi-Functional Display Systems.

Equipment Removed:

Qty. (1) HSI-100 HSI	- HSI-100-1	- Weight: 4.40 Lbs	Arm: 68.00
Qty. (1) Vertical Speed Indicator	- 7040	- Weight: 0.70 Lbs	Arm: 68.00
Qty. (1) Nav Switching Unit	- 97-10344A	- Weight: 0.78 Lbs	Arm: 68.00

Equipment Installed :

Qty. (1) EFD1000 Primary Flight Display	- 910-00001-001	- Weight: 2.90 Lbs	Arm: 68.00
Qty. (1) EFD500 Multi-Functional Display	- 910-00001-003	- Weight: 2.40 Lbs	Arm: 68.00
Qty. (1) RSM Antenna	- 910-00003-001	- Weight: 0.20 Lbs	Arm: 204.0
Qty. (1) ACU Converter Unit	- 910-00004-001	- Weight: 0.80 Lbs	Arm: 51.00
Qty. (1) PFD Configuration Module	- 920-00004-002	- Weight: 0.10 Lbs	Arm: 51.00
Qty. (1) MFD Configuration Module	- 920-00004-005	- Weight: 0.10 Lbs	Arm: 51.00

Installed The Aspen EFD1000 PFD , EFD500 MFD , Aspen ACU, Aspen RSM Antenna, and all associated hardware IAW Aspen Avionics STC SA10822SC , Referencing Aspen Avionics EFD1000 and EDF500 Software Version 2.X Installation Manual # 900-00003-001 Rev.AR Dated October 2013.

The Aspen EFD1000 PFD , EFD500 , and Aspen ACU are interfaced with this aircrafts existing audio systems, referencing Aspen Avionics EFD1000 and EDF500 Software Version 2.X Installation Manual # 900-00003-001 Rev.AR Dated October 2013.

The Aspen EFD1000 PFD Pitot and Static Ports have been interfaced to the aircraft existing Pitot and Static systems and has been tested and inspected IAW 14 CFR 43 Appendix E(a) to continue compliance with 14 CFR 91.411 and 91.413 .

The Aspen RSM Antenna has been mounted on the top of this aircraft at approx. F.S. 204 , using the Aspen Avionics RSM Doubler Provided and Referencing Aspen Avionics EFD1000 and EDF500 Software Version 2.X Installation Manual # 900-00003-001 Rev. AR Dated October 2013. Sections 6.9 and AC43.13-2B .

Power is supplied to the Aspen EFD1000 PFD unit through a 50 VDC, 7.5AMP circuit breaker switch(W31X2M1G7-5) located above the PFD in pilots view.

Power is supplied to the Aspen EFD500 MFD unit through a 50 VDC, 7.5AMP circuit breaker switch (W31X2M1G7-5) located above the MFD in pilots view.

Power is supplied to the Aspen ACU Coverter unit through a 2.0AMP circuit breaker (7277-2-2) located on the aircraft breaker buss.

Electrical Load Test Analysis has been Performed IAW FAR 23.1351, Aspen Avionics EFD1000 and EDF500 Software Version 2.X Installation Manual # 900-00003-001 Rev.AR Dated October 2013. Section 7.1, has been found to be negligible. All wiring is MIL-SPEC 22759 or MIL-SPEC 27500.

Aircraft Equipment Listing, Aspen Avionics EFD1000 and EFD 500 Flight Manual Supplement ,and Weight And Balance have been revised to reflect this installation and provided to the owner.

Continued Airworthiness Instructions can be found in Aspen Avionics Document #900-00012-001 Rev.T All previously installed equipment is considered on condition.

Details of the installation can be found and are described under Corporate Air WO# RO-28203

☐ Additional Sheets Are Attached

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				Form Approved OMB No. 2120-0020 For FAA Use Only Office Identification	
US Department of Transportation Federal Aviation Administration					
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 form 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	V-35
	Serial No.	D-8148		Nationality and Registration Mark	N74SK
2. Owner	Name (As shown on registration certificate)			Address (As shown on registration certificate)	
	Koontz Construction, Inc.			1007 Eagle Court Livingston MT 59047	
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.	
Aerotronics Inc 1651 Aviation Place Billings, MT 59105		U.S. Certificated Mechanic		C.R.S. NH2R031L	
		Foreign Certificated Mechanic			
		☒ Certificated Repair Station			
		Manufacturer			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
Date		Signature of Authorized Individual			
May 20, 2008		Steven Vold			
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	☒ Repair Station	Person Approved by Transport Canadian Airworthiness Group		
Date of Approval or Rejection		Certificate or Designation No.	Signature of Authorized Individual		
05-20-2008		NH2R031L	Steven Vold		

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 a P2 Inc. Aviation Technology P2 Audio Advisory System model 6601 as per STC SA01114CH for this aircraft as listed under the AML listing dated October 18, 1999.

The system was installed as per the P2 Audio Advisory System installation manual report #6600 Rev L dated 08/10/06.

The AlcoSwitch annunciator was installed in the upper left section of the pilot instrument panel and was wired as per drawing AAS-1S.

The audio alert output was interfaced to the existing unswitched input of the King KA 134 audio panel for audio alerting through the speaker system.

The P2 Advisory System was interconnected to the existing Pitot and Static system as per the installation instructions and a leak check was performed as per FAR 91.411 para (a)(2) and was found to comply with para (a) App E of Part 43.

Completed the AAS System Operational Check as per Table F on the P2 Advisory System installation manual. Recorded the settings for this installation and noted that this check out is to be completed at each annual inspection.

The instructions for Continued Airworthiness are found in P2 Aviation Technology, Inc. document 6601-ICA rev 1.3 dated 03/20/05. The documents were inserted into the aircraft permanent records.

A FAA approved Flight Manual Supplement dated Nov 20, 2002 was completed and inserted into the POH for this aircraft.

The weight and balance and equipment list was updated.

The work was completed as per the manufacturers installation instructions and acceptable practices of AC 43.13 1B & 2b.

----- E N D -----

☐ Additional Sheets Are Attached

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				Form Approved OMB No. 2120-0020	
US Department of Transportation Federal Aviation Administration				For FAA Use Only Office Identification DPA-FSDO/HCS	
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 form 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 Beech			Model V35	
	Serial No. D-8148			Nationality and Registration Mark N 74SK	
2. Owner	Name (As shown on registration certificate) Klein, Thomas G.			Address (As shown on registration certificate) 200 N. 13th Street Oregon, IL 61061-1002	
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.
J.A. Air Center DuPage Airport West Chicago, IL 60185					RATING: RADIO CLASS 1, 2, 3 NF2R029L
			U.S. Certificated Mechanic		
			Foreign Certificated Mechanic		
			X		
			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 06-25-1999			Signature of Authorized Individual Karl F. Blaha		
7. Approval for Return to Service					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED					
BY	FAA Flt. Standards Inspector	Manufacturer	Inspection Authorization		Other (Specify)
	FAA Designee	X	Repair Station	Person Approved by Transport Canadian Airworthiness Group	
Date of Approval or Rejection 06-30-1999		Certificate or Designation No. NF2R029L		Signature of Authorized Individual Karl F. Blaha	

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.)

Beech V35
N74SK

Upgraded existing S-TEC System 50 to S-TEC System 60-2 Two Axis Automatic Flight Guidance System, Model ST-007, with Optional Automatic Electric Trim System. Installation was done in accordance with Bulletin No. 107, Revision 10, dated 6-25-90 and Master Drawing List No. 9208, Revision J, dated 6-25-90 with Optional Flight Director Steering Horizon and also in accordance with STC# SA6036SW-D.

This equipment has been ground checked and functions properly. There were no adverse effects with any of the other aircraft systems.

Weight & Balance and Equipment List have been updated.

-----END-----

☐ Additional Sheets Are Attached

MAR 23 1998

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATIONForm Approved
Budget Bureau No. 04-R060.1MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

FOR FAA USE ONLY

OFFICE IDENTIFICATION
DPA-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.

1. AIRCRAFT	MAKE <i>BEECH</i>	MODEL <i>V-35</i>
	SERIAL NO. <i>D-8148</i>	NATIONALITY AND REGISTRATION MARK <i>N745K</i>
2. OWNER	NAME (As shown on registration certificate) <i>Klein Thomas G.</i>	ADDRESS (As shown on registration certificate) <i>200 N. 13th St. Oregon IL 61061-1002</i>
	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	<i>CONTINENTAL</i>	<i>IO-520 B</i>			X
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS <i>CLAYTON M. BRENNEMAN PO Box 366 FRANKLIN GROVE IL 61031</i>	B. KIND OF AGENCY ☒ U.S. CERTIFICATED MECHANIC ☐ FOREIGN CERTIFICATED MECHANIC ☐ CERTIFICATED REPAIR STATION ☐ MANUFACTURER	C. CERTIFICATE NO. <i>356542675</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>3-18-98</i>	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Clayton M. Brennan</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 <i>3-18-98</i>		CERTIFICATE OR DESIGNATION NO. <i>356542675</i>		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Clayton M. Brennan</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 Insight Instrument Corporation, Graphic
Engine Monitor. Part # 1261 / 6020 Serial # 9970.
Installed in accordance with STC # SA157NE
dated June 4, 1983 and Amended October 18, 1994.
Insight Installation Drawing 8258 Version 2.2
dated April 15, 1994 was used as a guide for
the installation. Weight and Balance Change
Negligible. Encl.*

☐ ADDITIONAL SHEETS ARE ATTACHED

NOV 30 1995 FAA



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

DPA-FSDO *MD*

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 BEECH	Model V35
	Serial No. D-8148	Nationality and Registration Mark N745K
2. Owner	Name (As shown on registration certificate) KLEIN THOMAS G	Address (As shown on registration certificate) PO BOX 295 OREGON IL 61061

3. For FAA Use Only

THE DATA/ALTERATION IDENTIFIED HEREIN COMPLIES WITH APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE DESCRIBED AIRCRAFT SUBJECT TO CONFORMITY INSPECTION BY A PERSC AUTHORIZED IN FAR 43.7

NOV 01 1995

Monte Punt

Date		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.
ELLIOTT FLYING SERVICE, INC. P.O. BOX 100 QUAD CITY AIRPORT MOLINE, IL 61265	☐ U.S. Certificated Mechanic	CGHR812C
	☐ Foreign Certificated Mechanic	
	☒ Certificated Repair Station	
	☐ Manufacturer	

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

Date	Signature of Authorized Individual
OCTOBER 13, 1995	CHRIS BEHN <i>Chris Behn</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	☒ Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection		Certificate or Designation No.	Signature of Authorized Individual	
11-1-95		CGHR812C	<i>Chris Behn</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. REMOVED ARNAV R-30 LORAN C SYSTEM.
2. INSTALLED ALLIEDSIGNAL KLN90B GPS SYSTEM.
3. THE KLN90B GPS RECEIVER WAS MOUNTED ON THE RADIO STACK BELOW THE EXISTING KA134 AUDIO PANEL.
4. THE KLN90B WAS FULLY COUPLED TO THE EXISTING NARCO HSI 100 AND S-TEC 50 AUTOPILOT. THE KLN90B WAS COUPLED VIA AN MSI AVIONICS INC. MODEL INSSDU ANNUNCIATOR/SWITCHING UNIT. THE INSSDU SWITCHING UNIT ANNUNCIATES "WPT", "MSG", "OBS", "LEG", "ACTV", "ARM", "WARN", "NAV" AND "GPS". THE INSSDU AUTOMATICALLY SWITCHES TO NAV MODE WHEN AN ILS FREQUENCY IS SELECTED ON THE #1 NAV.
5. THE KLN90B INSTALLATION IS A FOLLOW ON OF STC# SA00241WI-D.
6. THE SOFTWARE LEVEL OF THE KLN90B IS ORS 20.
7. THE KLN90B IS CERTIFIED TO TSO C129 CLASS A1.
8. THE KA92 GPS ANTENNA WAS INSTALLED ON THE TOP OF THE FUSELAGE AT 120 IN. AFT OF DATUM.
9. THE KLN90B GPS SYSTEM WAS INSTALLED AND GROUND TESTED IN ACCORDANCE WITH AC20:138 AND INSTALLATION MANUAL P/N 006-10521-0001 REV 1 JAN, 1995.
10. WEIGHT AND BALANCE DATA, EQUIPMENT LIST AND AIRFRAME LOG BOOKS WERE REVISED TO REFLECT THIS INSTALLATION.
11. THE PANEL WAS PLACARDED "GPS NOT APPROVED FOR NAVIGATION".

-----END-----

☐ Additional Sheets Are Attached

PAA

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				Form Approved OMB No. 2120-0020	
				For FAA Use Only	
				Office Identification DPA FSD <i>MP</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 BEECH	Model V-35		Nationality and Registration Mark N74SK	
	Serial No. D-8148				
2. Owner	Name (As shown on registration certificate) KLEIN THOMAS G		Address (As shown on registration certificate) PO BOX 295 OREGON, IL 61061		
3. For FAA Use Only					
THE DATA/ALTERATION IDENTIFIED HEREIN COMPLIES WITH APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE DESCRIBED AIRCRAFT SUBJECT TO CONFORMITY INSPECTION BY A PERSC AUTHORIZED IN FAR 43.7 NOV 16 1995 <i>Monte Puit</i>					
Date		FAA Inspector		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.
ELLIOTT FLYING SERVICE, INC. P.O. BOX 100 QUAD CITY AIRPORT MOLINE, IL 61265			U.S. Certificated Mechanic		CGHR812C
			Foreign Certificated Mechanic		
			☒ Certificated Repair Station		
			Manufacturer		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
Date			Signature of Authorized Individual		
NOVEMBER 8, 1995			CHRIS BEHN <i>Chris Behn</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	☒ Repair Station	Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection		Certificate or Designation No.	Signature of Authorized Individual		
11-21-95		CGHR812C	<i>Chris Behn</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. REFERENCE 337 DATED 11-1-95 INSTALLATION OF FULLY COUPLED KLN90B GPS SYSTEM.
2. THE KLN90B WAS INSTALLED AND FLIGHT TESTED IN ACCORDANCE WITH AC20:138 AND ALLIED-SIGNAL INSTALLATION MANUAL P/N 006-1521-0001 REV 1 DATED JANUARY, 1995.
3. COMM INTERFERENCE TESTS WERE PERFORMED IN ACCORDANCE WITH ALLIEDSIGNAL INSTALLATION MANUAL. NO INTERFERENCE WAS NOTED.
4. THE KLN90B GPS RECEIVER AND KA92 ANTENNA MEET ALL REQUIREMENTS OF TSO C129 CLASS A1.
5. THE FAA APPROVED FLIGHT MANUAL SUPPLEMENT DATED NOV 16 1995 WAS ADDED TO THE PILOTS OPERATING HANDBOOK.
6. REMOVED PANEL PLACARD STATING "GPS NOT APPROVED FOR NAVIGATION".

-----END-----

GPS FLIGHT TEST APPROACH CERTIFICATION ONLY FOR NON-PRECISION APPROACHES

TYPE OF GPS SYSTEM KLN90B
N 746K MAKE Beech MODEL V-35 S/N D-8148

MOLINE
Runway 9 Using MLB IAF ALONG TRK .01 CROSS TRK .01
Proceed to missed approach point
MZV VORTAC .00 .01

MOLINE
Runway 31 Approach Using GENSO IAF
ALONG TRK .01 CROSS TRK .01
Proceed to missed approach point
MZV VORTAC .01 .00

NOTES:

TEST FLIGHT Tech SIGNATURE

CERT # CBMR82C

GPSAPPCB/11/16/94

☐ Additional Sheets Are Attached

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION
STANDARD AIRWORTHINESS CERTIFICATE

1 NATIONALITY AND REGISTRATION MARKS	2 MANUFACTURER AND MODEL	3 AIRCRAFT SERIAL NUMBER	4 CATEGORY
N7ASK	BEECH V-35	D-8148	NORMAL

5 AUTHORITY AND BASIS FOR ISSUANCE
This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable Comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.
Exceptions

NONE

6. TERMS AND CONDITIONS
Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
R-04/22/66	<i>Donald W. Brigham</i>	DFA FSDO

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

FAA Form 8100-2 (8-62)

U.S. GOVERNMENT PRINTING OFFICE: 1961 - 668-226

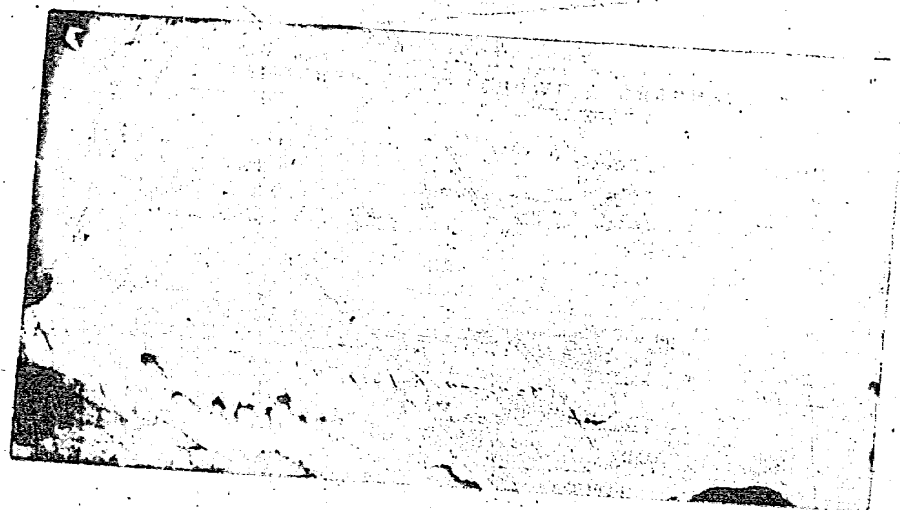
FAA AIRCRAFT REGISTRY
CAMERA NO. 3N

DATE: 8-12-94

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION			
STANDARD AIRWORTHINESS CERTIFICATE			
1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
N104TC	Beechcraft P-35	D-8148	Normal
5. AUTHORITY AND BASIS FOR ISSUANCE This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft in 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 B to the Convention on International Civil Aviation, except as noted herein. Exceptions:			
NONE			
6. TERMS AND CONDITIONS Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is valid as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 23, 25, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.			
DATE OF ISSUANCE REPLACEMENT 04-22-66	FAA REPRESENTATIVE <i>CLARENCE H. WISE</i>		DESIGNATION NUMBER ATL GADO 7-0-01
Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.			
FAA Form 8100-2 (7-62) FORMERLY FAA FORM 1362			

SAA AIRCRAFT REGISTRY
CAMERA NO. 3N

DATE: 8-12-14



AUG 22 1991 *FAA*

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				Form Approved OMB No. 2120-0020 For FAA Use Only Office Identification DPA-FSDQ <i>RA</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 Serial No. D8148		Model V35 Nationality and Registration Mark N104TC		
2. Owner	Name (As shown on registration certificate) Tom Klein		Address (As shown on registration certificate) P.O. Box 295 Oregon, IL 61061		
3. For FAA Use Only					
4. Unit Identification					
Unit	Make	Model	Serial No.	5. Type	
AIRFRAME	(As described in Item 1 above)			Repair	Alteration
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
6. Conformity Statement					
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
Elliott Flying Service, Inc. P.O. Box 100 Quad City Airport Moline, IL 61265		U.S. Certificated Mechanic Foreign Certificated Mechanic ☒ Certificated Repair Station Manufacturer		CGHR812C	
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 August 16, 1991		Signature of Authorized Individual Dan Frahm - <i>Dan Frahm</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	☒ Repair Station	Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection August 16, 1991		Certificate or <i>CGHR812C</i>		Signature of Authorized Individual Dan Frahm - <i>Dan Frahm</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 left side altimeter and leak checked static system per FAR 91.411 in accordance with FAR 43 Paragraph A.

Installed Insight Strikefinder per Insight installation manual. The display was mounted in the pilot's instrument panel at station 66 and the antenna was mounted on the belly at station 210.

All work was done in accordance with AC 43.13-1A and AC 43.13-2A.

Weight and balance and equipment list were revised to reflect this installation.

END

☐ Additional Sheets Are Attached

JAN 22 1991

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 DPA-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.					
1. AIRCRAFT	MAKE BEECHCRAFT		MODEL V-35		
	SERIAL NO. D-8148		NATIONALITY AND REGISTRATION MARK N104TC		
2. OWNER	NAME (As shown on registration certificate) KLEIN, THOMAS G.		ADDRESS (As shown on registration certificate) P.O. Box 295 Oregon, IL 61061		
	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. KIND OF AGENCY		C. CERTIFICATE NO.
DAVID MCCLEERY 1208 HEMLOCK AVE. DIXON, IL 61021			☒ U.S. CERTIFICATED MECHANIC ☐ FOREIGN CERTIFICATED MECHANIC ☐ CERTIFICATED REPAIR STATION ☐ MANUFACTURER		A&P 380803672
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE 1-17-91			SIGNATURE OF AUTHORIZED INDIVIDUAL <i>David McCleery</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 1-17-91		CERTIFICATE OR DESIGNATION NO. 1627387IA		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>James R. Dolger</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.)

Installation of Brackett Air Filter

1. Installed Brackett Air filter assembly part no. BA-7210 in accordance with STC-SA71GL.
2. No change in weight and balance.
3. Made appropriate entries in aircraft maintenance records.

END

☐ ADDITIONAL SHEETS ARE ATTACHED

OCT 03 1990

FAA

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	
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 DPA-FSDO	
1. AIRCRAFT	MAKE	BEECHCRAFT	MODEL	V35	
	SERIAL NO.	D-8148	NATIONALITY AND REGISTRATION MARK	N104TC	
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	KLEIN, THOMAS G.		P.O. BOX 295 Oregon, IL 61061		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	(As described in item 1 above)			REPAIR	ALTERATION
POWERPLANT					X
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Brian I. Codes 419 N. Hendepin Dixon, IL 61021		☒ U.S. CERTIFICATED MECHANIC ☐ FOREIGN CERTIFICATED MECHANIC ☐ CERTIFICATED REPAIR STATION ☐ MANUFACTURER		A&P 326606734	
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			
10-1-90		Brian I. Codes			
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 DESIGNER	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
10-1-90		16273871A	James R. Dalgren		

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.)

- I. Removed Left and Right exhaust tailpipes and replaced with Beryl D'Shannon Aviation Specialties, Inc. exhaust silencers PN: 1010-4. IAW STC #SA88430 using instructions for PN's 1010-3 and 1010-4, Rev. B, dated 2-10-76.
- II. Wt. and Bal. change negligible.
- III. Made appropriate entries in Aircraft maintenance records.

----- END -----

THIS SPACE VOID.

☐ ADDITIONAL SHEETS ARE ATTACHED

MAR 21 1990 COPY

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 DPA-FSDU	
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	V-35
	SERIAL NO.	D8148		NATIONALITY AND REGISTRATION MARK	N104TC
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	Klein, Thomas G			P.O. Box 295 Oregon, IL 61061	
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.
Hartzog Aviation, Inc. P.O. Box 6107 Rockford, IL 61125			U.S. CERTIFICATED MECHANIC		CRS 1393 (CGOR815C)
			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		
10-10-89			<i>Paul W. Butler</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		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
3-19-90		1393	<i>Paul W. Butler</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 S-TEC Corporation Manual Electric Trim System, Model ST-254, P/N: 0105-T3, S/N: 6313A, in accordance with FAA approved Bulletin No. 354, Rev. 1 dated 02-28-86. This installation is approved under STC No. SA5271SW-D.

This installation done in accordance with information in Advisory Circular AC-43.13 1A and 2A.

System powered from Airframe Buss, through a 2 amp push/pull circuit breaker mounted on lower right hand breaker panel labeled "Trim".

FAA approved Pilot's Operating Handbook and FAA approved Airplane Flight Manual Supplement, P/N: 89409, dated 01-31-84 was placed in aircraft Flight Manual. Weight and Balance updated to Weight: 2146.1, Arm: 79.20, Moment: 169974.8. Performed ground operation checks called for in Installation Bulletin.

-----END-----

☐ ADDITIONAL SHEETS ARE ATTACHED

MAR 1 1990

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 DPA-ESDO	
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 V-35B		
	SERIAL NO. DB148		NATIONALITY AND REGISTRATION MARK N1041C		
2. OWNER	NAME (As shown on registration certificate) Klein, Thomas G.		ADDRESS (As shown on registration certificate) PO Box 295 Oregon, IL 61061		
	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.
Radio Ranch, Inc. 11658 W. Judson Road Polo, IL 61064			U.S. CERTIFICATED MECHANIC		UQ2R223L
			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 February 27, 1990			SIGNATURE OF AUTHORIZED INDIVIDUAL Ronald R. Hammer -- <i>Ronald R. Hammer</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		
	FAA DESIGNEE	X REPAIR STATION	OTHER (Specify)		
DATE OF APPROVAL OR REJECTION 02/27/90		CERTIFICATE OR DESIGNATION NO. UQ2R223L	SIGNATURE OF AUTHORIZED INDIVIDUAL Ronald R. Hammer -- <i>Ronald R. Hammer</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.) 02/27/90 Installed ARNAV R30 Loran C s/n 60864 using manufacturers instructions and AC 43.13-1A, AC 43.13-2A and AC 20-121 as a guide. Tests prove that the unit does not interfere with the normal operation of other equipment installed in the aircraft. The unit is also not adversely effected by operation of other equipment in the aircraft and is functioning properly and safely. It operates in accordance with the manufacturers specifications, and complies with applicable portions of AC 90-45A for VFR Enroute operations. The unit is mounted in plain sight of the pilot and can be conveniently reached for programming and switching. It is not interfaced with other aircraft systems such as HSI's, Flight Directors or EFIS displays etc. A placard in plain view of the pilot indicates that the "Loran C is not approved for IFR." Necessary 337, log book entries weight and balance and equipment list revisions were performed. Necessary Operator and Flight manuals were placed with aircraft records. END.....

☐ ADDITIONAL SHEETS ARE ATTACHED

OCT 11 1988

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	
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	V35
	SERIAL NO.	D-814B		NATIONALITY AND REGISTRATION MARK	N104TC
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	Klein Thomas G.			P.O. Box 835 Oregon, IL 61071	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	As described in item 1 above			REPAIR	ALTERATION
POWERPLANT					X
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
Gordon W. Rutt 1116 Beech Drive Dixon, Illinois 61021			☒ U.S. CERTIFICATED MECHANIC ☐ FOREIGN CERTIFICATED MECHANIC ☐ CERTIFICATED REPAIR STATION ☐ MANUFACTURER		A&P303528
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		
October 6, 1988			Gordon W. Rutt		
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		CERTIFICATE OR DESIGNATION NO.		SIGNATURE OF AUTHORIZED INDIVIDUAL	
10/6/88		A303528		Gordon W. Rutt	

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 Item 201. Two Main Wheel & Brake Assemblies. Installed Cleveland Wheel & Brake Kit 199-49 in accordance with STC SALLGL. Cleveland Installation Drawing 80-28 Rev. E dated Sept. 2, 1987 & Installation Manual 199-49 Rev. A dated Sept. 2, 1987 was used as an acceptable guide. Revised Equipment List & Weight and Balance. END.

☐ ADDITIONAL SHEETS ARE ATTACHED

JUL 25 1988

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 AGL-GADO 3	
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 V-35		
	SERIAL NO. D-8348		NATIONALITY AND REGISTRATION MARK N104TC		
2. OWNER	NAME (As shown on registration certificate) Klein Thomas G		ADDRESS (As shown on registration certificate) P.O. Box 295 Oregon, Illinois 61061		
	3. FOR FAA USE ONLY The data identified herein complies with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR 43.7. 6-13-88 <i>Richard D. Mulharn</i> Date FAA INSPECTOR AGL-GADO-3				
4. UNIT IDENTIFICATION					5. TYPE
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				XX
POWERPLANT	Continental	IO-520-PA2	241537-R		XX
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
Mail J. Cady 7053 West Renee Road Dixon, Illinois 61021			☒ U.S. CERTIFICATED MECHANIC ☐ FOREIGN CERTIFICATED MECHANIC ☐ CERTIFICATED REPAIR STATION ☐ MANUFACTURER		AGP 1-081476
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 MAY 26, 1988			SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Richard J. Cady</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 7/1/88		CERTIFICATE OR DESIGNATION NO. IA1981476		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Richard J. Cady</i>	

DATE: 9-15-89

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 "AUTO-VAC-2" instrument auxiliary vacuum system on this Beechcraft V-35 Sr. # D-0148 N104TC using STC SA398ME and STC SA400ME and Ray Ives installation instructions and print # A-00414 as a guide, with the following minor exceptions:

STC SA398ME is for various Cessna A185 through C-210 and others. The installation and operation of the "AUTO-VAC-2" automatic transfer valve installed in the vacuum line leading from the vacuum regulator to the engine-driven vacuum pump, and the low vacuum warning light mounted in the instrument panel are similar.

STC SA400ME is for Continental IO-520 engines. The installation and operation of the intake adapter consisting of an AN-911-1D nipple, AN-917-1D Tee and P/N 01 hose adapter is installed in the intake manifold "Y" assembly P/N 829001 at the existing manifold pressure gauge line fitting downstream of the throttle body/fuel control leading to the intake manifold.

FAA Action Notice AB000.17 dated 5/29/87 also used as a guide.

The aircraft has been test flown and the resulting data entered on page four (pg 4) of the Aircraft Flight Manual Supplement # 1. This supplement must be attached to the Basic Flight Manual and carried in the aircraft during all flight operations. Notations have been made in the aircraft and engine logbooks as well as the equipment list.

Flight in IMC must NOT be initiated using the "AUTO-VAC-2" instrument auxiliary vacuum system as the sole source of vacuum power to operate the flight instruments. Aircraft Flight Manual Supplement # 1, dated JUN 20 1988 is part of the installation. D.

☐ ADDITIONAL SHEETS ARE ATTACHED

DOT 01 1987

FAH

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 AGL - GADO 3	
1. AIRCRAFT	MAKE	Beechcraft		MODEL	V35
	SERIAL NO.	D-8148		NATIONALITY AND REGISTRATION MARK	N104TC
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	Thomas G. Klein		P.O. Box 295 Oregon, IL 61061		
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.	
Elliott Flying Service, Inc. P.O. Box 100 Quad City Airport Moline, IL 61265		☐ U.S. CERTIFICATED MECHANIC ☐ FOREIGN CERTIFICATED MECHANIC ☒ CERTIFICATED REPAIR STATION ☐ MANUFACTURER		3786	
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			
September 29, 1987		Kurt Schendel - <i>Kurt Schendel</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	X REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
September 29, 1987		3786	Dan Frahm - <i>Dan Frahm</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 Brittain B-11 Autopilot Nav Tracker as installed with STC #SA17585W. Installed S-TEC System 50 Autopilot with DG option per S-TEC Installation Model #ST-186 and STC #SA5209SW-D. The aircraft was ground tested and flight tested per Section 3 of the S-TEC Installation Model #ST-186. FAA approved flight manual P/N 89251 dated 9-28-83 was added to the aircraft flight manual. All work was done in accordance with AC 43.13-1A and AC 43.13-2A. Weight & Balance computed to reflect this installation.

RECEIVED
JAN 10 1968

1. $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840.

5. *Staphylococcus aureus*

VIETNAM

二、大英帝国

1. *Journal of the American Medical Association*, 1997; 277: 1033-1038.

630

1. The Commission has received information from the
2. Department of the Interior, Bureau of Land Management, that
3. the Bureau is currently conducting a study of the
4. potential for oil and gas development in the
5. area of the proposed project. The study is being
6. conducted in cooperation with the U.S. Geological
7. Survey and the U.S. Environmental Protection Agency.
8. The Commission is currently reviewing the information
9. received from the Bureau and the other agencies.
10. The Commission will issue a decision on the
11. proposed project as soon as the study is complete.

☐ ADDITIONAL SHEETS ARE ATTACHED

SEP 18 1987

| 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
AGL-GADO 3 | |
| 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 | V35 | |
| | SERIAL NO. | D-8148 | NATIONALITY AND REGISTRATION MARK | N104TC | |
| 2. OWNER | NAME (As shown on registration certificate)
Klein Thomas G. | | ADDRESS (As shown on registration certificate)
P.O. Box 295
Oregon, IL 61061 | | |
| | 3. FOR FAA USE ONLY | | | | |
| 4. UNIT IDENTIFICATION | | | | | |
| UNIT | MAKE | MODEL | SERIAL NO. | 5. TYPE | |
| AIRFRAME | ***** (As described in item 1 above) ***** | | | REPAIR | ALTERATION |
| POWERPLANT | | | | | |
| PROPELLER | | | | | |
| APPLIANCE | TYPE | | | | |
| | MANUFACTURER | | | | |
| 6. CONFORMITY STATEMENT | | | | | |
| A. AGENCY'S NAME AND ADDRESS | | B. KIND OF AGENCY | | C. CERTIFICATE NO. | |
| Radio Ranch, Inc.
11658 W. Judson Road
Polo, IL 61064 | | U.S. CERTIFICATED MECHANIC | | 3763 | |
| | | FOREIGN CERTIFICATED MECHANIC | | | |
| | | ☒ CERTIFICATED REPAIR STATION | | | |
| | | MANUFACTURER | | | |
| D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge. | | | | | |
| DATE
September 16, 1987 | | SIGNATURE OF AUTHORIZED INDIVIDUAL
Ronald R. Hammer | | | |
| 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 DESIGNATE | REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | | |
| DATE OF APPROVAL OR REJECTION
09/16/87 | | CERTIFICATE OR DESIGNATION NO.
3763 | SIGNATURE OF AUTHORIZED INDIVIDUAL
Ronald R. Hammer | | |

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.) 09/16/87 Tach indicates 3659.04 Hr. Installed S-Tec Corporation Yaw Damper System, Model ST-072 per STC SA6090SW-D. END.....

☐ ADDITIONAL SHEETS ARE ATTACHED

AUG 27 1987

| 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
AGL - GADD 3 | |
| 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 | V35 |
| | SERIAL NO. | D-8148 | | NATIONALITY AND REGISTRATION MARK | N1048C |
| 2. OWNER | NAME (As shown on registration certificate) | | | ADDRESS (As shown on registration certificate) | |
| | Klein Thomas C. | | | P.O. Box 295
Ozark, Illinois 61051 | |
| 3. FOR FAA USE ONLY | | | | | |
| 4. UNIT IDENTIFICATION | | | | | |
| UNIT | MAKE | MODEL | SERIAL NO. | 5. TYPE | |
| AIRFRAME | (As described in item 1 above) | | | REPAIR | ALTERATION |
| POWERPLANT | | | | | |
| PROPELLER | | | | | |
| APPLIANCE | TYPE | | | | |
| | MANUFACTURER | | | | |
| 6. CONFORMITY STATEMENT | | | | | |
| A. AGENCY'S NAME AND ADDRESS | | | B. KIND OF AGENCY | | C. CERTIFICATE NO. |
| Gordon W. Rutt
1116 Beech Drive
Dixon, Illinois 61021 | | | ☒ U.S. CERTIFICATED MECHANIC
☐ FOREIGN CERTIFICATED MECHANIC
☐ CERTIFICATED REPAIR STATION
☐ MANUFACTURER | | ASP 303528 |
| 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
August 27, 1987 | | | SIGNATURE OF AUTHORIZED INDIVIDUAL
Gordon W. Rutt | | |
| 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 | | CERTIFICATE OR DESIGNATION NO. | SIGNATURE OF AUTHORIZED INDIVIDUAL | | |
| 8/27/87 | | IA 303528 | Gordon W. Rutt | | |

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 right & left hand cockpit side windows in accordance with Beryl D'Shannon Aviation Specialties Inc. STC SA2970WR. Installed single piece sloped windshield in accordance with Beryl D'Shannon Aviation Specialties Inc. STC SA997SO. Beryl D'Shannon Installation instruction and Drawing List DLS-1301 dated 2/7/75 revised 3/12/85 and installation instructions and Drawing List B19000 dated 11/9/79 revised 9/10/81 were used as an acceptable guide. M.D.

☒ ADDITIONAL SHEETS ARE ATTACHED

| DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION | | | | Form Approved
Budget Bureau No. 04-8000-1 | |
|--|---|--|--|--|--------------------|
| 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 thereto) for instructions and disposition of this form. | | | | | |
| 1. AIRCRAFT | MAKE
Beechcraft | | MODEL
V-35B | | |
| | SERIAL NO.
08138 | | NATIONALITY AND REGISTRATION MARK
USA N104TC | | |
| 2. OWNER | NAME (As shown on registration certificate)
Elein, Thomas G. | | ADDRESS (As shown on registration certificate)
P.O. Box 295
Oregon, IL 61061 | | |
| | | | | | |
| 3. FOR FAA USE ONLY | | | | | |
| | | | | | |
| 4. UNIT IDENTIFICATION | | | | | |
| UNIT | MAKE | MODEL | SERIAL NO. | 5. TYPE | |
| AIRFRAME | (As described in item 1 above) | | | REPAIR | ALTERATION |
| POWERPLANT | | | | | |
| PROPELLER | | | | | |
| APPLIANCE | TYPE | | | | |
| | MANUFACTURER | | | | |
| 6. CONFORMITY STATEMENT | | | | | |
| A. AGENCY'S NAME AND ADDRESS | | | B. KIND OF AGENCY | | C. CERTIFICATE NO. |
| Radio Ranch, Inc.
11653 W. Judson Road
Polk, IL 61064 | | | ☐ U.S. CERTIFICATED MECHANIC | | 3763 |
| | | | ☐ FOREIGN CERTIFICATED MECHANIC | | |
| | | | ☒ CERTIFICATED REPAIR STATION | | |
| | | | ☐ MANUFACTURER | | |
| D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge. | | | | | |
| DATE
December 10, 1986 | | | SIGNATURE OF AUTHORIZED INDIVIDUAL
Gene L. Klock <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 | MANUFACTURER | INSPECTION AUTHORIZATION
OTHER (Specify) | | |
| | FAA DESIGNEE | REPAIR STATION | | | |
| DATE OF APPROVAL OR REJECTION
12/10/86 | | CERTIFICATE OR DESIGNATION NO.
3763 | SIGNATURE OF AUTHORIZED INDIVIDUAL
Gene L. Klock <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.) 12/10/86 Tach indicated 3599.37 hrs. Installed ARNAV R15B Loran C s/n 50517 using manufacturers instructions and AC43.13-1A, AC 43.13-2A and AC 20-121 as a guide. Tests prove that the unit does not interfere with the normal operation of other equipment installed in the aircraft. The unit is also not adversely effected by operation of other equipment in the aircraft and is functioning properly and safely. It operates in accordance with the manufacturer specifications, and complies with applicable portions of AC 90-45A for VFR Enroute operations. The unit is mounted in plain sight of the pilot and can be conveniently reached for programming and switching. It is not interfaced with other aircraft systems such as HSI's, Flight Directors or EFIS displays etc. A placard in plain view of the pilot indicates that the "Loran C is not approved for IFR." Necessary 337, log book entries, weight and balance and equipment list revisions were performed. Necessary Operator and Flight manuals were placed with aircraft records. 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 in type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-2 for instructions and description of this form. | | | | OFFICE IDENTIFICATION
(in block) | |
| 1. AIRCRAFT | | MAKE
Boeing | MODEL
737-350 | NATIONALITY AND REGISTRATION MARK
USA N1047C | |
| 2. OWNER | | NAME (As shown on registration certificate)
Klein, Richard D. | | ADDRESS (As shown on registration certificate)
P.O. Box 29
Orlando, FL 32801 | |
| 3. FOR FAA USE ONLY | | | | | |
| 4. UNIT IDENTIFICATION | | | | | |
| UNIT | MAKE | MODEL | SERIAL NO. | 5. TYPE | |
| AIRFRAME | (As described in item 1 above) | | | REPAIR | ALTERATION |
| POWERPLANT | | | | | X |
| PROPELLER | | | | | |
| APPLIANCE | | | | | |
| A. AGENCY NAME AND ADDRESS | | | | B. CERT. OF AGENCY | |
| Radio Ranch, Inc.
11450 W. Juniper Road
Mesa, IL 61264 | | | | U.S. CERTIFICATED MECHANIC
FOREIGN CERTIFICATED MECHANIC
X CERTIFICATED REPAIR STATION
MANUFACTURER | |
| C. CERTIFICATE NO. | | | | 3763 | |
| D. I certify that the repair and/or alteration made to the unit(s) described 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. | | | | SIGNATURE OF AUTHORIZED INDIVIDUAL
Gene L. Klock | |
| DATE
December 10, 1986 | | | | | |
| 7. APPROVAL FOR RETURN TO SERVICE | | | | | |
| Pursuant to the authority given persons specified below, the unit described in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED | | | | | |
| BY | FAA AT STANDARDS INSPECTOR | MANUFACTURER | INSPECTION AUTHORIZATION | OTHER (Specify) | |
| | FAA DESIGNATE | REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | | |
| DATE OF APPROVAL OR REJECTION
11/10/86 | | CERTIFICATE OR DESIGNATION NO.
3763 | | SIGNATURE OF AUTHORIZED INDIVIDUAL
Gene L. Klock | |

OLD V

VOID

VOID

VOID

1077-4052 30 JUN 66

Verified by Operator #45

Form Approved
Budget Bureau No. 04-R058.2

| FEDERAL AVIATION AGENCY
APPLICATION FOR AIRWORTHINESS CERTIFICATE
(FAR 23) | | | | INSTRUCTIONS: Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use reverse side. | |
|---|--|--------------------------------|--|---|--|
| I. AIRCRAFT DESCRIPTION | 1. REGISTRATION MARK
N5940S | 2. AIRCRAFT MAKE
BEECHCRAFT | 3. AIRCRAFT MODEL DESIGNATION
V-35 | FAA CODING
1151538 | |
| | 4. AIRCRAFT SERIAL NO.
D-2148 | 5. ENGINE MAKE
Continental | 6. ENGINE MODEL DESIGNATION
IO-520-B | 170 32 | |
| | 7. NO. OF ENGINES
1 | 8. PROPELLER MAKE
Hartzell | 9. PROPELLER MODEL DESIGNATION
PHC-A3VF-4 | 10. YR. AIRC. MANUFACTURED
1966 | |
| | | | | | |
| II. CERTIFICATION REQUESTED | A. APPLICATION IS HEREBY MADE FOR: | | | | |
| | ☒ ORIGINAL CERTIFICATE—AIRCRAFT IS ☒ NEW ☐ USED ☐ IMPORT
☐ AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE
☐ OTHER (Specify) | | | | |
| | B. AIRWORTHINESS CLASSIFICATION (For multiple certification, check appropriate items) | | | | |
| | ☒ STANDARD (Indicate category) ☐ NORMAL ☒ UTILITY ☐ ACROBATIC ☐ TRANSPORT
☐ LIMITED | | | | |
| | ☐ RESTRICTED (Indicate operation(s) to be conducted) ☐ 1 AGRICULTURE & PEST CONTROL ☐ 2 AERIAL SURVEYING ☐ 3 AERIAL ADVERTISING
☐ 4 FOREST (Wild life conservation) ☐ 5 PATROLLING ☐ 6 WEATHER CONTROL
☐ OTHER (Specify) | | | | |
| | ☐ EXPERIMENTAL (Indicate operation(s) to be conducted) ☐ 1 RESEARCH AND DEVELOPMENT ☐ 2 AMATEUR BUILT ☐ 3 EXHIBITION
☐ 4 RACING ☐ 5 TO SHOW COMPLIANCE WITH FAR
☐ 6 PROVISIONAL (Indicate class) ☐ 1 CLASS I ☐ 2 CLASS II ☐ 3 CLASS III | | | | |
| | 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 | | |
| | B. AIRCRAFT CERTIFICATION BASIS | | | | |
| | ☒ AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Rev. No.) 3A15, Rev. pend. Model V-35
☐ 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 ☐ TOTAL AIRFRAME HOURS RECORDED ☐ FAA CODING
☐ RECORDS MAINTAINED IN COMPLIANCE WITH FAR 91.173 | | | | | |
| I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Agency in accordance with section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the classification(s) requested. | | | | | |
| DATE OF APPLICATION April 22, 1966 NAME AND TITLE (Print or type) C. W. Myers - Leadman Final & Flight Inspection SIGNATURE [Signature] | | | | | |
| IV. INSPECTION AGENCY VERIFICATION | IN ACCORDANCE WITH FAR 21.183, THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: | | | | |
| | ☐ 2 CERTIFICATED AIR CARRIER (Give Certificate No.) ☐ 3 CERTIFICATED MECHANIC (IA) (Give Certificate No.) ☐ 6 CERTIFICATED DOMESTIC REPAIR STATION (Give Certificate No.)
☐ 5 AIRCRAFT MANUFACTURER (Give name of firm) | | | | |
| | FAA CODING 4 | | | | |
| | DATE TITLE SIGNATURE | | | | |
| V. AIRWORTHINESS DOCUMENTATION | A. CURRENT OPERATING LIMITATIONS AVAILABLE IN AIRCRAFT ☒ G. THIS INSPECTION RECORDED IN AIRCRAFT RECORDS | | | | |
| | B. CURRENT OPERATING LIMITATIONS ATTACHED ☐ H. STATEMENT OF CONFORMITY, FAA FORM 317 (Attach when required) | | | | |
| | ☒ C. CURRENT APPROVED FLIGHT MANUAL AVAILABLE IN AIRCRAFT ☐ I. PREVIOUS AIRWORTHINESS CERTIFICATE ISSUED IN ACCORDANCE WITH FAR _____ CAR _____ (Orig. attached)
☒ D. DATA, DRAWINGS, PHOTOGRAPHS, ETC. (Attach when required)
☒ E. CURRENT WEIGHT & BALANCE INFORMATION AVAILABLE IN AIRCRAFT ☐ J. AIRWORTHINESS CERTIFICATE ISSUED IN ACCORDANCE WITH FAR 21.183 (a) (Copy attached)
☐ 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 04-66 April 22, 1966 | | DESIGNATION NO. 0-32 DOA CE-2 | | OFFICE NO. SIGNATURE [Signature] Chester A. Remleske BEECH AIRCRAFT CORPORATION | |

FAA AIRCRAFT REGISTRY

CAMERA NO. 2 DATE: 2-13-81

WERO

UNITED STATES OF AMERICA — FEDERAL AVIATION AGENCY

STANDARD AIRWORTHINESS CERTIFICATE

| | | | |
|--|---|---|-------------------------------|
| 1. NATIONALITY AND
REGISTRATION MARKS
N5940S | 2. MANUFACTURER AND MODEL
BEECHCRAFT V-35 | 3. AIRCRAFT
NUMBER
78-8148 | 4. CATEGORY
Utility |
| 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.
None. | | | |
| 6. TERMS AND CONDITIONS
Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventive maintenance, and alterations are performed in accordance with Part 23, 25, and 26 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States. | | | |
| DATE OF ISSUANCE
April 22, 1966 | | DESIGNATION NUMBER
DOA CE-2 | |
| FAA REPRESENTATIVE
Chester A. [Signature]
BEECH AIRCRAFT CORPORATION | | | |

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

FAA Form 1362 (7-65)

0082-040-8000 (8100)

FAA AIRCRAFT REGISTRY

CAMERA NO. 2 DATE: 2-13-81

ENTERED