

 US Department of Transportation Federal Aviation Administration				Form Approved OMB No. 2120-0020 For FAA Use Only Office Identification	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)					
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 PIPER		Model PA-28-180		
	Serial No. 28-3099		Nationality and Registration Mark N9064J		
2. Owner	Name (As shown on registration certificate) CLEMENT AVIATION LLC		Address (As shown on registration certificate) 3 JEFFERSON PL PINE BLUFF, AR 71603-6931		
3. For FAA Use Only					
4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~			<input checked="" type="checkbox"/> X	
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
6. Conformity Statement					
A. Agency's Name and Address TOMLINSON AVIONICS INC 619C HANGAR ROW PINE BLUFF, AR 71601		B. Kind of Agency		C. Certificate No.	
		U.S. Certified Mechanic		YN1R644K	
		Foreign Certified Mechanic		RADIO I, II, III	
		<input checked="" type="checkbox"/> Certificated Repair Station		LIMITED AIRFRAME	
		Manufacturer			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
Date	Signature of Authorized Individual <i>Dickey & Robert</i>				
7. Approval for Return to Service					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA 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	Certificate or Designation No.		Signature of Authorized Individual		
<i>09-01-2017</i>	YN1R644K		<i>Dickey & Robert</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.)

Aircraft Make & Model : PIPER PA-28-180

Aircraft Reg. & s/n : N9064J 28-3099

REMOVED THE FOLLOWING EQUIPMENT:

<u>Description</u>	<u>Manufacturer</u>	<u>Model Number</u>	<u>Part Number</u>	<u>Location (FS)</u>
XPDR	KING	KT76A	066-01062-10	63.50

INSTALLED THE FOLLOWING EQUIPMENT:

<u>Description</u>	<u>Manufacturer</u>	<u>Model Number</u>	<u>Part Number</u>	<u>Location (FS)</u>
ADS-B IN/OUT	GARMIN	GTX335	011-03300-40	64.00
XPDR ANT	COMANT	CI105		119.00

DESCRIPTION OF ALTERATION

EQUIPMENT REMOVED IS LISTED ABOVE. INSTALLED A GTX335 ADS-B UNIT WITH A CI105 ANTENNA. THE GTX335 IS INTERFACED TO AN ALTITUDE SYSTEM.

ACCEPTABLE DATA

<u>Description</u>	<u>Document No.</u>	<u>Revision</u>	<u>Date</u>	<u>Chapter Section</u>
FAA AC	AC43.13-2B			2
FCC AC	AC43.13-1B			
GTX335 IM	190-00734-10	8		

APPROVED DATA

STC# SA01714WI for the GTX345 WITH A CI105.

The Continued Airworthiness for the GTX335, dated 03-08-2016, has been provided to the Aircraft Owner/Operator for inclusion into the Aircraft Maintenance Program.

A GTX335 Flight Manual Supplement P/N 190-00734-15, Rev 2, dated 03-08-2016 was given to the Aircraft Owner/operator.

All work was performed in accordance with the data referenced above. Post installation ground test have been performed to assure proper operation of all affected systems. All affected systems were tested accordingly to show compliance with 14 CFR 23.1309. An Electrical Load Determination was performed in accordance with AC43.13-1B/Para 11-36. The changes in the electrical load were found to be within the limits established by the airframe manufacturer.

The Aircraft Equipment List and Weight & Balance has been updated to reflect the changes affected by this alteration.

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
2/28/2011

Electronic Tracking Number
For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark N9064J	Serial No. 28-3099
	Make Piper	Model PA-28-180
2. Owner	Name (As shown on registration certificate) CLEMENT AVIATION LLC	Address (As shown on registration certificate) Address #3 JEFFERSON PLACE City PINE BLUFF State AR Zip 71603 Country USA

3. For FAA Use Only

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	DUMAS AVIATION MAINTENANCE INC		<input checked="" type="checkbox"/> U.S. Certificated Mechanic	Manufacturer
Address	PO BOX 356- 202 BURNS ROAD		Foreign Certificated Mechanic	C. Certificate No.
City	DUMAS	State AR	Certificated Repair Station	_____
Zip	71639	Country USA	Certificated Maintenance Organization	_____

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

Extended range fuel per 14 CFR Part 43 App. B Signature/Date of Authorized Individual *Deloyd Rankin* DELOYD RANKIN 03-18-2011

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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED						
BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Person Approved by Canadian Department of Transport		
	FAA Designee	Repair Station	X	Inspection Authorization	Other	(Specify)
Certificate or Designation No. _____		Signature/Date of Authorized Individual <i>Deloyd Rankin</i> DELOYD RANKIN 03-18-2011				

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.)

N9064J	03-18-2011
--------	------------

Nationality and Registration Mark

Date

INSTALLED HIGH INTENSITY DISCHARGE LIGHT ASSEMBLY KIT IAW KNOTS 2U FAA APPROVED INSTALLATION MANUAL NO. HID-P-003 AS LISTED ON AML NO. SA01834CH, ISSUED 05-16-2003, AMENDED MARCH 14,2007 . SYSTEM WAS FUNCTIONALLY TESTED SATISFACTORILY.
NEGIGIBLE WEIGHT CHANGE.

END

Additional Sheets Are Attached

United States of America
Department of Transportation -- Federal Aviation Administration

Supplemental Type Certificate

Number SA01834CH

This certificate issued to

Knots 2U, Ltd.
703 Airport Road
Burlington, WI 53105

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

Original Product - Type Certificate Number :* * (see attached FAA Approved Model

Make :* List (AML) No. SA01834CH for list of

Model :* Approved airplane models and applicable airworthiness regulations)

Description of Type Design Change:

Installation of the High Intensity Discharge Light Assembly Kit in accordance with Knots 2U Installation Instructions as listed on AML No. SA01834CH, amended March 14, 2007, or later FAA approved revisions.

Limitations and Conditions:

1. The installer must determine whether this design change is compatible with previously approved modifications. 2. A copy of this Certificate and FAA Approved Model List (AML) No. SA01834CH, amended March 14, 2007, or later FAA approved revisions, must be maintained as part of the permanent records for the modified aircraft. 3. The High Intensity Discharge Light Assembly Kit RMDHID is to be inspected and maintained in accordance with Knots 2U Installation Instructions as listed on AML No. SA01834CH, amended March 14, 2007, or later FAA approved revisions. 4. If the holder agrees to permit another person to use this certificate to alter a product, the holder must give the other person written evidence of that permission.

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

Date of application : October 08, 2002

Date reissued :

Date of issuance : May 16, 2003

Date amended : March 14, 2007

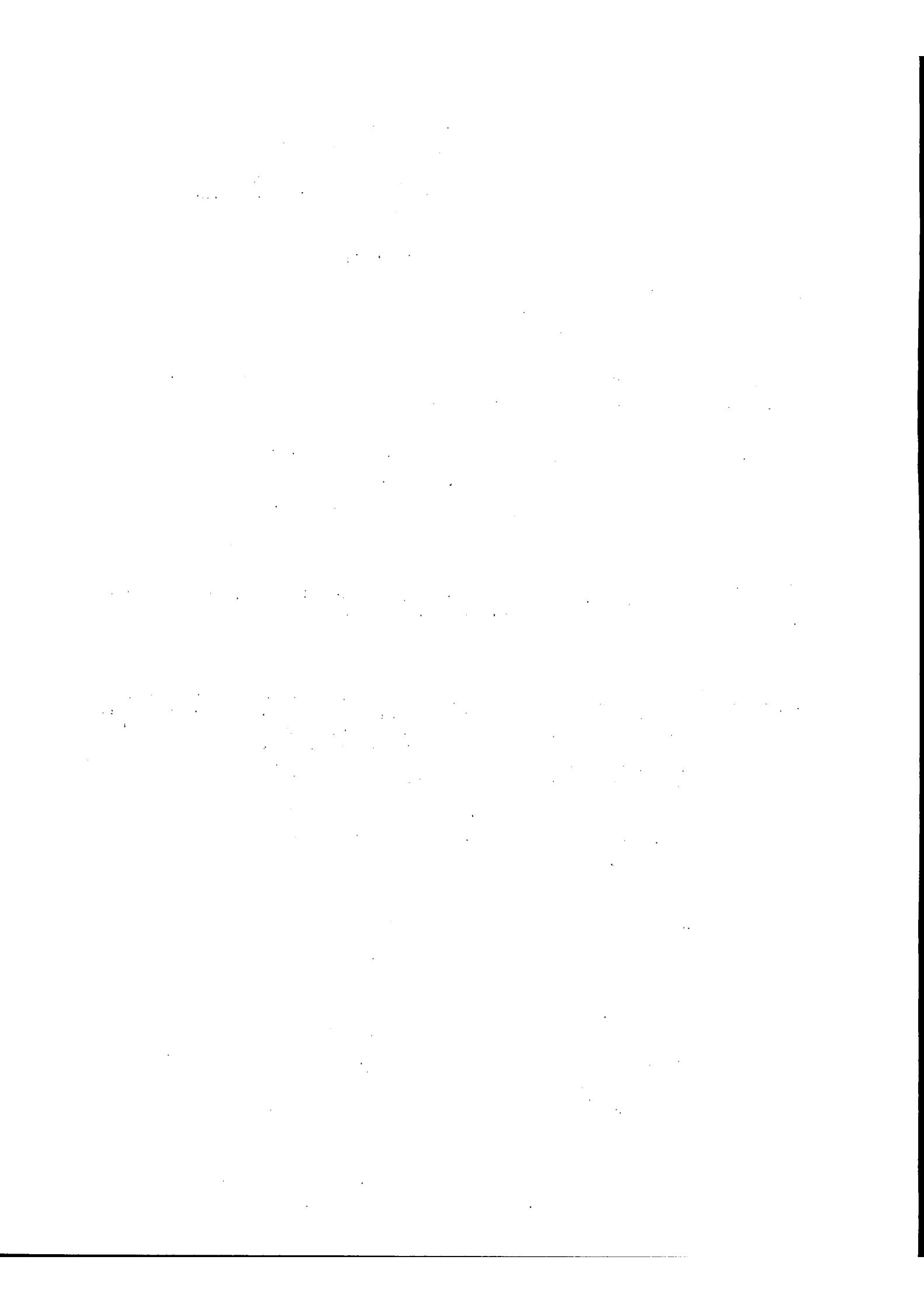


By direction of the Administrator

A handwritten signature in black ink, appearing to read "G. J. Michalik".

(Signature)
Gregory J. Michalik, Senior Aerospace Engineer
Airframe & Administrative Branch
Chicago Aircraft Certification Office

(Title)



Piper PA-28/ PA-32 Cowl Mount HID Light Assembly Kit

INSTALLATION MANUAL No. HID-P-003

Model Applicability:

Piper Aircraft, Inc.: PA-28-150, PA-28-160, PA-28-180, PA-28-235, PA-28S-160, PA-28S-180, PA-28R-180, PA-28R-200, PA-28-151, PA-28-161, PA-28-181, PA-28R-201, PA-28R-201T, PA-28-236, PA-28RT-201, PA-28RT-201T, PA-28-201T, PA-32-260, PA-32-300, PA-32S-300, PA-32R-300, PA-32RT-300, PA-32R-301 (SP), PA-32R-301 (HP), PA-32-301, PA-32-301FT, PA-32-301XTC.

KNOTS 2U, LTD.

703 Airport Road
Burlington, WI 53105

262 763-5100

www.knots2u.com

FAA APPROVED

MAR 20 2009
ACK-16c
CHICAGO AIRCRAFT
CERTIFICATION OFFICE
CENTRAL REGION

REV #	DATE	EFFECT

FAA APPROVED MODEL LIST (AML) NO. SA01834CH
KNOTS 2U, LTD.
FOR

INSTALLING HIGH INTENSITY DISCHARGE (HID) LIGHT FOR WINGTIPS

ISSUE DATE: 5/16/03

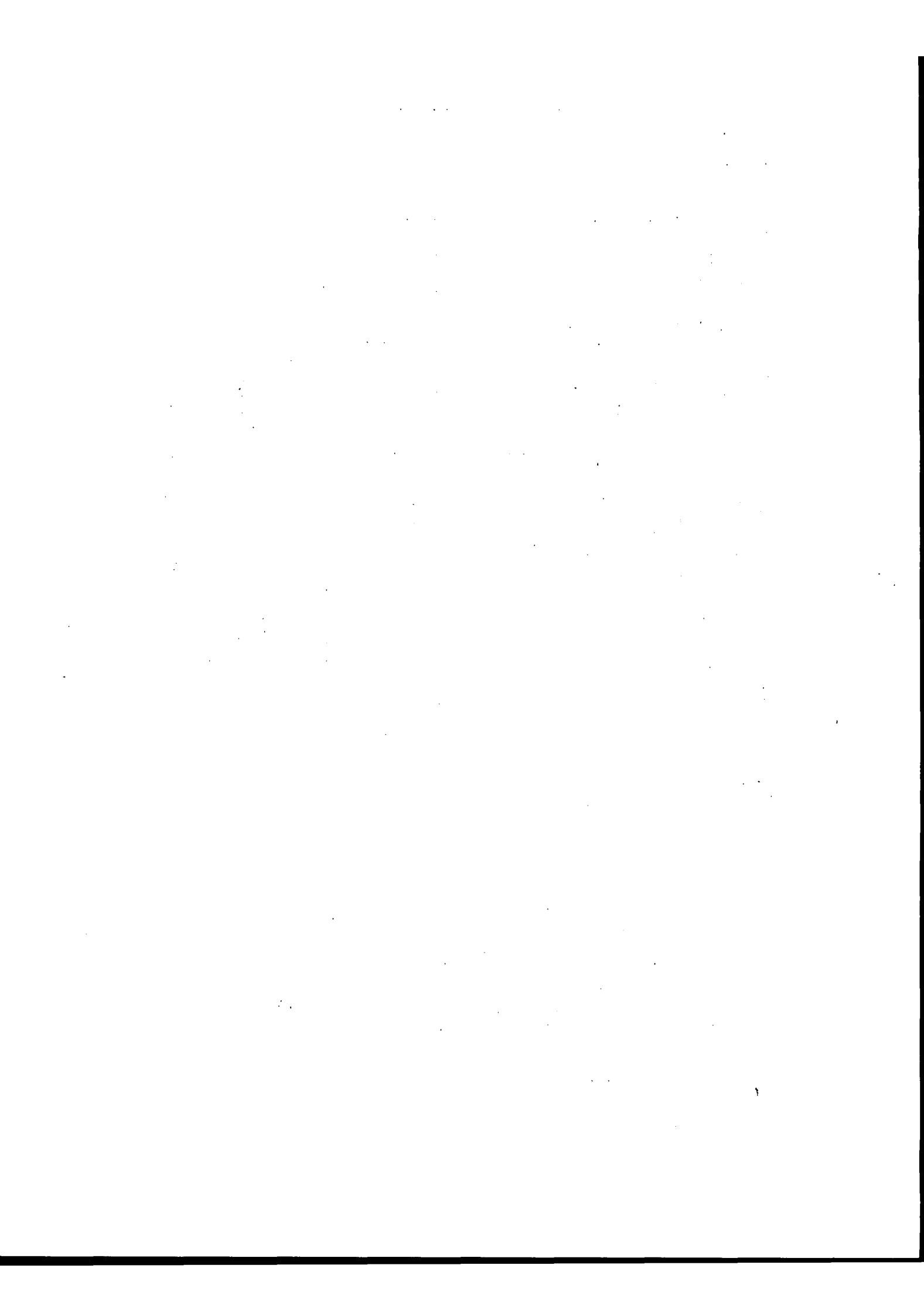
ITEM	AIRCRAFT MAKE	AIRCRAFT MODEL	ORIGINAL TYPE CERTIFICATE NUMBER	CERTIFICATION BASIS FOR ALTERATION	INSTALLATION INSTRUCTIONS		SUPPLEMENT NUMBER/DATE	AFM NUMBER/DATE	AML AMENDMENT DATE
					NUMBER	REVISION NO. & DATE			
36	Piper Aircraft, Inc.	PA-32-301T, PA-32R-301T, PA-32RT-300T	A3SO	CAR 3	Installation Manual No. HID-P-002	Revision E, Dated 2/7/07	N/A	N/A	3/14/07
37	Hawker Beechcraft Corporation	35-33, 35-A33, J35, K35, M35, N35	3A15	CAR 3	Installation Manual No. HID-B-004	No Revision, Dated 12/17/05	N/A	N/A	3/20/09
38	Piper Aircraft, Inc.	PA-28-150, PA-28-160, PA-28-180, PA-28-235, PA-28S-160, PA-28S-180, PA-28R-180, PA-28R-200, PA-28-151, PA-28-161, PA-28-181, PA-28R-201, PA-28R-201T, PA-28-236, PA-28RT-201, PA-28RT-201T, PA-28-201T	2A13	CAR 3	Installation Manual No. HID-P-003	No Revision, Dated 2/17/09	N/A	N/A	3/20/09
39	Piper Aircraft, Inc.	PA-32-260, PA-32-300, PA-32S-300, PA-32R-300, PA-32RT-300, PA-32R-301 (SP), PA-32R-301 (HP), PA-32-301, PA-32-301FT, PA-32-301XTC	A3SO	CAR 3	Installation Manual No. HID-P-003	No Revision, Dated 2/17/09	N/A	N/A	3/20/09



Gregory J. Michalik, Senior Aerospace Engineer
Airframe & Administrative Branch
Chicago Aircraft Certification Office

Amended: 12/5/03, 4/23/04, 6/13/06, 3/14/07, 3/20/09

FAA APPROVED:





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

50 FS 50-01 RST

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 PIPER	Model PA-28-180
	Serial No. 28-3099	Nationality and Registration Mark USA N 9046J
2. Owner	Name (As shown on registration certificate) BUKY, GREGORY D.	Address (As shown on registration certificate) 307 WADE LANE P.O. BOX 865 MT. WASHINGTON, KY. 40047

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
TRIANGLE FLYING SERVICE 2700 GAST BLVD. FISHERVILLE, KY. 40205	U.S. Certificated Mechanic	SM4R523M
	Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	Manufacturer	

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

Date 03/24/97	Signature of Authorized Individual RONNIE LEE MORRISON	
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7. Approval for Return To Service

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

BY	FAA 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 03/24/97	Certificate or Designation No. SM4R523M	Signature of Authorized Individual RONNIE LEE MORRISON		

NOTICE

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

8. Description of Work Accomplished

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

USA

N-9064J

03/24/97

REMOVED:

- 1-AN TYPE ARTIFICIAL HORIZON
- 1-NON AUTOPILOT VERTICAL CARD DG
- 1-VACUUM TURN & BANK GYRO/INDICATOR
- 1-CLOCK [8-DAY WIND TYPE]

INSTALLED:

- 1-SIGMA-TEK ATTITUDE GYRO p/n 1U149-010-1
- 1-ASTROTECH LC-2 DIGITAL CLOCK
- 1-EDO DIRECTIONAL GYRO TYPE [52D54]
- 1-S-TEC MOD 50 AUTOPILOT SYSTEM PER STC SA5194SW-D

This equipment was installed per the manufacturer's installation manuals* and AC 43-13-1A, Chapter 11, Section 2, Paragraph 424, 425, 429a, b, and d, and Section 3, Paragraphs 443; and AC 43-13-2A Chapter 2, Paragraphs 21, 22, 23a, b, c, and e and Chapter 3, Paragraph 44.

The electrical load was checked per AC 43-13-2A, Chapter 2, Paragraph 27.

Weight and balance was revised and data was entered into the Airframe logbook and the equipment list was updated to reflect this change.

* S-TEC ST-174 FAA APPROVED BULLETIN NO. 274

END

Additional Sheets Are Attached

*U.S.GPO:1994-568-012/00019



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

Form Approved OMB No. 2120-0020
For FAA Use Only
Office Identification <i>50-FSD0-01 Rev</i>

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

1. Aircraft	Make Piper	Model PA28-180
	Serial No. 28-3099	Nationality and Registration Mark N9064J
2. Owner	Name (As shown on registration certificate) Gregory D. Bukey	Address (As shown on registration certificate) 307 Wade Lane Mt. Washington, Ky. 40047

3. For FAA Use Only

4. Unit Identification			5. Type	
Unit	Make	Model	Serial No.	Repair
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.
Triangle Flying Service Inc. 2700 Gast Blvd. Louisville, Ky. 40205	U.S. Certificated Mechanic	SM4R523M
	Foreign Certificated Mechanic	
	X Certificated Repair Station	
	Manufacturer	

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

Date 05/19/97	Signature of Authorized Individual <i>Ronnie L. Morrison</i> Ronnie L. Morrison	
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7. Approval for Return To Service					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)	
	X	Repair Station	Person Approved by Transport Canada Airworthiness Group		

Date of Approval or Rejection 05/19/97	Certificate or Designation No. SM4R523M	Signature of Authorized Individual <i>Ronnie L. Morrison</i> Ronnie L. Morrison			
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NOTICE

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

8. Description of Work Accomplished

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

1. Modified aircraft in accordance with STC SA1800SO;
Installation of Laminar Flow Systems (LSF), Inc. Landing Gear
Fairing Additions in accordance with LSF 300, dated May 13, 1985,
Part II, "Installation Instructions," or later FAA Approved
Revision.
2. Equipment list revised and weight and balance changed.

-----END-----

Additional Sheets Are Attached



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

Form Approved
OMB No. 2120-0020

For FAA Use Only
Office Identification
50-F300-01 10

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).

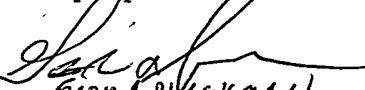
1. Aircraft	Make Piper	Model PA28-180
	Serial No. 28-3099	Nationality and Registration Mark N9064J
2. Owner	Name (As shown on registration certificate) Gregory D. Burky	Address (As shown on registration certificate) 307 Wade Lane Mt. Washington, Ky. 40047

3. For FAA Use Only

The data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43, Section 43.7

District Office **50-F300-01**

Date **5-15-97**

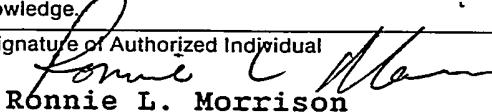
Signature of FAA Inspector 

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

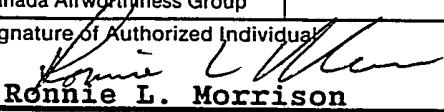
A. Agency's Name and Address Triangle Flying Service Inc. 2700 Gast Blvd. Louisville, Ky. 40205	B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. SM4R523M
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D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date 05/15/97	Signature of Authorized Individual  Ronnie L. Morrison
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7. Approval for Return To Service

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

BY	FAA 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 05/15/97		Certificate or Designation No. SM4R523M	Signature of Authorized Individual  Ronnie L. Morrison	

NOTICE

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

8. Description of Work Accomplished

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

1. Removed Piper mixture control and installed ACS A-790 mixture control.
2. Removed Piper throttle control and installed ACS A-790 throttle control
3. Equipment list revised, no weight and balance change.

-----END-----

Additional Sheets Are Attached

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

1 NATIONALITY AND REGISTRATION MARKS	2 MANUFACTURER AND MODEL	3 AIRCRAFT SERIAL NUMBER	4 CATEGORY
N9064J	PIPER PA-28-180	28-3099	NORMAL

5 AUTHORITY AND BASIS FOR ISSUANCE

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

NONE

6 TERMS AND CONDITIONS

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

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
(R) 02-14-1966	Leslie W. Holt	SW-FSDO-11

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

FAA Form 8100-2 (8-82)

* U.S. G.P.O.:1999 769-017

UNITED STATES OF AMERICA—FEDERAL AVIATION AGENCY
STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
N9064J	Piper PA-28-180	28-3099	Normal

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

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

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
2-14-66	Ronald Pitcher	

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

FAA Form 81362 (7-65)





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 *ASO 01*

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 PIPER	Model PA-28-180C
	Serial No. 28-3099	Nationality and Registration Mark USA N 9640J
2. Owner	Name (As shown on registration certificate) BUKY, GREGORY D.	Address (As shown on registration certificate) 307 WADE LANE P.O. BOX 865 MT. WASHINGTON, KY. 40047

3. For FAA Use Only

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	<i>.....(As described in Item 1 above).....</i>				XX
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address D. D. AVIONICS, INC. 9248 TAYLORSVILLE, RD. FISHERVILLE, KY. 40023	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. UDBR667L
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D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date 03/01/96	Signature of Authorized Individual <i>Andrew C. Stuebling</i> ANDREW C. STUEBLING, JR.
-----------------------------	---

7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 03/01/96	Certificate or Designation No. UDBR667L	Signature of Authorized Individual <i>Andrew C. Stuebling</i> ANDREW C. STUEBLING, JR.
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NOTICE

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

8. Description of Work Accomplished

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

USA

N-9640J

03/01/96

INSTALLED:

1-NARCO DME-190 DME SYSTEM

This equipment was installed per the manufacturer's installation manuals and AC 43-13-1A, Chapter 11, Section 2, Paragraph 424, 425, 429a, b, and d, and Section 3, Paragraphs 443; and AC 43-13-2A Chapter 2, Paragraphs 21, 22, 23a, b, c, and e and Chapter 3, Paragraph 44.

The electrical load was checked per AC 43-13-2A, Chapter 2, Paragraph 27.

Weight and balance was revised and data was entered into the Airframe logbook and the equipment list was updated to reflect this change.

END

Additional Sheets Are Attached

*U.S.GPO:1994-568-012/00019

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

SO-F500-01 M48

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 Piper	MODEL PA28-180
	SERIAL NO. 28-3099	NATIONALITY AND REGISTRATION MARK N9064J
2. OWNER	NAME (As shown on registration certificate) Gregory D. Burky	ADDRESS (As shown on registration certificate) 307 Wade Lane Mt. Washington, Ky. 40047

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTER- ATION
AIRFRAME	***** (As described in item 1 above) *****				
POWERPLANT	Lycoming	O-360-A3A	L-9285-36A		X
PROPELLER					
APPLIANCE	TYPE			MAR 20 1995	
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Triangle Flying Service Inc. 2700 Gast Blvd. Louisville, Ky. 40205	<input type="checkbox"/> U.S. CERTIFICATED MECHANIC <input checked="" type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	SM4R523M

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 03/16/95	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Ronnie L. Morrison</i>
-------------------------	---

7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE X			
DATE OF APPROVAL OR REJECTION 03/16/95		CERTIFICATE OR DESIGNATION NO. SM4R523M	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Ronnie L. Morrison</i>	

NOTICE

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

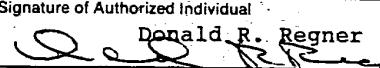
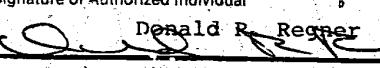
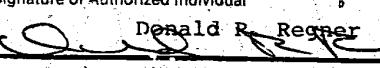
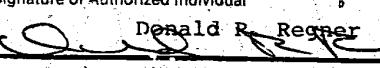
8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

1. Removed Bendix S4LN21 magnetos & Harness and installed Slick Kit K4317 (two Slick 4373 magnetos and M2508 Harness) in accordance with Lycoming Service Instruction No. 1443B.
2. Weight and Balance change is negligible.
3. Equipment list revised.

-----END-----

ADDITIONAL SHEETS ARE ATTACHED

MAY 12 1994

 <p>MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)</p>				Form Approved OMB No. 2120-0020 For FAA Use Only Office Identification GL05																																					
<p>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).</p>																																									
1. Aircraft	Make Piper		Model PA28-180C																																						
	Serial No. 28-3099		Nationality and Registration Mark N9640J																																						
2. Owner	Name (As shown on registration certificate) Greg Bucky		Address (As shown on registration certificate) P.O. Box 895 Mt. Washington, KY 40047																																						
	3. For FAA Use Only																																								
<p>4. Unit Identification</p> <table border="1"> <tr> <th>Unit</th> <th>Make</th> <th>Model</th> <th>Serial No.</th> <th>Repair</th> <th>Alteration</th> </tr> <tr> <td>AIRFRAME</td> <td colspan="3">(As described in Item 1 above)</td> <td></td> <td>XX</td> </tr> <tr> <td>POWERPLANT</td> <td colspan="3"></td> <td></td> <td></td> </tr> <tr> <td>PROPELLER</td> <td colspan="3"></td> <td></td> <td></td> </tr> <tr> <td rowspan="2">APPLIANCE</td> <td>Type</td> <td colspan="3"></td> <td></td> </tr> <tr> <td>Manufacturer</td> <td colspan="3"></td> <td></td> </tr> </table>						Unit	Make	Model	Serial No.	Repair	Alteration	AIRFRAME	(As described in Item 1 above)				XX	POWERPLANT						PROPELLER						APPLIANCE	Type					Manufacturer					5. Type
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PROPELLER																																									
APPLIANCE	Type																																								
	Manufacturer																																								
<p>6. Conformity Statement</p> <table border="1"> <tr> <td colspan="2">A. Agency's Name and Address Hamilton Air Radio, Inc. 2820 Bobmeyer Rd. Hamilton, OH 45015</td> <td>B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer</td> <td>C. Certificate No. CK1R063K</td> </tr> </table>						A. Agency's Name and Address Hamilton Air Radio, Inc. 2820 Bobmeyer Rd. Hamilton, OH 45015		B. Kind of Agency <input checked="" 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. CK1R063K																																
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<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 attached documents 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.</p>																																									
Date 5/5/94		Signature of Authorized Individual 																																							
<p>7. Approval for Return To Service</p> <p>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</p> <table border="1"> <tr> <td rowspan="2">BY</td> <td>FAA Fit. Standards Inspector</td> <td>Manufacturer</td> <td>Inspection Authorization</td> <td rowspan="2">Other (Specify)</td> </tr> <tr> <td>FAA Designee</td> <td>XX Repair Station</td> <td>Person Approved by Transport Canada Airworthiness Group</td> </tr> <tr> <td colspan="2">Date of Approval or Rejection 5/5/94</td> <td>Certificate or Designation No. CK1R063K</td> <td colspan="2">Signature of Authorized Individual </td> </tr> </table>						BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)	FAA Designee	XX Repair Station	Person Approved by Transport Canada Airworthiness Group	Date of Approval or Rejection 5/5/94		Certificate or Designation No. CK1R063K	Signature of Authorized Individual 																								
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NOTICE

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

8. Description of Work Accomplished

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

1) Removed the following:

MK12A/VOA-5
MK12A/VOA-5
UGR-1

2) Installed the following:

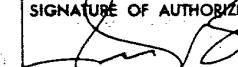
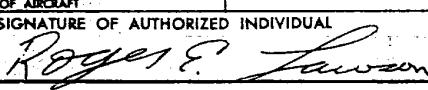
KX155 Nav/Com, Station 62.8, Installation Manual 006-5179-05
KX125 Nav/Com, Station 62.8, Installation Manual 006-00655-0000
KI209 Indicator, Station 65.3, Installation Manual 006-0140-02
AMR 350 Aud/Mkr, Station 65.3, Inst. Manual 523-0766038-005118

3) Units are installed IAW AC43.13-1A, Chapter 11, and AC43.13-2A, Chapters 1, 2, and 3.

4) Total current load analyzed IAW AC43.13-2A, Chapter 2, and is within limits.

5) Log entries completed.

Additional Sheets Are Attached

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION SO-FSD001 M	
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 Piper			MODEL PA28-180	
	SERIAL NO. 28-3099			NATIONALITY AND REGISTRATION MARK N9064J	
2. OWNER	NAME (As shown on registration certificate) Greg BUKY			ADDRESS (As shown on registration certificate) P.O. Box 895 Mt. Washington, KY 40047	
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 Jackie N. Heath Addington Field Elizabethtown, KY 42701		B. KIND OF AGENCY <input checked="" type="checkbox"/> U.S. CERTIFIED MECHANIC <input type="checkbox"/> FOREIGN CERTIFIED MECHANIC <input type="checkbox"/> CERTIFIED REPAIR STATION <input type="checkbox"/> MANUFACTURER		C. CERTIFICATE NO. AGP	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE Feb. 14, 1994		SIGNATURE OF AUTHORIZED INDIVIDUAL 			
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA PT. STANDARDS INSPECTOR	MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION Feb. 14, 1994		CERTIFICATE OR DESIGNATION NO. IA2235400		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.)

Removed rotating beacon and original rudder fin cap.

Installed rudder fin cap fairing (p/n 28528CN) in accordance with the Knots 2U, Inc. rudder fin cap installation manual, dated July 1990. Approval data is STC # SA1571GL.

Installed flap hinge fairing kit in accordance with Knots 2U, Inc. flap hinge fairing installation manual, issued April 15, 1987. Approval data is STC#SA1194GL.

Installed wing root fairing kit in accordance with Knots 2U, Inc. wing root fairing installation manual, issued July 4, 1987. Approval data is STC#SA1216GL.

Installed aileron, flap, and stabilator gap seals in accordance with the Knots 2U, Inc. Pa-28 straight wing models gap seals installation manual. Revised April 30, 1990.

Removed original wing tips and installed fiberglass wing tips in accordance with installation instruction No. SD1023 and MET-CO AIRE Drawing No. 11051. Approval data is STC#SA880WE.

Installed Whelen Anti-collision strobe lights in accordance with whelen installation and service manual dated January 1, 1985. Approval data is STC#SA800EA.

Revised weight and balance and equipment list.

-----Nothing Follows-----

U.S. Department
of Transportation
Federal Aviation
AdministrationMAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

SOFSDO-21 1A

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 Britten Norman	Model BN2A Mark III-2
	Serial No. 1060	Nationality and Registration Mark USA N906GD
2. Owner	Name (As shown on registration certificate) Vieques Air Link, Inc.	Address (As shown on registration certificate) Post Office Box 487 Vieques, P.R. 00765

3. For FAA Use Only

4. Unit Identification			5. Type	
Unit	Make	Model	Serial No.	Repair
AIRFRAME	(As described in Item 1 above)			
POWERPLANT				
PROPELLER				
APPLIANCE	Type Double Bench Style Seat Manufacturer Britten Norman	NB16-1063 iss 2	3794	X

6. Conformity Statement		7. Approval for Return To Service	
A. Agency's Name and Address Carlos Benjamin P.O. Box 497 Vieques, P.R. 00765	B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. 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

March 7, 1994

Signature of Authorized Individual

Carlos Benjamin

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 FAA Designee	Manufacturer Repair Station	Inspection Authorization Person Approved by Transport Canada Airworthiness Group	Other (Specify) Air Carrier Certificate VLIA 127A
Date of Approval or Rejection April 14, 1994	Certificate or Designation No. VLIA 127A	Signature of Authorized Individual <i>William A. Rodriguez</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.

3. Description of Work Accomplished

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

Double bench style seat modified by the substitution of original strap type webbing that support the bottom seat cushion with aluminum seat pan.

The seat pan is fabricated from 2024T3 aluminum sheet .032" thickness and rolled around the side tubes of the seat frame. Blind rivets are installed thru the seat pan rolled edge to the seat frame tubes on .75" pitch maximum.

Aluminum pan weight reduced by lightening holes of 1.5" diameter at 3.5" pitch leaving a 2" width of aluminum pan material.

All work performed in accordance with DER No. 50-211 Report No. 911014 dated October 14, 1991.

No change in weight and balance.

END

Additional Sheets Are Attached

JP

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 FSD-FSDO-15	
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	MODEL			
	Piper	PA28-180C			
2. OWNER	SERIAL NO.	NATIONALITY AND REGISTRATION MARK			
	28-3099	N9640J			
3. FOR FAA USE ONLY	NAME (As shown on registration certificate)	ADDRESS (As shown on registration certificate)			
	Driver Mary Hill	9313 Midland Turn Upper Marlboro, MD 20777			
4. UNIT IDENTIFICATION				5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTER- ATION
AIRFRAME	***** (As described in item 1 above) *****			XX	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Dale Halter at Spruce Creek Aviation 1 Beech Blvd Daytona Beach FL 32124		<input checked="" type="checkbox"/> U.S. CERTIFIED MECHANIC <input type="checkbox"/> FOREIGN CERTIFIED MECHANIC <input type="checkbox"/> CERTIFIED REPAIR STATION <input type="checkbox"/> MANUFACTURER		A&P 1920985	
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				
9/9/91	Dale E. Halter				
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 PT. 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		
SEP 09 1991	NTR 2000205TH		BERNARD H. HILL, C. I. T. D. N. C. 1991 Bernard H. Hill		

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.)

N90640J 9/9/91

Removed original Sensenich propeller.
Installed McCauley Black-Mac propeller model# 1A170/BMS-7560 per US Propeller Svc.
This change was accomplished in accordance with STC SA779NE and piper service manual.
New bolts were used and safetied after being torqued.
The equipment list has been revised and there is no change to weight and balance.

END

ADDITIONAL SHEETS ARE ATTACHED

APR 30 1990

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)					
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 definition of this form.					
1. AIRCRAFT	MAKE	PIPER	MODEL	PA-28-180C	
	SERIAL NO.	28-3099	NATIONALITY AND REGISTRATION MARK		
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	Mary Lois Ha		8 Silverwood Circle #2 Anchorage, AK 99503		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION				5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)			XX	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
C.S. PLATT 85 N. MAIN ST. YARDLEY, PA 19067		<input checked="" type="checkbox"/> U.S. CERTIFIED MECHANIC <input type="checkbox"/> FOREIGN CERTIFIED MECHANIC <input type="checkbox"/> CERTIFIED REPAIR STATION <input type="checkbox"/> MANUFACTURER		A&P 207303	
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				
3-22-90	C.S. Platt				
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 PT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	OTHER (Specify)	
	FAA DESIGNEE	REPAIR STATION			
DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.		SIGNATURE OF AUTHORIZED INDIVIDUAL		
3-22-90	AI 207603		C.S. Platt		

FAA Form 337 (7-67)

(8320)

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.)

Opened tanks, cleaned, inspected, resealed, riveted.
Resealed one two main fuel tanks using MIL-S-8802D, class A-2
sealant. All metal work performed in accord with AC 43.13-1A,
chap. 2, Sec. 3. Tanks not installed. No weight change. S/N 4470L&R
& chap. 15, sec. 2.

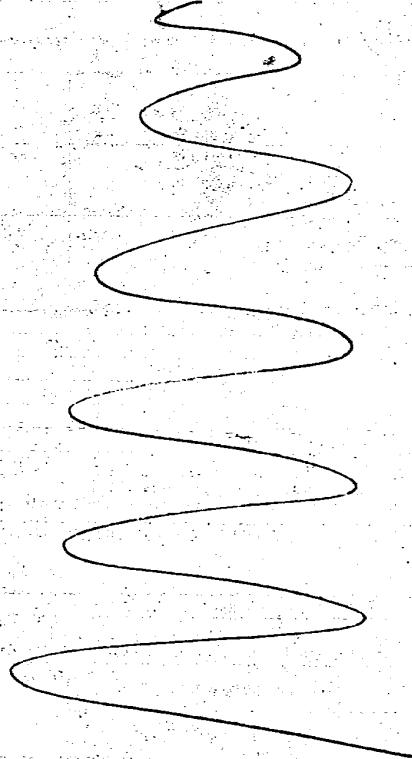
Installing Agency to complete blocks #1 & 2 and the following:
Tanks installed in A/C

DATE April 15, 1990 T.A.T. 1875.08

SIGNATURE Boyd H. Moore

CERTIFICATE # P1P 220366351

NOTHING FOLLOWS



ADDITIONAL SHEETS ARE ATTACHED

FEDERAL AIRCRAFT REGISTRY

CERTIFICATE NO. 2 DATE: 12-13 - 90

APR 5 0 1990

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATIONForm Approved
Budget Bureau No. 04-2060 1MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

FOR FAA USE ONLY

OFFICE IDENTIFICATION
AGFA FSD 07 RD

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

1. AIRCRAFT	MAKE	TYPE	MODEL	PA-28-180C
	SERIAL NO.	28-19	NATIONALITY AND REGISTRATION MARK	N9064J
2. OWNER	NAME (as shown on registration certificate)	ADDRESS (as shown on registration certificate) Andy Lois <i>AGFA</i> 8 Silverwood Circle #2 Bala Cynwyd, PA 19004-21403		
		3. FOR FAIR USE ONLY		

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE
AIRFRAME	Described in item 1 above			REPAIR <input checked="" type="checkbox"/> ALTERATION <input type="checkbox"/>
POWERPLANT				
PROPELLER				
APPLIANCE	TYPE	MANUFACTURER		

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
C.S. PLATT 85 N. MAIN ST. YARDLEY, PA 19067	U.S. CERTIFIED MECHANIC FOREIGN CERTIFIED MECHANIC CERTIFIED LEIAU STATION MANUFACTURER	AGFA 207603

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 contained herein is true and correct to the best of my knowledge.

DATE

3-22-90

SIGNATURE OF AUTHORIZED INDIVIDUAL

C.S. Platt

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given herein, 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	FAR 43 STANDARDS INSPECTOR	MANUFACTURER	20X	INSPECTION AUTHORIZATION	DATE (43-60)
	FAR CERTIFIED	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL ON INSPECTION	CERTIFICATE OF INSPECTION NO.		SIGNATURE OF AUTHORIZED INDIVIDUAL		
3-22-90	AGFA 207603		<i>C.S. Platt</i>		

FAA Form 837 P-67

(832D)

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.)

Opened tanks, cleaned, inspected, resealed, riveted.
Resealed one two main fuel tanks using MIL-S-8802B, class A-2
sealant. All metal work performed in accord with AC 43.13-1A,
& chap. 2, Sec. 3. Tanks not installed. No weight change. S/N 44701&R

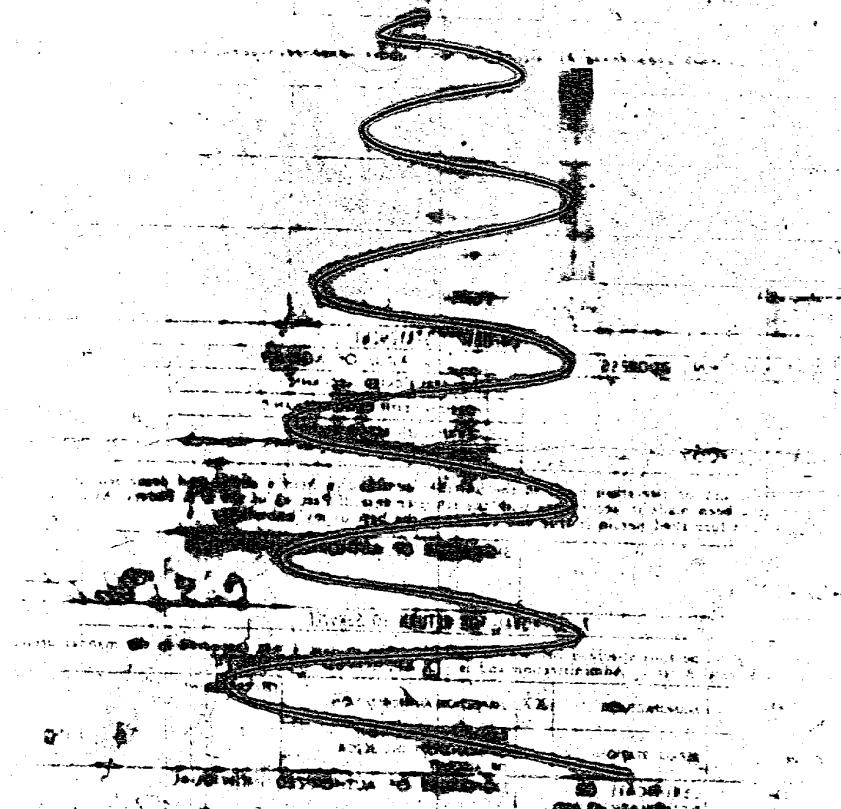
Installing Agency to complete blocks #1 & 2 and the following:
Tanks installed in A/C

DATE April 15, 1967 A.T. 1055 CR

SIGNATURE Boggs A. Morris

CERTIFICATE # PP 22032601

NOTHING FOLLOWS



ADDITIONAL SHEET IS AN ATTACHED

V

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APR 30 1986

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		MODEL		
	Piper		PA-28-180		
2. OWNER	SERIAL NO.		NATIONALITY AND REGISTRATION MARK		
	28-3099		N9064J		
3. FOR FAA USE ONLY	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	Hill Mary L		9313 Midland Turn Upper Marlboro MD. 20772		
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above)				
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
College Park Avionics Inc. 6709 Cpl Frank Scott Dr. College Park MD. 20740		U.S. CERTIFIED MECHANIC FOREIGN CERTIFIED MECHANIC CERTIFIED REPAIR STATION MANUFACTURER		121-52 Radio Class 1,2,3, (L) Instrument (L) Specialized Services	
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				
4/26/86	Glenn A. Hill				
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 FT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO. GRS 121-52		SIGNATURE OF AUTHORIZED INDIVIDUAL		
4/26/86			Glenn A. Hill		(8320)

NOTICE

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

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

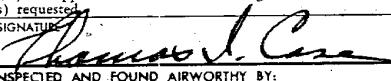
Installed a Narco LRN-820 Loran Receiver and loran antenna. All work performed in accordance with manufacturers instructions and good operating practices, AC 43.13-2A1. Maximum continuous load does not exceed 80% of generator capacity. Weight and balance and equipment list revised to reflect these changes.

ADDITIONAL SHEETS ARE ATTACHED

1042 723

28 MAR 15 1966

Form Approved.
Budget Bureau No. 64-R058.2

APPLICATION FOR AIRWORTHINESS CERTIFICATE (FAR 21)					INSTRUCTIONS: Print or type. These are for FAA use only. Authorized FAA Representative. Use reverse side.		Do not write in shaded areas; Submit original only to an authorized FAA Representative. If additional space is required, use reverse side.														
I. AIRCRAFT DESCRIPTION	1. REGISTRATION MARK NO64J	2. AIRCRAFT MAKE Piper	3. AIRCRAFT MODEL DESIGNATION PA 28-180	FAA CODING																	
	4. AIRCRAFT SERIAL NO. 28-3099	5. ENGINE MAKE Lycoming	6. ENGINE MODEL DESIGNATION O-360-A3A																		
	7. NO. OF ENGINES One	8. PROPELLER MAKE Sensenich	9. PROPELLER MODEL DESIGNATION M76EVM560																		
				10. YR. AIRC. MANUFACTURED 1966																	
		A. APPLICATION IS HEREBY MADE FOR:																			
		<input checked="" type="checkbox"/> ORIGINAL CERTIFICATE—AIRCRAFT IS <input type="checkbox"/> NEW <input type="checkbox"/> USED <input type="checkbox"/> IMPORT																			
		<input type="checkbox"/> AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE <input type="checkbox"/> OTHER (Specify) _____																			
B. AIRWORTHINESS CLASSIFICATION (For multiple certification, check appropriate items)																					
<input checked="" type="checkbox"/> STANDARD (Indicate category)		<input checked="" type="checkbox"/> NORMAL	UTILITY	ACROATIC	TRANSPORT																
<input type="checkbox"/> LIMITED																					
<input type="checkbox"/> RESTRICTED (Indicate operation(s) to be conducted)		<input type="checkbox"/> AGRICULTURE & PEST CONTROL <input type="checkbox"/> FOREST (Wild life conservation) <input type="checkbox"/> OTHER (Specify) _____	<input type="checkbox"/> AERIAL SURVEYING <input type="checkbox"/> PATROLLING <input type="checkbox"/> RACING	<input type="checkbox"/> AERIAL ADVERTISING <input type="checkbox"/> EXHIBITION <input type="checkbox"/> TO SHOW COMPLIANCE WITH FAR																	
<input type="checkbox"/> EXPERIMENTAL (Indicate operation(s) to be conducted)		<input type="checkbox"/> RESEARCH AND DEVELOPMENT <input type="checkbox"/> RACING	<input type="checkbox"/> AMATEUR BUILT <input type="checkbox"/> CLASS I <input type="checkbox"/> CLASS II	<input type="checkbox"/> EXHIBITION				<input type="checkbox"/> FAA CODING													
A. REGISTERED OWNER (As shown on Certificate of Aircraft Registration)					IF DEALER CHECK HERE <input type="checkbox"/>																
NAME Piper Aircraft Corporation		ADDRESS (Number, street, city, State and ZIP code) P.O. Box 1328 Vero Beach, Florida 32960																			
B. AIRCRAFT CERTIFICATION BASIS																					
<input checked="" type="checkbox"/> AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Rev. No.) 2413 REV 12		AIRWORTHINESS DIRECTIVE SUMMARY (Give year and last card No.)																			
<input type="checkbox"/> AIRCRAFT LISTING (Give page No(s.))		SUPPLEMENTAL TYPE CERTIFICATE (Give No(s.))																			
C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS																					
<input checked="" type="checkbox"/> AIRCRAFT NEW—NO PREVIOUS HISTORY		TOTAL AIRFRAME HOURS RECORDED						FAA CODING													
<input type="checkbox"/> RECORDS MAINTAINED IN COMPLIANCE WITH FAR 91.173																					
I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Agency in accordance with section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the classification(s) requested.																					
DATE OF APPLICATION 2-11-66		NAME AND TITLE (Print or type) Mgr. Cherokee		SIGNATURE 																	
IN ACCORDANCE WITH FAR 21.183, THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY:																					
<input type="checkbox"/> CERTIFIED AIR CARRIER (Give Certificate No.)		<input type="checkbox"/> CERTIFIED MECHANIC (IA) (Give Certificate No.)	<input type="checkbox"/> CERTIFIED DOMESTIC REPAIR STATION (Give Certificate No.)																		
<input type="checkbox"/> AIRCRAFT MANUFACTURER (Give name of firm)		FAA CODING																			
DATE		TITLE		SIGNATURE																	
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">A. CURRENT OPERATING LIMITATIONS AVAILABLE IN AIRCRAFT</td> <td style="width: 50%;"><input checked="" type="checkbox"/> G. THIS INSPECTION RECORDED IN AIRCRAFT RECORDS</td> </tr> <tr> <td>B. CURRENT OPERATING LIMITATIONS ATTACHED</td> <td><input type="checkbox"/> H. STATEMENT OF CONFORMITY, FAA FORM 317 (Attach when required)</td> </tr> <tr> <td><input checked="" type="checkbox"/> C. CURRENT APPROVED FLIGHT MANUAL AVAILABLE IN AIRCRAFT</td> <td><input type="checkbox"/> I. PREVIOUS AIRWORTHINESS CERTIFICATE ISSUED IN ACCORDANCE WITH</td> </tr> <tr> <td>D. DATA, DRAWINGS, PHOTOGRAPHS, ETC. (Attach when required)</td> <td>FAR _____ CAR _____ (Orig. attached)</td> </tr> <tr> <td>E. CURRENT WEIGHT & BALANCE INFORMATION AVAILABLE IN AIRCRAFT</td> <td><input type="checkbox"/> J. AIRWORTHINESS CERTIFICATE ISSUED IN ACCORDANCE WITH</td> </tr> <tr> <td>F. MAJOR REPAIR AND ALTERATION, FAA FORM 337 (Attach when req.)</td> <td>FAR 21.183 (a) (Copy attached)</td> </tr> </table>										A. CURRENT OPERATING LIMITATIONS AVAILABLE IN AIRCRAFT	<input checked="" type="checkbox"/> G. THIS INSPECTION RECORDED IN AIRCRAFT RECORDS	B. CURRENT OPERATING LIMITATIONS ATTACHED	<input type="checkbox"/> H. STATEMENT OF CONFORMITY, FAA FORM 317 (Attach when required)	<input checked="" type="checkbox"/> C. CURRENT APPROVED FLIGHT MANUAL AVAILABLE IN AIRCRAFT	<input type="checkbox"/> I. PREVIOUS AIRWORTHINESS CERTIFICATE ISSUED IN ACCORDANCE WITH	D. DATA, DRAWINGS, PHOTOGRAPHS, ETC. (Attach when required)	FAR _____ CAR _____ (Orig. attached)	E. CURRENT WEIGHT & BALANCE INFORMATION AVAILABLE IN AIRCRAFT	<input type="checkbox"/> J. AIRWORTHINESS CERTIFICATE ISSUED IN ACCORDANCE WITH	F. MAJOR REPAIR AND ALTERATION, FAA FORM 337 (Attach when req.)	FAR 21.183 (a) (Copy attached)
A. CURRENT OPERATING LIMITATIONS AVAILABLE IN AIRCRAFT	<input checked="" type="checkbox"/> G. THIS INSPECTION RECORDED IN AIRCRAFT RECORDS																				
B. CURRENT OPERATING LIMITATIONS ATTACHED	<input type="checkbox"/> H. STATEMENT OF CONFORMITY, FAA FORM 317 (Attach when required)																				
<input checked="" type="checkbox"/> C. CURRENT APPROVED FLIGHT MANUAL AVAILABLE IN AIRCRAFT	<input type="checkbox"/> I. PREVIOUS AIRWORTHINESS CERTIFICATE ISSUED IN ACCORDANCE WITH																				
D. DATA, DRAWINGS, PHOTOGRAPHS, ETC. (Attach when required)	FAR _____ CAR _____ (Orig. attached)																				
E. CURRENT WEIGHT & BALANCE INFORMATION AVAILABLE IN AIRCRAFT	<input type="checkbox"/> J. AIRWORTHINESS CERTIFICATE ISSUED IN ACCORDANCE WITH																				
F. MAJOR REPAIR AND ALTERATION, FAA FORM 337 (Attach when req.)	FAR 21.183 (a) (Copy attached)																				
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2">A. I have inspected the aircraft described above, find it conforms to its type certificate, and is in condition for safe operation.</td> </tr> <tr> <td colspan="2">B. I have inspected the aircraft described above, find it is in condition for safe experimental operation.</td> </tr> <tr> <td colspan="2">C. Current Airworthiness Certificate amended.</td> </tr> </table>										A. I have inspected the aircraft described above, find it conforms to its type certificate, and is in condition for safe operation.		B. I have inspected the aircraft described above, find it is in condition for safe experimental operation.		C. Current Airworthiness Certificate amended.							
A. I have inspected the aircraft described above, find it conforms to its type certificate, and is in condition for safe operation.																					
B. I have inspected the aircraft described above, find it is in condition for safe experimental operation.																					
C. Current Airworthiness Certificate amended.																					
DATE 02-16-66		DESIGNATION NO. DMIR-2049		OFFICE NO. 7-443	SIGNATURE Ronald Pitcher																
DATE 2-14-66				OFFICE NO. SO-EMD-43	SIGNATURE Ronald Pitcher																

CAMERA NO. 2N DATE: 5-21-80

UNITED STATES OF AMERICA — FEDERAL AVIATION AGENCY
STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS N9064J	2. MANUFACTURER AND MODEL NUMBER Piper PA 28-180	3. AIRCRAFT SERIAL NUMBER 2E-3C99	4. CATEGORY Normal
5. AUTHORITY AND DATES FOR ISSUANCE This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft for which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein. Exceptions:			
6. TERMS AND CONDITIONS Unless sooner surrendered, suspended, revoked, or terminated, date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.			
DATE OF ISSUANCE 2-14-66	FAA REPRESENTATIVE <i>Donald Pitcher</i>	DESIGNATION NUMBER D-TR-2049	0052-040-8000 (S100)
Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.			

FAA Form 1362 (7-65)

FAX AIRCRAFT REGISTRY
CAMERA NO: N DATE: 5-27-83

PTRS SW112003 B2126



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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
SW-FSDO-11

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 PIPER	Model PA-28-180
	Serial No. 28-3099	Nationality and Registration Mark USA N9064J
2. Owner	Name (As shown on registration certificate) Spa City Enterprise Inc.	Address (As shown on registration certificate) 3511 Silverside RD STE 105 Wilmington, DE 19810-4902

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.

FEB 20 2003

Date

LIT FSDO FAA Inspector

Jackie Black

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.
Reebaire Avionics Inc. 525 Airport Rd. Hangar A-5 Hot Springs, AR 71913 R1VR0490	<input type="checkbox"/> U. S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	CRS R1VR0490 Limited Radio/Airframe

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 20-February-2003	Signature of Authorized Individual Paul A Limke
--------------------------	--

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 FRL Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	<input checked="" type="checkbox"/> FAA Designee			
Date of Approval or Rejection 20-February-2003		Certificate or Designation No. 1RVR0490	Signature of Authorized Individual Paul Limke	<i>PL</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.)

USA N9064J

1. Removed King KX 155 comm transceiver, KI 209 nav indicator, Narco DME 190 and Comant GPS antenna from F.S. 95
2. Installed Garmin 430 GPS/COMM/VOR/LOC/GS: TSO C129a, Class A1 (en route, terminal, and approach), VOR: TSO C40c, LOC: TSO C36e, GS: TSO C34e, VHF COM: TSO C37d, Class 4 and 6 (transmit) and TSO C38d, class C and E (receiver) p/n 010-00139-11, s/n 97113236 in center radio stack. GNS 430 interfaced with existing altitude encoder, existing autopilot, existing GMA 340 audio panel, and GI-106A installed on this 337. Installation done IAW instructions contained in Garmin install manual p/n 190-00140-02, Rev.L dated Dec 2002 and AC 43.13-1B chapter 11 and AC 43.13-2A chapter 2. GNS 430 also interfaced with Comant CI 122 comm antenna installed on this 337 and existing NAV antenna.
3. Installed Garmin GI 106A nav indicator TSO C40a; C34c, p/n 013-00049-00, s/n A23407 in the pilots instrument panel IAW Garmin install manual p/n 190-00180-00 REV C dated Apr 2001, AC43.13-1B chapter 11, and AC 43.13-2A chapter 2. Indicator interfaced with the GNS 430 installed on this 337.
4. Installed Garmin GA 56 GPS TSO C129 Class A-1, antenna p/n 010-10040-01, s/n 59078833 on upper fuselage at F.S. 95 IAW Garmin install manual p/n 190-00094-00 REV D dated 4/30/02, 43.13-2A chapter 3 and GPS installation manual utilizing existing doubler from previous GPS antenna.
5. Installed Comant CI 122 comm antenna TSO C37d and C38d p/n CI122 on lower fuselage at F.S. 180 IAW 43.13-2A chapter 3.
6. GPS placarded "GPS APPROVED FOR VFR USE ONLY".
7. Logbook entry completed, copy on file this agency under WO 2018HS
8. Weight and balance revised, aircraft equipment list updated.

END

Instructions For Continued Airworthiness

1. Airframe alteration
2. See above
3. Consult pilots operating handbook for operation of installed equipment.
4. N/A
5. For maintenance of installed equipment refer to manufacturers maintenance manuals, AC 43.13-1B, and FAR 43 appendix D.
6. Refer to maintenance manuals for additional troubleshooting information.
7. GNS 430 is tray mounted. Access to GPS antenna is made by removing panel directly above the pilots seat.
8. thought 15 N/A
16. A letter will be submitted to the local FSDO with a copy of the revised FAA Form 337 and revised ICA.

ADDITIONAL SHEETS ARE ATTACHED



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

Form Approved
 OMB No. 2120-0020

For FAA Use Only

Office Identification

LIT FSDO ADR

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 PIPER	Model PA-28-180
	Serial No. 28-3099	Nationality and Registration Mark N9064J
2. Owner	Name (As shown on registration certificate) Spa City Enterprise Inc.	Address (As shown on registration certificate) 3511 Silverside RD STE 105 Wilmington, DE 19810-4902 USA

3. For FAA Use Only

THE AIRCRAFT / 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

3-20-2003

DATE

Edmund Rehse

FAA INSPECTOR

ASW-11

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.
Reebaire Avionics Inc. 525 Airport Rd. Hangar A-5 Hot Springs, AR 71913 R1VR0490		U. S. Certified Mechanic	CRS R1VR0490 Limited Radio/Airframe
		Foreign Certified Mechanic	
		<input checked="" type="checkbox"/> Certified Repair Station	
		Manufacturer	

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

Date 04-March-2003	Signature of Authorized Individual <i>PL</i> Paul A Limke		
-----------------------	---	--	--

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)
	<input checked="" type="checkbox"/> FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <i>3-20-03</i>		Certificate or Designation No. R1VR0490	Signature of Authorized Individual <i>PL</i> Paul A Limke	

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.)

N9064J

1. Evaluated GNS 430 system s/n 97105476, previously installed under FAA Form 337 dated 02-20-2003, for VFR use only. This system meets the requirements of TSO C129a, Class A1 and AC 20-138 and is approved for IFR enroute, terminal and non-precision approach procedures.
2. Removed placard stating "GPS FOR VFR USE ONLY"
3. This system was flight tested and meets the requirements of AC 20-138. Flight test results are attached.
4. FAA approved Flight Manual Supplement dated 3-20-2003 installed in aircraft flight manual.
5. GNS 430 Pilot Operating Guide previously installed in aircraft

3-20-2003
MAR 11 2003

ADDITIONAL SHEETS ARE ATTACHED

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

1. NATIONALITY AND REGISTRATION MARKS N9064J	2. MANUFACTURER AND MODEL PIPER PA-28-180	3. AIRCRAFT SERIAL NUMBER 28-3099	4. CATEGORY NORMAL
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5. AUTHORITY AND BASIS FOR ISSUANCE

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

Exceptions:

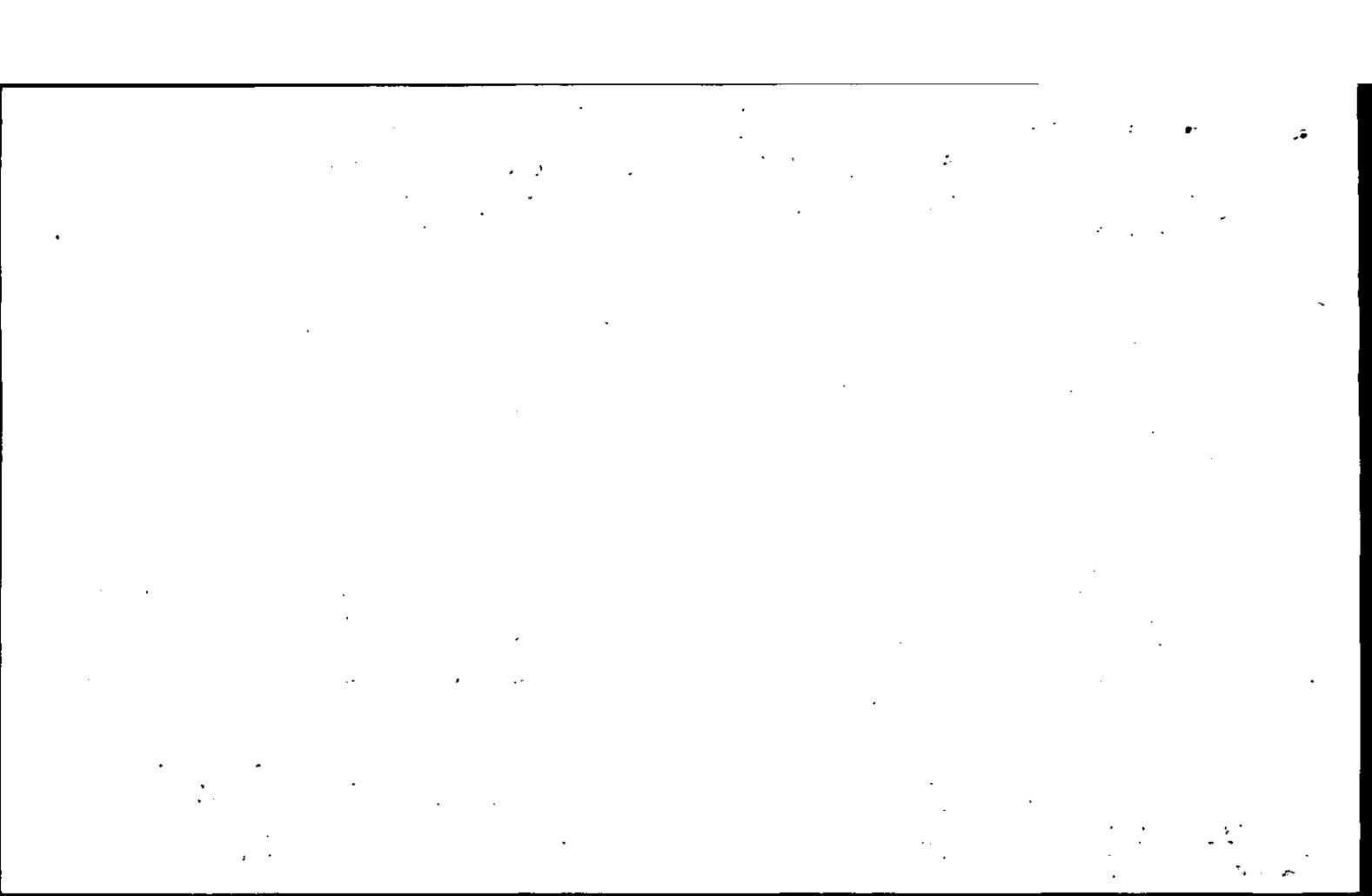
NONE

6. TERMS AND CONDITIONS

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

DATE OF ISSUANCE (R) 02/14/1966	FAA REPRESENTATIVE <i>Leslie W. Holt</i> LESLIE W. HOLT AST	DESIGNATION NUMBER SW-FSD0-11
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Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.



FAA

LITTLE Rock, Ar.

I am requesting a replacement airworthiness certificate for a 1967 Piper Cherokee 180, N9064J, Ser. # 28-3099.

The original airworthiness certificate was destroyed in a fire at TRB Aircraft. ⁹⁻²⁰⁻⁰² The last annual was performed by TRB Aircraft on April 23rd, 2002.

Dennis Langston
120 Hamilton Gate Pt.
Hot. Springs, Ar 71913

501-760-2844 - Home

713-2410-2627 - Cell

