



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

AGL-FSDD-GL15

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 N5126C	Serial No. D-2411	
	Make Hawker Beechcraft Corporation	Model B35	Series
2. Owner	Name (As shown on registration certificate) Eric Ulmer		
	Address (As shown on registration certificate) Address 3648 Woody Ln.		
	City	Hopkins	State MN.
	Zip	55305	Country U.S.A

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.

7/15/2011

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

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name	Scotchman Aviation Service	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	Manufacturer
Address	6200 Zane Ave. N.		<input type="checkbox"/> Foreign Certificated Mechanic
City	Brooklyn Park State MN.	<input type="checkbox"/> Certificated Repair Station	2661552
Zip	55429 Country U.S.A	<input type="checkbox"/> 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 <input checked="" type="checkbox"/>	Signature/Date of Authorized Individual	07/15/2011
---	---	------------

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	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)

Certificate or Designation No. 2661552	Signature/Date of Authorized Individual
	07/15/2011

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.)

N5126C

Nationality and Registration Mark

07/15/2011

Date

Removed rear seats and rear armrests, fabricated platform using 1 1/4" wood screws 6" apart as per AC 43.13-1B Chapter 1 sec 1 from 1"X8" set 12" on center and covered with 1/4" birch plywood. Installed one forward and one aft of rear spar, installed 1/4" birch plywood to secure platform. Installed Turtle-Pac Collapsible Non-Vented Ferry Tank M/N 66XTS/N 35011 as per manufactures instruction checklist Secured aft tank straps to baggage hold down rings using 3/16 d-rings, 3/8 d-rings on tank straps and Cambuckle straps securing tank to cargo tie downs as per AC 43.13-2A Chapter 12. Secured side tank straps to rear armrest attach points using 2024-T3 .125 3/4X5" straps using AN3-10A bolts, NAS1149CO363C washers and NAS77-3-23 bushings as per AC 43.13-1B Chapter 7. Secured front tank straps using 7X19ss .125 cable, Mil-I-631D 1/4" tubing on tank straps and nicopress 2B-3-M as per AC 43.13-1B Chapter 7 Sec 8. Secured front cable to inboard seat back mount bolts using 3/16 d-rings, replaced seat back bolt with AN4-22A and washer AN970-4 as per 43.13-1B Chapter 7. Installed fitting AN822-6D on bottom of tank and fabricated 303-6 hose, used existing hole in rear front seat access panel and installed MS35489-20 grommet. Attached hose to AN815-6D union under pilots seat, fabricated line from 5052-O .375X.035 tubing and installed using MS35489-10 grommet in existing hole in front spar. Removed Plug from fuel selector valve P/N 35-924065 and installed AN832-6D fitting to plumb tubing as per AC 43.13-1B Sec 2. Install placard on fuel selector valve forward position to read aux tank. Checked static loads as per AC 43.13-2A Chapter 1. Instructions for continued airworthiness are found in AC 43.13-1B Sec 2 and manufactures checklist. Updated weight and balance.

Instructions for Continued Airworthiness:

1. Introduction: See above.
2. Description: See above.
3. Control, Operational information: Operation of the equipment listed is described in thier respective operating guides.
4. Servicing Information: Refer to respective operating guides.
5. Maintenance Instructions: Refer to respective operating guides.
6. Troubleshooting Information: Refer to respective operating guides.
7. Removal and Replacement Information: All components listed above can be removed and replaced with common tools and practices.
8. Diagrams: Refer to Turtle-Pac Ferry Tank Instructions.
9. Special Inspection Requirements: N/A
10. Application of Protective Treatments: N/A
11. Data Relative to Structural Fastners: N/A
12. List of Special Tools: N/A
13. For Commuter Category Aircraft: N/A
14. Recommended Overhaul Periods: N/A
15. Airworthiness Limitation Section: N/A
16. Revisions: A letter will be submitted to the local FSDO with a copy of the revised FAA Form 337 and revised ICA.

End

 Additional Sheets Are Attached



U.S. Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43, Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. 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 Raytheon	Model B35
	Serial No. D-2411	Nationality and Registration Mark N5126C
2. Owner	Name (As shown on registration certificate) Eric Ulmer	Address (As shown on registration certificate) 3820 Columbus Ave Minneapolis, MN 55407

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.
Ronald G. Olsen 1765 Budd Ave Maple Plain, MN 55359	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	474723603
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> Manufacturer	

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

Date 11/16/2006	Signature of Authorized Individual
--------------------	--

7. Approval for Return To Service

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

BY	FAA Flt. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 11/16/2006		Certificate or Designation No. 474723603	Signature of Authorized Individual 		

NOTICE

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

8. Description of Work Accomplished

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

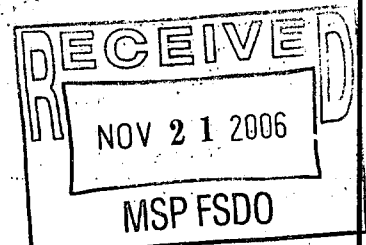
November 16, 2006

N5126C Beechcraft Bonanza B35 S/N D-2411

Install Cleveland 6.00-6 Wheels and Brakes Conversion Kit 199-49, in accordance with STC SA11GL, Installation Drawing 50-28 Revision F dated 8/29/1994, and Insallation Manual IM199-49 Revision B dated 12/15/1994. Weight and balance updated.

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

Additional Sheets Are Attached



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

Number SA11GL

This certificate, issued to Aircraft Wheel and Brake Division
Parker Hannifin Corporation
1160 Center Road
Avon, Ohio 44011

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 3 of the Civil Air Regulations and Part 03 of the Civil Air Regulations.

Original Product — Type Certificate Number A-777, 3A15
Make: Beechcraft
Model: 35, A35, B35, C35, D35, E35, F35, G35, 35R, 35-33, 35-A33, 35-B33, 35-C33, 35-C33A, E33, E33A, E33C, F33, F33A, F33C, G33, H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, 36, A36

Description of Type Design Change:

Install Cleveland 6.00-6 Wheels and Brakes Conversion Kit 199-49, Rev B, dated September 2, 1987, in accordance with Cleveland Installation Drawing 50-28, Rev E, dated September 2, 1987 and Installation Manual 199-49, Rev A, dated September 2, 1987, or later FAA approved revision.

Limitations and Conditions:

This approval should not be extended to other airplanes of this model that incorporate any other previously approved modification, unless it is determined that the interrelationship between this change and any other previously approved modification will introduce no adverse effect on the airworthiness of these airplanes.

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: October 4, 1972

Date issued: July 23, 1974, October 28, 1980

Date of issuance: December 11, 1972

Date amended: December 28, 1973; September 23, 1974; May 20, 1985; September 2, 1987



By direction of the Administrator

C. L. Smalley

for W. F. Horn (Signature)

Manager, Chicago Aircraft Certification Office
ACE-115C, Central Region

(Title)

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

This certificate may be transferred in accordance with FAR 21.47.

RECEIVED
NOV 21 2006
MSP FSDO



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

Form Approved
OMB No. 2120-0020
For FAA Use Only
Office Identification
MSP FSDO GL15 *JKZ*

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$ 1000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make BEECH	Model B35
	Serial No. D-2411	Nationality and Registration Mark N5126C
2. Owner	Name (As shown on registration certificate) Eric Ulmer	Address (As shown on registration certificate) 3820 Columbus Ave. Minneapolis, MN 55407 USA

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.
APR 03 2006 *Robert Landis* **MSP FSDO**

DATE APR 03 2006 FAA INSPECTOR Robert Landis

4. Unit Identification

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type			<div style="border: 2px solid black; padding: 5px; text-align: center;"> RECEIVED APR 11 2006 MSP FSDO </div>	
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address Park Rapids Avionics 301 Airport Road Suite 1 Park Rapids, MN 56470 K15R981Y	B. Kind of Agency <input type="checkbox"/> U. S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. CRS # K15R981Y
--	---	--

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>4-6-2006</i>	Signature of Authorized Individual
-------------------------	--

7. Approval for Return to Service

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

BY	FAA Fit. Standards Inspector	<input type="checkbox"/>	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/>	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <i>4-6-2006</i>		Certificate or Designation No. K15R981Y		Signature of Authorized Individual 	

NOTICE

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

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

Mar-30-2006 N5126C BEECH B35 D-2411

Installed the following equipment:

- a. Kenwood TM 700D FM Transceiver
- b. Commant CI-292-3 FM Antenna

Installed equipment in accordance with AC 43.13-2A chapters 3,11 and 2 sections 21,22,23,25 and 27, AC-25-10, and reference to AC 43.13-1B chapters 4,7,11 and 12.

The continuous electrical load does not exceed 80% of the total generators capacity.

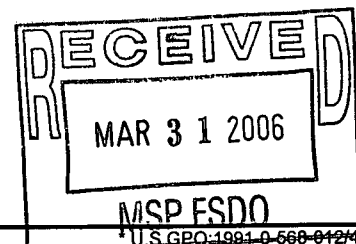
All equipment was functional tested per manufactures installation manuals and interference tested with existing systems.

Computed new weight and balance and updated equipment list.

Instruction for continued airworthiness:

1. Introduction: See sheet 1.
2. Description: See sheet 1.
3. Control, Operation information: Operation of the equipment listed on sheet 1 is described in their respective operating guides.
4. Servicing Information: N/A
5. Maintenance Instructions: Maintenance of the equipment listed an sheet 1 is "on condition" only. Periodic maintenance is of this equipment is not required.
6. Trouble shooting information: Trouble shooting this equipment should only be accomplished by an appropriately rated, FAA approved individual or facility.
7. Removal and Replacement Information: All components listed on sheet 1 can be removed and replaced with common tools and practices.
8. Diagrams: N/A
9. Special Inspection Requirements: N/A
10. Application of Protective Treatments: N/A
11. Data Relative to Structural Fasteners: N/A
12. List of Special Tools: N/A
13. For Commuter Aircraft: N/A
14. Recommended Overhaul Periods: N/A
15. Airworthiness Limitation Section: No additional airworthiness limitations.
16. Revisions: N/A

ADDITIONAL SHEETS ARE ATTACHED





U.S. Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

MSP FSDO GL15 *LR*

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$ 1000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make BEECH	Model B35
	Serial No. D-2411	Nationality and Registration Mark N5126C
2. Owner	Name (As shown on registration certificate) Eric Ulmer	Address (As shown on registration certificate) 3820 Columbus Ave. Minneapolis, MN 55407 USA

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.

MAR 09 2006

DATE

FAA INSPECTOR

Robert L. Landis

MSP FSDO

4. Unit Identification

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 Park Rapids Avionics 301 Airport Road Suite 1 Park Rapids, MN 56470 K15R981Y	B. Kind of Agency <input type="checkbox"/> U. S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. CRS # K15R981Y
---	---	---

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 3-18-2006	Signature of Authorized Individual
--------------------------	--

7. Approval for Return to Service

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

BY	FAA Fit. Standards Inspector		Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/>	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 3-18-2006		Certificate or Designation No. K15R981Y		Signature of Authorized Individual 	

NOTICE

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

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

Mar-06-2006 N5126C BEECH B35 D-2411

Removed the following equipment:

- a. Terra TX 760D Comm
- b. Terra TN 200D Nav
- c. TKM MX11 Comm
- d. PS Engineering PM1000 Intercom
- e. Apollo Loran

Installed the following equipment:

- a. Garmin GMA-340 Audiopanel/Intercom p/n 011-00401-10
- b. Garmin GNS 430 Nav/Com/GPS p/n 011-00280-10
- c. Garmin GA-56 GPS Antenna p/n 011-00134-00
- d. Century NSD-360 HSI p/n 52D136-1333
- e. Garmin AT SL-40 Com p/n 430-6040-203

Installed all equipment in accordance with manufactures installation manuals Garmin p/n 190-00140-02 Rev. Q, p/n 190-00149-01 Rev. L, p/n 190-00094-00 Rev. F, Century Flight Systems Bulletin #734, UPSAT p/n 560-0956-02.

Installed equipment in accordance with AC 43.13-2A chapters 3,11 and 2 sections 21,22,23,25 and 27, and reference to AC 43.13-1B chapters 4,7,11 and 12.

The continuous electrical load does not exceed 80% of the total generator capacity.

All equipment was functional tested per manufactures installation manuals and interference tested with existing systems.

The GNS-430 system is TSO'd and as installed and tested, meets the requirements of AC 20-138A for IFR flight. The GNS-430 was STC'd by Garmin STC# SA00705WI (Similar Installation).

A copy of the GNS-430 FAA approved flight manual supplement dated 3-9-06 has been added to the FAA approved flight manual.

Computed new weight and balance and updated equipment list.

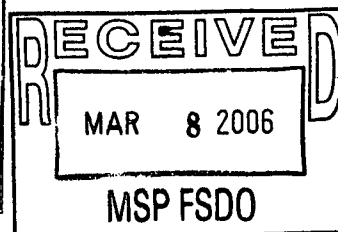
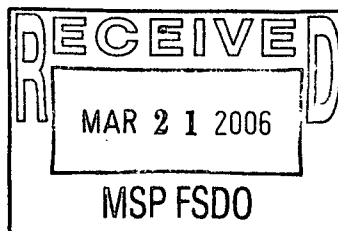
ICAs see sheet # 2.

Following approval for return to service by completion of Section 7 of this FAA form 337, a flight operational check is required to confirm that all systems operate normally, safely, and in accordance with manufacturer's specifications and the functional flight evaluation requirements of AC 20-138A, paragraph 7c(1)(iv).

Flight Check Satisfactory 

Signature Certificate Number 477-96-8836

Date of Flight Check 3-18-2006



ADDITIONAL SHEETS ARE ATTACHED

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.)*

Mar-06-2006 N5126C BEECH B35 D-2411

Instruction for continued airworthiness:

1. Introduction: See sheet 1.
2. Description: See sheet 1.
3. Control, Operation information: Operation of the equipment listed on sheet 1 is described in their respective operating guides.
4. Servicing Information: N/A
5. Maintenance Instructions: Maintenance of the equipment listed on sheet 1 is "on condition" only. Periodic maintenance of this equipment is not required.
6. Trouble shooting information: Trouble shooting this equipment should only be accomplished by an appropriately rated, FAA approved individual or facility.
7. Removal and Replacement Information: All components listed on sheet 1 can be removed and replaced with common tools and practices.
8. Diagrams: N/A
9. Special Inspection Requirements: N/A
10. Application of Protective Treatments: N/A
11. Data Relative to Structural Fasteners: N/A
12. List of Special Tools: N/A
13. For Commuter Aircraft: N/A
14. Recommended Overhaul Periods: N/A
15. Airworthiness Limitation Section: Refer to the FAA approved flight manual supplements for the GNS 430 limitations.
16. Revisions: N/A

ADDITIONAL SHEETS ARE ATTACHED

RECEIVED
MAR 21 2006
MSP FSDO

RECEIVED
MAR 8 2006
MSP FSDO

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

MSP FSDO 6215 LRL

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$ 1000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make BEECH	Model B35
	Serial No. D-2411	Nationality and Registration Mark N5126C
2. Owner	Name (As shown on registration certificate) Eric Ulmer	Address (As shown on registration certificate) 3820 Columbus Ave. Minneapolis, MN 55407 USA

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 Park Rapids Avionics 301 Airport Road Suite 1 Park Rapids, MN 56470 K15R981Y	B. Kind of Agency <input type="checkbox"/> U. S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. CRS # K15R981Y
--	---	---

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 18-March-2006	Signature of Authorized Individual
------------------------------	--

7. Approval for Return to Service

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

BY	FAA Fit. Standards Inspector		Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/>	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 18-March-2006		Certificate or Designation No. K15R981Y		Signature of Authorized Individual 	

NOTICE

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

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

Mar-18-2006 N5126C BEECH B35 D-2411

Removed the following equipment:

a. T&B

Installed the following equipment:

- a. S-tec System 30 T&B programmer/computer p/n 01260-0-0-14
- b. S-tec System 30 pitch computer p/n 01261-8-14
- c. S-tec Altitude Transducer p/n 0111
- d. S-tec pitch servo p/n 0107-P4
- e. S-tec roll servo p/n 0105-R2
- f. S-tec ST-901 GPSS Converter p/n 03976
- g. S-tec ST-901 GPSS Switch p/n 03975

Installed all equipment in accordance with manufactures installation manuals S-tec p/n ST-757.

Installed equipment in accordance with AC 43.13-2A chapters 11 and 2 sections 21,22,23,25 and 27, and reference to AC 43.13-1B chapters 4,7,11 and 12.

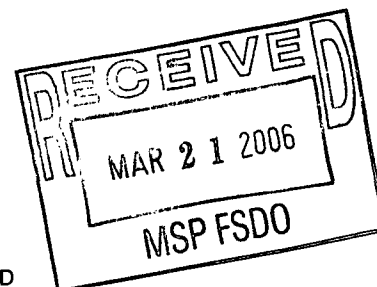
Install all equipment per S-tec STC's # SA09313AC-D.

The continuous electrical load does not exceed 80% of the total alternator capacity.

All equipment was functional tested per manufactures installation manuals and interference tested with existing systems.

Computed new weight and balance and updated equipment list.

ICAs see attached sheets.



ADDITIONAL SHEETS ARE ATTACHED

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.)

Mar-18-2006 N5126C BEECH B35 D-2411

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

S-TEC System 20/30, 30 ALT, 40/50, 55, 60-1, 60-2, PSS, 65 Autopilots and Yaw Damper/Trim Systems

1. Introduction

This modification was performed on Beech models 35, A35, B35, C35, D35, E35, F35, and G35. The following information, in conjunction with the STC Installation Bulletin (S-TEC P/N) 857, Master Drawing List 921052, dated 12-01-97 and AFM Supplement(s) 891602, 891603, 891604, 891605, 891606, and 891607, dated 12-05-97 provide adequate guidance to determine that these systems are airworthy.

2. Description

This STC involves the installation of an S-TEC flight control system (System 20/30, 30ALT, 40/50, 60-1, 60-2, PSS, 65 Autopilot and/or Yaw Damper/Trim Systems).

The installation may include one or all of the following installations:

- Roll Servo
- Pitch Servo
- Trim Servo (elevator)
- Yaw Servo
- Panel or remotely mounted pitch/roll/yaw computers
- Panel mounted controllers, indicators, switches, and breakers
- Barometric pressure transducer/static source
- Flap motion sensor

Servo installations utilize aluminum bracketry to secure the servos to the airframe. Attachment to the aircraft primary flight controls and trim systems is accomplished through cable, push-rod, and/or chain assemblies. Installation data for all components listed in the STC are included in the Installation Bulletin 857. Approved interconnections to navigation systems and heading systems are detailed in the Bulletin as well.

3. Controls, Operation Information

Operation of Autopilot system is described in the FAA approved flight manual supplement(s) 891602, 891603, 891604, 891605, 891606, and 891607, dated 12-05-97. Specialized controls, annunciation, operation and interpretation are covered in this required document.

4. Servicing Information

All servicing of items included in this STC must be accomplished by approved S-TEC dealers using S-TEC Dealer Maintenance Manuals and S-TEC Test Equipment. Locations and access to the components installed under this STC are described and depicted in the installation drawings and Installation Manual. Removal and replacement of components should be determined by functional checks indicated in the AFM Supplement and the Ground Checks and Flight Adjustment section of the Installation Bulletin for Model ST-757.

5. Maintenance Instructions

Condition and/or airworthiness inspections required under FAR Part 43, or other FAA approved programs, should include several items regarding the S-TEC autopilot System installed in the aircraft.

ADDITIONAL SHEETS ARE ATTACHED

RECEIVED
MAR 21 2006
MSP FSDO

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.)

Mar-18-2006 N5126C BEECH B35 D-2411

1. Perform functional checks indicated in the AFM Supplement and the Ground Checks and Flight Adjustment section of the Installation Manual (S-TEC P/N) ST-757.
2. Component installations should be checked against Installation Bulletin (S-TEC P/N) 857 to confirm integrity and condition.
3. In servo installations utilizing bridle cables, tension should be verified against values indicated on the Roll/Pitch/Trim/Yaw Servo Installation drawing(s) (found in the Bulletin Master Drawing List) 921052, dated 12-01-97. Check for frayed or misaligned bridle cables and excess wear or looseness of any associated idler pulleys.
4. Servo installations utilizing push-rod or chain actuation should be inspected for condition.

6. Trouble Shooting Information

Trouble-shooting this equipment should only be accomplished by authorized S-TEC Dealers with required test equipment and service data. System function should be determined through functional checks indicated in the AFM Supplement(s) 891602, 891603, 891604, 891605, 891606, and 891607, dated 12-05-97 and the Ground Checks and Flight Adjustment section of Installation Manual ST-757.

7. Removal and Replacement Information

All components can be removed with common tools and practices. Installation of components required for this alteration must be in accordance with the approved data contained in the Installation Bulletin (S-TEC P/N) 857.

8. Diagrams

See Installation Bulletin (S-TEC P/N) 857.

9. Special Inspection

N/A

10. Application of Protective Treatments

Servos, transducers, flap position sensors should be removed prior to application of corrosion (or other) treatments. Panel mounted components should not be exposed to these treatments.

11. Structural Fasteners

See parts list in the Installation Bulletin (S-TEC P/N) 857 for TSO, PMA, and standard hardware information.

12. Special Tools

N/A

13. The following additional information is being supplied (required for Commuter category airplanes):

Electrical loads are described in the Component Weights and Current Drain section of the Installation Bulletin (S-TEC P/N) 857.

14. Overhaul Time Limitations

N/A

15. Airworthiness Limitations

Limitations are listed in the Limitations Section of AFM Supplement(s) 891602, 891603, 891604, 891605, 891606, and 891607, dated 12-05-97

ADDITIONAL SHEETS ARE ATTACHED

RECEIVED
MAR 21 2006
MSP FSDO

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.)

Mar-18-2006 N5126C BEECH B35 D-2411

16. Revisions

The S-TEC Service Letter/Bulletin program will be utilized to inform aircraft operators of significant changes to this ICA. Contact S-TEC Corporation at 1-800-USA-STEC.

ADDITIONAL SHEETS ARE ATTACHED

RECEIVED
MAR 21 2006
MSP FSDO



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
GL-15 GL0

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 Raytheon	Model B35
	Serial No. D-2411	Nationality and Registration Mark N5126C
2. Owner	Name (As shown on registration certificate) Eric Ulmer	Address (As shown on registration certificate) 3820 Columbus Ave Minneapolis, MN 55407

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.
Ronald G Olsen Crystal Skyways 5800 Airport Rd Minneapolis MN 55429	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	474723603
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> Manufacturer	

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

Date 3/19/03	Signature of Authorized Individual <i>Ronald G Olsen</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 Ft. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <i>MARCH 21, 2003</i>		Certificate or Designation No. <i>319661902</i>		Signature of Authorized Individual <i>Steve CD</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.)

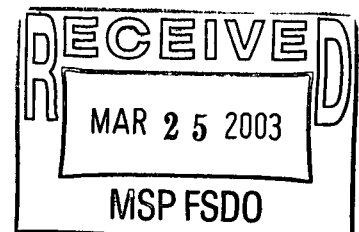
March 19, 2003

N5621C Beechcraft Bonanza B35 S/N D-2411

Installation of electric fuel pump Dukes #1194-00-1 and related components in accordance with STC SA3260WE Instructions, and Drawing C1K100-1 Dated December 2, 1975.

This installation was completed in accordance with all drawings, checklist, and instructions supplied with the components from James Aviation. Airplane Flight Manual Supplement Attached to the basic Airplane Flight Manual. Aircraft Weight and Balance updated.

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



Additional Sheets Are Attached

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

Number SA3260WE

This certificate, issued to Chester I. Keasling

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 03 of the Civil Air Regulations, effective November 13, 1945.

Original Product — Type Certificate Number: A-777

Make: Beech

Model: 35, A35, B35, C35, D35, E35, F35, G35, 35R

Description of Type Design Change: Installation of electric driven fuel pump in accordance with sealed Chester I. Keasling Electric Auxiliary Fuel Pump System Installation Instructions No. CLK-100-1 dated December 2, 1975.

Chester I. Keasling FAA Approved Airplane Flight Manual Supplement dated SEP 8 1976 is required.

Serial NO. D2411

Registration NO. N5126C

Limitations and Conditions: The approval of this change in type design applies to the basic aircraft of the specified models that are otherwise unmodified. This approval should not be extended to other aircraft of these models on which other previously approved modifications are incorporated unless it is determined that the interrelationship between this change and any of those other previously approved modifications will introduce no adverse effect upon the airworthiness of that aircraft.

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: December 2, 1975

Date reissued:

Date of issuance: SEP 8 1976

Date amended:



By direction of the Administrator

JR Johnson
(Signature)

Chief, Aircraft Modification Branch
(Title)

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

This certificate may be transferred in accordance with FAR 21.47.



US Department
of Transportation

Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

66-15 660

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

1. Aircraft	Make Beechcraft	Model B35
	Serial No. D-2411	Nationality and Registration Mark US N5126C
2. Owner	Name (As shown on registration certificate) Eric Ulmer	Address (As shown on registration certificate) 3820 Columbus Ave Minneapolis, MN 55407

3. For FAA Use Only

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~				
POWERPLANT	Continental	E-185-11	20428-D-0-8		X
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address Brandon VanDeWeire 5543 Maryland Ave N New Hope MN 55428	B. Kind of Agency	C. Certificate No. 477904635
	<input checked="" type="checkbox"/> U.S. Certified Mechanic	
	<input type="checkbox"/> Foreign Certified Mechanic	
	<input type="checkbox"/> Certificated Repair Station	
<input type="checkbox"/> Manufacturer		

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

Date Dec. 30, 2002	Signature of Authorized Individual <i>Brandon VanDeWeire</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	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 1/16/03	Certificate or Designation No. 477706044	Signature of Authorized Individual <i>René Johnson</i>
---	--	---

NOTICE

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

B. Description of Work Accomplished

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

30 December 2002

N5126C Beechcraft Bonanza B35 S/N D-2411

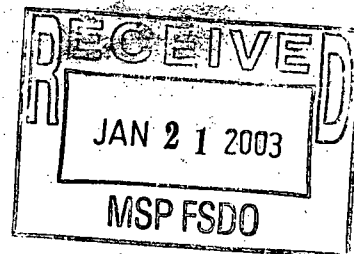
Installed STC SE296CH for use of slick 6377 and 6379 magnetos on E-185 series engines.

Slick 6377 magneto conversion kit installed in accordance with with above STC's.

Updated aircraft weight and balance.

Magneto Conversion weight change -.6lbs

— END —



Additional Sheets Are Attached



US Department of Transportation

Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

GL-15 GLO

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

1. Aircraft	Make Beechcraft	Model B35
	Serial No. D-2411	Nationality and Registration Mark US N5126C
2. Owner	Name (As shown on registration certificate) Eric Ulmer	Address (As shown on registration certificate) 3820 Columbus Ave Minneapolis, MN 55407

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 Brandon VanDeVeire 5543 Maryland Ave N New Hope MN 55428	B. Kind of Agency		C. Certificate No. 477904635	
	<input checked="" type="checkbox"/>	U.S. Certified Mechanic		
	<input type="checkbox"/>	Foreign Certified Mechanic		
	<input type="checkbox"/>	Certificated Repair Station		
			<input type="checkbox"/>	Manufacturer

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

Date Dec. 30, 2002	Signature of Authorized Individual Brandon VanDeVeire
------------------------------	---

7. Approval for Return to Service

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

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

Date of Approval or Rejection 1/16/03	Certificate or Designation No. 477706044	Signature of Authorized Individual Manuel [Signature]
---	--	---

NOTICE

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

B. Description of Work Accomplished

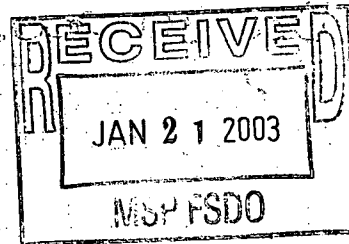
(If more space is required, attach additional sheets, identify with aircraft nationality and registration mark and date work accomplished.)

30 December 2002

N5126C Beechcraft Bonanza B35 S/N D-2411

✓ Installed STC SA593CH (use of Unison SlickStart Magneto booster system in Beechcraft/Raytheon B35 aircraft).
Installed Unison SlickSTART magneto booster system in accordance with above STC instructions.
Updated Aircraft Weight and Balance.

--END--



Additional Sheets Are Attached



US Department
of Transportation

Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

GL-15 *GLD*

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

1. Aircraft	Make BeechCraft	Model B35
	Serial No. D-2411	Nationality and Registration Mark US N5126C
2. Owner	Name (As shown on registration certificate) Eric Ulmer	Address (As shown on registration certificate) 3820 Columbus Ave Minneapolis, MN 55407

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	Continental	E-185-11	20428-D-0-8		X
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
<i>Brandon VanDeVeer</i> 5543 Maryland Ave N New Hope MN 55428	<input checked="" type="checkbox"/> U.S. Certified Mechanic	477904635
	<input type="checkbox"/> Foreign Certified Mechanic	
	<input type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> Manufacturer	

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

Date Dec 30, 2002	Signature of Authorized Individual <i>Brandon VanDeVeer</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	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 1/16/03	Certificate or Designation No. 477904635	Signature of Authorized Individual <i>Michael J. [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.

B. Description of Work Accomplished

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

Date: 30 December 2002

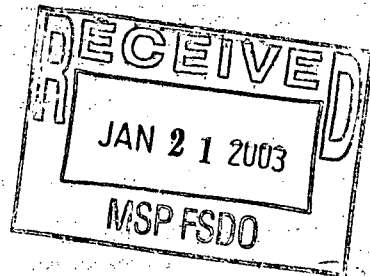
N5126C Beechcraft Bonanza B35 S/N D-2411

Installed STC SE693GL(airframe) and STC SA799GL(engine) for use of auto fuel (EAA STC).
Placards installed adjacent to each fuel filler neck. Supplement to flight manual placed in Aircraft Flight Manual.

Fuel must conform to ASTM spec D-4814/D-439 and must not contain alcohol.

All work accomplished in accordance with the above STC's.
No changes to weight and balance. Equipment list revised.

-- END --



RECEIVED

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
CF-01: 22B



US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance) - 4 2002

ACE DCU-FSDO
APPROVED

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and 14 CFR 43.11 (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 CRAFT	Model B-35
	Serial No. D-2411	Nationality and Registration Mark N-5126C
2. Owner	Name (As shown on registration certificate) NICK'S INC	Address (As shown on registration certificate) 301 BROADWAY Red OAK TOWN 51566

3. For FAA Use Only

4. Unit Identification

5. Type

Unit	Make	Model	Serial No.	Repair	Alteration	
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~					
POWERPLANT						
PROPELLER						
APPLIANCE	Type AIR SPEED	AW 234	8831		X	
	Manufacturer U.S. GAUGE					

6. Conformity Statement

A. Agency's Name and Address Century Instrument Corp 4440 Southeast Boulevard Wichita KS 67210 USA	B. Kind of Agency <input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. TJ2R189L
--	--	---------------------------------------

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 2-15-02	Signature of Authorized Individual <i>Connie Riddle</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 Fil. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 2-15-02	Certificate or Designation No. TJ2R189L	Signature of Authorized Individual <i>Connie Riddle</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.)

ALTERED AIRSPEED DIAL TO FLIGHT MANUAL BEECHCRAFT
BONANZA A35 AND B35. AIRSPEED PART NUMBER AW2 3/4 AND
SERIAL NUMBER 8831.

AIRSPEED RANGE MARKINGS

WHITE ARC: 56-105 MPH FULL FLAP OPERATING RANGE

GREEN ARC: 67-160 MPH NORMAL OPERATING RANGE

YELLOW ARC: 160-202 MPH OPERATE WITH CAUTION ONLY IN SMOOTH AIR

RED LINE: 202 MPH MAXIMUM SPEED FOR ALL OPERATIONS

END

Additional Sheets Are Attached

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

FOR FAA USE ONLY

OFFICE IDENTIFICATION
CE-01 *JD*

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>BEFCH</i>	MODEL <i>B-35</i>
	SERIAL NO. <i>D-2411</i>	NATIONALITY AND REGISTRATION MARK <i>N5126C</i>
2. OWNER	NAME (As shown on registration certificate) <i>NICK'S INC.</i>	ADDRESS (As shown on registration certificate) <i>301 BROADWAY RED OAK IOWA 51560</i>

3. FOR FAA USE ONLY

RECEIVED

DEC 28 2000

ACE-FSDD-61
DES MOINES, IOWA

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 <i>HERMAN HILDRETH 2024 NE 118th ANKENY IOWA 50021</i>	B. KIND OF AGENCY <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	C. CERTIFICATE NO. <i>AP1798967</i>
--	--	--

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

DATE <i>12-19-00</i>	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Herman Hildreth</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	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION <input type="checkbox"/> CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		

DATE OF APPROVAL OR REJECTION <i>12-19-00</i>	CERTIFICATE OR DESIGNATION NO. <i>IA1798967</i>	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Herman Hildreth</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.)

N5126C . 12-19-00

INSTALLED LEFT HAND PILOT WINDOW
IN ACCORDANCE WITH STC #SA 2858 WE

INSTALLED SPEED-SLOPED WINDSHIELD
IN ACCORDANCE WITH STC #SA 99750

INSTALLED FIBERGLASS AIR SCOPES IN
ACCORDANCE WITH STC #SA 83850

The END

ADDITIONAL SHEETS ARE ATTACHED

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE	Beechcraft		MODEL	B-35
	SERIAL NO.	D-2411		NATIONALITY AND REGISTRATION MARK	N5126C
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	Johnson, Glen E & Evelyn I.			317 Lawndale Dr. Omaha, Nebraska 68134	
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.	
Frank E Borsh 7720 No 30th Street Omaha Nebraska 68112		<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		507987346	
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			
5/1/90		Frank E Borsh			
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
5/1/90		507987346	Frank E Borsh		

NOTICE

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

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

Installed a Narco AR 850 Altitude Reporter. It was mounted to the firewall access panel using #8x32 steel screws and fibre self locking nuts. Harness was made of 20 gauge copper wire and a 2 amp in-line fuse installed between bus and power line. Work was completed in accordance with AC 43.13-1A chapter 11, AC 43.13-2A Ch. 2 paragraph 22, 24, 25, The Beech Maintenance Manual and the installation manual provide by Narco Avionics Inc.

Testing is required as per FAR 91.172

— END —

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)			
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
	SERIAL NO.	D-2411	B-35
2. OWNER	NAME (As shown on registration certificate)		NATIONALITY AND REGISTRATION MARK
	Johnson, Glen E. & Evelyn I.		N5126C
		ADDRESS (As shown on registration certificate)	
		7317 Lawndale Dr. Omaha, Nebraska 68134	
3. FOR FAA USE ONLY			
4. UNIT IDENTIFICATION			
UNIT	MAKE	MODEL	SERIAL NO.
AIRFRAME	***** (As described in item 1 above) *****		
POWERPLANT	RECEIVED		
PROPELLER	JAN 31 1990 RECEIVED		
APPLIANCE	TYPE	LINCOLN, NE FSDO	
	MANUFACTURER	LINCOLN, NE FSDO	
5. TYPE			
		REPAIR	ALTERATION
			XX
6. CONFORMITY STATEMENT			
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY	
Frank E. Borsh 7720 N. 30th St. Omaha, Ne. 68112		<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	
		C. CERTIFICATE NO.	
		507987346 A&P	
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	
1/16/90		Frank Borsh	
7. APPROVAL FOR RETURN TO SERVICE			
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED			
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT
DATE OF APPROVAL OR REJECTION		SIGNATURE OF AUTHORIZED INDIVIDUAL	
1/16/90		Frank Borsh	
		CERTIFICATE OR DESIGNATION NO.	
		A507987346	

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 wing tip fuel tanks in accordance with Beryl D'Shannon STC SA153EA
New weight and balance was computed. This STC allows a maximum gross weight
increase of 200 pounds for takeoff and landing.

----- END -----

ADDITIONAL SHEETS ARE ATTACHED

JUL 17

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form Approved. Budget Bureau No. 41-R041.5.	
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT		INSTRUCTIONS Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.	
1. TYPE OF APPLICATION (Check which)			
<input type="checkbox"/> ORIGINAL ISSUANCE OF CERTIFICATE <input checked="" type="checkbox"/> ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE <input type="checkbox"/> AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE		<input type="checkbox"/> RECERTIFICATION UNDER THE PROVISIONS OF CAR 8 <input type="checkbox"/> MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8 <input type="checkbox"/>	
2. AIRWORTHINESS CLASSIFICATION (Check appropriate item(s)) It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following air- worthiness classification(s):			
<input checked="" type="checkbox"/> STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES) <input type="checkbox"/> LIMITED (SEE CAR 9) <input type="checkbox"/> RESTRICTED (SEE CAR 8) (Check the restricted special purpose operation(s) to be conducted)			
<input type="checkbox"/> AGRICULTURAL AND PEST CONTROL <input type="checkbox"/> AERIAL ADVERTISING <input type="checkbox"/> AERIAL SURVEYING <input type="checkbox"/> GLIDER TOWING		<input type="checkbox"/> PATROLLING <input type="checkbox"/> FOREST AND WILDLIFE CONSERVATION <input type="checkbox"/> WEATHER CONTROL <input type="checkbox"/> OTHER	
<input type="checkbox"/> EXPERIMENTAL (Check the type of experimental operation(s) to be conducted)			
<input type="checkbox"/> RESEARCH AND DEVELOPMENT <input type="checkbox"/> AMATEUR-BUILT <input type="checkbox"/> DEMONSTRATION		<input type="checkbox"/> RACING <input type="checkbox"/> EXHIBITION <input type="checkbox"/> OTHER	
3. AIRCRAFT IDENTIFICATION (Complete all items)			
a. AIRCRAFT MAKE BEECHCRAFT ✓		b. AIRCRAFT MODEL B035 ✓	c. AIRCRAFT SERIAL NO. D-2411 ✓
d. ENGINE MAKE CONTINENTAL ✓		e. ENGINE MODEL E-185-8 ✓	
4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)			
a. REGISTERED OWNER'S FULL NAME THEODORE E. WAISLEY ✓		b. PERMANENT MAILING ADDRESS 3111 GRUBB ROAD ✓ ERIE, PA. ✓	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK N-5126C ✓
5. AIRCRAFT OWNER'S CERTIFICATION (Check and complete appropriate item) I hereby certify that I am the registered owner (or his agent) of the aircraft identified in Item 3 above which is registered* with the Civil Aeronautics Administration as required by the Regulations of the Administrator, Part 501 or 502 and when operated displays the following evidence of registration:			
a. <input checked="" type="checkbox"/> CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A). DATE OF ISSUE 2-2-56			
b. <input type="checkbox"/> APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B). FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON _____ (DATE)			
c. <input type="checkbox"/> DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED _____			
<small>*In order to be eligible for registration an aircraft must be owned by a citizen of the United States, as defined by Section 1 (13) of the Civil Aeronautics Act of 1938, as amended.</small>			
ATTACHMENTS (Check which) <input checked="" type="checkbox"/> ACA-319 <input type="checkbox"/> WEIGHT AND BALANCE REPORT <input type="checkbox"/> ACA-337 <input type="checkbox"/> DATA, DRAWINGS, ETC. <input type="checkbox"/> ACA-317 <input type="checkbox"/> UNAPPROVED DEVIATION DATA		C. L. McMiller (SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT) 6-30-56 (DATE) AGENT (TITLE)	

12-31-6

50

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

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

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

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS
- a. AIRCRAFT SPECIFICATION NO. A-777 THROUGH SHEET REVISION NO. 36
 - b. AIRCRAFT LISTING PAGE NO. _____
 - c. AIRWORTHINESS DIRECTIVE SUMMARY 1956 THROUGH CARD NO. 56-12
(YEAR)
 - d. CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS
- a. AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
 - b. COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
 - c. AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 758.00 HOURS
 - d. ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

SERIAL NO. <u>20428-D-028</u>	TOTAL HOURS <u>758.00</u>
SERIAL NO. _____	TOTAL HOURS _____
SERIAL NO. _____	TOTAL HOURS _____
SERIAL NO. _____	TOTAL HOURS _____

3. PREVIOUS INSPECTION RECORD (INSPECTION RECORDED ON FORM ACA-319)
- a. LAST AIRWORTHINESS INSPECTION CONDUCTED 6-20-56 (DATE)
 - BY AIRCRAFT MANUFACTURER
 - BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
 - BY MECHANIC, CERTIFICATE NO. 7164
 - PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED
- a. OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
 - b. CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
 - c. CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
 - d. CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
 - e. THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
 - f. CERTIFICATE OF AIRWORTHINESS, FORM ACA-136Z, ISSUED TO EXPIRE 6-30-57 (DATE)
 - g. PREVIOUS FORM ACA-136Z WAS ISSUED TO EXPIRE 6-18-56 (DATE)
- BY R. W. PALMER (NAME OF ISSUING REPRESENTATIVE) 3561 (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

The aircraft described on the reverse has been inspected under the authority accorded certificated repair station No. _____ by CAR 52 and was found to be:

AIRWORTHY
 UNAIRWORTHY

(REPAIR STATION AUTHORIZED SIGNATURE) (DATE)

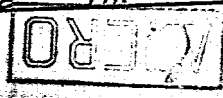
6. CAA REPRESENTATIVE CERTIFICATION

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

DESIGNEE'S SIGNATURE <u>Earl J. Darius</u>	DESIGNATION NO. <u>174</u>	DATE <u>6-30-56</u>	<input checked="" type="checkbox"/> ACCEPTED <input type="checkbox"/> REINSPECTED <input type="checkbox"/> SPOT CHECKED
AVIATION SAFETY AGENT'S SIGNATURE <u>William F. Burt</u>	CAI DESIGNATION NO. <u>ASDO 11</u>	DATE <u>9-13-62</u>	

ATTACHMENT 1.0. 6-18-56

Base ERIE PA.



50

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT		Form Approved. Budget Bureau No. 41-R041.5. INSTRUCTIONS Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.
1. TYPE OF APPLICATION (Check which) a. <input type="checkbox"/> ORIGINAL ISSUANCE OF CERTIFICATE b. <input checked="" type="checkbox"/> ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE c. <input type="checkbox"/> AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE d. <input type="checkbox"/> RECERTIFICATION UNDER THE PROVISIONS OF CAR 8 e. <input type="checkbox"/> MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8 f. <input type="checkbox"/>		
2. AIRWORTHINESS CLASSIFICATION (Check appropriate item(s)) It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following air- worthiness classification(s): a. <input checked="" type="checkbox"/> STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES) b. <input type="checkbox"/> LIMITED (SEE CAR 9) c. <input type="checkbox"/> RESTRICTED (SEE CAR 8) (Check the restricted special purpose operation(s) to be conducted) <input type="checkbox"/> AGRICULTURAL AND PEST CONTROL <input type="checkbox"/> AERIAL ADVERTISING <input type="checkbox"/> AERIAL SURVEYING <input type="checkbox"/> GLIDER TOWING <input type="checkbox"/> PATROLLING <input type="checkbox"/> FOREST AND WILDLIFE CONSERVATION <input type="checkbox"/> WEATHER CONTROL <input type="checkbox"/> OTHER d. <input type="checkbox"/> EXPERIMENTAL (Check the type of experimental operation(s) to be conducted) <input type="checkbox"/> RESEARCH AND DEVELOPMENT <input type="checkbox"/> AMATEUR-BUILT <input type="checkbox"/> DEMONSTRATION <input type="checkbox"/> RACING <input type="checkbox"/> EXHIBITION <input type="checkbox"/> OTHER		
3. AIRCRAFT IDENTIFICATION (Complete all items)		
a. AIRCRAFT MAKE Beechcraft	b. AIRCRAFT MODEL B35	c. AIRCRAFT SERIAL NO. D-2411
d. ENGINE MAKE Continental	e. ENGINE MODEL E-185-8	
4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)		
a. REGISTERED OWNER'S FULL NAME Wade H. Kepner	b. PERMANENT MAILING ADDRESS 1308 Chapline Street Wheeling W. Va.	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK N-51260
5. AIRCRAFT OWNER'S CERTIFICATION (Check and complete appropriate item) I hereby certify that I am the registered owner (or his agent) of the aircraft identified in Item 3 above which is registered* with the Civil Aeronautics Administration as required by the Regulations of the Administrator, Part 501 or 502 and when operated displays the following evidence of registration: a. <input checked="" type="checkbox"/> CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A). DATE OF ISSUE <u>August 25, 1952</u> b. <input type="checkbox"/> APPLICATION FOR REGISTRATION, FORM ACA-500 (PART-B). FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON _____ (DATE) c. <input type="checkbox"/> DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED _____		
*In order to be eligible for registration an aircraft must be owned by a citizen of the United States, as defined by Section 1 (13) of the Civil Aeronautics Act of 1938, as amended.		
ATTACHMENTS (Check which) <input checked="" type="checkbox"/> ACA-319 <input type="checkbox"/> WEIGHT AND BALANCE REPORT <input type="checkbox"/> ACA-337 <input type="checkbox"/> DATA, DRAWINGS, ETC. <input type="checkbox"/> ACA-377 <input type="checkbox"/> UNAPPROVED DEVIATION DATA		<i>Richard A. Hodner</i> (SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT) June 13, 1955 Agent (DATE) (TITLE)

7-115

JUN 24 1955

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

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

The aircraft described in Item 3 on the reverse of this form has been inspected and found to conform to the following:

(Check and complete applicable items)

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

- a. AIRCRAFT SPECIFICATION NO. 777 THROUGH SHEET REVISION NO. 31
- b. AIRCRAFT LISTING PAGE NO. _____
- c. AIRWORTHINESS DIRECTIVE SUMMARY 1955 THROUGH CARD NO. 12
(YEAR)
- d. CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

- a. AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
- b. COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
- c. AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 486 HOURS
- d. ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

SERIAL NO. <u>20428-D-0-8</u>	TOTAL HOURS <u>486</u>
SERIAL NO. _____	TOTAL HOURS _____
SERIAL NO. _____	TOTAL HOURS _____
SERIAL NO. _____	TOTAL HOURS _____

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

- a. LAST AIRWORTHINESS INSPECTION CONDUCTED June 13, 1955 (DATE)
 - BY AIRCRAFT MANUFACTURER
 - BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
 - BY MECHANIC, CERTIFICATE NO. Roscoe W. Geisman A&E 1202168
- b. PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER.

RECEIVED
 JUL 13 9 11 AM '55
 ADMIN. & RECORDS BRANCH
 W-300

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

- a. OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
- b. CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
- c. CURRENT APPROVED AIRPLANE-FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
- d. CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
- e. THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
- f. CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE JUNE 13, 1956 (DATE)
- g. PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE March 30, 1956 (DATE)
 BY Roy W. Palmer (NAME OF ISSUING REPRESENTATIVE) 3561 (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

The aircraft described on the reverse has been inspected under the authority accorded certificated repair station No. _____ by CAR 52 and was found to be:

- AIRWORTHY
- UNAIRWORTHY

(REPAIR STATION AUTHORIZED SIGNATURE) (DATE)

6. CAA REPRESENTATIVE CERTIFICATION

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

DESIGNEE'S SIGNATURE <u>Roy W. Palmer</u>	DESIGNATION NO. <u>3561</u>	DATE <u>6-13-55</u>	<input checked="" type="checkbox"/> ACCEPTED <input type="checkbox"/> REINSPECTED <input type="checkbox"/> SPOT CHECKED
AVIATION SAFETY AGENT'S SIGNATURE <u>R. W. Palmer</u>	CAA DESIGNATION NO. <u>NY-257M-6</u>	DATE <u>6/13/55</u>	

ATTACHMENT

Reg. 1 NY
ASDO 6

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved. Budget Bureau No. 41-B041.6

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

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

1. TYPE OF APPLICATION (Check which)

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

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

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

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

3. AIRCRAFT IDENTIFICATION (Complete all items)

a. AIRCRAFT MAKE Beechcraft	b. AIRCRAFT MODEL B-35	c. AIRCRAFT SERIAL NO. D-2411
d. ENGINE MAKE Continental	e. ENGINE MODEL E-185-8	

4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)

a. REGISTERED OWNER'S FULL NAME Wade H. Kepner	b. PERMANENT MAILING ADDRESS 1308 Chapline St. Wheeling W. Va.	c. AIRCRAFT NATIONALITY - AND REGISTRATION MARK N- 51260
---	--	--

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

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

- a. CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A), DATE OF ISSUE August 25, 1952
- b. APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B), FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON _____ (DATE)
- c. DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED _____

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

ATTACHMENTS (Check which)

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

Clair Davis
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)
March 30, 1955 (DATE) Agent (TITLE)

6-20-55
Job

APR 6 1955

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

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

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

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

- a. AIRCRAFT SPECIFICATION NO. 777 THROUGH SHEET REVISION NO. 30
- b. AIRCRAFT LISTING PAGE NO. _____
- c. AIRWORTHINESS DIRECTIVE SUMMARY 1955 THROUGH CARD NO. 6
- d. CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

- a. AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
- b. COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
- c. AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 470 HOURS
- d. ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

SERIAL NO. <u>20428-D-0-8</u>	TOTAL HOURS <u>470</u>
SERIAL NO. _____	TOTAL HOURS _____
SERIAL NO. _____	TOTAL HOURS _____
SERIAL NO. _____	TOTAL HOURS _____

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

- a. LAST AIRWORTHINESS INSPECTION CONDUCTED March 30, 1955 (DATE)
 BY AIRCRAFT MANUFACTURER
 BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
 BY MECHANIC, CERTIFICATE NO. Roscoe Gaisman A&E1202168
- b. PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

RECEIVED
MAY 25 9 13 AM '55
AIRCRAFT RECORDS DIVISION
W-330

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

- a. OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
- b. CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
- c. CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
- d. CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
- e. THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
- f. CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE March 30, 1956 (DATE)
- g. PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE June 28, 1955 (DATE)
 BY S. J. Leone (NAME OF ISSUING REPRESENTATIVE) 1427 (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

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

6. CAA REPRESENTATIVE CERTIFICATION

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

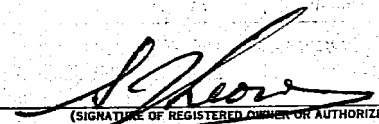
DESIGNEE'S SIGNATURE <u>Roy W. Palmer</u>	DESIGNATION NO. <u>3561</u>	DATE <u>3-30-55</u>	<input checked="" type="checkbox"/> ACCEPTED <input type="checkbox"/> REINSPECTED <input checked="" type="checkbox"/> NOT CHECKED
AVIATION SAFETY AGENT'S SIGNATURE <u>S. J. Leone</u>	CAA DESIGNATION NO. <u>NY-V57M-6</u>	DATE <u>April 15, 1955</u>	

ATTACHMENT

Reg. 1 NY
ASDO 6

CCAF

9

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form Approved. Budget Bureau No. 41-R041.5	
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT		INSTRUCTIONS Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.	
1. TYPE OF APPLICATION (Check which)			
<input type="checkbox"/> ORIGINAL ISSUANCE OF CERTIFICATE <input checked="" type="checkbox"/> ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE <input type="checkbox"/> AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE		<input type="checkbox"/> RECERTIFICATION UNDER THE PROVISIONS OF CAR 8 <input type="checkbox"/> MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8 <input type="checkbox"/>	
2. AIRWORTHINESS CLASSIFICATION (Check appropriate item(s)) It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following airworthiness classification(s):			
<input checked="" type="checkbox"/> STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES) <input type="checkbox"/> LIMITED (SEE CAR 9) <input type="checkbox"/> RESTRICTED (SEE CAR 8) (Check the restricted special purpose operation(s) to be conducted)		<input type="checkbox"/> PATROLLING <input type="checkbox"/> FOREST AND WILDLIFE CONSERVATION <input type="checkbox"/> WEATHER CONTROL <input type="checkbox"/> OTHER	
<input type="checkbox"/> EXPERIMENTAL (Check the type of experimental operation(s) to be conducted)		<input type="checkbox"/> RACING <input type="checkbox"/> EXHIBITION <input type="checkbox"/> OTHER	
<input type="checkbox"/> AGRICULTURAL AND PEST CONTROL <input type="checkbox"/> AERIAL ADVERTISING <input type="checkbox"/> AERIAL SURVEYING <input type="checkbox"/> GLIDER TOWING			
3. AIRCRAFT IDENTIFICATION (Complete all items)			
a. AIRCRAFT MAKE Beechcraft		b. AIRCRAFT MODEL B-35	c. AIRCRAFT SERIAL NO. D-2411
d. ENGINE MAKE Continental		e. ENGINE MODEL E-185-8	
4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)			
a. REGISTERED OWNER'S FULL NAME Wade H. Kepner		b. PERMANENT MAILING ADDRESS 1308 Chapline St. Wheeling, W. Va.	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK N- 51260
5. AIRCRAFT OWNER'S CERTIFICATION (Check and complete appropriate item)			
I hereby certify that I am the registered owner (or his agent) of the aircraft identified in Item 3 above which is registered* with the Civil Aeronautics Administration as required by the Regulations of the Administrator, Part 501 or 502 and when operated displays the following evidence of registration:			
<input checked="" type="checkbox"/> CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A), DATE OF ISSUE <u>8-25-52</u>			
<input type="checkbox"/> APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B), FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON _____ (DATE)			
<input type="checkbox"/> DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED _____			
*In order to be eligible for registration an aircraft must be owned by a citizen of the United States, as defined by Section 1 (13) of the Civil Aeronautics Act of 1938, as amended.			
ATTACHMENTS (Check which)		 (SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)	
<input checked="" type="checkbox"/> ACA-319 <input type="checkbox"/> WEIGHT AND BALANCE REPORT <input type="checkbox"/> ACA-337 <input type="checkbox"/> DATA, DRAWINGS, ETC. <input type="checkbox"/> ACA-317 <input type="checkbox"/> UNAPPROVED DEVIATION DATA		<u>6-28-54</u> (DATE)	
		<u>agent</u> (TITLE)	

see 8-10-4

JK

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

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

The aircraft described in Item 3 on the reverse of this form has been inspected and found to conform to the following:

(Check and complete applicable items)

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

- a. AIRCRAFT SPECIFICATION NO. 777 THROUGH SHEET REVISION NO. 26
- b. AIRCRAFT LISTING PAGE NO. _____
- c. AIRWORTHINESS DIRECTIVE SUMMARY 1954 THROUGH CARD NO. 13
(YEAR)
- d. CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

- a. AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
- b. COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
- c. AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 368.9 HOURS
- d. ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

SERIAL NO. <u>20428-D-0-B</u>	TOTAL HOURS <u>368.9</u>
SERIAL NO. _____	TOTAL HOURS _____
SERIAL NO. _____	TOTAL HOURS _____
SERIAL NO. _____	TOTAL HOURS _____

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

- a. LAST AIRWORTHINESS INSPECTION CONDUCTED 6-28-54 (DATE)
 - BY AIRCRAFT MANUFACTURER
 - BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
 - BY MECHANIC, CERTIFICATE NO. A. & E. 765172
- b. PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

- a. OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
 - b. CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
 - c. CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
 - d. CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
 - e. THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
 - f. CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE 6-28-55 (DATE)
 - g. PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE 6-9-54 (DATE)
- BY S. J. Leone (NAME OF ISSUING REPRESENTATIVE) 1427 (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

The aircraft described on the reverse has been inspected under the authority accorded certificated repair station No. _____ by CAR 52 and was found to be:

AIRWORTHY
 UNAIRWORTHY

(REPAIR STATION AUTHORIZED SIGNATURE) (DATE)

6. CAA REPRESENTATIVE CERTIFICATION

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

DESIGNEE'S SIGNATURE <u>S. J. Leone</u>	DESIGNATION NO. <u>1427</u>	DATE <u>6-28-54</u>	<input checked="" type="checkbox"/> ACCEPTED <input type="checkbox"/> REINSPECTED <input type="checkbox"/> SPOT CHECKED
AVIATION SAFETY AGENT'S SIGNATURE <u>R. D. Dwyell</u>	CAA DESIGNATION NO. <u>NY-257-17</u>	DATE <u>6-29-54</u>	

ATTACHMENT

RECEIVED
JUL 1 1 03 PM '54
ADMIN. & RECORDS BRANCH
W-300

13 0

Serial D-2411
N5126C Standard
June 30, 1953

LOADING CHART

NOTE: It is the responsibility of the airplane owner and the pilot to insure that the airplane is loaded properly. The Empty Weight, Empty Weight C.G., and Useful Load are noted below for this airplane as delivered from the factory. This Loading Chart applies only to this Empty Weight and Empty Weight C.G.

Empty Weight 1728 Empty Weight Center of Gravity 78.2 Useful Load 922

ONE OCCUPANT - FULL OIL				FOUR OCCUPANTS - FULL OIL			
Maximum Fuel Gallons	Weight on Front Seat Pounds	Maximum Baggage Pounds		Maximum Fuel Gallons	Weight on Front Seat Pounds	Weight on Rear Seat Pounds	Maximum Baggage Pounds
Full	150	265		Full	300	300	65
	to			340		25	
	200			380		0	
TWO OCCUPANTS - FULL OIL				THREE OCCUPANTS - FULL OIL			
Maximum Fuel Gallons	Weight on Front Seat Pounds	Weight on Rear Seat Pounds	Maximum Baggage Pounds	Maximum Fuel Gallons	Weight on Front Seat Pounds	Weight on Rear Seat Pounds	Maximum Baggage Pounds
Full	150	150	180	34	340	300	55
	to	170	170	33		340	25
	200	190	155	30		380	0
Full	300	0	250	27	380	400	0
	340			29		300	45
	380			28		340	15
Full	400	0	250	23	400	380	0
	37			26		300	45
	32			25		340	10
29	20	380	0				
THREE OCCUPANTS - FULL OIL				CARGO (REAR SEAT REMOVED) FULL OIL			
Maximum Fuel Gallons	Weight on Front Seat Pounds	Weight on Rear Seat Pounds	Maximum Baggage Pounds	Maximum Fuel Gallons	Weight on Front Seat Pounds	Forward Cargo Pounds	Aft Cargo Pounds
Full	150 to 200	300	90	Full	150	85	270
	150 to 200	340	65		160		
	150 to 200	380	40		170		
	150 to 200	400	25		180		
Full	300	150	170	190	200	72	0
		170	160	300			
		190	145	320			
		200	140	340			
36	340	150	165	36	380	60	
		170	155	33			
		190	140	31			
		200	135	28			
31	380	150	160	*Minimum Cargo that must be carried and it must be in Aft Cargo Compartment. NOTE: The Cargo Loadings do not apply if empty weight and empty weight C.G. includes Auxiliary Fuel Tank.			
		170	145				
		190	135				
		200	125				
28	400	150	155				
		170	145				
		190	130				
		200	125				

Occupant weight includes parachute weight when worn.

With Auxiliary Fuel Tank installed, maximum baggage aft of tank is 160 pounds and maximum auxiliary fuel and baggage combined is 250 pounds, except as noted above. Deduct weight of auxiliary fuel from baggage compartment weight for individual loading. Fuel weighs 6 pounds per gallon.

When equipment is changed that involves a change in Empty Weight or Empty Weight Center of Gravity, a new Loading Chart will be mailed upon request. Send new Empty Weight and new Empty Weight Center of Gravity to Beech Aircraft Corporation, Wichita, Kansas.

RECEIVED

JUL 15 11 29 AM '53

ADMIN. & RECORDS BRANCH
W-300

Table with multiple columns and rows, containing faint text and numbers. The text is mostly illegible due to fading and low resolution. Some visible fragments include "1000", "1100", "1200", "1300", "1400", "1500", "1600", "1700", "1800", "1900", "2000", "2100", "2200", "2300", "2400", "2500", "2600", "2700", "2800", "2900", "3000", "3100", "3200", "3300", "3400", "3500", "3600", "3700", "3800", "3900", "4000", "4100", "4200", "4300", "4400", "4500", "4600", "4700", "4800", "4900", "5000", "5100", "5200", "5300", "5400", "5500", "5600", "5700", "5800", "5900", "6000", "6100", "6200", "6300", "6400", "6500", "6600", "6700", "6800", "6900", "7000", "7100", "7200", "7300", "7400", "7500", "7600", "7700", "7800", "7900", "8000", "8100", "8200", "8300", "8400", "8500", "8600", "8700", "8800", "8900", "9000", "9100", "9200", "9300", "9400", "9500", "9600", "9700", "9800", "9900", "10000".

6-50

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form Approved. Budget Bureau No. 41-R041.5	
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT		INSTRUCTIONS Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.	
1. TYPE OF APPLICATION (Check which)			
<input type="checkbox"/> ORIGINAL ISSUANCE OF CERTIFICATE		<input type="checkbox"/> RECERTIFICATION UNDER THE PROVISIONS OF CAR 8	
<input checked="" type="checkbox"/> ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE		<input type="checkbox"/> MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8	
<input type="checkbox"/> AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE		<input type="checkbox"/>	
2. AIRWORTHINESS CLASSIFICATION (Check appropriate item(s)) It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following air- worthiness classification(s):			
a. <input checked="" type="checkbox"/> STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES)			
b. <input type="checkbox"/> LIMITED (SEE CAR 9)			
c. <input type="checkbox"/> RESTRICTED (SEE CAR 8) (Check the restricted special purpose operation(s) to be conducted)			
<input type="checkbox"/> AGRICULTURAL AND PEST CONTROL		<input type="checkbox"/> PATROLLING	
<input type="checkbox"/> AERIAL ADVERTISING		<input type="checkbox"/> FOREST AND WILDLIFE CONSERVATION	
<input type="checkbox"/> AERIAL SURVEYING		<input type="checkbox"/> WEATHER CONTROL	
<input type="checkbox"/> GLIDER TOWING		<input type="checkbox"/> OTHER	
d. <input type="checkbox"/> EXPERIMENTAL (Check the type of experimental operation(s) to be conducted)			
<input type="checkbox"/> RESEARCH AND DEVELOPMENT		<input type="checkbox"/> RACING	
<input type="checkbox"/> AMATEUR-BUILT		<input type="checkbox"/> EXHIBITION	
<input type="checkbox"/> DEMONSTRATION		<input type="checkbox"/> OTHER	
3. AIRCRAFT IDENTIFICATION (Complete all items)			
a. AIRCRAFT MAKE Beechcraft		b. AIRCRAFT MODEL B-35	c. AIRCRAFT SERIAL NO. D-2411
d. ENGINE MAKE Continental		e. ENGINE MODEL E-185-8	
4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)			
a. REGISTERED OWNER'S FULL NAME Wade H. Kepner		b. PERMANENT MAILING ADDRESS 1308 Chapline St. Wheeling, W. Va.	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK N- N5126C
5. AIRCRAFT OWNER'S CERTIFICATION (Check and complete appropriate item)			
I hereby certify that I am the registered owner (or his agent) of the aircraft identified in Item 3 above which is registered* with the Civil Aeronautics Administration as required by the Regulations of the Administrator, Part 501 or 502 and when operated displays the following evidence of registration:			
a. <input checked="" type="checkbox"/> CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A), DATE OF ISSUE 8-25-52			
b. <input type="checkbox"/> APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B), FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON _____ (DATE)			
c. <input type="checkbox"/> DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED _____ (DATE)			
*In order to be eligible for registration an aircraft must be owned by a citizen of the United States, as defined by Section 1 (13) of the Civil Aeronautics Act of 1938, as amended.			
ATTACHMENTS (Check which)		_____ (SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)	
<input checked="" type="checkbox"/> ACA-319		<input type="checkbox"/> WEIGHT AND BALANCE REPORT	
<input type="checkbox"/> ACA-337		<input type="checkbox"/> DATA, DRAWINGS, ETC.	
<input type="checkbox"/> ACA-317		<input type="checkbox"/> UNAPPROVED DEVIATION DATA	
		6-9-53 (DATE)	
		_____ (TITLE)	

see
6-18-53

AA

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

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

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

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

- a. AIRCRAFT SPECIFICATION NO. 777 THROUGH SHEET REVISION NO. 23
- b. AIRCRAFT LISTING PAGE NO. _____
- c. AIRWORTHINESS DIRECTIVE SUMMARY 1953 THROUGH CARD NO. 53-10
(YEAR)
- d. CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

- a. AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
- b. COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
- c. AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 268:0 HOURS
- d. ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

SERIAL NO. <u>20428-D-0-8</u>	TOTAL HOURS <u>268:0</u>
SERIAL NO. _____	TOTAL HOURS _____
SERIAL NO. _____	TOTAL HOURS _____
SERIAL NO. _____	TOTAL HOURS _____

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

- a. LAST AIRWORTHINESS INSPECTION CONDUCTED 6-9-53 (DATE)
 - BY AIRCRAFT MANUFACTURER
 - BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
 - BY MECHANIC, CERTIFICATE NO. A & E 765172
- b. PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

- a. OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
- b. CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
- c. CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
- d. CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
- e. THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
- f. CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE 6-9-54 (DATE)
- g. PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE 6-4-53 (DATE)
BY S. J. Leone (NAME OF ISSUING REPRESENTATIVE) 1427 (DESIGNATION NO.)

RECEIVED
 JUN 15 2 44 PM '53
 ADMIN. & RECORDS BRANCH
 W-300

5. CAA APPROVED REPAIR STATION CERTIFICATION

The aircraft described on the reverse has been inspected under the authority accorded certificated repair station No. _____ by CAR 52 and was found to be:

AIRWORTHY
 UNAIRWORTHY

(REPAIR STATION AUTHORIZED SIGNATURE) (DATE)

6. CAA REPRESENTATIVE CERTIFICATION

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

DESIGNEE'S SIGNATURE <u>[Signature]</u>	DESIGNATION NO. <u>1427</u>	DATE <u>6-9-53</u>	<input type="checkbox"/> ACCEPTED <input checked="" type="checkbox"/> REINSPECTED <input type="checkbox"/> SPOT CHECKED
AVIATION SAFETY AGENT'S SIGNATURE <u>[Signature]</u>	CAA DESIGNATION NO. <u>1-579-M-10</u>	DATE <u>6-9-53</u>	

ATTACHMENT

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved. Budget Bureau No. 41-R041.5.

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

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

1. TYPE OF APPLICATION (Check which)

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

6-50

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

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

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

3. AIRCRAFT IDENTIFICATION (Complete all items)

a. AIRCRAFT MAKE Beechcraft	b. AIRCRAFT MODEL B-35	c. AIRCRAFT SERIAL NO. D-2411
d. ENGINE MAKE Continental	e. ENGINE MODEL E-185-8	

4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)

a. REGISTERED OWNER'S FULL NAME F. A. Jones, Inc.	b. PERMANENT MAILING ADDRESS 685 West Main St. Rochester, New York	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK N- N5126C
---	--	--

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

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

- a. CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A). DATE OF ISSUE Aug. 18, 1950
 b. APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B). FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH,
 W-300 ON _____ (DATE)
 c. DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED _____

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

ATTACHMENTS (Check which)

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

F. Jones
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

6-4-52
(DATE)

Agent
(TITLE)

6-27-52

*am
12-11-2
FT*

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

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

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

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

- a. AIRCRAFT SPECIFICATION NO. 777 THROUGH SHEET REVISION NO. 19
- b. AIRCRAFT LISTING PAGE NO. _____
- c. AIRWORTHINESS DIRECTIVE SUMMARY 1952 THROUGH CARD NO. 52-11
(YEAR)
- d. CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

- a. AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
- b. COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
- c. AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 178:50 HOURS
- d. ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

SERIAL NO. <u>20428-D-0-8</u>	TOTAL HOURS <u>196:12</u>
SERIAL NO. _____	TOTAL HOURS _____
SERIAL NO. _____	TOTAL HOURS _____
SERIAL NO. _____	TOTAL HOURS _____

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

- a. LAST AIRWORTHINESS INSPECTION CONDUCTED 6/27/52 (DATE)
 - BY AIRCRAFT MANUFACTURER
 - BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
 - BY MECHANIC, CERTIFICATE NO. A & E 143917
- b. PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

- a. OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
 - b. CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
 - c. CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
 - d. CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
 - e. THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
 - f. CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE June 4, 1953 (DATE)
 - g. PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE June 27, 1952 (DATE)
- BY S. J. Leone (NAME OF ISSUING REPRESENTATIVE) 1427 (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

The aircraft described on the reverse has been inspected under the authority accorded certificated repair station No. _____ by CAR 52 and was found to be:

- AIRWORTHY
- UNAIRWORTHY

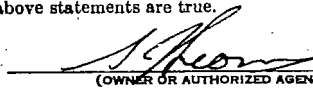

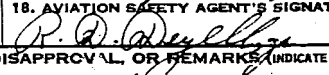
(REPAIR STATION AUTHORIZED SIGNATURE) (DATE)

6. CAA REPRESENTATIVE CERTIFICATION

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

DESIGNEE'S SIGNATURE <u>S. J. Leone</u>	DESIGNATION NO. <u>1427</u>	DATE <u>6-4-52</u>	 <input checked="" type="checkbox"/> ACCEPTED <input type="checkbox"/> REINSPECTED <input type="checkbox"/> SPOT CHECKED
AVIATION SAFETY AGENT'S SIGNATURE <u>R. D. Doyle</u>	CAA DESIGNATION NO. <u>C. a. a.</u>	DATE <u>6-6-52</u>	

ATTACHMENT

Form ACA-305 (11-49)		DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form Approved 33pt Bureau No. 41-R041.4	
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT				INSTRUCTIONS Please submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative	
1. APPLICATION (CHECK WHETHER) <input type="checkbox"/> ORIGINAL AIRWORTHINESS CERTIFICATE <input checked="" type="checkbox"/> ANNUAL INSPECTION		2. AIRWORTHINESS CLASSIFICATION <input checked="" type="checkbox"/> STANDARD <input type="checkbox"/> RESTRICTED <input type="checkbox"/> EXPERIMENTAL <input type="checkbox"/> LIMITED <input type="checkbox"/> OTHER			
AIRCRAFT					
3. MAKE Beechcraft			5. NATIONALITY AND REGISTRATION MARK N5126C (Std)		
4. MODEL B35			6. MANUFACTURER'S SERIAL NO. D-2411		
ENGINE					
7. MAKE Continental			8. MODEL E185-8		
9. OWNER'S NAME F. A. Jones, Inc.			10. (GIVE ADDRESS ONLY IF IT HAS BEEN CHANGED FROM THAT GIVEN ON YOUR CERTIFICATE OF REGISTRATION, FORM ACA-500) 685 West Main St., Rochester, N.Y.		
11. ATTACHMENTS (CHECK WHICH) <input checked="" type="checkbox"/> ACA-319 <input type="checkbox"/> WEIGHT AND BALANCE REPORT <input type="checkbox"/> ACA-337 <input type="checkbox"/> DATA, DRAWINGS, ETC. <input type="checkbox"/> ACA-317 <input type="checkbox"/> UNAPPROVED DEVIATION DATA			12. I CERTIFY that the above statements are true. <div style="text-align: right;">  (OWNER OR AUTHORIZED AGENT) Agent (TITLE) </div> 6/27/51 (DATE)		
AIRCRAFT INSPECTION REPORT (To be completed by CAA representatives)					
13. It has been determined that the aircraft described in 305 above is in conformity with the following: (CHECK AND COMPLETE APPLICABLE ITEMS)					
a. <input checked="" type="checkbox"/> AIRCRAFT SPECIFICATION NO. <u>777</u> THROUGH SHEET REVISION NO. <u>15</u> b. <input type="checkbox"/> AIRCRAFT LISTING PAGE NO. _____ c. <input checked="" type="checkbox"/> AIRWORTHINESS DIRECTIVE SUMMARY <u>1951</u> THROUGH CARD NO. <u>15</u> (YEAR) d. <input type="checkbox"/> OPERATIONS LIMITATIONS FORM ACA-309 ISSUED. e. <input type="checkbox"/> OPERATIONS LIMITATIONS FORM ACA-309 IS AVAILABLE IN AIRCRAFT. f. <input checked="" type="checkbox"/> CURRENT, APPROVED, AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT. g. <input checked="" type="checkbox"/> ALL APPLICABLE NOTES, INSTRUMENT MARKINGS, AND PLACARDS HAVE BEEN COMPLIED WITH. h. <input checked="" type="checkbox"/> CERTIFICATE OF AIRWORTHINESS FORM ACA-1352 WAS ISSUED.					
FINDINGS					
14. <input checked="" type="checkbox"/> AIRWORTHY <input type="checkbox"/> UNAIRWORTHY		15. DESIGNEE'S SIGNATURE 		16. DESIGNATION NO. 1427	
		18. AVIATION SAFETY AGENT'S SIGNATURE 		19. <input checked="" type="checkbox"/> ACCEPTED <input type="checkbox"/> REINSPECTED	
				17. DATE 6-27-51	
				20. DATE 6-27-51	
21. REASON FOR DISAPPROVAL OR REMARKS (INDICATE IF YOU HAVE USED THE REVERSE TO CONTINUE THIS OR OTHER ITEM) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					
Last Airworthiness dated 6/26/50 Last Entry in Log 6/25/51					

acw
 6/25/51
 NW

[Handwritten mark]

Aircraft	Total Time	130.30
	Since Periodic	0.0
Engine	Total Time	130.30
	Never Overhauled	
	Since Periodic	0.0

Prop - Beech Electric B200-100

DEPT OF COMMERCE
CIVIL AERONAUTICS ADM
Aug 31 1 00 PM '51
MAIL ROOM 3
WASHINGTON

F.A.A.

FEDERAL AVIATION AGENCY

Form approved
Budget Bureau No. 04-R000.

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

1. AIRCRAFT	MAKE BEECHCRAFT	MODEL B35	SERIAL NO. D2411	NATIONALITY AND REGISTRATION MARK N5126C
2. OWNER	NAME (First, middle, last) JOAQUIN COPELL		ADDRESS (Street and number, city, zone and State) EDGELEY, NORTH DAKOTA	
3. COMPLETE ONLY FOR UNIT REPAIRED OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS REGULATIONS, PART 18.				
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)
a. AIRFRAME	JUN 1963			MAJOR REPAIR MAJOR ALTERATION XX
b. POWERPLANT	The alteration identified herein complies with applicable FAA requirements and is approved only for the aircraft subject to conformity inspection by a person authorized in CAR 18.11(b).			
c. PROPELLER	JUN 1963			
d. APPLIANCE	GENERAL SAFETY DISTRICT OFFICE #7 FARGO, N. D.		Date 6-18-63	Gen. Aircraft Maint. Inspector <i>James A. Crowe</i>
4. AIRCRAFT WEIGHT AND BALANCE DATA *AFTER THE REPAIRS AND/OR ALTERATIONS DESCRIBED HEREIN WERE MADE.				
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*		USEFUL LOAD (Pounds)*
UTILITY	16 34.60	73.61		1015.40
5. CONFORMITY STATEMENT (Complete and check)				
a. AGENCY'S NAME AND ADDRESS		b. KIND OF AGENCY		c. CERTIFICATE NO.
WARDIE L. HAYDEN BOX 309 JAMESTOWN, NORTH DAKOTA		<input checked="" type="checkbox"/> U. S. Certificated Mechanic. <input type="checkbox"/> Foreign Certificated Mechanic. <input type="checkbox"/> Certificated Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)		AAB 1228967
d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.				
6/8/63 (Date repair and/or alteration completed)		<i>Wardie L. Hayden</i> (Signature of authorized individual)		
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items) Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is				
<input checked="" type="checkbox"/> APPROVED } BY <input type="checkbox"/> FAA Designee <input type="checkbox"/> Manufacturer <input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft <input type="checkbox"/> REJECTED } <input type="checkbox"/> FAA Flight Standards Inspector <input type="checkbox"/> Repair Station <input checked="" type="checkbox"/> Other (Specify) <i>Inspection Authorization</i>				
6/19/63 (Date of approval or rejection)		<i>Wardie L. Hayden AAB 1228967</i> (Signature of authorized individual; title or identification number)		
7. TO BE COMPLETED ONLY BY FAA PERSONNEL				
a. <input type="checkbox"/> Forwarded for engineering comment <input type="checkbox"/> See Attached Memorandum				
b. <input checked="" type="checkbox"/> Accepted 6/24/63 <input type="checkbox"/> Reinspected <input checked="" type="checkbox"/> Spot Checked 6/18/63				
Reg. CE GADO 7 (FAA designation number)		<i>James A. Crowe</i> (Signature Flight Standards Inspector)		

Reviewed by E. E. Dunkin, CE-GADO-7

Form FAA-237 (4-62)

AIRCRAFT REGISTRATION INSTRUCTIONS

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

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

6. DESCRIPTION OF WORK ACCOMPLISHED.

The following equipment has been removed previous to this inspection. No ACA-337 on record. A log book entry was made by a Roscoe W. Geisman dated 6-13-55.

L2 Auto Pilot - 44 lbs.

ARC 15 B. - 34.23 lbs.

Also the following equipment was installed at the above date by Roscoe W. Geisman.

LTRA 6 Radio

The LTRA6 Radio has since been removed and a Narco MK 2 has been installed. This installation appears to meet CAR requirements at this time.

Old E. W.	1716.83		129724.55
L2 Auto Pilot	- 44		5236
ARC 15 B	- 34.23		4457.75
LTRA 6	- 10	63	630
LTRA 6 Power Supply	- 10	74	740
MK 2	6	63	378
MK 2 Power Supply	10	74	740
	1634.60		119674.80

$\frac{119674.80}{1634.60} = 73.21$ New E. W. C. G.

C. G. Range Landing Gear Extended (~~83.7~~) to (84.4) at 2650 lbs.
 (~~80.0~~) to (~~85.4~~) at 2405 lbs.
 (~~75.9~~) to (~~85.4~~) at 2140 lbs. or less

Most Forward C. G.

E. W.	1634.60		119674.80
Kuel	240	75	18000
G11	18.8	36	6768
Pilot	170	85	14450
	2063.40		158892.80

$\frac{158892.80}{2063.40} = 77.00$ Most Forward C. G.

OKLAHOMA CITY, OKLA.

JUN 2 10 58 AM '55

FEDERAL AVIATION
AGENCY - AIRCRAFT
REGISTRATION BRANCH

If additional space is needed attach additional sheets bearing aircraft registration number, item mark and date work completed.
 Check block if additional sheets are attached.

120 CAA

Form ACA-387 (11-45)		DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form Approved Budget Bureau No. 41-R052.2	
REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)					
(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)					
1. AIRCRAFT	MAKE Beechcraft	MODEL B-35	SERIAL NO. D-2411	NATIONALITY AND REGISTRATION MARK N51260 (Std.)	
2. OWNER	NAME (First, middle, last) Wade H. Keyner		ADDRESS (Street and number, city, zone, and State) 1308 Chapline Street Wheeling, West Virginia		
3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED					
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	***** (As described in item 1 above) *****				X
b. PROPELLER BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				
4. AIRCRAFT This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.					
WEIGHT AND BALANCE DATA					
AFTER the repairs and/or alterations described below were made.		EMPTY WEIGHT (Pounds) 1727.83	EMPTY CENTER OF GRAVITY (Inches from datum)* 78.17	USEFUL LOAD (Pounds)* 922.17	
5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)					
<input type="checkbox"/> MANUFACTURER		<input type="checkbox"/> APPROVED REPAIR STATION NO. _____ (Specify)		<input checked="" type="checkbox"/> CERTIFIED MECHANIC	
6. AGENCY	NAME Page Airways, Inc.	ADDRESS (Street and number, city, zone, and State) P.O. Box 1132, Rochester, New York		DATE WORK ACCOMPLISHED 6/19/53	
DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)					
Removed item 1(d) propeller and installed item 1(e) new propeller purchased from Beech Aircraft Corp. completely assembled. Weight change as follows:					
		Item,	Weight	Arm	Moment
		Airplane	1716.83		135044.55
		new propeller additional weight	11.	2.	22.
		135066.44/1727.83	78.17	No. E.W.C.G.	135066.55
If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark. all					
<input type="checkbox"/> FORWARDED FOR ENGINEERING APPROVAL					
I CERTIFY that the above statements are true and correct to the best of my knowledge.					
<i>J. Sheore</i> (Signature of supervising mechanic)		AE143917 (Certificate number and rating)		6-19-53 (Date)	
TO BE COMPLETED BY CAA REPRESENTATIVES					
<input checked="" type="checkbox"/> APPROVED	DESIGNEE'S SIGNATURE <i>J. Sheore</i>		NO. 1427	DATE 6-19-53	
<input type="checkbox"/> REJECTED	CAA AGENT SIGNATURE <i>R. D. Deyell</i>		<input checked="" type="checkbox"/> ACCEPTED	DATE 7-13-53	
			<input type="checkbox"/> REINSPECTED		

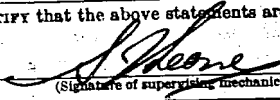
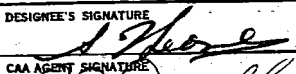
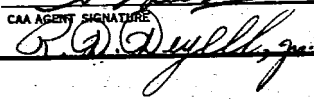
INSTRUCTIONS

1. This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine, or instrument.
2. When repairs and/or alterations are made which affect the operation limitations set forth in the Airplane Flight Manual or Form ACA-309, the aircraft shall not be returned to service until the operation limitations have been corrected by an authorized representative of the CAA.
3. Certificated mechanics must, in all cases, obtain approval of the repair and/or alteration from the CAA representative prior to returning the article to service.
4. The manufacturer of an aircraft, engine, propeller, or instrument, and a certificated repair station holding the appropriate rating may return the article to service without prior approval of an authorized CAA representative, provided the alteration and/or repair does not change any of the operation limitations.
5. Repair agencies will be guided as follows when completing this form.
 - a. For an Aircraft Repair and/or Alteration—Complete Items 1, 2, 3a, 4, 5, 6, and 7.
Mechanic—Submit to CAA representative for inspection and approval prior to returning the article to service. Upon approval, the CAA representative will return the original copy to the mechanic who should submit it to the aircraft owner.
Manufacturer or Approved Repair Station—Submit original to aircraft owner, forward copy to CAA district office or CAA agent prior to returning article to service.
 - b. For a Component Installed in an Aircraft—Complete Items 1, 2, 3 (b, c, or d, whichever is applicable), 4, 5, 6, and 7. Distribute copies as in a above.
 - c. For a Spare Component—Complete Items 3 (b, c, or d, whichever is applicable), 5, 6, and 7.
Mechanic—Submit to CAA representative for inspection and approval. When approved, retain both copies of the form with the component until installation on an aircraft. At this time Items 1, 2, and 4 must be completed by the installing agency who will distribute the forms as follows: (No further approval of CAA is required, only a log-book entry by the installing agency is necessary.) After installation, original form should be submitted to aircraft owner, and copy forwarded to the nearest CAA district office or CAA agent.
Manufacturer or Approved Repair Station—Handle same as for mechanics except that it is not necessary to submit to CAA representative for inspection or approval.

16-54010-2 U. S. GOVERNMENT PRINTING OFFICE

RECEIVED
JUL 15 11 29 AM '53
ADMIN. & RECORDS BRANCH
W-300

CAD 14 0

Form ACA-387 (11-48)		DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form Approved Budget Bureau No. 41-R082.2	
REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)					
(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)					
1. AIRCRAFT	MAKE Beechcraft	MODEL B35	SERIAL NO. D 2411	NATIONAL AIRCRAFT REGISTRATION MARK 75126C (Std)	
2. OWNER	NAME (First, middle, last) Wade H. Kepner		ADDRESS (Street, city, zone, and State) Wheeling, W. Va.		
3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED					
	UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR MAJOR ALTERATION
a. AIRCRAFT	***** (As described in item 1 above) *****				
b. PROPELLER BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				
4. AIRCRAFT WEIGHT AND BALANCE DATA					
This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.					
AFTER the repairs and/or alterations described below were made.		EMPTY WEIGHT (Pounds) 1716.83	EMPTY CENTER OF GRAVITY (Inches from datum)* 78.65	USEFUL LOAD (Pounds)* 933.17	
5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)					
<input type="checkbox"/> MANUFACTURER			<input type="checkbox"/> APPROVED REPAIR STATION NO. _____ (Specify)		<input checked="" type="checkbox"/> CERTIFIED MECHANIC
6. AGENCY	NAME Page Airways, Inc.	ADDRESS (Street, city, zone, and State) Westville Rd. Rochester, N. Y.		DATE WORK ACCOMPLISHED 11-17-52	
7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND THE ASSOCIATED CIVIL AERONAUTICS MANUAL (18))					
Installed Lear L-23 Autopilot item 407 of page 4 Aircraft Specification A-777. The installation was made according to Lear Dwg. 828611. Changed item 301 (a) to 301 (b) as required. Aircraft flight tested					
If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.					
<input type="checkbox"/> FORWARDED FOR ENGINEERING APPROVAL					
I CERTIFY that the above statements are true and correct to the best of my knowledge.					
 (Signature of supervising mechanic)		ACE 143917 (Certificate number and rating)		11-17-52 (Date)	
TO BE COMPLETED BY CAA REPRESENTATIVES					
<input checked="" type="checkbox"/> APPROVED	DESIGNEE'S SIGNATURE 		NO. 1427	DATE 11-17-52	
<input type="checkbox"/> REJECTED	CAA AGENT SIGNATURE 		<input checked="" type="checkbox"/> ACCEPTED	DATE 12-5-52	
			<input type="checkbox"/> REINSPECTED		

INSTRUCTIONS

1. This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine, or instrument.
2. When repairs and/or alterations are made which affect the operation limitations set forth in the Airplane Flight Manual or Form ACA-309, the aircraft shall not be returned to service until the operation limitations have been corrected by an authorized representative of the CAA.
3. Certificated mechanics must, in all cases, obtain approval of the repair and/or alteration from the CAA representative prior to returning the article to service.
4. The manufacturer of an aircraft, engine, propeller, or instrument, and a certificated repair station holding the appropriate rating may return the article to service without prior approval of an authorized CAA representative, provided the alteration and/or repair does not change any of the operation limitations.
5. Repair agencies will be guided as follows when completing this form.
 - a. For an Aircraft Repair and/or Alteration—Complete Items 1, 2, 3a, 4, 5, 6, and 7.
 Mechanic—Submit to CAA representative for inspection and approval prior to returning the article to service. Upon approval, the CAA representative will return the original copy to the mechanic who should submit it to the aircraft owner.
 Manufacturer or Approved Repair Station—Submit original to aircraft owner, forward copy to CAA district office or CAA agent prior to returning article to service.
 - b. For a Component Installed in an Aircraft—Complete Items 1, 2, 3 (b, c, or d, whichever is applicable), 4, 5, 6, and 7. Distribute copies as in a above.
 - c. For a Spare Component—Complete Items 3 (b, c, or d, whichever is applicable), 5, 6, and 7.
 Mechanic—Submit to CAA representative for inspection and approval. When approved, retain both copies of the form with the component until installation on an aircraft. At this time Items 1, 2, and 4 must be completed by the installing agency who will distribute the forms as follows: (No further approval of CAA is required, only a log-book entry by the installing agency is necessary.) After installation, original form should be submitted to aircraft owner, and copy forwarded to the nearest CAA district office or CAA agent.
 Manufacturer or Approved Repair Station—Handle same as for mechanics except that it is not necessary to submit to CAA representative for inspection or approval.

16-54010-2 U. S. GOVERNMENT PRINTING OFFICE

ITEM	WEIGHT	ARM	MOMENT
Airplane	1670.83	77.64	129724.55
Generator Change	2.	42.	84.
2	44.	119.	5236.
<hr/>			<hr/>
	1716.83		135044.55

235044.55/1716.83 @ 73.65

New E. W. C. G.

RECEIVED
 AIRCRAFT SECTION
 FEB 9 1985

Serial D-2411
N5126C Standard
November 25, 1952

LOADING CHART

NOTE: It is the responsibility of the airplane owner and the pilot to insure that the airplane is loaded properly. The Empty Weight, Empty Weight C.G., and Useful Load are noted below for this airplane as delivered from the factory. This Loading Chart applies only to this Empty Weight and Empty Weight C.G.

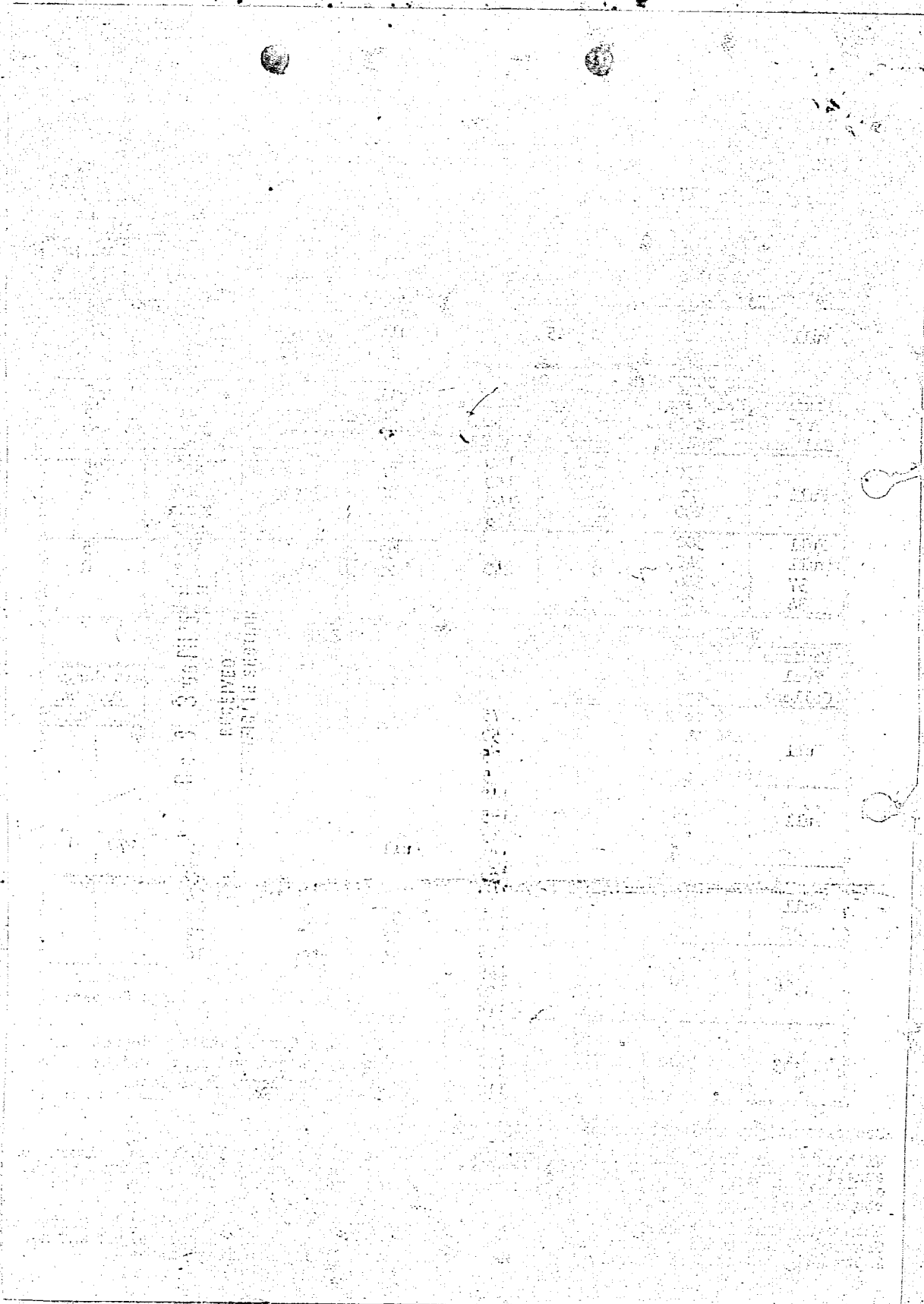
Empty Weight 1717 Empty Weight Center of Gravity 78.7 Useful Load 933

ONE OCCUPANT - FULL OIL				FOUR OCCUPANTS - FULL OIL				
Maximum Fuel Gallons	Weight on Front Seat Pounds	Maximum Baggage Pounds		Maximum Fuel Gallons	Weight on Front Seat Pounds	Weight on Rear Seat Pounds	Maximum Baggage Pounds	
Full	150 to 200	245		Full 38	300	300	65	
				Full 38		340	35	
				Full 38		380	5	
TWO OCCUPANTS - FULL OIL				FOUR OCCUPANTS - FULL OIL				
Maximum Fuel Gallons	Weight on Front Seat Pounds	Weight on Rear Seat Pounds	Maximum Baggage Pounds	Full 38 <td>340</td> <td>300</td> <td>35</td>	340	300	35	
Full	150 to 200	150	160	Full 38		340	5	
		170	150	Full 32		380	0	
		190	140	34		300	25	
		200	135	32	380	340	0	
Full	300	0	240	31		300	25	
Full	340			28	400	340	0	
37	380					380		
34	400					380		
THREE OCCUPANTS - FULL OIL				CARGO (REAR SEAT REMOVED) FULL OIL				
Maximum Fuel Gallons	Weight on Front Seat Pounds	Weight on Rear Seat Pounds	Maximum Baggage Pounds	Maximum Fuel Gallons	Weight on Front Seat Pounds	Forward Cargo Pounds	Aft Cargo Pounds	
Full	150 to 200	300	75		150		270	0
	150 to 200	340	50		160			
	150 to 200	380	25		170			
	150 to 200	400	15		180			
Full	300	150	160	Full	190	45		
		170	145		200			
		190	135		300			
		200	125		320	40		
Full	340	150	155		340	34		
		170	140	38	360	28		
		190	125	36	380	22		
		200	120	34	400	16		
36	380	150	145	*Minimum Cargo that must be carried and it must be in Aft Cargo Compartment. NOTE: The Cargo Loadings do not apply if empty weight and empty weight C.G. includes Auxiliary Fuel Tank.				
		170	135					
		190	120					
		200	115					
33	400	150	145					
		170	130					
		190	115					
		200	110					

Occupant weight includes parachute weight when worn.

With Auxiliary Fuel Tank installed, maximum baggage aft of tank is 160 pounds and maximum auxiliary fuel and baggage combined is 250 pounds, except as noted above. Deduct weight of auxiliary fuel from baggage compartment weight for individual loading. Fuel weighs 6 pounds per gallon.

When equipment is changed that involves a change in Empty Weight or Empty Weight Center of Gravity, a new Loading Chart will be mailed upon request. Send new Empty Weight and new Empty Weight Center of Gravity to Beech Aircraft Corporation, Wichita, Kansas.



RECEIVED

REGISTERED

1985

1985

1985

1985

1985

1985

1985


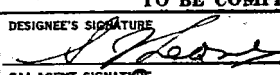

1985

1985

1985

1985

160
11300

Form ACA-337 (11-49)		DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form Approved Budget Bureau No. 41-R022.2	
REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)					
(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)					
1. AIRCRAFT	MAKE Beechcraft	MODEL B35	SERIAL NO. D-2411	NATIONALITY AND REGISTRATION MARK N5126G (Std)	
2. OWNER	NAME (First, middle, last) F. A. Jones, Inc.		ADDRESS (Street and number, city, zone, and State) 665 West Main St., Rochester, New York		
3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED					
	UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)
					MAJOR REPAIR MAJOR ALTERATION
a. AIRCRAFT	***** (As described in item 1 above) *****				<input checked="" type="checkbox"/>
b. PROPELLER BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				
4. AIRCRAFT This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.					
WEIGHT AND BALANCE DATA					
AFTER the repairs and/or alterations described below were made.		EMPTY WEIGHT (Pounds) 1670.83	EMPTY CENTER OF GRAVITY (Inches from datum)* 77.64	USEFUL LOAD (Pounds)* 979.17	
5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)					
<input type="checkbox"/> MANUFACTURER <input type="checkbox"/> APPROVED REPAIR STATION NO. _____ (Specify) <input checked="" type="checkbox"/> CERTIFIED MECHANIC					
6. AGENCY	NAME PAGE AIRWAYS, INC.	ADDRESS (Street and number, city, zone, and State) Rochester Airport, Rochester, N. Y.		DATE WORK ACCOMPLISHED 8-15-52	
7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)					
<p>Installed an ARC-15B Omni equipment. The Cross Pointer, to-from, and course selector are typical instrument installation. The receiver Converter and Dynamotor are installed at Station 164 as per attached drawing. The filter is installed as per attached drawing. The G22 Control is bolted to the side of the cabin panel with 6-32 screws and self-lock nuts. The A-13 ant. is bolted to the top of the fuselage using six 8-32 screws and self lock nuts and has a sheet 8" x 6" x .051 24 ST metal for support. A #16 wire is bolted to the buss bar and run to a 15 amp. fuse & an "on off" switch.</p> <p style="text-align: center;">(OVER)</p> <p>If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.</p>					
<input type="checkbox"/> FORWARDED FOR ENGINEERING APPROVAL I CERTIFY that the above statements are true and correct to the best of my knowledge.					
 (Signature of supervising mechanic)		NYE142717 (Certificate number and rating)		8-15-52 (Date)	
TO BE COMPLETED BY CAA REPRESENTATIVES					
<input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED		DESIGNEE'S SIGNATURE  CAA AGENT SIGNATURE 		NO. 1427 <input checked="" type="checkbox"/> ACCEPTED <input type="checkbox"/> REINSPECTED	
				DATE 8-15-52 DATE 8-19-52	

INSTRUCTIONS

1. This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine, or instrument.
2. When repairs and/or alterations are made which affect the operation limitations set forth in the Airplane Flight Manual or Form ACA-309, the aircraft shall not be returned to service until the operation limitations have been corrected by an authorized representative of the CAA.
3. Certificated mechanics must, in all cases, obtain approval of the repair and/or alteration from the CAA representative prior to returning the article to service.
4. The manufacturer of an aircraft, engine, propeller, or instrument, and a certificated repair station holding the appropriate rating may return the article to service without prior approval of an authorized CAA representative, provided the alteration and/or repair does not change any of the operation limitations.
5. Repair agencies will be guided as follows when completing this form.
 - a. For an Aircraft Repair and/or Alteration—Complete Items 1, 2, 3a, 4, 5, 6, and 7.
 Mechanic—Submit to CAA representative for inspection and approval prior to returning the article to service. Upon approval, the CAA representative will return the original copy to the mechanic who should submit it to the aircraft owner.
 Manufacturer or Approved Repair Station—Submit original to aircraft owner, forward copy to CAA district office or CAA agent prior to returning article to service.
 - b. For a Component Installed in an Aircraft—Complete Items 1, 2, 3 (b, c, or d, whichever is applicable), 4, 5, 6, and 7. Distribute copies as in a above.
 - c. For a Spare Component—Complete Items 3 (b, c, or d, whichever is applicable), 5, 6, and 7.
 Mechanic—Submit to CAA representative for inspection and approval. When approved, retain both copies of the form with the component until installation on an aircraft. At this time Items 1, 2, and 4 must be completed by the installing agency who will distribute the forms as follows: (No further approval of CAA is required, only a log-book entry by the installing agency is necessary.) After installation, original form should be submitted to aircraft owner, and copy forwarded to the nearest CAA district office or CAA agent.
 Manufacturer or Approved Repair Station—Handle same as for mechanics except that it is not necessary to submit to CAA representative for inspection or approval.

16-54010-2 U. S. GOVERNMENT PRINTING OFFICE

ITEM	HEIGHT	ARM	MOMENT
Gross Pointer to-from meter	1.8	67.10	120.78
Course selector	.56	65.10	36.45
Filter	1.70	67.10	114.07
G22 Control	5.35	158.0	845.30
Receiver & Dynamometer	.7	70.6	49.47
Converter	8.25	164.	1353.0
Rack	6.25	164.	1025.0
A-13 ant.	2.62	164.	429.68
Cables, etc.	4.	121.	484.0
	9.

RECEIVED
 DATE SECTN
 4 06 PM
 AUG 21

1636.60
 1670.83

129266.83
 129724.35

129724.55/1670.83 = 77.64 Rev E. W. C. G.

17

LOADING CHART

Serial D-2411
N51260 Standard
August 14, 1952

NOTE: It is the responsibility of the airplane owner and the pilot to insure that the airplane is loaded properly. The Empty Weight, Empty Weight C.G., and Useful Load are noted below for this airplane as delivered from the factory. This Loading Chart applies only to this Empty Weight and Empty Weight C.G.

Empty Weight 1671 Empty Weight Center of Gravity 77.6 Useful Load 979

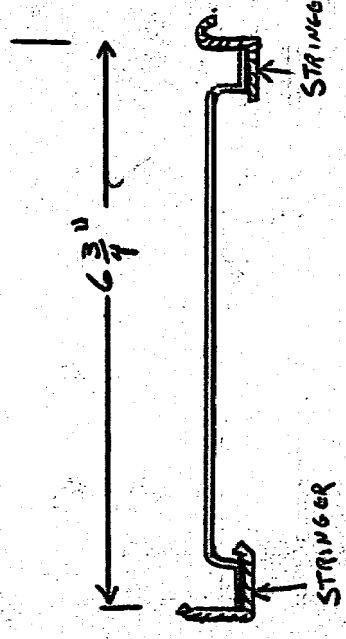
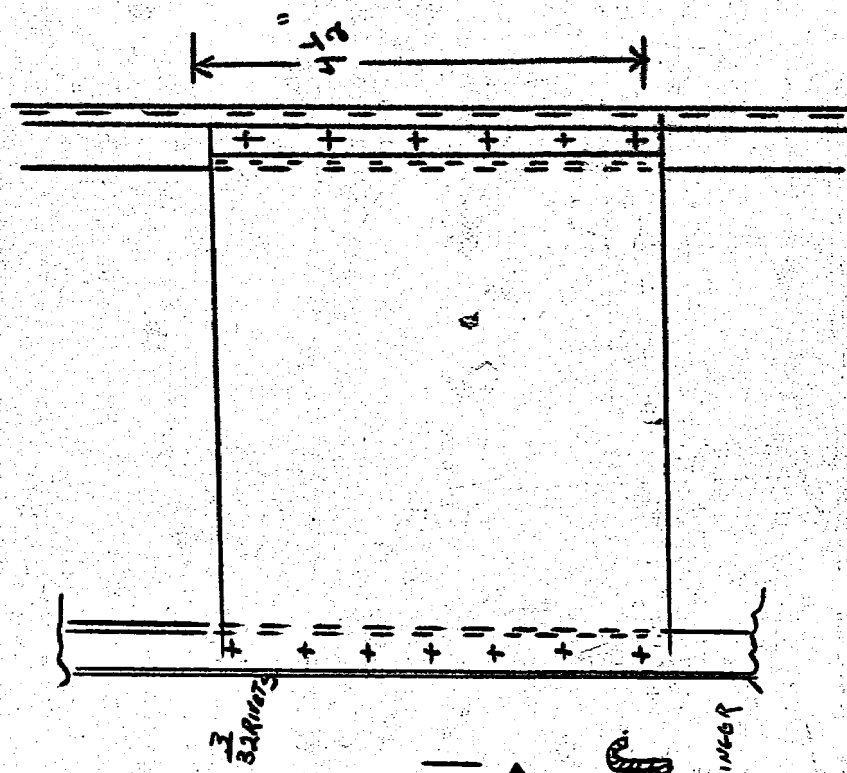
ONE OCCUPANT - FULL OIL				FOUR OCCUPANTS - FULL OIL				
Maximum Fuel Gallons	Weight on Front Seat Pounds	Maximum Baggage Pounds		Maximum Fuel Gallons	Weight on Front Seat Pounds	Weight on Rear Seat Pounds	Maximum Baggage Pounds	
Full	150 to 200	270		Full	300	300 340 380 400	95 70 40 20	
TWO OCCUPANTS - FULL OIL				Full	340	300 340 380 400	80	
Maximum Fuel Gallons	Weight on Front Seat Pounds	Weight on Rear Seat Pounds	Maximum Baggage Pounds	50				
Full	150 to 200	150 170 190 200	190 180 170 160	15				
Full	300		270	0				
Full	340	0		70	380	300 340 380 400	40	
Full	36			5				
Full	38			0				
Full	33			0				
Full	300			70	400	300 340 380 400	35	
Full	340			0				
Full	36			0				
Full	33			0				
THREE OCCUPANTS - FULL OIL				CARGO (REAR SEAT REMOVED) FULL OIL				
Maximum Fuel Gallons	Weight on Front Seat Pounds	Weight on Rear Seat Pounds	Maximum Baggage Pounds	Maximum Fuel Gallons	Weight on Front Seat Pounds	Forward Cargo Pounds	Aft Cargo Pounds	
Full	150 to 200	300	105	Full	150 160 170 180 190 200 300 320 340	112	270	0
	150 to 200	340	80					
	150 to 200	380	60					
	150 to 200	400	45					
Full	300	150	190					
		170	175					
		190	165					
		200	160					
Full	340	150	185					
		170	170					
		190	160					
		200	150					
36	380	150	180					
		170	165					
		190	150					
		200	145					
33	400	150	175					
		170	160					
		190	150					
		200	140					

*Minimum Cargo that must be carried and it must be in Aft Cargo Compartment.
NOTE: The Cargo Loadings do not apply if empty weight and empty weight C.G. includes Auxiliary Fuel Tank.

Occupant weight includes parachute weight when worn.
With Auxiliary Fuel Tank installed, maximum baggage aft of tank is 160 pounds and maximum auxiliary fuel and baggage combined is 250 pounds, except as noted above. Deduct weight of auxiliary fuel from baggage compartment weight for individual loading. Fuel weighs 6 pounds per gallon.
When equipment is changed that involves a change in Empty Weight or Empty Weight Center of Gravity, a new Loading Chart will be mailed upon request. Send new Empty Weight and new Empty Weight Center of Gravity to Beech Aircraft Corporation, Wichita, Kansas.

18

N 5126 C
Ser. D-2411



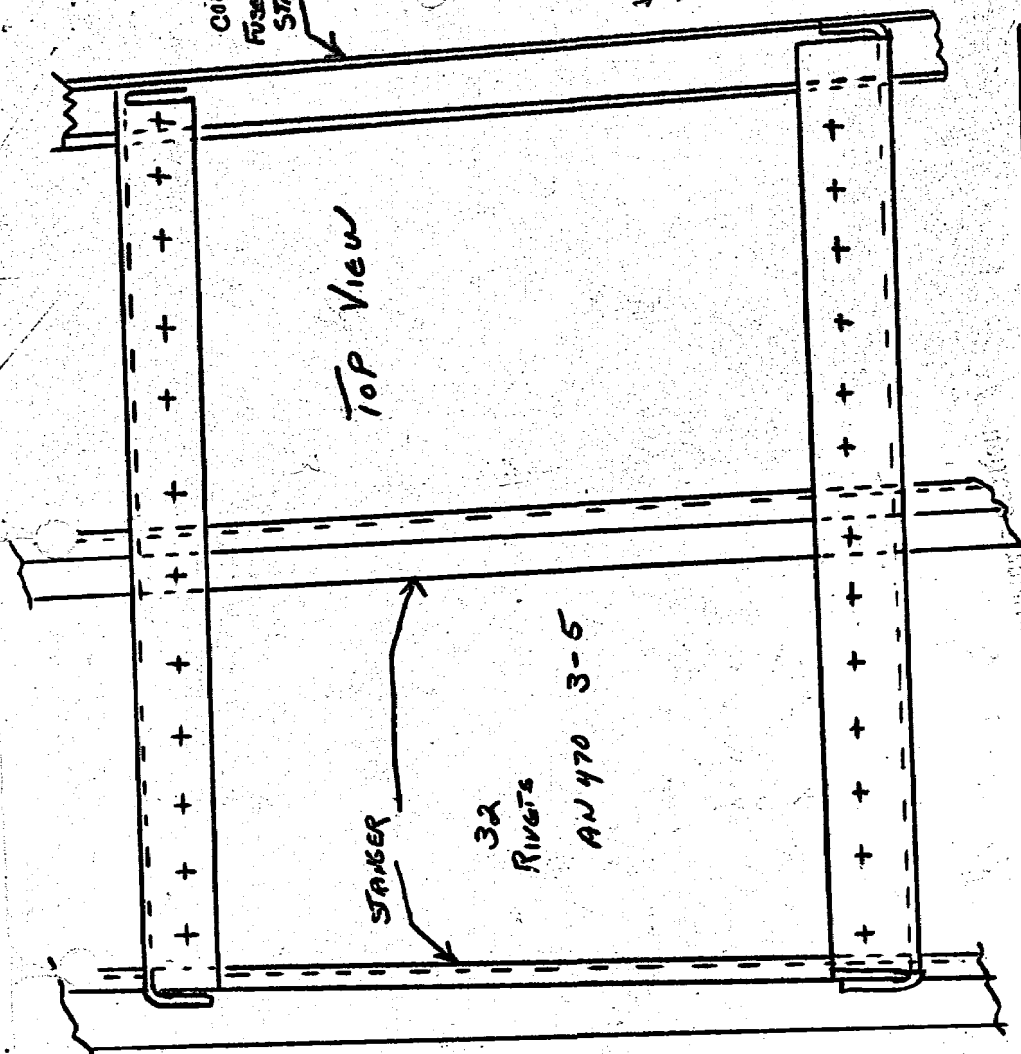
FILTER - AMPLIFIER
MOUNTING BRACKET

AUG 21 4 06 PM '52
RECEIVED
CERTIFICATE SECTION

190

CORNER
FUSelage
STANGER

N5126C
P2411

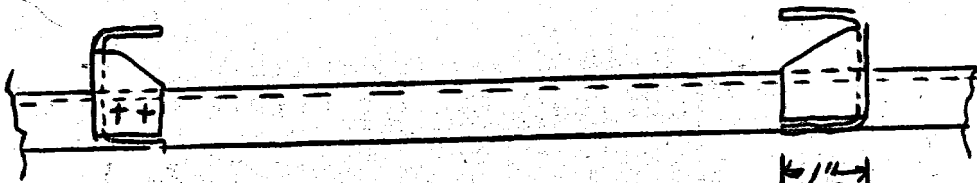


TOP VIEW

STANGER

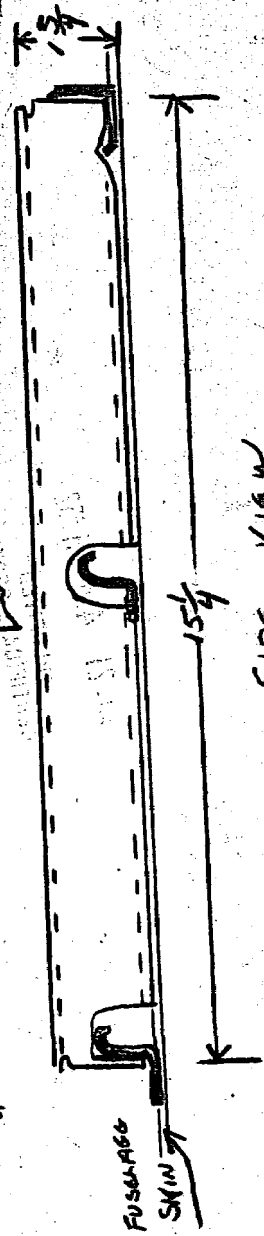
32
RIVETS

AN 470 3-5



END VIEW

6/14



15 1/4

SIDE VIEW

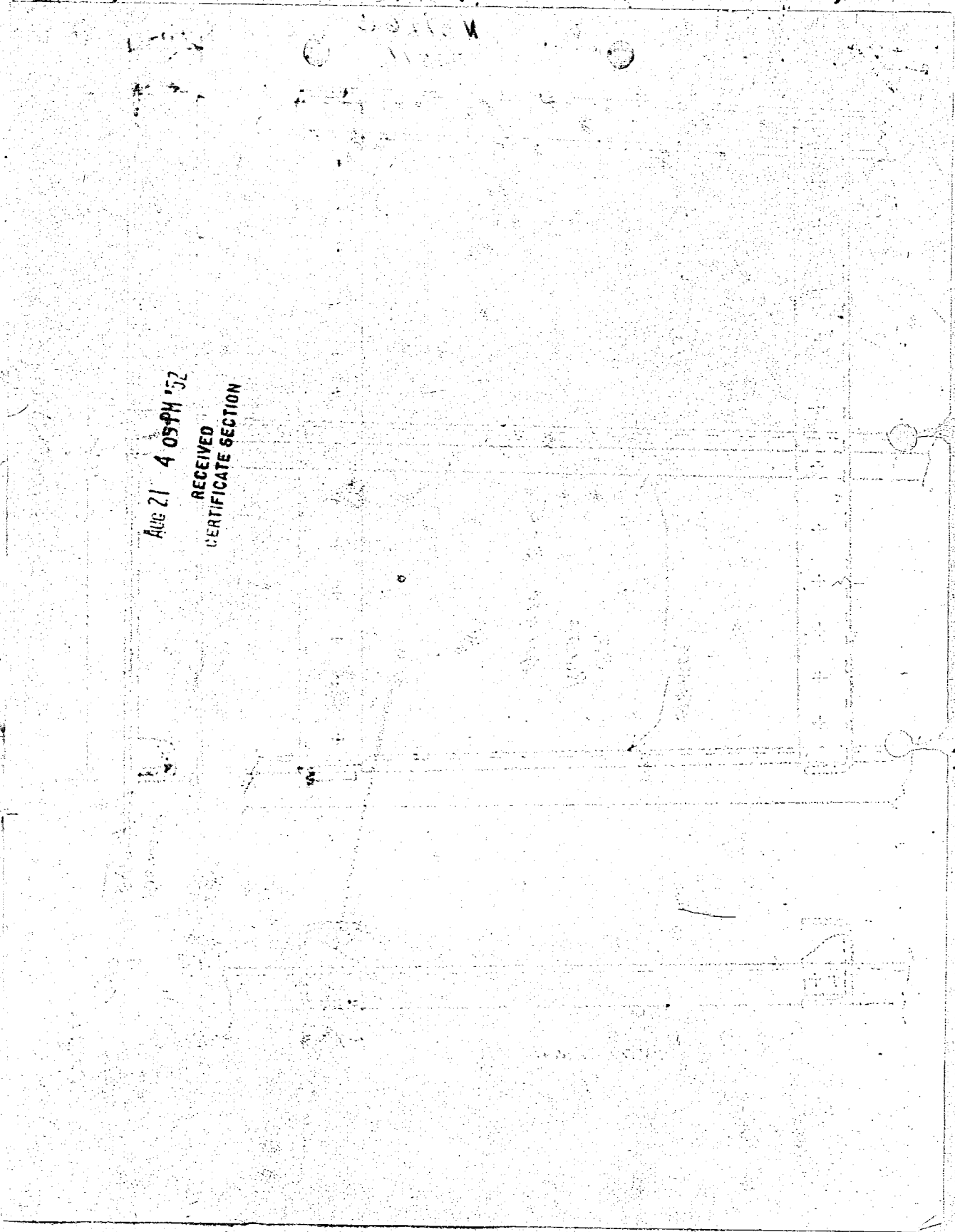
FUSelage
SKIN

BRACKETS 049
DUPPL

SECTION

Aug 21 4 05PM '52

RECEIVED
CERTIFICATE SECTION

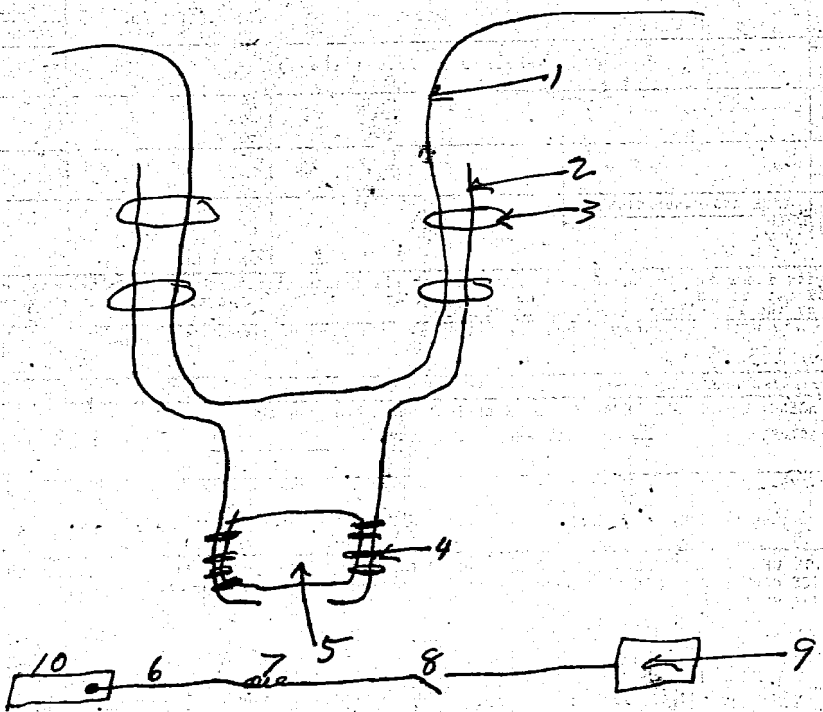


200 CAA

FORM ACA-887 (11-7-46)		DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		OST BUREAU NO. 41-2052.1 APPROVAL EXPIRES DECEMBER 31, 1948	
REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)					
<p>INSTRUCTIONS - This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine, or instrument, as follows:</p> <p>(A) For an Aircraft - Complete items 1, 2, 3a, 4, 5, 6, and 7 and submit to CAA representative for approval.</p> <p>(B) For a Component Installed in an Aircraft - Complete items 1, 2, 3(b, c, or d, whichever is applicable), 4, 5, and 6, and submit as described in (A) above.</p> <p>(C) For a Spare Component - Complete items 3(b, c, or d), 5, and 6, and submit to CAA representative for approval. When approved, retain both copies of this form with the component until installation on an aircraft. At that time, items 1, 2, and 4 must be completed by the installing agency, which will then forward forms as described in (A) above.</p>					
1. AIRCRAFT	MAKE Beechcraft	MODEL B35	SERIAL NO. 12411	CAA IDENTIFICATION MARK N51266 (Standard)	
2. OWNER	NAME (First, middle, last) F. A. Jones, Inc.		ADDRESS (Street and number, city, zone, and state). 685 West Main St., Rochester, N.Y.		
3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED					
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(As described in item 1 above)				X
b. PROPELLER					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				
The following items are to be completed by repair or alteration agency. However, in the case of a spare component, item 4 will not be completed until such component is installed in an aircraft. At this time, item 4 will be completed by the installing agency, if applicable.					
4. AIRCRAFT	EMPTY WEIGHT (Pounds)* 1636.60	EMPTY CENTER OF GRAVITY (Inches from datum)* 76.54	USEFUL LOAD (Pounds)* 1013.40		
*AFTER the repairs and/or alterations described below were made.					
5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)					
<input type="checkbox"/> MANUFACTURER		<input type="checkbox"/> APPROVED REPAIR STATION NO. _____		<input checked="" type="checkbox"/> CERTIFIED MECHANIC	
(SPECIFY)					
AGENCY	NAME Page Airways, Inc.	ADDRESS (Street and number, city, zone, and state) Rochester Airport, Rochester, N.Y.		DATE WORK ACCOMPLISHED 9-7-50	
7. DESCRIPTION OF WORK ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18. (If more space is needed, continue on reverse, or attach separate sheets bearing aircraft identification mark)					
<p>Installed Lear ADF radio unit. The azimuth gauge was installed in the instrument panel. The power unit was bolted to the floor boards on 2 angles of 17ST-064 aluminum. The artificial horizon and directional gyro were typical instrument installation. Installed Item 104, vacuum system.</p>					
I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.					
SIGNATURE OF SUPERVISING MECHANIC <i>[Signature]</i>		CERTIFICATE NUMBER AND RATING RYE 145917		DATE 9-7-50	
TO BE COMPLETED BY CAA REPRESENTATIVES					
<input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED <input type="checkbox"/> FORWARDED FOR ENGINEERING APPROVAL	SIGNATURE OF DESIGNEE <i>[Signature]</i>		NUMBER 1427	DATE 9-7-50	
	SIGNATURE OF INSPECTOR <i>[Signature]</i>		<input checked="" type="checkbox"/> ACCEPTED	DATE 9-18-50	
			<input type="checkbox"/> REINSPECTED		

ITEM	WEIGHT	ARM	MOMENT
Old B. W.	1604.00	76.70	122958.00
Item 104	4.00	37.00	148.00
Artificial Horizon	4.00	66.00	264.00
Directional Gyro	4.00	66.00	264.00
Tuner	3.8	60.00	228.00
Amplifier	8.00	169.00	1352.00
Azimuth	.8	66.00	52.80
Cables	8.00	-	-
	<u>1636.60</u>		<u>125266.80</u>

$\frac{125266.80}{1636.60} = 76.54$



1. Bottom of instrument panel
2. .064 24 ST Alclad
3. 10-32 Bolts and selflocking nuts (4)
4. A17ST Rivets - 8 used
5. Radio case
6. #16 wire for main current batted to main bus bar
7. Fuse
8. 'On'-'Off' switch
9. Radio Unit
10. Main buss

DEPT OF COMMERCE
 CIVIL AERONAUTICS ADM.
 SEP 26 2 43 AM '50
 MAIL ROOM 3

21 0

Serial D-2411 B51260 Standard
August 3, 1950

LOADING CHART

NOTE: It is the responsibility of the airplane owner and the pilot to insure that the airplane is loaded properly. The Empty Weight, Empty Weight C.G., and Useful Load are noted below for this airplane as delivered from the factory. This Loading Chart applies only to this Empty Weight and Empty Weight C.G.


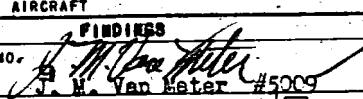
Empty Weight 1637 Empty Weight Center of Gravity 76.5 Useful Load 1013

ONE OCCUPANT - FULL OIL				FOUR OCCUPANTS - FULL OIL				
Maximum Fuel Gallons	Weight on Front Seat Pounds	Maximum Baggage Pounds		Maximum Fuel Gallons	Weight on Front Seat Pounds	Weight on Rear Seat Pounds	Maximum Baggage Pounds	
FULL	150 to 200	270		FULL	300	300 340 380 400	125 95 70 55	
TWO OCCUPANTS - FULL OIL				38	340	300	115	
Maximum Fuel Gallons	Weight on Front Seat Pounds	Weight on Rear Seat Pounds	Maximum Baggage Pounds	37		340	90	
FULL	150 to 200	150	215	36		380	55	
		170	205	35		400	35	
		190	195	34	300	110		
FULL	200	200	190	33	380	60		
FULL	300		270	32	380	45		
FULL	340	0		31	400	25		
34	380			30	300	105		
32	400			29	340	75		
				29	380	35		
				28	400	20		
THREE OCCUPANTS - FULL OIL				CARGO (REAR SEAT REMOVED) FULL OIL				
Maximum Fuel Gallons	Weight on Front Seat Pounds	Weight on Rear Seat Pounds	Maximum Baggage Pounds	Maximum Fuel Gallons	Weight on Front Seat Pounds	Forward Cargo Pounds	Aft Cargo Pounds	
FULL	150 to 200	300	130	FULL	150	160	270	0
		340	110		160			
		380	85		170			
		400	75		180			
FULL	300	150	220	190	160			
		170	205	200	150			
		190	195	340	145			
		200	185	360	140			
FULL	340	150	215	380	135			
		170	200	400				
		190	185					
		200	180					
34	380	150	205					
		170	195					
		190	180					
		200	175					
32	400	150	205					
		170	190					
		190	180					
		200	170					

*Minimum Cargo that must be carried and it must be in Aft Cargo Compartment.
NOTE: The Cargo Loadings do not apply if empty weight and empty weight C.G. includes Auxiliary Fuel Tank.

Occupant weight includes parachute weight when worn.
With Auxiliary Fuel Tank installed, maximum baggage aft of tank is 160 pounds and maximum auxiliary fuel and baggage combined is 250 pounds, except as noted above. Deduct weight of auxiliary fuel from baggage compartment weight for individual loading. Fuel weighs 6 pounds per gallon.
When equipment is changed that involves a change in Empty Weight or Empty Weight Center of Gravity, a new Loading Chart will be mailed upon request. Send new Empty Weight and new Empty Weight Center of Gravity to Beech Aircraft Corporation, Wichita, Kansas.

DEPT OF COMMERCE
CIVIL AERONAUTICS ADM.
SEP 26 2 43 AM '50
MAIL ROOM - 2
WASHINGTON

FORM ACA-305 (18-26-47)		DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		FORM APPROVED BUDGET BUREAU NO. 41-R041.3	
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT				INSTRUCTIONS Please submit this form to the Civil Aero- nautics Administration Field Representative.	
APPLICATION (Check whether)		CAA IDENTIFICATION			
<input checked="" type="checkbox"/> ORIGINAL AIRWORTHINESS CERTIF. <input type="checkbox"/> ANNUAL INSPECTION		<input checked="" type="checkbox"/> STD <input type="checkbox"/> NR <input type="checkbox"/> OTHER (Specify) <input type="checkbox"/> NX <input type="checkbox"/> NL			
AIRCRAFT					
MAKE BEECHCRAFT			MODEL P-35		
REGISTRATION NO. 5126C	MANUFACTURER'S SERIAL NO. D-211	DATE MANUFACTURED June 1950	TYPE CERTIFICATE NO. 777		
ENGINE					
MAKE Continental			MODEL E-185-8		
OWNER'S NAME BEECH AIRCRAFT CORPORATION			PERMANENT ADDRESS (Street and number, City, Zone and State) Wichita 1, Kansas		
ATTACHMENTS (Check which) <input type="checkbox"/> ACA-319 <input type="checkbox"/> WEIGHT AND BALANCE REPORT <input type="checkbox"/> ACA-337 <input type="checkbox"/> SPECIAL APPROVALS <input type="checkbox"/> ACA-805 <input type="checkbox"/> DATA, DRAWINGS, ETC. <input type="checkbox"/> ACA-317 <input type="checkbox"/> UNAPPROVED DEVIATION DATA			I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE.  OWNER OR AUTHORIZED AGENT June 26, 1950 DATE Assistant Secretary TITLE		
FORM ACA-305a (FORMERLY ACA-307) AIRCRAFT INSPECTION REPORT (To be completed by a CAA Inspector or a designated inspector or representative)					
IT HAS BEEN DETERMINED THAT THE AIRCRAFT DESCRIBED IN 305 ABOVE IS IN CONFORMITY WITH THE FOLLOWING ALL APPLICABLE MANDATORY NOTES, INSTRUMENT MARKINGS AND PLACARDING REQUIREMENTS HAVE BEEN COMPLIED WITH <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					
(AIRCRAFT SPECIFICATION - AIRWORTHINESS DIRECTIVE, NO(S)). A-777-7 AD'S 1950 thru 50-24 (SPECIFY)					
FORM ACA-1362, CERTIFICATE OF AIRWORTHINESS, ISSUED <input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> ANNUAL INSPECTION					
(Check whether) <input type="checkbox"/> OPERATION LIMITATIONS FORM ACA-309 WAS ISSUED, OR <input checked="" type="checkbox"/> APPROVED AIRPLANE FLIGHT MANUAL IS IN THE AIRCRAFT					
FINDINGS					
<input checked="" type="checkbox"/> AIRWORTHY <input type="checkbox"/> UNAIRWORTHY	DESIGNEE'S SIGNATURE AND NO.  J. M. Van Meter #5009		DATE June 26, 1950		<i>awf</i>
	CAA INSPECTOR'S SIGNATURE		<input type="checkbox"/> ACCEPTED <input type="checkbox"/> REINSPECTED DATE		
REASON FOR DISAPPROVAL, OR REMARKS (Indicate if you have used the reverse to continue this or other item <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No)					

aw
7-21-6
W
AG

aw
10-31-50
7 W

[Faint, mostly illegible text from a form or document, possibly a flight log or registration record.]

WASHINGTON
MAIL ROOM 3

JUN 11 9 45 AM '85

DEPT. OF TRANSPORTATION