



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

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 civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make PIPER	Model PA-32-301
	Serial No. 32-8206006	Nationality and Registration Mark N8461C
2. Owner	Name (As shown on registration certificate) DEMS LEASING INC.	Address (As shown on registration certificate) 40 STARK ST MANCHESTER, NH 03101

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
ROBERT B. CRONIN JR. MANCHESTER AVIATION ASSOC 628 PERIMETER ROAD MANCHESTER NH 03103	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	23547376
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> Manufacturer	

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

Date JULY 9, 2001	Signature of Authorized Individual 
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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	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection JULY 9, 2001	Certificate or Designation No. 23547276	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.)*

REPLACED TAIL ROTATING BEACON WITH WHELEN ENGINEERING CO., INC STROBE LIGHT

HRCFAR P/N 01-0770029-29. INSTALLATION COMPLETED IN ACCORDANCE WITH

INSTALLATION AND SERVICE MANUAL DATED 6-16-1999 AND STC NUMBER SA615EA. END \_\_\_\_\_

|| Additional Sheets Are Attached



U.S. Department of  
Transportation  
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Office Identification

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

1. Aircraft	Make PIPER	Model PA-32-301
	Serial No. 32-8206006	Nationality and Registration Mark N8461C
2. Owner	Name (As shown on registration certificate) DEMS LEASING INC.	Address (As shown on registration certificate) 40 STARK ST MANCHESTER, NH 03101

**3. For FAA Use Only**

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

ASI: *[Signature]*  
Ted M. Domin  
Principal Avionics Inspector  
NE-FSBO-05  
Date: 12-21-00

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 Craig Avionics 83 Airport Road - PO Box 865 Concord, NH 03302	B. Kind of Agency <input type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. RS5R182N
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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 Dec 22, 2000	Signature of Authorized Individual <i>[Signature]</i>
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**7. Approval for Return to Service**

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

BY	FAA Fit Standards Inspector		Manufacturer		Inspection Authorization	Other (Specify)
	FAA Designee	X	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection Dec 22, 2000		Certificate or Designation No. RS5R182N		Signature of Authorized Individual <i>[Signature]</i>		

## NOTICE

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

### 8. Description of Work Accomplished

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

Removed, complete, KX-155 and KI-208. Installed GNS-430 Nav/Com GPS, GA-56 antenna kit, GI-106A CDI, CI-1125 VOR/GS Diplexer, SSD120-30A encoder and FN-200 cooling fan in space provided by Piper PA-32-301.

and per manufacturer's individual install manuals: Toll Avionics FN-200 Install Detail 2000004 Rev D; Trans Cal SSD120-30A Owner/Install Manual Doc#881000; Garmin GA-56 Install Instructions 190-00094-00 Rev C; Garmin 400 Series (GNS-430) Install Manual 190-00140-02 Rev. G April 2000; Garmin GI-106A Install manual 190-00180-00 Rev B July 1999. Maximum current draw does not exceed 80% of aircraft system capacity. All work performed in accordance with methods, techniques and practices contained in AC 43.13.1B.

Chapter 4, Section 1, Paragraph 4-4

Chapter 7, Section 1, 2, 3, 4, 5, 6, 11

Chapter 10, Section 2, Paragraph 10-16, 10-19, 10-20

Chapter 11, Sections 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17

Chapter 12, Sections 1, 2, 3

and I.A.W. AC 43.13.2A:

Chapters 1, 2, 3, 11

The Garmin GNS-430 is direct cooled with a FN-200 cooling fan and provides Nav steering to the Century 21 Autopilot and GI-106A Indicator. The GNS-430 receives altitude information from the SSD120-30A encoder.

This is a follow-on GPS equipment installation for IFR en-route, non-precision approach and terminal operation, in accordance with STC# SA00705WI. An approved Flight Manual Supplement dated DEC 21 2000 has been inserted in the Aircraft Flight Manual I.A.W. AC 20-138 APP. 1 (C).

A functional flight test evaluation was performed in accordance with AC20-138 par 8c(2) (iv) and the installation has been approved for IFR en-route, non-precision approach and terminal navigation.

Pilot Peter Robert Milnes Cert#: 26469551

The aircraft owner was provided with Garmin GNS-430 Quick Reference 190-00140-01 Rev C; Garmin GNS-430 CD 010-10230-00; Garmin-430 Pilots Guide & Reference 190-00140-00 Rev. F; Garmin 400 Series Pilots Guide Addendum 190-00140-10 Rev. B and Flight Manual Supplement.

There are no specific instructions for continued airworthiness of the installed units. The avionics units are "on condition" with no maintenance required other than to inspect the installations in accordance with either the aircraft manufacturer's instructions or in accordance with Appendix D of Part 43, whichever may be applicable.

END

☐ Additional Sheets Are Attached

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

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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

CRAFT	MAKE Piper	MODEL PA-32
	SERIAL NO. PA32-301	NATIONALITY AND REGISTRATION MARK 8461C
OWNER	NAME (As shown on registration certificate) Pensacola Aviation Center	ADDRESS (As shown on registration certificate) P.O. box 2781 Pensacola, Fl. 32503

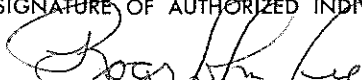
3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION				5. TYPE	
ITEM	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
1. AIRFRAME	***** (As described in item 1 above) *****				X
2. POWERPLANT					
3. PROPELLER					
4. APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

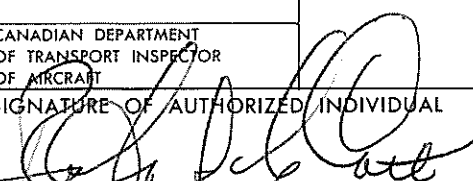
A. AGENCY'S NAME AND ADDRESS Ch Perry Avionics, Inc. 1 Pembroke Road Pembroke Pines, Fl. 33023	B. KIND OF AGENCY		C. CERTIFICATE NO. 705-238
	<input type="checkbox"/>	U.S. CERTIFICATED MECHANIC	
	<input type="checkbox"/>	FOREIGN CERTIFICATED MECHANIC	
	<input checked="" type="checkbox"/>	CERTIFICATED REPAIR STATION	
	<input type="checkbox"/>	MANUFACTURER	

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.

7-12-83	SIGNATURE OF AUTHORIZED INDIVIDUAL 
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7. APPROVAL FOR RETURN TO SERVICE

I, the undersigned, being duly qualified, am authorized to approve the repair and/or alteration of the aircraft identified in item 4 above and described on the reverse or attachments hereto in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and is ☒ APPROVED ☐ REJECTED

FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
FAA DESIGNEE	XX REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 7-12-83	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL 	

## NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. 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. Identify with aircraft nationality and registration mark and date work completed.)

Supply and installed King KN64  
DME Remote wired to both KX155  
NAV comms mounted in radio stack.  
Installed as per King install manual and AC-43:13-1A and AC-43: 13-2A  
Electric load computed and found not to exceed 80% of system output.  
Equipment list and weight and balance completed  
Ramp check ok

END

☐ ADDITIONAL SHEETS ARE ATTACHED

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

Form Approved  
Budget Bureau No. 04-R060.1

**MAJOR REPAIR AND ALTERATION**  
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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 Piper	MODEL PA-32-301
	SERIAL NO. 32-8206006	NATIONALITY AND REGISTRATION MARK 8461C
2. OWNER	NAME (As shown on registration certificate) Dems Leasing % Bill Steele	ADDRESS (As shown on registration certificate) 1001 Elm Street Manchester, NH 03103
	DELE	

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION				5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
New Hampshire Avionics, Inc. Barrette Drive, Manchester Airport Manchester, NH 03103	<input type="checkbox"/> U.S. CERTIFICATED MECHANIC	E 65-63
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> MANUFACTURER	

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

DATE April 8, 1988	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Steven J. LaRocca</i>
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7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION April 8, 1988	CERTIFICATE OR DESIGNATION NO. E 65-63	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Peter Regh</i>
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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.)

Installed 3M Stormscope Model WX-10A I/A/W the manufacturers installation manual P#78-8041-7921-2 and with reference to AC43:13-1A, AC43:13-2.

Ground tests have been performed to determine correct Stormscope operation and that there is no interference with other equipment in the aircraft.

The aircraft weight and balance and equipment list has been revised. A operators manual has been provided to the pilot. It is the pilots responsibility to load the aircraft properly.

-----END-----

☐ ADDITIONAL SHEETS ARE ATTACHED





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1. Aircraft	Make <b>PIDER</b>	Model <b>PA-32-301</b>
	Serial No. <b>32-8206006</b>	Nationality and Registration Mark <b>N8461C</b>
2. Owner	Name (As shown on registration certificate) <b>DEMS LEASING</b>	Address (As shown on registration certificate) <b>40 STARK STREET MANCHESTER NH 03101</b>

**3. For FAA Use Only**

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

**6. Conformity Statement**

A. Agency's Name and Address <b>ROBERT B. CRONIN JR C/O MANCHESTER AVIATION ASSOC. 628 PERIMETER ROAD MANCHESTER NH 03103</b>	B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. <b>23547376</b>
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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 <b>3.18.00</b>	Signature of Authorized Individual <b>Robert B Cronin Jr</b>
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**7. Approval for Return To Service**

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

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

Date of Approval or Rejection <b>3.18.00</b>	Certificate or Designation No. <b>23547376</b>	Signature of Authorized Individual <b>Robert B Cronin Jr</b>
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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.)

REPAIRED PIPER, PA-32-301, S/N 32-8206006, RUDDER  
PIN 65342-02 BY REMOVING AND REPLACING SKIN  
WITH NEW PIN 63396-02 SKIN SUPPLIED BY NEW  
PIPER AIRCRAFT. ALL RIVETS USED WERE MS20470AD  
AND CR3243 TYPE. THE ORIGINAL FACTORY HOLE  
SPACING WAS MAINTAINED. ALL REPAIRS WERE  
MADE IN ACCORDANCE WITH AC43.13-1B, DATED  
8 SEPTEMBER 1988, CHAPTER 4, SECTION 1, PAGE 4-1, PARA 4-1,  
PAGE 4-14, PAR 4-573, (1), PAGE 4-15, PAR. 4-57, (2),  
(3), PAGE 4-16(4), B, PAGE 4-19, C, E, F, (2), PAGE  
4-25, PAR. 4-58, PAGE 4-26, PARA E.

END

☐ Additional Sheets Are Attached



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1. Aircraft	Make <b>PIPER</b>	Model <b>PA-32-301</b>
	Serial No. <b>32-8206006</b>	Nationality and Registration Mark <b>N8461C</b>
2. Owner	Name (As shown on registration certificate) <b>DEMS LEASING</b>	Address (As shown on registration certificate) <b>40 STARK STREET MANCHESTER, NH 03101</b>

**3. For FAA Use Only**

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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.
Albert R. Audette Aircraft Repairs Unlimited, Inc. New Bedford, Regional Airport New Bedford, Ma. 02747	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	12368790
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> Manufacturer	

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

Date <b>March 3, 2000</b>	Signature of Authorized Individual <b>Albert R. Audette</b> <i>Albert R. Audette</i>
------------------------------	---

**7. Approval for Return To Service**

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

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

Date of Approval or Rejection <b>March 3, 2000</b>	Certificate or Designation No. <b>12368790</b>	Signature of Authorized Individual <b>Albert R. Audette</b> <i>Albert R. Audette</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 completed.)

Repairs made to Piper, Left Flap P/N 65591-00, S/N 8206006 by removing and replacing the following list of parts with new parts supplied by the New Piper Aircraft.

- 1 each-P/N 62327-00 Spar
- 1 each-P/N 65592-00 Skin, Left inboard bottom
- 1 each-P/N 65588-800 Skin, Left bottom outboard
- 1 each-P/N 65589-800 Skin, Left top outboard
- 1 each-P/N 65587-00 Skin, Left top inboard
- 1 each-P/n 62320-03 Strip, Read edge
- 1 each-P/N 62328-00 Rib, Nose outboard

All rivets used were of the MS20470AD, CR9163-4 and CR3243 type rivets. The original factory hole rivets spacing was maintained. All internal exposed parts were Zinc Chromate primed before assembly. All repairs were made in accordance with AC43.13-1B, dated 8 September 1998, chapter 4, section 1, page 4-1, par. 4-1, page 4-14, par. 4-57 a, (1), page 4-15, par. 4-57, (2), (3), page 4-16 (4), b, page 4-19, c, e, f, (2), page 4-25, par. 4-58, page 4-26, par. e..

The installing Agency is responsible for filling out blocks 1 & 2 on the front of this form 337 and distribute copies in accordance with Part 43, Appendix B.\*\*\*\*\*  
\*\*\*\*\*END\*\*\*\*\*

INSTALLED BY: RB Cronin Jr CERTIFICATE NO.: A-P23547376 DATE: 3-18-00



US Department  
of Transportation  
Federal Aviation  
Administration

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1. Aircraft	Make <b>PIPER</b>	Model <b>PA-32-301</b>
	Serial No. <b>32-8206006</b>	Nationality and Registration Mark <b>N8461C</b>
2. Owner	Name (As shown on registration certificate) <b>DEMS LEASING</b>	Address (As shown on registration certificate) <b>40 STARK STREET MANCHESTER, NH 03101</b>

**3. For FAA Use Only**

**4. Unit Identification**

**5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~			X	
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

**6. Conformity Statement**

A. Agency's Name and Address <b>Albert R. Audette Aircraft Repairs Unlimited, Inc New Bedford, Regional Airport New Bedford, Ma. 02747</b>	B. Kind of Agency	C. Certificate No. <b>12368790</b>
	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	
	Foreign Certificated Mechanic	
	Certificated Repair Station	
	Manufacturer	

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

Date <b>March 3, 2000</b>	Signature of Authorized Individual <b>Albert R. Audette</b> <i>Albert R. Audette</i>
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**7. Approval for Return To Service**

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

BY	FAA Ftl. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <b>March 3, 2000</b>		Certificate or Designation No. <b>12368790</b>		Signature of Authorized Individual <b>Albert R. Audette</b> <i>Albert R. Audette</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.

#### A. Description of Work Accomplished

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

Repairs made to Piper PA32-301, S/N 8206006, Left Wing. The following list of parts were removed and replaced with new parts supplied by the New Piper Aircraft:

- 1 each P/N 38500-800 Skin assembly-leading edge, left
- 1 each P/N 35174-00 Spar assembly-wing aft, inboard left
- 1 each P/N 38510-02 Rib aft station 106.19
- 1 each P/N 86543-02 Rib aft station 101.39
- 1 each P/N 65690-00 Doubler
- 1 each P/N 86556-02 Hinge Aileron
- 1 each P/N 86555-02 Hinge Aileron
- 1 each P/N 86573-04 Cuff aft spar, outboard
- 1 each P/N 38649-02 Skin trailing edge outboard
- 1 each P/N 86633-02 Channel pitot head
- 2 each P/N 67692-007 Stringers
- 1 each P/N 38539-5 Pad fuel bay
- 1 each P/N 38539-6 Pad fuel bay
- 1 each P/N 62129-04 Stiffener inboard aft

The following list of parts were removed and replaced with Piper used serviceable parts.

- 1 each P/N 38504-02 Rib aft station 49.25
- 1 each P/N 38503-02 Rib aft station 64.59
- 1 each P/N 35425-00 Hinge flap outboard
- 1 each P/N 38515-02 Rib aft station 86.03
- 1 each P/N 62079-02 Tee angle
- 1 each P/N 62711-03 Pulley aileron cable
- 1 each P/N 38488-08 Left fuel tank S/N 301-8206033

The following list of outer cover skins were removed and replaced with new skins made from flat sheet aluminum 2024T3. Original size, shape, and thickness removed was maintained, original access holes were cut to original size, shape and location as original.

- 1 each P/N 38589-02 Skin assembly-aft bottom inboard left
- 1 each P/N 38581-06 Skin assembly-aft bottom station 106.19 to 174.00
- 1 each P/N 38581-10 Skin-aft bottom station 174.00 to 206.70
- 1 each P/N 38590-02 Skin assembly aft, top inboard
- 1 each P/N 86561-14 Skin assembly, center, top
- 1 each P/N 38568-02 Skin assembly bottom inboard root

Original factory hole rivet spacing was maintained, all original stiffeners and doublers were riveted to new skins. All internal exposed parts were Zinc Chromate primed before assembly. All rivets used were of the MS20470AD, MS20426AD, CR3243 type rivets. Hi Loc fasteners used were of the HL18PB and HL70 type fasteners. The inboard section of the main spar was inspected by the dye check and magnified method and found no visual cracks at this time. All repairs were made in accordance with AC 43.13-1B, dated 8 September 1998, chapter 4, section 1, page 4-1, par. 4-1, page 4-14, par. 4-57 a, (1), page 4-15, par. 4-57, (2), (3), page 4-16 (4), b, page 4-19 c, e, f, (2), page 4-22, par. 4-57 (4), page 4-25, par. 4-58, page 4-26, par. e. \*\*\*\*\*

\*\*\*\*\*END\*\*\*\*\*  
The installing Agency is responsible for filling out blocks 1 & 2 on the front of this form 337 and distribute copies in accordance with Part 43, Appendix B.

☐ Additional Sheets Are Attached

INSTALLED BY: RBH/mm ☒ CERTIFICATE NO. A-P23547376 DATE 3.18.00



U.S. Department  
of Transportation  
Federal Aviation  
Administration

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

Form Approved  
OMB No. 2120-0020

**For FAA Use Only**

Office Identification

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

1. Aircraft	Make <b>DIPER</b>	Model <b>PA-32-301</b>
	Serial No. <b>32-8206006</b>	Nationality and Registration Mark <b>N8461C</b>
2. Owner	Name (As shown on registration certificate) <b>DEMS LEASING</b>	Address (As shown on registration certificate) <b>40 STARK STREET MANCHESTER, NH 03101</b>

**3. For FAA Use Only**

**4. Unit Identification**

**5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~			X	
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

**6. Conformity Statement**

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Albert R. Audette Aircraft Repairs Unlimited, Inc. New Bedford, Regional Airport New Bedford, Ma. 02747	<input checked="" type="checkbox"/> U.S. Certified Mechanic	12368790
	<input type="checkbox"/> Foreign Certified Mechanic	
	<input type="checkbox"/> Certified Repair Station	
	<input type="checkbox"/> Manufacturer	

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

Date <b>March 8, 2000</b>	Signature of Authorized Individual <b>Albert R. Audette</b> <i>Albert R. Audette</i>
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**7. Approval for Return To Service**

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

BY	FAA Fit. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <b>March 8, 2000</b>		Certificate or Designation No. <b>12368790</b>	Signature of Authorized Individual <b>Albert R. Audette</b> <i>Albert R. Audette</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.)

Repairs made to Piper, PA32-301, S/N 8206006, Right Aileron P/N 38650-05 by removing and replacing the Skin, Aileron Aft with new Skin P/N 38647-03 supplied by the New Piper Aircraft. All rivets used were of the MS20470AD and CR3243 type rivets. The original factory hole spacing was maintained. All repairs were made in accordance with AC43.13-1B, dated 8 September 1998, chapter 4, section 1, page 4-1, par. 4-1, page 4-14, par. 4-57 a, (1), page 4-15, par. 4-57, (2), (3), page 4-16 (4), b, page 4-19, c, e, f, (2), page 4-25, par. 4-58, page 4-26, par. e.

The installing Agency is responsible for filling out blocks 1 & 2 on the front of this form 337 and distribute copies in accordance with Part 43, Appendix B. \*\*\*\*\*  
\*\*\*\*\*END\*\*\*\*\*

INSTALLED BY: RBA gmm j CERTIFICATE NO.: A-P23547376 DATE: 3-18-00





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

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 <b>PIDER</b>	Model <b>PA32-301</b>
	Serial No. <b>32-8206006</b>	Nationality and Registration Mark <b>N8461C</b>
2. Owner	Name (As shown on registration certificate) <b>DEMS LEASING</b>	Address (As shown on registration certificate) <b>40 STARK STREET MANCHESTER, NH 03101</b>

**3. For FAA Use Only**

**4. Unit Identification**

**5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~			X	
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

**6. Conformity Statement**

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Albert R. Audette Aircraft Repairs Unlimited, Inc. New Bedford, Regional Airport New Bedford, Ma. 02747	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	12368790
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> Manufacturer	

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

Date <b>March 8, 2000</b>	Signature of Authorized Individual <b>Albert R. Audette</b> <i>Albert R. Audette</i>
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**7. Approval for Return To Service**

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

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

Date of Approval or Rejection <b>March 8, 2000</b>	Certificate or Designation No. <b>12368790</b>	Signature of Authorized Individual <b>Albert R. Audette</b> <i>Albert R. Audette</i>
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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.)

Repairs made to Piper, PA32-301, S/N 8206006, Left Aileron P/N 38650-04 by removing and replacing the following list of parts with new parts supplied by the New Piper Aircraft.

- 1 each P/N 38647-02 Skin-Aileron left aft
- 1 each P/N 35640-08 Rib - inboard left
- 1 each P/N 86395-02 Rib-nose inboard
- 1 each P/N 38646-02 Spar
- 1 each P/N 86562-08 Skin leading edge inboard
- 1 each P/N 86396-02 Rib assembly

All rivets used were of the MS20470AD and CR3243 type rivets. The original factory hole spacing was maintained. All repairs were made in accordance with AC43.13-1B, dated 8 September 1998, chapter 4, section 1, page 4-1, par. 4-1, page 4-14, par. 4-57 a, (1), page 4-15, par. 4-57, (2), (3), page 4-16 (4), b, page 4-19, c, e, f, (2), page 4-25, par. 4-58, page 4-26, par. e.

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\*\*\*\*\*END\*\*\*\*\*

INSTALLED BY: R. Cronm Jh CERTIFICATE NO.: A-P 23547376 DATE: 3-18-2000