



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

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

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark N5676V	Serial No. 28-7790494	
	Make PIPER	Model PA28-181	Series N/A
2. Owner	Name (As shown on registration certificate) DAVE SIMPSON AVIATION INC		
	Address (As shown on registration certificate) Address 17215 REGALO LN		
	City SAN DIEGO	State CA	
	Zip 92128	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 FRANCISCO JIMENEZ JR (AEROMECHANIX)	Address 2450 MONTECITO ROAD HANGER G City RAMONA State CA Zip 92065 Country USA	<input checked="" type="checkbox"/>	U. S. Certificated Mechanic
		<input type="checkbox"/>	Foreign Certificated Mechanic
		<input type="checkbox"/>	Certificated Repair Station
		<input type="checkbox"/>	Certificated Maintenance Organization
		C. Certificate No. AP3230538	

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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual 	12-08-2016
--	---	-------------------

7. Approval for Return to Service

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

BY	FAA Flt. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station	<input checked="" type="checkbox"/>	Inspection Authorization

Certificate or Designation No. 3230538IA	Signature/Date of Authorized Individual 	12-08-2016
--	---	-------------------

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.)

N5676V

12-08-2016

Nationality and Registration Mark

Date

1. INSTALLED JPI TEMPERTURE MONITORING SYSTEM STC SA2586NM EGT-701 SERIES P/N EDM730 S/N 38731 I.A.W. INSTALLATION MANUAL REPORT 103 DATED 02/16/09 REV-E.
2. AIRCRAFT GROUND AND FLIGHT INSPECTION/TESTING SATISFACTORY.
3. WEIGHT AND BALANCE/ EQUIPMENT LIST UPDATED TO REFLECT CHANGES.

--INSTRUCTIONS FOR CONTINUED AIRWORTINESS--

THERE ARE NO FIELD ADJUSTMENTS AND OR CALIBRATION REQUIREMENTS FOR THE INSTRUMENT AFTER INITIAL INSTALLATION. ICA IS NOT REQUIRED. MAINTENANCE OF NON FUNCTIONING OR MALFUNCTIONING COMPONENTS IS LIMITED TO REMOVAL AND REPLACEMENT OF JPI FACTORY SUPPLIED NEW OR REPAIRED COMPONENTS AS DESCRIBED IN THE TROUBLESHOOTING SECTION OF THE INSTALLATION INSTRUCTIONS.

-----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 N5676V	Serial No. 28-7790494	
	Make Piper	Model PA-28-181	Series
2. Owner	Name (As shown on registration certificate) Ken Kalbfell	Address (As shown on registration certificate)	
		Address 29 Rolling Wood Lane	City Fallbrook State California
		Zip 92028-9235	Country U.S.A.

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 Jeffrey W. Holstein	Address 2155 South Mission Road, Building F City Fallbrook State California Zip 92028 Country U.S.A.	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	Manufacturer
		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
		<input type="checkbox"/> Certificated Repair Station	3180354 IA
		<input type="checkbox"/> Certificated Maintenance Organization	

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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual 3/1/2013
--	---

7. Approval for Return To Service

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

BY	FAA Ft. Standards Inspector	Manufacturer	Maintenance Organization	Person Approved by Canadian Department of Transport
	FAA Designee	Repair Station	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)
Certificate or Designation No. 3180354 IA		Signature/Date of Authorized Individual 3/1/2013		

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.)

N5676V

Nationality and Registration Mark

3/1/2013

Date

Installed new Rosen Sun Visors in accordance with FAA approved Rosen Drawing list number RPF-00DL, Revision C, dated 3/3/2005, under STC #SA00072SE. Weight and Balance change is negligible.

Additional Sheets Are Attached

US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020

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 form is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make Piper	Model PA-28-181
	Serial No. 28-7790494	Nationality and Registration Mark N5676V
2. Owner	Name (As shown on registration certificate) DAVE SIMPSON AVIATION, INC	Address (As shown on registration certificate) 17215 REGALO LANE SAN DIEGO, CA 92128

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 INSTRUMENT OVERHAUL SERVICE EL CAJON, CA 92020	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. CB3R417L INST CLASS I-IV LIMITED AIRFRAME RADIO CLASS I-III
--	---	---

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 10-29-2019	Signature of Authorized Individual
----------------------------------	---

7. Approval for Return to Service

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

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

Date of Approval or Rejection 10/29/2019	Certificate or Designation No. CB3R417L	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.)

INSTALLED GARMIN GTX330ES TRANSPONDER IN PLACE OF REMOVED TRANSPONDER.

INSTALLATION ACCOMPLISHED IN ACCORDANCE WITH GARMIN INSTALLATION MANUAL # 190-00734-10 REV 13 AUG 2019 AND STC SA01714WI. THE PIPER PA28-181 IS INCLUDED IN THE AML FOR THIS STC.

INTERFACED TO EXISTING ALTITUDE ENCODER, AUDIO TO EXISTING AUDIO PANEL AND GTN650 AS APPROVED WAAS POSITION SOURCE.

INSTALLED 5 AMP CIRCUIT BREAKER IN AVIONICS BUSS AS CIRCUIT PROTECTION.

ALL WORK DONE WITH REFERENCE TO AC 43.13-1B CHAPTERS 7,10, 11 AND 12. AND AC 43.13-2B CHAPTER 2.

ELECTRICAL LOAD TEST DONE. TOTAL LOAD DOES NOT EXCEED 80% OF AIRCRAFT GENERATING SYSTEM CAPACITY.

PERFORMED CONFIGURATION AND OPERATIONAL TESTS ACCORDING TO THE MFG INSTALL MANUAL. ALL FUNCTIONS OPERATED NORMALLY.

TESTS AND INSPECTIONS REQUIRED BY FAR 91.411 AND 91.413 PERFORMED .

THE OWNER OF THIS AIRCRAFT HAS BEEN ADVISED FOR CONTINUED AIRWORTHINESS REQUIREMENTS, THIS INSTALLATION MUST BE INSPECTED AT AN INTERVAL CONSISTANT WITH (14 CFR) PART 91.409 AND REFERRING TO (14 CFR) PART 43 APPENDIX D AND IN ACCORDANCE WITH AC43.13-1B CHAPTER 12 SECTIONS 1 AND 2 WITH REGARD TO INSPECTION AND MAINTENANCE PRACTICES OF THE ABOVE INSTALLED EQUIPMENT. THE OWNER HAS BEEN GIVEN A COPY OF THE OPERATORS MANUAL FOR EACH PIECE OF EQUIPMENT INSTALLED.

THE GTX 330ES FAA APPROVED FLIGHT MANUAL SUPPLEMENT HAS BEEN GIVEN TO THE OWNER/OPERATOR OF THIS AIRCRAFT.

**WEIGHT AND BALANCE DATA CHANGE NEGLIGABLE.
LOG ENTRY REFLECTING THIS INSTALLATION MADE THIS DATE.**

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



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 N5676V	Serial No. 28-7790494	
	Make PIPER	Model PA28-181	Series SEFW
2. Owner	Name (As shown on registration certificate) DAVE SIMPSON AVIATION INC.	Address (As shown on registration certificate) Address 17215 REGALO LN.	
		City SAN DIEGO	State CA.
		Zip 92128	Country U.S.A.

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input checked="" type="checkbox"/>	<input 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	EDWARD Q. HAZLEWOOD	<input checked="" type="checkbox"/> U.S. Certified Mechanic	Manufacturer
Address	1880 JOE CROSSON DR	<input type="checkbox"/> Foreign Certified Mechanic	C. Certificate No.
City	EL CAJON State CA.	<input type="checkbox"/> Certified Repair Station	A&P 1655569
Zip	92020 Country U.S.A.	<input type="checkbox"/> Certified Maintenance Organization	

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

Extended range fuel per 14 CFR Part 43 App. B Signature/Date of Authorized Individual E.Q. HAZLEWOOD 04-26-2017

7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)
Certificate or Designation No. 1655569		Signature/Date of Authorized Individual E.Q. HAZLEWOOD 04/26/2017		

NOTICE

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

8. Description of Work Accomplished

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

N5676V

Nationality and Registration Mark

04/26/2017

Date

1. REPLACED RIGHT OUT BOARD LEADING EDGE WING SKIN (35118-847). THIS REPAIR WAS PERFORMED IAW PIPER SERVICE MANUAL SECTION IV AND AC43.13-1B, SECTION 4.
2. AN ENTRY WAS MADE IN APPROPRIATE LOG BOOK IN ACCORDANCE WITH FAR 43.9. NO WEIGHT CHANGE.
3. THE SKIN WAS PREPED, PRIMED AND PAINTED TO MATCH.

Additional Sheets Are Attached

US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

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

1. Aircraft	Make Piper	Model PA-28-181
	Serial No. 28-7790494	Nationality and Registration Mark N5676V
2. Owner	Name (As shown on registration certificate) DAVE SIMPSON AVIATION, INC	Address (As shown on registration certificate) 17215 REGALO LANE SAN DIEGO, CA 92128


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

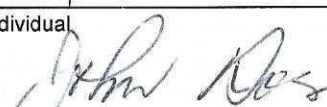
A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
INSTRUMENT OVERHAUL SERVICE 1981 N MARSHALL AVE EL CAJON, CA 92020	<input type="checkbox"/> U.S. Certificated Mechanic	CB3R417L INST CLASS I-IV LIMITED AIRFRAME RADIO CLASS I-III
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<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 11-11-2014	Signature of Authorized Individual 
---------------------------	---

7. Approval for Return to Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canadian Airworthiness Group	
Date of Approval or Rejection 11/11/2014		Certificate or Designation No. CB3R417L	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.)

INSTALLED GARMIN GTN 650 NAV/COM/GPS UNIT IN RADIO STACK STATION 55 IN ACCORDANCE WITH GARMIN INSTALLATION MANUAL 190-01007-A3 REV 7 DEC 2013, AND STC SA02019SE-D. THE PIPER PA28-181 IS INCLUDED IN THE AML FOR THIS STC.

GARMIN GA 35 WAAS ANTENNA WAS INSTALLED TOP FUSELAGE STATION 78.0 ACCORDING TO ABOVE MENTIONED MANUAL.

INTERFACED GTN 650 TO EXISTING BENDIX KING ILS INDICATOR AND PS ENGINEERING AUDIO PANEL. INSTALLED GARMIN GTX 330 TRANSPONDER BOTTOM OF RADIO STACK STATION 55 ACCORDING TO MFG MANUAL 190-00187 -02 REV R MAY 2014. INTERFACED IT TO EXISTING ENCODER AND GTN 650.

INSTALLED 10 AMP CIRCUIT BREAKER LABELED COM 1, 5 AMP LABELED NAV 1, 3 AMP LABELED TXP IN AVIONICS BUSS.

ALL INSTALLATION TECHNIQUES AND WIRING INTERFACES WERE DONE REFERENCING AC 43.13-1B CHAPTER 11 AND AC 43.13-2B PARAGRAPH 1-3 AND 21-27 AND THE REQUIREMENTS OF AC 20-138B.

THE GARMIN GTN 650 GPS FAA APPROVED FLIGHT MANUAL SUPPLEMENT HAS BEEN INSTALLED IN THE AIRPLANE FLIGHT MANUAL FOR THIS AIRCRAFT.

THE OWNER OF THIS AIRCRAFT HAS BEEN ADVISED FOR CONTINUED AIRWORTHINESS REQUIERMENTS, THIS INSTALLATION MUST BE INSPECTED AT AN INTERVAL CONSISTANT WITH (14 CFR) PART 91.409 AND REFERING TO (14 CFR) PART 43 APPENDIX D AND IN ACCORDANCE WITH AC43.13-1B CHAPTER 12 SECTIONS 1 AND 2 WITH REGARD TO INSPECTION AND MAINTANENCE PRACTICES OF THE ABOVE INSTALLED EQUIPMENT. THE OWNER HAS BEEN GIVEN A COPY OF THE OPERATORS MANUAL FOR EACH PIECE OF EQUIPMENT INSTALLED.

AN ELECTRICAL LOAD TEST WAS PERFORMED AND IT WAS FOUND THAT THE TOTAL LOAD DOES NOT EXCEED 80% OF SYSTEM GENERATING CAPACITY.

AUTOMATIC PERSSURE ALTITUDE REPORTING/TRANSPONDER TEST AND INSPECTION REQUIRED BY FAR 91.411(A)(3) WERE PERFORMED AND FOUND TO COMPLY WITH FAR PART 43 APP E, PARA (A) AND (C).

POST INSTALLATION FUNCTIONAL TESTS WERE PERFORMED IN ACCORDANCE WITH MANUFACTURERS INSTALLATION MANUALS WITH SATISFACTORY RESULTS. VHF TRANSMITTER HARMONIC INTERFERENCE TEST WAS PERFORMED IN ACCORDANCE WITH FAA AIRWORTHINESS BULLETIN 94-32A. ALL SYSTEMS OPERATE NORMALLY AND WITHOUT INTERFERENCE.

AIRCRAFT LOG ENTRTY MADE. AIRCRAFT WEIGHT AND BALANCE DATA UPDATED.

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



US Department of Transportation
Federal Aviation Administration

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

Form Approved OMB No. 2120-0020 11/30/2007
Electronic Tracking Number
For FAA Use Only

INSTRUCTIONS: Print or type all information on this form in accordance with Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This form is governed 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 N <u> </u>	Serial No. 28-7790494
	Make Piper	Model PA-28-181 Series <u> </u>
2. Owner	Name (As shown on) Cantrell, William	Address (As shown on registration certificate) 3811 East Weyburn Rd
		City Richmond State VA
		Zip 23235 Country <u> </u>

For FAA Use Only

4. Type		U.S. Identification		
Repair	Alteration	Unit	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		

E. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name	Dominion Aviation Services, Inc.	<input type="checkbox"/> U. S. Certificated Mechanic	<input type="checkbox"/> Manufacturer
Address	7511 Airfield Dr.	<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
City	Richmond	<input checked="" type="checkbox"/> Certificated Repair Station	ODAR018H
Zip	23237 Country USA	<input type="checkbox"/> Certificated Maintenance Organization	

D. I certify that the repair and alteration work 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 of Authorized Individual
Patrick Coleman *Patrick Coleman*

F. Approval for Return to Service

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

BY	FAA Fit. Standards Inspector	Maintenance Organization	Persons Approved by Canadian Department of Transport Other (Specify)
	FAA Designee <i>Patrick Coleman</i>	Inspection Authorization	

Certificate or Designation No. ODAR018H
Signature of Authorized Individual
Patrick Coleman *Patrick Coleman*

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft weight and balance log to be compatible with all previous alterations to assure continued conformity with the applicable regulations.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration marks.)

N 5676V

Nationality and Registration

Removed original propeller spinner P/N 65805-00 from aircraft.

Installed new propeller spinner P/N TCB65805-00 in accordance with STC # SA00178.
Painted spinner to match aircraft paint.

ICA's

See document Number: TCB-0100 Rev NC, Dated 1/15/2004 for instructions for configuration.

Updated equipment list.

No change to the weight and balance.

END

Additional Sheets Are Attached



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
For FAA Use Only
Office Identification

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 <p style="text-align: center;">PIPER</p>	Model <p style="text-align: center;">PA-28-181</p>
	Serial No. <p style="text-align: center;">28-7790494</p>	Nationality and Registration Mark <p style="text-align: center;">N5676V</p>
2. Owner	Name (As shown on registration certificate)	Address (As shown on registration certificate)
	NASH, WINFRED D. NASH, PATRICIA D.	RR 1, Box 327A Appomattox, VA 24522

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 Virginia Aviation P.O. Box 4209 Lynchburg, VA 24502	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. <p style="text-align: center;">RSUR804H</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: <p style="text-align: center;">07-17-98</p>	Signature of Authorized Individual <p style="text-align: center;">Jason K. Moorefield</p>
--	--

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 <p style="text-align: center;">07-17-98</p>		Certificate or Designation No. <p style="text-align: center;">RSUR804H</p>		Signature of Authorized Individual <p style="text-align: center;">Jerry D. Hartley</p>	

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:

No Equipment was removed.

INSTALLED:

Installed Shadin Altitude Alert system in the lower co-pilotsfp instrument panel in accordance with Shadin install manual #IN8900A Rev. C. Power was supplied to the unit by a 2 amp inline fuse labeled "ALT ALERT".

An encoder correspondence check was performed.

Static loading compiles with 43.13-2A, Chapter 1, paragraph 1,2, and 3. An electrical load analysis was performed and loading meets the requirements of AC 43.13-1A, paragraph 424 through 428, and AC 43.13-2A, paragraph 27d. Magnetic direction indicators were checked in accordance with AC 43.13-2A, Chapter 2, paragraph 23f. Work involving metal repair or alteration compiles with AC 43.14-1A, Chapter 2, Sections 1 and 3, and paragraph 248 and 249. Materials and practices comply with AC 43.13-2A, Chapter 1, paragraphs 4 through 12. Hardware and materials used conform to AC 43.13-1A, Chapter 7, Section 1, 4 and 5. Circuit breakers, switches, relays and other electrical hardware is of the type recommended by the aircraft manufacturer or is MIL SPEC approved for aircraft use and meets the requirements of AC 43.13-1A, Chapter 11, section 7. A new weight and balance is computed and entered in the aircraft records in accordance with AC 43.13-1A, paragraph 650 and 622 and AC 43.13-2A, Chapter 1, paragraphs 9 and 12.

-----END-----

Additional Sheets Are Attached



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
For FAA Use Only
Office Identification

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 <p style="text-align: center;">Piper</p>	Model <p style="text-align: center;">PA28-181</p>
	Serial No. <p style="text-align: center;">28-7790494</p>	Nationality and Registration Mark <p style="text-align: center;">N5676V</p>
2. Owner	Name (As shown on registration certificate) <p style="text-align: center;">Nash Winfred D. Nash Patricia D.</p>	Address (As shown on registration certificate) <p style="text-align: center;">RR1 Box 327A Appomattox, Va. 24522-9756</p>

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 <p>Virginia Aviation P.O. Box 4209 Lynchburg, Va. 24502</p>	B. Kind of Agency <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td><input type="checkbox"/> U.S. Certificated Mechanic</td></tr> <tr><td><input type="checkbox"/> Foreign Certificated Mechanic</td></tr> <tr><td><input checked="" type="checkbox"/> Certificated Repair Station</td></tr> <tr><td><input type="checkbox"/> Manufacturer</td></tr> </table>	<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. <p style="text-align: center;">RSUR804H</p>
<input type="checkbox"/> U.S. Certificated Mechanic						
<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 <p style="text-align: center;">July 16, 1998</p>	Signature of Authorized Individual <p style="text-align: center;">Joseph F. Leonard Jr. <i>[Signature]</i></p>
--	---

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 <p style="text-align: center;">July 16, 1998</p>		Certificate or Designation No. <p style="text-align: center;">RSUR804H</p>	Signature of Authorized Individual <p style="text-align: center;">Rick D. Barbour <i>[Signature]</i></p>	

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 Factory mounted EGT indicator.
2. Installed Shadin Company Fuel Flow Indicating System I/A/W STCSA926GL and STC SA927GL and reports #4074 and # 4083.
3. Weight and Balance change negligible.

END

Additional Sheets Are Attached



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
For FAA Use Only
Office Identification

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 PA28-181
	Serial No. 28-7790494	Nationality and Registration Mark USA - N5676V
2. Owner	Name (As shown on registration certificate) Winfred D. Nash Patricia D. Nash	Address (As shown on registration certificate) Route 1, Box 327 Appomattox, Virginia 24522

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 Falwell Aviation, Inc. 4332 Richmond Highway Lynchburg, Virginia 24501	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. BGSR439C
---	---	---------------------------------------

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

Date 11-01-2000	Signature of Authorized Individual MICHAEL A. BLANKS
---------------------------	--

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 11-01-2000		Certificate or Designation No. BGSR439C		Signature of Authorized Individual MICHAEL A. BLANKS	

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 70509-02 Whelen Flasher weighing .9 pounds at Arm 132.0 on aircraft belly. Serviced with new Whelen A470A-R/W Strobe Head Assembly weighing 1.5 pounds at same arm with H102 Mounting Plate, weight .3 lbs. Routed HT10 cable to existing A413, T3-14 wing tip strobe lights power supply. All work done in accordance with STC SA800EA. Ground check O.K. Weight & Balance computed and placed in aircraft records. No additional maintenance required except strobe tube replacement. (SA469B tube).

-----The End-----

Additional Sheets Are Attached



U.S. Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000.00 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make Piper Serial No. 28-7790494	Model PA-28-181 Nationality and Registration Mark N5676V
2. Owner	Name (As shown on registration certificate) Nash Wilfred D, Nash Patricia D	Address (As shown on registration certificate) Route 1 Box 327-A Appomattox, VA 24522

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 Virginia Aviation P.O. BOX 4209 Lynchburg, VA 24502	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. RSUR804H
--	---	---------------------------------------

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 10/10/2001	Signature of Authorized Individual JASON K. MOOREFIELD
---------------------------	--

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

	FAA Flt 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 10/10/2001		Certificate or Designation No. RSUR804H		Signature of Authorized Individual JASON K. MOOREFIELD	

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.)

Preparation:

Removed King KN-62 DME rack, connectors, and all associated wiring. The DME antenna remains on the aircraft and the DME coax was capped and stowed. Removed King KMA-20 Audio Panel rack, connectors and all associated wiring. Removed P.S. Engineering PM2000 Intercom, jacks, and all associated wiring.

Installation:

1. Installed a PS Engineering PMA-7000 audio panel and P.S. Engineering PCD 7100 CD Player in the center radio stack at station 58.2 in accordance with P.S. Engineering Installation Manual# 200-790-0001. The CD Player is powered by a 1 amp pull type circuit breaker labeled "CD" and the audio panel is powered by a 2 amp pull type circuit breaker labeled "Audio Panel" both are connected to the avionics buss.

2. Installed an AmeriKing AK-350 blind encoder at station 50.5 in accordance with AmeriKing Installation Manual # IM-3501001. Power is supplied to the unit from an installed 2 amp fuse labeled "Encoder". The AK-350 encoder was connected to the previously installed Garmin GNS-430 in accordance with Garmin Installation Manual #190-00140-02 Rev J. The AK-350 was connected to the existing static system and an encoder correspondence test was performed to the GNS-430.

Static loading complies with 43.13-2B, Chapter 1, paragraph 2 section d. An electrical load analysis was performed and loading meets the requirements of AC 43.13-1B Chapter 2, paragraph 27 section d. Magnetic direction indicators were checked and compensated in accordance with AC 43.13-1B, Chapter 2, paragraph 23 section f. Fabrication of brackets for attachment complies with AC 43.13-1B Chapter 2, paragraph 25 and 26 section a. Materials and practices comply with AC 43.13-1B Chapter 1, paragraphs 4 through 12. A new weight and balance was computed and entered in the aircraft records in accordance with AC 43.13-1B Chapter 1, paragraph 9.

END

Additional Sheets are Attached



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No 2120-0020

For FAA Use Only
Office Identification

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 Archer II	Model PA28-181
	Serial No. 28-7790494	Nationality and Registration Mark USA - N5676V
2. Owner	Name (As shown on registration certificate) Winfred B. Nash Patricia D. Nash	Address (As shown on registration certificate) Route 1, Box 327-A Appomattox, Virginia 24522-9756

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 Falwell Aviation, Inc. 4332 Richmond Highway Lynchburg, Va. 24501	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. BGSR439C
--	---	---------------------------------------

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 12-23-2002	Signature of Authorized Individual ALBION E. STROUT
---------------------------	---

7. Approval for Return To Service

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

BY	FAA Ft. Standards Inspector		Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	X	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 12-23-2002			Certificate or Designation No. BGSR439C		Signature of Authorized Individual ALBION E. STROUT

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 oil separator STC SA3687WE by Walker Engineering Company.
2. Installed oil separator STC SA02033AT by M-20 oil separator.
3. Airworthiness is maintained by flushing oil separator with solvent to remove contaminants and blow drying with shop air.
4. Weight & Balance information not affected since offsets equal one another with removal of STC SA3687WE and installation of STC SA02033AT.
5. New Weight & Balance sheet drafted and installed in aircraft Pilot Operating Handbook.

-----THE END-----

Additional Sheets Are Attached



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved

OMB No 2120-0020

For FAA Use Only

Office Identification

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 Archer II	Model PA28-181
	Serial No. 28-7790494	Nationality and Registration Mark USA -N5676V
2. Owner	Name (As shown on registration certificate) Winfred D. Nash Patricia D. Nash	Address (As shown on registration certificate) Route 1, Box 327-A Appomattox, Virginia 24522-9756

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 Falwell Aviation, Inc. 4332 Richmond Highway Lynchburg, Va. 24501	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. BGSR439C
--	---	---

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 12-23-2002	Signature of Authorized Individual ALBION E. STROUT
---------------------------	---

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

	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 12-23-2002		Certificate or Designation No. BGSR439C		Signature of Authorized Individual ALBION E. STROUT	

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. Installed Piper pitch trim per DWG 69378-3 Cert. Basis - TC 2A13.
2. Airworthiness is maintained per Piper Pitch Trim Service Manual.
3. New Weight & Balance sheet drafted and installed in aircraft Pilot Operating Handbook.

-----THE 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

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 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 PA28-181
	Serial No. 28-7790494	Nationality and Registration Mark N5676V
2. Owner	Name (As Shown on registration certificate) Silver Cloud Aviation	Address (As shown on registration certificate) 206 N. Mooreland Rd Richmond, VA 23229-7102

3. For FAA Use Only

4. Unit Identification

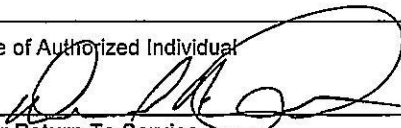
5. Type

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

6. Conformity Statement

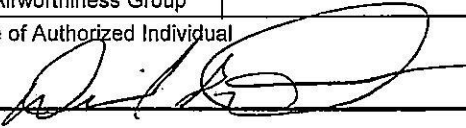
A. Agency's Name and Address Aero Industries, Inc 5690 Clarkson Rd Richmond International Airport, Va 23250	B. Kind of Agency	C. Certificate No. BIER466C
	<input type="checkbox"/> U.S. Certificate Mechanic	
	<input type="checkbox"/> Foreign Certified Mechanic	
	<input checked="" type="checkbox"/> Certified 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 April-15-2005	Signature of Authorized Individual  Daniel B. Morris
-----------------------	--

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 APPROVE 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 April-15-2005	Certificate or Designation No. BIER466C	Signature of Authorized Individual 		Daniel B. Morris

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:

Nose and main gear wheel fairings and nose strut stop previously installed on FAA form 337 dated 8-5-1996 under STC SA1012GL. Replaced with Piper original fairings.

Calculated weight and balance and updated equipment list to reflect change.

-----END-----



Additional Sheets Are Attached



U.S. Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

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

1. Aircraft	Make New Piper	Model PA-28-181
	Serial No. 28-2790494	Nationality and Registration Mark N5676V
2. Owner	Name (As shown on registration certificate) Silver Cloud Aviation, Inc.	Address (As shown on registration certificate) 206 N Mooreland Rd. Richmond, Va. 23229-7102

3. For FAA Use Only

4. Unit Identification

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Falwell Aviation Inc. 4332 Richmond Hwy. Lynchburg, Va. 24501	<input type="checkbox"/> U.S. Certified Mechanic	BGSR439C
	<input type="checkbox"/> Foreign Certified Mechanic	
	<input checked="" 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 2/27/2006	Signature of Authorized Individual <i>Michael A. Blanks</i> Michael A. Blanks
-------------------	---

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 2/27/2006			Certificate or Designation No. BGSR439C	Signature of Authorized Individual <i>Michael A. Blanks</i> Michael A. Blanks	

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 Astro Tech LC-2P, S/N 3581, Digital Chronometer in co-pilot's yoke installed on 7/27/96 and serviced with Piper Medallion escutcheon plate. Capped and stored wires in yoke. Calculated Weight and Balance at minus .20 lbs at station 70.3 and revised AFM.

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

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

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 PA28-181
	Serial No. 28-2790494	Nationality and Registration Mark N5676V
2. Owner	Name (As shown on registration certificate) Winfred D. Nash Patricia D. Nash	Address (As shown on registration certificate) Route 1, Box 327A Appomattox, Virginia 24522

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 Michael A. Blanks Route 2, Box 2713B Huddleston, Virginia 24104	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. A & P 224884044
--	---	--

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 07-27-96	Signature of Authorized Individual MICHAEL A. BLANKS <i>Michael A. Blanks</i>
-------------------------	---

7. Approval for Return To Service

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

BY	FAA Ft. Standards Inspector	Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 07-31-96		Certificate or Designation No. 224884044 IA		Signature of Authorized Individual Michael A. Blanks <i>Michael A. Blanks</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 co-pilot's escutcheon plate on yoke. Installed new Astro Tech LC-2P, Serial Number 3581 Digital Chronometer in co-pilot's yoke in accordance with installation instructions and AC43.13-2A at station 70.30 inches weighing .20 lbs. Ran three 22AWG wires through the control column and connected light and clock power wires to existing clock with 1-amp in line fuse.

Electrical load checked O. K. per AC43.13-1A, Section 2. (Chapter 11)

LC-2 meets radio frequency standards of MIL-STD-461 and RTCA DO160A.

Weight and Balance computed and put in flight manual, also operating instructions included.

Aircraft test flown and no interference noted by Private Pilot, instrument rated Winfred Nash.

Winfred Nash
Cert. No. 1932300

INSTALLED	WEIGHT	ARM	MOMENT
LC-2P Chronometer	.20	70.30	14.06

*Removed
2-27-06
337 complete*

THE END



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 Piper	Model PA28-181
	Serial No. 28-7790494	Nationality and Registration Mark N5676V
2. Owner	Name (As shown on registration certificate) Winfred D. Nash Patricia D. Nash	
	Address (As shown on registration certificate) Route 1, Box 327A Appomattox, Va. 24522	

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 Michael A. Blanks 4332 Richmond Highway Lynchburg, Virginia 24501	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. IA 224884044
---	---	--

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 02-02-96	Signature of Authorized Individual MICHAEL A. BLANKS <i>Michael A. Blanks</i>
--------------------------------	--

7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection		Certificate or Designation No.		Signature of Authorized Individual	
02-02-96		IA 224884044		MICHAEL A. BLANKS <i>Michael A. Blanks</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.)

Removal:

Removed a King K1-201C VOR/LOC indicator from station 59.6.

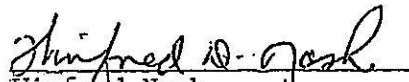
Installation:

Installed the following: A King K1-209 VOR/LOC/GS indicator where the above K1-201C indicator was removed: a King KN-75 Glide Slope receiver at station 184.3 and interconnected to existing King KX-170B NAV/COM in accordance with King DWG#155-1278-00 Rev. 3 and DWG#155-1241-00 Rev. 4.

The installation complied with the following: AC43.13-1, chapter 11, Section 3, paragraph 244,245,277,AC43.13-2, chapter 2, paragraph 22, 23, 27. Compass deviation was checked, an electrical load analysis showed total continuous load does not exceed 80% of the generator installed in aircraft. New weight and balance was computed and equipment list was revised and inserted in aircraft flight manual.

Approved for return to service 02-02 1996.

A/C test flown by Winfred Nash, owner. Private Pilot Certificate No. 1932300
All equipment installed checked O. K. at Lynchburg VOR.


Winfred Nash

-----THE END-----



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 Piper	Model PA28-181
	Serial No. 28-7790494	Nationality and Registration Mark n5676V
2. Owner	Name (As shown on registration certificate) Wings East	Address (As shown on registration certificate) 19 West 21st. St. Suite 904 New York NY 10010

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 Stephen M Kelly P O Box 386 East Haddam CT 06423	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. <div style="text-align: center; font-size: 1.2em;">37402284</div>
--	---	---

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 <div style="text-align: center; font-size: 1.2em;">04/28/95</div>	Signature of Authorized Individual <div style="text-align: center;">Stephen M Kelly</div>
--	---

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	XX	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <div style="text-align: center; font-size: 1.2em;">04/28.95</div>		Certificate or Designation No. <div style="text-align: center; font-size: 1.2em;">37402284</div>		Signature of Authorized Individual <div style="text-align: center;">Stephen M Kelly</div>	

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.)

This date installed Wing Root fairings IAW Knots 2 U wing root fairing installation manual issued 07/04/87, as approved by STC # SA1216g1. Installed flap to fuselage gap seal IAW knots 2 u Gap seal installation manual second issue dated 05/05/84 revised 05/30/90 as approved by STC#SA640g1 Parts painted to match

*****END*****

Additional Sheets Are Attached

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

Form Approved
Budget Bureau No. 04-R060.1
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 (of subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE Piper	MODEL PA-28-181
	SERIAL NO. 28-7790494	NATIONALITY AND REGISTRATION MARK N5676V
2. OWNER	NAME (As shown on registration certificate) Wings East INC.	ADDRESS (As shown on registration certificate) 5 Mott Place Glenwood Landing NY 11547

3. FOR FAA USE ONLY

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

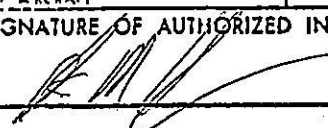
A. AGENCY'S NAME AND ADDRESS Stephen M Kelly c/o Aviation Maintenance Inc. Goodspeed Airport East Haddam Ct. 06423	B. KIND OF AGENCY	C. CERTIFICATE NO. 37402284
	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	
	FOREIGN CERTIFICATED MECHANIC	
	CERTIFICATED REPAIR STATION	
	MANUFACTURER	

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 09/07/93	SIGNATURE OF AUTHORIZED INDIVIDUAL 
------------------	--

7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 09/07/93	CERTIFICATE OR DESIGNATION NO. 37402284	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.)

This Date C/W STC#SA 2356NM Installation of R.M.D. Aircraft Lighting Inc. Landing / Recognition Lights Kit IAW R.M.D. Aircraft Lighting Inc. Installation and Drawing List No. RMD-00160-PA . Weight And Balance Data Revised

This Date C/W STC#SA1046SO Installation of aileron trim tab IAW installation instructions Steps 1-23 and Fid.12 POH supplement added to current POH

END

ADDITIONAL SHEETS ARE ATTACHED

Received - 15-05

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 PIPER	MODEL PA28-181
	SERIAL NO. 28-7790494	NATIONALITY AND REGISTRATION MARK N5676V
2. OWNER	NAME (As shown on registration certificate) Carter Chevrolet Co, Inc.	ADDRESS (As shown on registration certificate) 1229 Main St. Manchester, Ct. 06040

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 Performance Aircraft, Inc. 21 Airport Rd. No. Windham, Ct. 06256	B. KIND OF AGENCY		C. CERTIFICATE NO. C.R.S.#E63-177
	<input type="checkbox"/>	U.S. CERTIFICATED MECHANIC	
	<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 July 14, 1988	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Michael A. Blank</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	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION 8-5-96	CERTIFICATE OR DESIGNATION NO. 224 687044 DA	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Michael A. Blank</i>
---	---	---

NOTICE

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

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

Installed General Aviation Corporation Main and Nose Gear Wheel Fairing Kit STC#SA1012GL per installation instructions titled Group 4, Nose Strut Fairings, and Group 5, Main Gear and Strut Fairings, dated 4/17/86 and Drawing list #SA3084GL dated 4/17/86 supplied with kit.

This kit installed on N5676V, on 7/14/88.

Weight and Balance changed as follows:

	WEIGHT	ARM	MOMENT
Old empty weight	1544.7	87.1	134563.0
Nose Fairing	2.4	31.0	74.4
Main Fairings	<u>10.0</u>	<u>109.7</u>	<u>1097.0</u>
			135734.4

New Empty Weight 1557.1
New Moment 135734.4
New Arm 87.17

ADDITIONAL SHEETS ARE ATTACHED

105R-9399



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

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

FOR FAA USE ONLY
OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE PIPER	MODEL PA28-181
	SERIAL NO. 28-7790494	NATIONALITY AND REGISTRATION-MARK N5676V
2. OWNER	NAME (As shown on registration certificate) S.J.D AIRCRAFT INC.	ADDRESS (As shown on registration certificate) PO BOX 6027 PROVIDENCE RI 02940

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION				5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	~~~~~ (As described in item 1 above) ~~~~~				
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE Emergency Locator Transmitter	CIR-11-2	28458		XXXX
	MANUFACTURER Communications Components Corp.				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS MERL, INC. 1777 North Colony Road Meriden, Conn. 06450	B. KIND OF AGENCY	C. CERTIFICATE NO. E19-100
	U.S. CERTIFICATED MECHANIC	
	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 May 22, 1991	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Mark H. Merliss</i> Mark H. Merliss, FAA #2285345 for E19-100
----------------------	---



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 May 22, 1991	CERTIFICATE OR DESIGNATION NO. E19-100	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Mark H. Merliss</i> Mark H. Merliss, FAA #2285345 for E19-100		



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

FOR FAA USE ONLY
OFFICE IDENTIFICATION

INSTRUCTIONS: Print or type all entries. See FAR 43.2, 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-28-181
	SERIAL NO. 28-7790494	NATIONALITY AND REGISTRATION MARK N5676V
2. OWNER	NAME (As shown on registration certificate) CARTER CHEVROLET INC.	ADDRESS (As shown on registration certificate) 1229 MAIN STREET MANCHESTER CT 06040

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 STEVEN ROMANO 62 ROLLINGWOOD DRIVE JOHNSTON RI 02919	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. 38381951
--	--	--------------------------------

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

DATE 2-19-93	SIGNATURE OF AUTHORIZED INDIVIDUAL 
-----------------	--

7. APPROVAL FOR RETURN TO SERVICE

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

FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION <input checked="" type="checkbox"/> CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	OTHER (Specify)
FAA DESIGNEE	REPAIR STATION		
DATE OF APPROVAL OR REJECTION 2-19-93	CERTIFICATE OR DESIGNATION NO. 38381951	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.)

INSTALLED AUTO VAC 2 AUXILLARY INSTRUMENT VACUUM SYSTEM IN ACCORDANCE WITH RAY IVES AUTO VAC 2 INSTRUCTIONS STC # SE370NE, AND STC # SA 317NE.

NO CHANGE IN WEIGHT AND BALANCE
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

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-28-181
	Serial No. 28-7790494	Nationality and Registration Mark N5676V
2. Owner	Name (As shown on registration certificate) WINGS EAST INC.	Address (As shown on registration certificate) 5. MOTT PLACE GLENWOOD LANDINGS, NY 11547

3. For FAA Use Only

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~				
POWERPLANT					
PROPELLER					
APPLIANCE	Type Nav/Com	KX 170B	S/N 44540		
	Manufacturer King	P/N 069-1020-00		X	

6. Conformity Statement

A. Agency's Name and Address 10761 Watkins Road, Marysville, OH 43040-9544	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. <div style="font-size: 1.5em; font-weight: bold; text-align: center;">II5R936M</div>
---	---	---

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

Date 3-18-93	Signature of Authorized Individual David Treadway
------------------------	---

7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport & Canada Airworthiness Group	
Date of Approval or Rejection 3-18-93		Certificate or Designation No. II5R936M	Signature of Authorized Individual David Treadway	

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 McCoy Avionics Corporation Model MAC 1700 Series Control Display Unit SN 2755 to King Radio Corporation KX 170B, P/N 069-1020-00 Series VHF Transceiver per previously approved data and in accordance with the MAC Installation Manual, P/N 46-01445-000, Rev. 3.10, dated July 24, 1990 and MAC 1700 Top Assembly Drawing #8808-02, Revision 2, dated December 7, 1988. This is also in accordance with Master Drawing List, Revision 1.03 dated December 12, 1988; or later F.A.A. approved revisions as referenced by STC SA1343GL, originally dated December 2, 1988."

2321.44
2288.20

33.24

Additional Sheets Are Attached

1-800-654-8124



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 PA 28 181 PIPER	Model PA 28-181
	Serial No. 28-7790494	Nationality and Registration Mark N5676V
2. Owner	Name (As shown on registration certificate) WINGS EAST INC.	Address (As shown on registration certificate) 5 MOTT PLACE GLENWOOD LANDING NY 11547

3. For FAA Use Only

4. Unit Identification

Unit	Make	Model	Serial No.	5. Type	
				Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~				
POWERPLANT					
PROPELLER					
APPLIANCE	Type Nav/Com	KX 170B	S/N 27047		X
	Manufacturer King				

6. Conformity Statement

A. Agency's Name and Address MAC MICROY AVIONICS CORP 10761 Watkins Road, Marysville, OH 43040-9544	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. II5R936M
---	--	---------------------------------------

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 4-1-93	Signature of Authorized Individual David Treadway
-----------------------	---

7. Approval for Return To Service

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

BY	FAA Flt. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee X	Repair Station	Person Approved by Transport & Canada Airworthiness Group	
Date of Approval or Rejection 4-1-93		Certificate or Designation No. II5R936M	Signature of Authorized Individual David Treadway	

NOTICE

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

B. Description of Work Accomplished

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

"Installed McCoy Avionics Corporation Model MAC 1700 Series Control Display Unit SN ~~2767~~ to King Radio Corporation KX 170B, P/N 069-1020-00 Series VHF Transceiver per previously approved data and in accordance with the MAC Installation Manual, P/N 46-01445-000, Rev. 3.10, dated July 24, 1990 and MAC 1700 Top Assembly Drawing #8808-02, Revision 2, dated December 7, 1988. This is also in accordance with Master Drawing List, Revision 1.03 dated December 12, 1988; or later F.A.A. approved revisions as referenced by STC SA1343GL, originally dated December 2, 1988."

Additional Sheets Are Attached



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

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 PA28-181
	Serial No. 28-7790494	Nationality and Registration Mark N5676V
2. Owner	Name (As shown on registration certificate) Wings East Inc.	Address (As shown on registration certificate) 5 Mott St. Glenwood Landing NY 11547

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 Stephen M. Kelly Aviation Maintenance Goodspeed Airport East Haddam CT 06423	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. <div style="text-align: center; font-size: 1.2em;">37402284</div>
--	---	--

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 4/14/93	Signature of Authorized Individual
------------------------	--

7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 4/14/93		Certificate or Designation No. 37402284		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.)

Installed Flap hinge fairings in accordance with STC SA 928GL using procedures outlined in "General Aviation Corporation GAP seal installation manual Group 3 flap hinge fairings Piper PA28 and 32 All Models".

Installed aileron and flap gap seals in accordance with STC SA 855 GL using procedures outlined in "General Aviation corporation Installation Manual for PA 28 taper wing".

Installed stabilator Gap seal in accordance with STC SA 603 GL using procedures outlined in applicable Knots 2U installation manual. Weight and balance revised.

end



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 \$1,000.00 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make Piper	Model PA-28-181
	Serial No. 28-7790494	Nationality and Registration Mark N5676V
2. Owner	Name (As shown on registration certificate) Nash Winfred D, Nash Patricia D	Address (As shown on registration certificate) Route 1 Box 327-A Appomattox, VA 24522

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 Virginia Aviation P.O. Box 4209 Lynchburg, VA 24502	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. RSUR804H
--	---	---------------------------------------

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

Date 1/14/2003	Signature of Authorized Individual JASON K. MOOREFIELD
-------------------	---

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 .

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 1/14/2003	Certificate or Designation No. RSUR804H	Signature of Authorized Individual JASON K. MOOREFIELD		

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.)

Preparation:

No equipment was removed.

Installation:

Installed S-Tec System 30 Autopilot in accordance with S-Tec STC#SA09252AC-D. The S-Tec supplemental flight manual for Piper PA-28-181 PN#891444 was inserted into the flight manual. S-Tec instructions for continued airworthiness PN#81280 was inserted into the aircraft records.

Static loading complies with 43.13-2B, Chapter 1, paragraph 2 section d. An electrical load analysis was performed and loading meets the requirements of AC 43.13-1B Chapter 2, paragraph 27 section d. Magnetic direction indicators were checked and compensated in accordance with AC 43.13-1B, Chapter 2, paragraph 23 section f. Fabrication of brackets for attachment complies with AC 43.13-1B Chapter 2, paragraph 25 and 26 section a. Materials and practices comply with AC 43.13-1B Chapter 1, paragraphs 4 through 12. A new weight and balance was computed and entered in the aircraft records in accordance with AC 43.13-1B Chapter 1, paragraph 9.

-----END-----

Additional Sheets are Attached