C
U.S. Department of Transportation
Federal Aviation

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

				JOR REPAIR ANI				=		220/2011	For	FAA Use Only
U.S. Department of Trensportation		(/	\irfrar	me, Powerplant, Pro	оре	elle	er, or Ap	pliance))		. 01	
Federal Aviatio	Oπ	•			-		•	•		}		
Administration	•	ajat a-t	all a=4.	ies. See Title CFR §43.	. -	D-	+ A2 A	ndiv P	d AC 42 1	1.1 (or or b	gpri	nt revision thoron
nstructions	and disp violation	osition of th (49 U.S.C. §	is form 46301	 This report is required (a)). 	਼ _ਝ , i d by -	rar y la∙ -	w (49 U.S	.C. §4470	1). Failur	∞ i (or sub 'e to report ——	.can re can re	nt revision thereof) for esult in a civil penalty for
1. Aircraf	Nati	onality and Re 937P			Serial No. 24-3173							
	Mak	e .						Model				Series
	Pip	ег						PA-24-				
2. Owne				ration certificate)	-	_	_ _	Address Address		on registration	on certifi	icate)
 ###G	Lei	se Richard P	•					City	Argyle			State NY
					_	_		Zip	12809	Cou	ntry US	SA
				3. Fo	r F	AA	Use Only	,				
4. 1	Гуре			5. Un	it ld	den	ntification					bit the state of t
Repair	Alterati	ion Ur	nit	Make	,	<u> </u>			Model			Serial No.
	х	AIRFRA	\ME		,			(As described in item 1 above)			9)	
		POWE	RPLANT	-						44.		
		PROPE	LLER									
		APPLIA	NCE	Type Manufacturer								
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Extended rat 14 CFR Part		*	Signatu	re/Date of Authorized In	ndivi			enter.			8-	-11-14
				, 00			r Return 1	o Service)			
Pun the	<u>Administ</u>	rator of the	given Federa	persons specified belov A Aviation Administration	w, th	he t	unit identi	ied in item ROVED	5 was in	_ REJECTE	ED	
ву		lt. Standards		Manufacturer		\neg	Maintenar		ization	Per De	rsons Ap partmer	ppoved by Canadian nt of Transport
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Certificate	or Designa	ntion No.		Signature/Date of Auth	-	•						
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Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

		N7937P				8-11-14	
		Nationality and	Registration I	Vlark		Date	
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	U.S Department of
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Federal Aviation Administration

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

Form Approved	
OMB No. 2120-0020	

Office identification

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. 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 ea	ch su	ch violation (Section 901	Federa	Aviation Act 19	958)		,				•			
		Make:						Model	-					
1. Aircra	eft	Piper						Pa-24-250						
		Serial No. 24-3173						Nationality and Registration Mark N7937P						
2. Owne	·-	Name (As shown o		tration certificate	e)			Address (As shown on registra	etion certificate				
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								ARGYL	.E NY 12809					
ļ							3. For FAA Use	Only						
				requirement conformity i	Is and is a	by a	complies with to oved for the abo a person authori FAA Signature	ve descri zed in FA	able airworthines bed aircraft, subj IR Section 43.7. IM O 7 M	s ect to				
							4. Unit Identifica	tion	7		5. Type	-		
Uni	it	м	ake			• "	Model		Se	rial No.	Repair	Alteration		
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PROPELL	.ER													
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		Manufacturer												
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						7. /	Approval for Retur	n to Servic	:0					
		ne authority given person of the Federal Aviation A			nil Identified	d in it ROVI	em 4 was inspected ED REJEC		nner prescribed by it	ne				
B)		FAA Fit Standards Inspector		Manufacturer	:		Inspection Authori	zation		Other (Specify)				
ВУ		FAA Designee	\boxtimes	Repair Station			Person Approved Canada Airworthin							
Date of Ap	prova	or Rejection		ficate or	· · · · · · ·		Signature of Author	nized Indivi	idual	1	•			
8	4	1-03		gnation No. MR725J			7		Kuita					

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

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

N7937P

- Removed KX-155 NAV/COM, Northstar M1 Loran, Ki-208.
- 2. Installed Garmin GNS-530 GPS/Nav/Comm system TSO'ed to C129a, C37d, C38d, C40c, C36e, C34e. Installed one GA-56 antenna. Installed GI-106A indicator.
- The systems are wired I.A.W. North American Flight Services Avionics drawings.
- 4. The GNS 530 Gps/ Nav/Com was installed using existing radio rack structure and manufactures supplied rack, the GA 56 GPS antenna was installed using manufactures supplied doubler and hardware. The GI-106A was installed in existing number one indicator spot in pilots instrument panel the existing indicator was moved down to an existing empty spot in the pilots instrument panel.
- 5. In addition to manufacturers' specific instructions, all wire harnesses were fabricated with reference to AC 43.13-1B, para's 11-66, 11-85, 11-89, 11-96, 11-206, 11-207, 11-208, 11-209 and 11-210.
- 6. An existing 10 amp breaker protects the Com portion of the GNS 530. A 5 amp breaker protects the GNS 530 GPS/Nav portion.
- 8. The GNS 530 interfaces with the new GI 106A Nav indicator and existing audio panel, and existing altitude reporting system, and Autopilot.
- 9. All post installation tests required by the manufacturers have been performed, and no discrepancies were noted. The test and inspections required by FAR 91.411 and 91.413 IAW Part 43 appendixes E and F to an altitude of 20,000 ft. have been performed. All units operate satisfactorily, and do not interfere with any other systems.
- 10. Continuous Electrical running load computed and found to be within acceptable limits of the bus capacity.
- 12

. The aircraft equipment list and weight and balance information have been revised to reflect this change.								
2. The GNS-530 pilots guide, and FAA approved Flight Manual S	Supplement must be available to the pilot, when	ever the systems are used						
3. Instructions for continued airworthiness: (see attached pages								
. 79	END***********************************	*************						
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DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

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

Form Approved Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION

INSTRUC	TIONS: Print or typ	e all entries. See Pa	AR 43.9	, FAR 43 Appe	ndix B, and	AC 43.9-1 (or	subsequent s	evision th	ereof)
1. AIRCRAFT	MAKE	PIPER	·	e e e e e e		4-250			
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2. OWNER		n registration certifica	te)	. 7	ADDRESS (A	s shown on regi	stration certifi	cate)"	
NORTH ARGYLE, NY 1280									
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D. 1 certi	fy that the repair an nents hereto have be	d/or alteration made en made in accordan arbished herein is tr	le to th	the requirement	tified in item his of Part 4	43 of the U.S.	rederal Avia	tion Kegu	erse or lations
DATE	Victoria (Contraction)	k mander og er er meger ge ner og er er meger	SI	GNATURE OF		LINDIVIDUAL)		₹11 €	
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Pursuent	to the authority give	n persons specified b	elow, t	he unit identifi	ed in item 4	was inspected	in the mann	er prescril	ed by
9 = =	AA PLT, STANDARDS	al Aviation Administ		INTERPORT IN AUTHOR		OTHER (Specify)	<u>.</u>	* * * * * * * * * * * * * * * * * * *	···
*BY **	NSPECTOR	MANUFACTURER		ANADIAN DEPARTA		1		•	
	AA DESIGNEE X	REPAIR STATION	0	F TRANSPORT INSI F AIRCRAFT	PECTOR			<u> </u>	
DATE: OF A REJECTION	APPROVAL OR	CERTIFICATE OR DESIGNATION NO		GNATURE OF	AUTHORIZE	PUNDIAIDAY		- '',	,
	/22/91 1 337 (7-67)	RM5R176N		Cici	Men	any	<u> </u>	(8320)

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

- 8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)
 - Removed lea Narco MK V Nav/Com system. Installed lea King KX-155/KI-208 Nav/Com system. The KX-155 Unit was mounted in the center radio stack and the KI-208 Nav Ind was installed in the instrument panel. The existing antenna systems were used for the King KX-155 Nav/Com. Installed lea Northstar Loran C Receiver Model MIA S/N N24943, ACU #2010 Preamp and CI 121SP Antenna. The Loran C Rec. was mounted in the center radio stack, the Narco CS-3B Nav Ind in the instrument panel, the ACU #2010 and the Antenna were mounted on top rear of aircraft. The structural mounting of the Loran C Equipment is sufficient to ensure the emergency landing loads appropriate to the aircraft category. All work was accomplished in accordance with the Manufacturer's specifications in the installation Manuals, for the Northstar M1 P/N GM295 Revision M, 05/10/89, the King KMA-24 marker/audio panel P/N 006-0180-00 January 1979, the King KX-155/165 Manual P/N 006-0179-05 Rev # 5 Feburary 1988 and conforms to the acceptable methods, techniques, and practices in AC 43.13-1A, Chapters 11 Section 2 paragraphs 424,428,429,430, Section 3 paragraphs 442 through 452, Section 7 paragraphs 514 through 519, Chapter 15 Section 6 paragraphs 840, AC 43.13-2A Chapter 1 paragraphs 1 through 12, Chapter 2 paragraphs 21,22,23,24,27, Chapter 3 paragraphs 36,38 and AC 20-121A.
 - 2. Ground and Flight checks were done to verify that Loran C equipment is not a source of objectional electromagnetic interference (EMI) and is functioning properly and safely, and operates in accordance with manufacturer's specifications.
 - 3. The Loran C is coupled to the Nav function of the Century IIB Auto Pilot by means of switch selecting Nav 1, Nav 2 and Loran C.
 - 4. Weight and Balance, equipment list and log book entries were made to reflect the change. Compass was checked for accuracy and found ok. The electrical load was computed and found to be less than 80% of alternator capacity.

5. Loran C is VFR approved only, and a placard is in clear view of pilot which indicates "LORAN-C NOT APPROVED FOR IFR".

Pilot's	Operating Hand	Books	were	provided	to	the	aircraft	owner.
			_END	·	•			

·	· ADDΠ	IONAL:	SHEETS	ARE	ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

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

Form Approved Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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INSTRUCT	FIONS: Print or ty; ions and dispositio	pe all entries. See n of this form.	FAR 4	13.9, FAR 43 App	endix B, and	AC 43.9-1 (or	subsequent 1	revision th	nereof)
-	MAKE				MODEL			•	
	PIPER				PA - 24 - 250				
1. AIRCRAFT	SERIAL NO.			· · ·	NATIONALI	Y AND REGIST	RATION MA	ARK	
		24-3173 NAME (As shown on registration certificate)				0370	dendina J*C	Samés 1	
0 0191175	INAME (As shown o	on registration certifi	carej		1	s shown on regis		icare)	
2. OWNER						STWOOD DRI			
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POWERPLAN	r								
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	MANUFACTURER								
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WARREN COUNTY AIRPORT				V CERTIFICATED REPAIR STATION 1369					
CIENS FAILS N V				MANUFACTURI					
attachm	ents hereto have be	nd/or alteration m een made in accord urnished herein is	ance v	the unit(s) ider	tified in item ents of Part 4	63 of the U.S. I	described o Federal Avia	n the rev tion Regi	erse or ilations
DATE				SIGNATURE OF	AUTHORIZED	INDIVIDUAL		···· ·	
	January &,			Edw	~ K.	Pool	/ /	· .	. <u>.</u>
		7.	APPRO	VAL FOR RETURN	TO SERVICE				
Pursuant to the Admini	the authority give strator of the Feder	n persons specified al Aviation Admini	below stratio	, the unit identif n and is API	ed in item 4 PROVED	was inspected i REJECTED	n the mann	er, prescri	bed by
	A FLT. STANDARDS SPECTOR	MANUFACTURER		INSPECTION AUTHO	RIZATION	OTHER (Specify)	-		
	A DESIGNEE	REPAIR STATION		CANADIAN DEPART OF TRANSPORT INS OF AIRCRAFT					
DATE OF A	PROVAL OR	CERTIFICATE OR		SIGNATURE OF	AUTHORIZE	DINDIVIDUAL			

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 rudder balance weight. Installation kit 760-705 in accordance with Piper Kit Instruction and sketches.

New weight and balance has been computed and paced in weight and balance section of flight manual.

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

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

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

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INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.												
MAKE Piper					MODEL PA-24-250							
m		SERIAL NO.	SERIAL NO. 24-3173					NATIONALITY AND REGISTRATION MARK N7937P				
		NAME (As she	NAME (As shown on registration certificate)					As shown or	registration ce	rtificate)		
2. 0	WNER 	Bill Ru	the	rford, Ent.	•		Le Bank & Pennessee	Bank & Trust Bldg nessee 37201				
3. FOR FAA USE ONLY												
				4. UN	IT IDE	NTIFICATION				5.	TYPE	
	TIMU		M/	4KE		MODEL		s	ERIAL NO.	REPAIR	ALTER- ATION	
AIRFRAME (As described in item 1 above)						******		XX -				
POW	ERPLAN	17										
PROP	ELLER			a	٠							
		TYPE	TYPE				•					
APPLIANCE MANUFACTURER				* * * * * * * * * * * * * * * * * * * *			• • • •					
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Big	Bro	ther Air	cra	ft. Inc.		U.S. CERTIFICAT	-		-			
P.0	.Box	: 3527 Ai	\mathbf{r} po	rt Station		FOREIGN CERTIFICATED MECHANIC			——————————————————————————————————————	L-5476		
Nas	hvil	le, Tenn	es s	ee 37217		A CERTIFICATED REPAIR STATION MANUFACTURER						
D. L 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.												
8-21-70 SIGNATURE OF AUTHORIZED INDIVIDUAL (1) Washer												
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 X APPROVED REJECTED												
вү		A FLT. STANDARDS SPECTOR		MANUFACTURER		INSPECTION AUTHORIZ		OTHER (Spec	aify)			
	L	A DESIGNEE	x	REPAIR STATION		CANADIAN DEPARTMI OF TRANSPORT INSPI OF AIRCRAFT					رب	
REJEC	EJECTION 8-21-70 CERTIFICATE OR SIGNATURE OF AUTHORIZED UNDIVIDUAL DESIGNATION NO. L=5476 CERTIFICATE OR SIGNATURE OF AUTHORIZED UNDIVIDUAL L=5476											

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 the following radio equipment.

NARCO AT5-A Transponder remote unit was installed on aft. radio rack. Control panel mounted on lower botton right hand instrument panel. Antenna was installed on botton aft. fuselage with doubler plate of .040 alum. for support. All above radio equipment work was accomplished in accordiance to manufacturer's recommendations and F.A.R. 43.13-2 chapter 2 and 3. Weight and balance computed below.

THE STATE OF THE PARTY OF THE P	A		
Aircraft Installed:	Weight 1814.7	Arm 83.6	Moment 151625.5
NARCO AT5-AR NARCO AT5-AP NARCO UDM-3 Cable	5.3 2.0 .25 .37 7.92	163.0 58.0 185.0 119.0	863.9 116.0 46.25 44.03
New empty weight New C.G. New useful load Total Moment	1822.62 83.14 1077.38 152695.68	*	

----END-----

ADDITIONAL SHEETS ARE ATTACHED

FEDERAL AVIATION AGENCY

25-66

は13339ね

A Form 337 (1-65) OBSOLETE PREVIOUS EDITION

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

Form Approved
Budget Bureau No. 04-R06
FOR FAA USE ONI
OFFICE IDENTIFICATION

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision the for instructions and disposition of this form. 24"250" MAKE I. AIRCRAFT AND REGISTRATION MARK SERIAL NO. フタ3フP ADDRESS (As shown on registration certificate)
764 GILLESPIB ST 2. OWNER HICK MAN TACKSON MIS 3. FOR FAA USE ONLY 4. UNIT IDENTIFICATION SERIAL NO. UNIT MODEL MAKE AIRFRAME OWERPLANT ROPELLER APPLIANCE MANUFACTURER 6. CONFORMITY STATEMENT C. CERTIFICATE NO. A. AGENCY'S NAME AND ADDRESS B. KIND OF AGENCY BERT A. WELCH, JZ 1950 VENTURA DR. CO.S. CERTIFICATED MECHANIC IA 1333978 FOREIGN CERTIFICATED, MECHANIC CERTIFICATED REPAIR STATION TACKSON, MISS 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. SIGNATURE OF AUTHORIZED INDIVIDUAL)ATE 11-25-66 7. APPROVAL FOR RETURN TO SERVICE Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is APPROVED REJECTED OTHER (Specify) FAA FLT. STANDARDS MANUFACTURER INSPECTION AUTHORIZATION INSPECTOR BY CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR FAA DESIGNEE REPAIR STATION OF AIRCRAFT SIGNATURE OF AUTHORIZED INDIVIDUAL ATE OF APPROVAL OR CERTIFICATE OR DESIGNATION NO.

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.

- DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. craft nationality and registration mark and date work completed.) Identify with air-
 - AIRCRAFT DAMAGED Due to LANding GEAR UP LANding.
 - B. ALL DAMAGED PARTS REMoved And FACTORY NEW PARTS INSTALLED: NEW PARTS 20557-08 ANGLE 4H, 2055 7-09 ANGLE 8/H, 22630-04
 BULKHEAD, 20601-08 BULKHEAD 4H, 20601-07 BULK HEAD' RYH, EX PIPE 21580-00, 23142-00 BULK HEAD, 22217-03 ANGLE, 20950-00 FITTING ASSY, 20954-00 ChANNEL ASSY, 22117-00 5 coop, 22090-00 PLATE, DIE ANT ADF Lougant, MARKER BEACON ANT, ALL Skin - ALum was Rephaced with Same As Removed DAMAGEd.

C. ALL WORK VONE 4/A/W YART 43

- D. A/c WAS PUT ON JACKS + LANding GEAR RIG T Y/A/W PIFER PA-24 Service MANUAL.
- E. PAINTED NEW PARTS + REPAIRS.
- F. Test FLight WAS YN ALL LANding GEAR OPERATED O.K.

FEDERAL AVIATION AGENCY

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

,,		With VIID WEI FIGURE				IN EAST, I NOI EE	-,		
1, AIRCRAFT	MAKE]	Piper .		PA 24"2	50"	SERIAL NO. 24-3173	NATIONALITY AN	D REGISTRATION MARK	
	NAME (F	Piret, middle, last)				(Street and number, city, 20			
2, OWNER	B. T. Hickman 764 Gillespie Street Jackson, Mississippi								
3. COMPLE CORDAN	TE ONL	Y FOR UNIT REPAIRE H CIVIL AERONAUTIC	ED AND/O S MANUA	R ALTERED. L: 18.	DESCRIB	E WORK ACCOMPLI	SHED ON RE	VERSE IN AC-	
זואט		MAKE		MODEL		SERIAL NO.	NATURE OF WORK (Check)		
							MAJOR REPAIR	MAJOR ALTERATION	
a. AIRFRAME		**************************************						XX	
b. POWERPLAN	T	ed en		to kiyana tili a sikolo	•		-		
c. PROPELLER				1 / / / 2	6	- 00 1200.	Si - C# 11		
]	TYPE AND MANUFACTURER		1/12/62	ما ل	57/	2000-00- 2000-00-00-00-00-00-00-00-00-00-00-00-00	1 mag() feogr	
d. APPLIANCE				· · · · · · · · · · · · · · · · · · ·	**************************************		7		
		SHT AND BALANCE DA pairs and/or alterations	TA This	item must be	completed	by repair or a terati will not be to tolede time, it will be home	on agency. I	lowever, in the	
	described	below were made.	stalle	ed in an aircraft	At this	time, it will be idmb	deted by the in	stalling agency,	
CATEGOR	· ·	EMPTY WEIGHT (Por		plicable.	CHINTERNOE (GRAVITY (Inches from datum)	• * I DSEE	UL LOAD (Pounds)*	
		-		1 (1	X 17			da Lone (1 voide)	
Normal		1814.7		1083.23		NV	1085_3		
5. CONFOR	MITY S	TATEMENT (Complete and	check)	00 P 10 10 10 10 10 10 10 10 10 10 10 10 10	√ ^\\	<u>′ 1</u>	I	•	
a. AGENCY'S NA			Λ((E) WHO OF	AGENCY		e. CERTIFICAT	E NO	
			$\sim V$	10 KI U.S	Certifica	ted Mechanic.	A&P 1	474888	
Ray A.	O'Nea	1	W		. /	cated Mechanic.		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
		n Air Service	Mcdd #Y	110	_	epair Station.	- '		
Bruce Ca			V/K	Man - Man	ufacturer.			:	
Madison,	Madison, Mississippi (Check if repair or alteration was made under delegation op-								
	-	~	"/ <i>I</i> W	/ ^ -	tion pr	ocedures.)			
d. I certify attachme	that the	e repair and/or alteration to have been made in ac	n made to	the unit(s) id	entified un	nder item 3 above an Part 18 of the U.S. (d described on CivilAir Regul	the reverse or ations and that	
the inform	mation f	urnished herein is true a	nd correct	to the best of	my knowle	edge.	<i>‡</i>		
1-12	2-63	<u>.</u>				Kus a. On	ent-		
(Date re	pâir and/o	r alteration completed)				(Signature of authorized i	indlvidual)	-	
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									
<u> </u>		- > < = = 1			- a -		TD		
APPROVED FAA Designee Manufacturer Canadian Department of Transport Inspector of Aircraft Parties Factor Fac									
☐ REJECTED ☐ FAA Flight ☐ Repair Station ☐ Other (Specify) Inspection Authorization Standards									
1-12-63 Inspector A&P 1321576									
(Date of approval or rejection) (Signature of authorized philyidual; title or identification number)									
7. TO BE COMPLETED ONLY BY FAA PERSONNEL									
□ Forwarded for engineering comment □ See attached memorandum									
b. 🗀 Accept	ted	(Date)] Reinspec	ted	(Date)	Spot Che	cked	(Date)	
		(mage)			(1000)			(2200)	
(FAA designation number) (Signature Flight Standards Inspector)									

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

Installed the following equipment in Comanche N7937P

Motorela ADF-12-E
Narco Mark V with VOA-4 Indicator
King KX 130 with KI-210 Omni/ILS Indicator
Narco UDI-2 DME
Narco MBT-12 Marker Beacon
Omni Antenna
Transmitting Antenna
Marker Beacon Antenna

All of above components were installed according to and using methods and routines as outlined in Piper Air craft Corp Radio installation drawing No. 22430. All circuit protectors and wires were of the type and size as recommended and used by Piper. All units were functionally checked and compass callibrated where needed. Aircraft is equipped with 50 Amp generator. Total continuous electrical load was computed and found to be 28 Amps which is within allowable 30% of generator output.

Weight and Balance computed and equipment list changed.

Item	Weight	Arm	Moment
Aircraft	1738.0	82.6	143565.0-
Meterela ADF-12-E added	27.0	. 131.6	3283.2
Narce Mark V & power supply	14.0	96.0	1344.0
Narco VOA-4 Omni indicator -	2.9	13.0	37.7
King KX 130 Panel Unit	6.8	59.0	383,5
King KI 210 Omni, ILS Ind	2.0	13.0	26.0
King KS-501A Power Supply	3.2	163.0	521.6
Narce UDI-2 DME	15.8	107.5	1698.5
Narce MBT-12 Marker & Antenna	3.0	113.0	339.0
Narce VRP-37 Omni Ant.	1.0	268.0	268-0
Narco VTP-17 Whip Ant.	1.0	159.0	159.0
	1814.7		151625.5
$TM = E_{*}W_{*}C_{*}G_{*} = 151625$	5 = 23 6" Na	To Bossades 1874 O	C .

New Empty Weight = 1814.7 1bs New E. W. C. G. = 83.6"

New Useful load = 1085.3

*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.

Check block if additional sheets are attached.