



THE STANDARD

AIRCRAFT LOG

ASA-6047

YEAR:	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DA				

1 Sep 2020 Annual Inspection Airframe N9111L
 Tach Time: 593.6 Hrs. TTAF: 1377.6 Hrs.
 Stripped old fabric, repaired ribs, and covered with Stitts as per Stitts manual.
 New main gear tires installed.
 ELT ops checked. Ok per FAR91.207. Battery due: 07-2021
 CW AD 76-07-12: Mag switch checked on run-up. CW AD 2000-25-02 Insp Wing Spars.
 Routine servicing, maintenance and lubrication by owners/pilots.

I certify that I have inspected this aircraft in accordance with
 the scope and detail of appendix "D" of part 43, and it was
 found to be airworthy.

Mitchell J. Zahler AP/IA

Installed stratus ADS-B
 ground test confirm normal
 operation

YEAR:	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE				

5 July 2022 Annual Inspection Airframe N9111L
 Tach Time: 607 Hrs. TTAF: 1391 Hrs.
 ELT ops checked. Ok per FAR91.207. Battery due: 03-2030
 CW AD 76-07-12: Mag switch checked on run-up. CW AD 2000-25-02 Insp Wing Spars.
 Routine servicing, maintenance and lubrication by owners/pilots.

I certify that I have inspected this aircraft in accordance with the scope and detail of appendix
 "D" of part 43, and it was found to be airworthy on this date.

Mitchell J. Zahler AP/IA

YEAR: DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
5/29/19	577.97			Removed bad King KT76A transponder and direct replaced with King KT79C transponder. SEE following entry for Certification. CRS T53 R1530

I certify that the transponder and altitude reporter test required by FAR 91.413 have been performed and found to be within the limits of FAR43 Appendix F.

Aircraft tested to 13,000 ft.

N#: 9111L
Tach/Hobbs Time: 577.97

Transponder Model King KT76C S/N 6999
Altitude Reporter SD120 S/N A65609

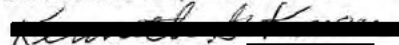
Signed [Signature] Date 5/29/19

UAT N/A

Top Flight Avionics, LLC
CRS# T53 R1530

VFR ONLY

YEAR: DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
				22 Jun 2019 - Annual Inspection N9111L - Tach Time: 579 Hrs. - TTAF: 1363 Hrs. Tires rotated for even wear considerations. Brakes serviced and pads replaced. Installed Concorde battery RG-25, s/n 41015398. Routine servicing, maintenance and lubrication by owner/ pilots: <u>[Signature]</u> 6-22-19 # <u>[Signature]</u> ELT ops checked OK per FAR 91.207. Battery due: 07-2021 CW AD 76-07-12: Mag switch checked on run-up. CW AD 2000-25-02 Insp Wing Spars. I certify that I have inspected this aircraft in accordance with an annual inspection and it is airworthy. <u>[Signature]</u> Kenneth G. Kneer <u>[Signature]</u> IA

YEAR: _____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
				10 Jan 2017 - Annual Inspection N9111L - Tach Time: 522 Hrs. - TTAF: 1306 Hrs. Performed inspection, maintenance and service on airframe and related systems. ELT ops checked OK per FAR 91.207. Battery due: Oct 2017 CW AD 76-07-12: Mag switch checked on run-up OK. CW AD 2000-25-02 R1 Wood Spar Insp OK. I certify that I have inspected this aircraft in accordance with a 100 hour inspection and it is airworthy.  William Schanks AP  I certify that I have inspected this aircraft in accordance with an annual inspection and it is airworthy.  Kenneth G. Kneer  IA

YEAR: _____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
				 The ATC Transponder test and inspection required by FAR 91.413 were performed on this date and found to comply with FAR 43 Appendix F. Details of this test and inspection are on file at this Repair Station under Work Order # <u>1604</u> Transponder Make & Model: <u>King KT-76A</u> Serial #: <u>122644</u> Date: <u>2/3/2024</u> Signature:  Revision: A 8/04/08 Form: A-15

SteinAir Inc.
21170 Eaton Ave. Suite A
Farmington, MN 55024
651 460-6955
CRS# V70R151B

YEAR: _____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
7-15-15	476.6			Serviced and Bled Brakes — →
				28 Oct 2015 - Annual Inspection N9111L - Tach Time: 487 Hrs. - TTAF: 1271 Hrs. Performed inspection, maintenance and service on airframe and related systems. ELT ops checked OK per FAR 91.207. Battery due: Oct 2017 I certify that I have inspected this aircraft in accordance with a 100 hour inspection and it is airworthy. [Redacted Signature] AP William Schanks AP 1899758 CW AD 76-07-12, Check mag switch. CW AD 00-25-02 R1, Insp wing spars I certify that I have inspected this aircraft in accordance with an annual inspection and it is airworthy. [Redacted Signature] Kenneth G. Kneer [Redacted] IA

YEAR: _____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
				[Redacted Signature] AP
				28 Oct 2015 - Routine Maint N9111L - Tach Time 487 Hrs - TTAF 1241 Hrs Replaced pucks on Brakes, Changed o-ring in Left Brake, Bleed Brakes Replaced Bleeder Seat on Right Brake, Checked Landing Gear Attach Bolts Changed Batteries in ELT, Due for change Oct 2017 [Redacted Signature] AP

MAKE: Bellanca
MODEL: 7ACA
S/N: 2-71
REG NO: 9111L
WORK ORDER:
ANE13308-08-2014

R.C. Avionics, Inc.
8891 Airport Road B-7
Building 2161 Missouri Row
Blaine, MN 55449
Phone: 763-398-3920

DATE: 8/27/2014
A/C TSN: 559 6
HOBBS: 559 6

Airframe Entries

(1) Perform Transponder Certification Only.... Performed The Following: (VFR)
The Below Identified Equipment Has Been Found To Conform The Following: FAR 91.413, Part 43 Appendix F. This Equipment Is
Compliant With The Above FAR's And Meets or Exceeds Requirement For Airworthy Transponder.

****Tests pertaining to appendix E of part 43 NOT performed****

Transponder
Make: King
Model: KT76A
PN: 066-1062-00
SN: 122644

DATE: 8/27/2014 SIGNED: [Signature] Work Order: ANE13308-08-2014
Printed by EBis 3 (datcomedia.com)

n or Repair

YEAR: DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
				27 Oct 2014 - Annual Inspection N9111L - Tach Time: 472.6 Hrs. - TTAF: 1256.0 Hrs. Performed inspection, maintenance and service on airframe and related systems. ELT ops checked OK per FAR 91.207. Battery due: 2015 CW AD 76-07-12, Check mag switch. CW AD 00-25-12, Insp wing spars. I certify that I have inspected this aircraft in accordance with a 100 hour inspection and it is airworthy. [Signature] William Schanks AP [Signature] I certify that I have inspected this aircraft in accordance with an annual inspection and it is airworthy. [Signature] Kenneth G. Kneer [Signature] IA

8-29-12	426.05	1.2	426.05	Post Annual Flight - Bill Schanks
5-20-13	505.2	-	505.2	Replaced A/C Battery Concord Pilot # [REDACTED]

Performed routine maintenance and service.

CW AD 76-07-12, Check mag switch [REDACTED] CW AD 00-25-12, Insp wing spars.

[REDACTED]

I certify that I have inspected this aircraft in accordance with

an annual inspection. [REDACTED]

Kenneth G. Kneer [REDACTED] IA

8-30-B	547.02				
8-30-B	447.02	1.0	447.02	Post Arrive Flight - Bill Schanks Jr.	Pilot # [REDACTED]

[illegible]

YEAR: _____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
				7-15-11 Annual Inspection tach - 398.72 tt - 1182.12
				Performed routine maintenance and servicing
				Lubricated airframe per chart
				Checked landing gear attach bolts
				Repaired Cowling
				ELT Op check Ok Per FAR 91.207
				CW AD 76-07-12, checked Mag Switch
				CW 00-25-02 R1, Insp wing spars
				AD 05-24-10 NA
				Also See engine log for AD's
				I certify that I have inspected this aircraft in accordance with a 100 hour inspection and it is airworthy
				William Schanks AP [REDACTED]

YEAR: 2011 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
7-15				I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH CAN ANNUAL INSPECTION PER FAR 33, APPENDIX D AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION
				[REDACTED]
				KENNETH G KNEER AWP [REDACTED]

YEAR: _____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
				6-2-09 Annual Inspection tach – 338.45 tt – 1049.66
				Performed routine maintenance and servicing
				ELT Op check Ok per FAR 91.207
				Repaired leaking fuel tank drain valve
				CW AD 76-07-12, checked mag switch
				CW 00-25-02 R1, insp wing spars
				AD 05-24-10 NA
				Also see engine log for engine AD's
				I certify that I have inspected this aircraft in accordance with a
				100 hour inspection and it is airworthy.
				[Redacted Signature]
				[Redacted Signature]

YEAR: _____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
				6-2-09 Annual Inspection tach – 338.45 tt – 1049.66
				Performed routine maintenance and servicing
				ELT Op check Ok per FAR 91.207
				Repaired leaking fuel tank drain valve
				CW AD 76-07-12, checked mag switch
				CW 00-25-02 R1, insp wing spars
				AD 05-24-10 NA
				Also see engine log for engine AD's
				I certify that this aircraft has
				been inspected in accordance with
				an annual inspection and was
				determined to be in airworthy
				condition.
				[Redacted Signature]
				James J. Montague A&P [Redacted Signature] 1A

YEAR: DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
2006 8/16/06	180.07			REPLACED TIRES & TUBES (HOBBS 161.6) INSTALLED NEW SUPER HAWKS 6x00x6
6-01-07		AP		6107 alt. 1011.9 "I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition."
Annual inspection tach - 228.5 tt - 1011.9 Lubricated airframe per chart ELT Op check Ok per FAR 91.207 Replaced brake pads Packed wheel bearings Checked landing gear attach bolts CW AD 76-07-12 checked mag switch CW AD 00-26-02 R1 inspected wing spars See engine log for engine ADs Made minor fabric repairs I certify that I have inspected this aircraft in accordance with a 100 hour inspection and it is airworthy.				
James J. Montague A&P [redacted] IA				

YEAR: DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
6-24-08	326.3			Annual Inspection Hobbs 326.3 Tach 307.79 tt - 1011.6
Lubricated airframe per chart ELT Op check Ok per FAR 91.207 Checked landing gear attach bolts Flushed fuel tanks, repaired drain valves Replaced position light bulbs CW AD 76-07-12, checked mag switch CW AD 00-25-02 R1, inspected wing spars See engine log for engine AD's I certify that I have inspected this aircraft in accordance with a 100 hour inspection and it is airworthy.				
[redacted] - AP [redacted]				
62408 alt. 1019 "I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition."				
James J. Montague A&P [redacted] IA				

YEAR:	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN FLIGHT	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Station and Certificate Number of Technician or Repair
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5-1-2006 Annual Inspection tach - 160.97 Hobbs - 134.3 tt - 944.44

Installed new Lang Model D-501A tailwheel, item 202.(e), no wt chg

Lubricated airframe per chart

Washed aircraft

ELT Op check Ok per FAR 91.207

Repaired landing light wire

Inspected wheels and brakes, repacked wheel bearings

Replaced prop spinner back plate

CW AD 76-07012 checked mag switch

CW AD 00-26-02 R1 inspected wing spars

AD 05-24-10 NA control cables not replaced

I certify that I have inspected this aircraft in accordance with a

100 hour inspection and it is airworthy.

5106 alt. 944.44

I certify that this aircraft has
been inspected in accordance with
an annual inspection and was
determined to be in airworthy
condition.

James J. Montague A&P

YEAR:	R T T	MAKE: Bellanca MODEL: 7ACA S/N: 2-71 REG. NO: 9111L WORK ORDER: ANE2054-08-2006	 R.C. Avionics, Inc. Repair Station No. KP5R096M 2161 Missouri Row PO Box B-7 Blaine, MN 55449 Phone: 763-780-1428	DATE: 6/23/2006 A/C TSN: TACH: 172.07	ions er of Technician or Repair
DATE					
		Airframe Entries			
		(1) Ran up encoder and altimeter to 20,000ft. Correspondance meets or exceeds requirments of FAR's. AW.[ITEM](2)			
		Performed The Following: TRANSPONDER ONLY			
		The Below Identified Equipment Has Been Found To Conform The Following: FAR 91.413, Part 43 Appendix F. This Equipment Is Compliant With The Above FAR's And Meets or Exceeds Requirement For Airworthy Transponder. AW			
		Transponder			
		Make: Edo-Aire			
		Model: RT777			
		PN: 11500			
		SN: 5536			
		-----END-----			
		DATE: 6/23/2006	SIGNED:	Work Order: ANE2054-08-2006	
				Printed by EBis 3 (datamedia.com)	

YEAR: DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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April 9, 2004 hourmeter - 81.03 TACH tt-864.51

Repacked wheel bearings HOBBS 21.13

Replaced brake pads

Lubricated airframe per chart

Repaired cracked right rear window

CW AD 00-26-02 R1 Inspected wing spars

CW AD 76-07-12 Checked mag switch

ELT Op checked per FAR 91.207

I certify that I have inspected this aircraft in accordance with a 100 hour Inspection and it is airworthy.

[REDACTED] [REDACTED] A?

I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.

James J. Montague A&P [REDACTED] [REDACTED] [REDACTED] [REDACTED]

YEAR: DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
2004 4/16/04	81.03	.9	864.51	TEST FLIGHT COMPLETION OF ANNUAL INSPECTION. I certify that aircraft is ready for return to service [REDACTED] [REDACTED] CFI
10-14 2004	104.06	54.5	HOBBS	REPLACED TIRES AND TUBES WITH NEW M/C REARY AIR HAWK 600X6 [REDACTED] [REDACTED] AP

YEAR: 2003	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE 05-15	32.12	TACH	32.13	REPLACED TIRES AND TUBES (TOTAL AF 791.12) WITH NEW 600X6 AIR HAWK [REDACTED] - [REDACTED] AP

I certify that the transponder and altitude reporter test required by FARs 91.411 & 91.413 have been performed and found to be within the limits of FAR43 Appendix F.

Aircraft tested to 10,000 ft.

Transponder Model EDO-AIRE RT177 S/N #1 5536
Altitude Reporter AMERIKING AK350 S/N #1 49812

Signed [REDACTED] Date 6/11/03

VFR ONLY

Top Flight Avionics, LLC Boyceville, WI 54829
CRS # T53R1530

N#: 9111L /Hobbs
Tach/Hobbs Time: 36.13

YEAR: 2003	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE 7/10	48.01			Changed oil & oil screen ^{cleaned} Replaced with 6 cts Aero Shell 100 [REDACTED] [REDACTED] AP
12/06	75.0			Changed oil and inspected oil screen (TOTAL A/F 839.39) Found no evidence of metal shavings. Serviced with 5 qts. 15W50 Aero Shell [REDACTED] - [REDACTED] AP

Registered Owner Record

Name HOLMAN HOBOES FLYING CLUB Address 1362 BREDA
City ST. PAUL State MN. From 11-15-2002 To _____

Name _____ Address _____
City _____ State _____ From _____ To _____

Name _____ Address _____
City _____ State _____ From _____ To _____

Name _____ Address _____
City _____ State _____ From _____ To _____

Name _____ Address _____
City _____ State _____ From _____ To _____

Name _____ Address _____
City _____ State _____ From _____ To _____

Aircraft Record General Information

Manufacturer Bellanca Aircraft Corp Model 7ACA

Serial 2-71 Registration Number N9111L

Date of Manufacture 6-4-71

Engine(s) currently installed:

Manufacturer Lycoming Model O-235 Serial 1728-15

Manufacturer _____ Model _____ Serial _____

Propeller(s) currently installed:

Manufacturer Sensenich Model 76AM6-2-48 Serial 22180

Hub Model _____ Serial _____ Serial _____

Blade Model _____ Serial _____ Serial _____ Serial _____

Blade Model _____ Serial _____ Serial _____ Serial _____



KANE

"FLY FOR FUN"
"FLY CITABRIA"
BELLANCA AIRCRAFT CORP.

AIRCRAFT LOG

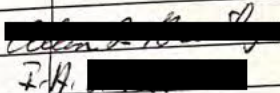
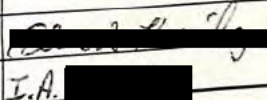
[illegible]

ENG. SER.		AIRWORTHINESS DIRECTIVES	NC
DATE 19 <u>49</u>	DIRECTIVE NUMBER <u>Tme</u>	GIVE A BRIEF DESCRIPTION OF COMPLIANCE	SIGNATURE AND CERTIFICATE NO. OF MECHANIC OR REPAIR FACILITY
<u>04-15</u>	<u>10.0</u>	<u>Conducted a 100 hr Annual inspection per Inspection Form. Replaced 500 & S main gear tire's with 600 x G tires per Tyrod Nztlz sheets.</u>	
		I CERTIFY THAT THIS <u>Aircraft</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A(N) <u>Annual</u> INSPECTION, AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.	
		SIGNATURE: _____ DATE: <u>04-15-99</u>	
		A&P NO.: <u>J.H.</u> _____	

NC

[illegible]

NC

DATE 19__	TOTAL TIME	GIVE A BRIEF DESCRIPTION OF COMPLIANCE	SIGNATURE AND CERTIFICATE NO. OF MECHANIC OR REPAIR FACILITY
	759.0		
03-15-96		Inspected Fuselage and wing's and Round them off for covering.	
Aug 4 97		Aircraft recovered using Ceconite 101 material per SA 1351WE STC, and Bendable paint and tape system. See 332	

Функция

10-5-73 Completed 100 hr. Inspection; all A.D.'s to date
I certify that this aircraft has been inspected
in accordance with Annual and found to
be in airworthy condition.
[Redacted Signature] F.I. [Redacted]

2-2 Aircraft Examined and determined to be satisfactory for ferry flight from St. Augustine, Fla. to West Palm Beach Fla. [REDACTED]
[REDACTED]
[REDACTED]

7-3-75-695125 installed new fabric and finished to original specifications and procedures conforming to FAA AC 43.13.1, Chapter 3, installed new electrical system per FAA AC 43.13.2, Chapters 1, 2, 3, 4, & 10, and manufacturer's maintenance & installation manuals. weight & balance change in flight manual. see FAA Form 338 This date [REDACTED]
7-3-75 [REDACTED] [REDACTED]

DATE 1973	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
	606.7			9-18-73	
	HOBBS: 750.9			Changed main gear Tires. 500x5.00 Gply Uniroyals.	
				Also re-packed all main wheel bearings	
				[REDACTED]	
				A3P # [REDACTED]	
FORWARD TOTALS TO TOP OF NEXT LEFT PAGE					

SIGNATURE AND
CERTIFICATE NO.

DATE	INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS
19 73	EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY WITH NAME, RATING AND CERTIFICATE NUMBER
9-24-73	Hobby: 787.0 hr. Track: 640.6 hr. Changed main gear tires Arco 500x5 6-ply rating inflated to 30 psi. AP [REDACTED]

DATE 19__	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
FORWARD TOTALS TO TOP OF NEXT LEFT PAGE					

SIGNATURE AND
CERTIFICATE NO.

DATE	INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS
1973	EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY WITH NAME, RATING AND CERTIFICATE NUMBER
9-11-77	Hobbs: 715.5 Tach: 585.6 T.F. 585.6
	I certify that this airframe has been inspected in accordance with a 100 hour inspection and has been found to be in airworthy condition.
	A.P. [Redacted]

SEE PERTINENT FAR 91.161, 91.163, 91.165, 91.167, 91.169, 91.173, AND 91.175

[illegible]

AIRCRAFT LOG	
DATE	INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS
19 73	EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY WITH NAME, RATING AND CERTIFICATE NUMBER
9-9-73	Tack: 581.89 Hobbs: 723.8 Total Time: 581.89
	Repaired rudder by welding in new chrom-moly 3/4" steel tubing at lower rudder box replacing damaged low area. Also replaced Maule tailwheel assembly Maule P/W # TW-100; Model # SFS-P8-1-2. Re-bent and re-tempered tailwheel leafspring assy. Replaced vertical fin antenna. Antenna model is # AV-12V omni and VHF receive "V" antenna.
	A: P # [REDACTED]

AIRCRAFT LOG

DATE

19__

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY

WITH NAME, RATING AND CERTIFICATE NUMBER

6/20/73

New seat covers installed

7/30/73

Wheel pants removed for overhauling
and repainting

7/30/73

Radio box reinforced and re-welded.

7/30/73

Fuel indicators rebuilt with 2 corks.

AIRCRAFT LOG

DATE

19 73

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS
EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

6-22

I certify that this airplane has
been inspected in accordance with
a 100 hr inspection and was
determined to be in airworthy
condition

HOBB 617.0
T.T. 484.5

A + P # [REDACTED]

AIRCRAFT LOG

DATE

1973

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS
EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

T.T. 428

5-20

HOBBS 546

New GOODYEAR Flite Custom
5.00 x 5 Gply, tires were install.
on mains, wheel bearing greased.

~~Signature~~
A + P #

DATE 1973	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
4-7	373.37				
Holds:	489.0			Installed re-capped six ply main gear tires, also repacked all main wheel bearings.	
				AJP	
FORWARD TOTALS TO TOP OF NEXT LEFT PAGE					

SIGNATURE AND
CERTIFICATE NO.

DATE		INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS	
19 73		EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY WITH NAME, RATING AND CERTIFICATE NUMBER	
		170BBS	512
4-28		T.T.	394.1
I certify that this airframe was inspected in accordance with a 100 hr. inspection and determined to be in airworthy condition.			
		[Signature]	
		A+P # [Redacted]	

AIRCRAFT LOG

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS
 EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
 WITH NAME, RATING AND CERTIFICATE NUMBER

DATE
 1973

4-5

Replaced Tail wheel tire assy.
 T.T. 373.2
 140BB5 487.2

Form T-6

INSP

DATE

QTY

P/N

NAME

ACCEPTED TAG

LOT#1

26 Sept 1973

TW-23-F-35042F30035

TIRE & ROLLING ASSY

Next 100 Hr inspection due tach 384.2

Hobbs 487.8

AIRCRAFT LOG

DATE

19 73

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

1-14 Tach Time: 284.2 Hobbs: 381.8 Hr.

I certify that this aircraft has been
inspected in with a 100 Hour inspection and
have found it to be in airworthy condition.

James W. M. [REDACTED]
AIP [REDACTED]

ENG. SER.

NC

DATE 19 <u>72</u>	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
11-12	204.1			Changed oil & inspected and cleaned oil screen. Put two and one-half quart	
10-32	196		66	Installed Hobbs meter 12 volt on instrument panel. Put 10 amp fuse and fuse holder off of ammeter for electrical power and installed oil pressure switch on firewall so the hobbs meter will operate only when engine is running.	
	Hobbs.	289.5 Hr.			
FORWARD TOTALS TO TOP OF NEXT LEFT PAGE					

AIRCRAFT LOG

DATE 19 <u>72</u>	INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY WITH NAME, RATING AND CERTIFICATE NUMBER				
12-20	Tach Time:	250 Hr.	Hobbs Time:	341.8 Hr.	389.9
	Changed tires on main landing gears, Used 5 x 5.00 four ply re-tread tires; also re-packed wheel bearings on both main wheels.				
	A3P				

ENG. SER.

NC

DATE 19__	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
10-29	E				
	191.2			Installed a VTP-17, VHF transmitting antenna on the right wing butt fairing cover. Installed antenna in accordance with AC-143.13-2 Chapter 3, paragraph 31 through 32.	
				Installed red rotating beacon - Grimes 7080 on top of fuselage just aft of wing. Installed mounting ring on aircraft with support rods and AE 10-32 screws. Mounted beacon in accordance with AC-43.13-2 Chapter 4. *	
				AE- [REDACTED]	
* STRESSED STATICALLY IN ACCORDANCE WITH EQUIPMENT INSTALLATIONS AC-43-13-2 (6Gc)					
FORWARD TOTALS TO TOP OF NEXT LEFT PAGE					

AIRCRAFT LOG

DATE
1972

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS
EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

10-30

Tach Time: 191.2 Hr

Installed a vacuum powered Turn's bank indicator on the instrument panel which had pre-drilled holes which matched. Also installed a 8 inch venturi tube mounted on the left forward side of the fuselage about 12 inches aft of the firewall, using three AN-3 bolts and self locking nuts. Also installed a vacuum regulator valve and the necessary plumbing using 1/4 inch aluminum tubing. Also installed a suction gage on lower right side of instrument panel in order to monitor venturi suction. Installed an instrument port light above suction gage.

A3P [REDACTED]

(See 337 forms in log)

AIRCRAFT LOG

DATE

1972

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

10-29

Tach time: 191.2 Hr.

Installed a VRP-37 VOR and VHF receiver antenna on the vertical fin. It was mounted in accordance with AC-43.13-2 chapter 3, paragraphs 31 thru 36.

Also installed instrument lights, Gemes A-6795, 12 volt above each instrument on the panel. Electrical power for the lights utilized one of the six SPST switches off of the bus bar located on the lower center portion of the instrument panel. A 5 amp fuse is utilized off of the bus bar for circuit protection. All wiring done in accordance with AC-43.13-1, Chapter 11 sections 1, 2 and section 7.

A3P

(see attached 337 form in logbooks)

SEE PERTINENT FAR 91.161, 91.163, 91.165, 91.167, 91.169, 91.170, AND 91.175

AIRCRAFT LOG

DATE
19 72

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS
EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

10-29 Tach time: 191.2 Hr

Installed a Genave Alpha 190 radio with a pedestal type radio box constructed of ~~.025 stainless steel~~ .065 Aluminum sheet (2024). The radio box is mounted forward of the front control stick with good clearance. Pedestal is mounted to the cabin floor with 1N-3 bolts - front bolts attach to a primary member under floor boards. Installed a microphone and headset jack on the left side of the instrument panel; also installed a microphone and a headset jack receptacle on the mag switch and carb heat control panel located on left side of the cabin just aft of the front seat.

A3P

(See 337 form in log book) (10-28-73)

AIRCRAFT LOG

DATE

19 72

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

10-28 Tach time: 190.0 Hr

Installed battery and battery box constructed in accordance with factory specs. Also installed an electrical bus bar equipped with six fuses and six switches. A master switch - a single ^{throw} double pole type switch which is on one side of the switch controls the field circuit of the generator and the other side of the switch is in series with the bus bar. Also installed Krimes wing tip lights and tail light 12 volt. Also installed a wind driven 12v D.C. Autolite with 10 inch prop on the left wing strut mounted with a factory made bracket. A voltage regulator was installed on the left lower side of the firewall in the engine compartment. (see attached 337 form for weight & balance etc.)

T. J. [redacted]

A3 P [redacted]

DATE
1972

THIS
FLIGHT

REMARKS

SIGNATURE AND
CERTIFICATE NO.

CERTIFY THAT THIS AIRCRAFT HAS
BEEN INSPECTED IN ACCORDANCE WITH A
INSPECTION AND WAS
DETERMINED TO BE IN AIRWORTHY,
CONDITION.

TIME IN SERVICE

BILL SCOTT

AI 1078458

HOLLYWOOD, FLA.

PHONE 983-8214

FORWARD TOTALS TO
TOP OF NEXT LEFT PAGE

DATE
19 74

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS
EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

9-29

Completed Annual Inspection this date. Inspection made in accordance with manufactures instructions and FAR. No A.D. Notes Apply.

Installed wheel fairing & mounting brackets and hardware during this inspection. Installed new main landing gear tires. Repainted entire Aircraft with synthetic enamel.

I certify that this Aircraft has been inspected in accordance with an Annual Inspection and was determined to be in an Airworthy condition at 176.16 hours total time hrs 9-29-72 date

TH

NC

DATE 1971	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
11-15	130.00		130.00		
FORWARD TOTALS TO TOP OF NEXT LEFT PAGE					

DATE
19 71

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS
EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

11-15 Removed Engine S/N 10012-1 and Installed Engine S/N 10041 with "0" Time since factory new. Engine Ground run and test flown and found to be Airworthy- [REDACTED] IA [REDACTED]

[illegible]

SIGNATURE AND
CERTIFICATE NO.

DATE
19 71

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS
EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

9-10

Completed 100 hour inspection this date.
Inspection made in accordance with manufacturers
instructions & F.A.R. No AD Notes Apply

Replaced main buding gear fibres with new 5.00x5.0 6 ply fibres.

I certify that this Aircraft has been inspected in accordance with an 100 hour inspection and was determined to be in an Airworthy condition at 99.98 hours total time this 9-10-71 date.

1330
[REDACTED]
IA [REDACTED]

DATE 19 <u>71</u>	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
<u>7-29</u>	<u>50.00</u>		<u>50.00</u>		
FORWARD TOTALS TO TOP OF NEXT LEFT PAGE					

SIGNATURE AND
CERTIFICATE NO.

DATE
19 71

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

9-29

Reversed main landing gear tires on wheels.
Repacked wheel bearings.

EA

NC

DATE 1951	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
6-4	—	—	1.70	Production Flight Test	[Redacted Signature]
I have inspected this aircraft and issued a Standard Airworthiness Certificate dated <u>6-4-51</u>. Signed <u>[Redacted Signature]</u>, CE- <u>18</u>.					
6-15	27.00		27.00		
FORWARD TOTALS TO TOP OF NEXT LEFT PAGE					

AIRCRAFT LOG

[illegible]

Date sheet A-959-65

AIRCRAFT LOG

N9111L

CARD

T101/1

DESCRIPTION

AIRCRAFT MFG. Bellanca Aircraft Corp. MOD. 7ACA SER. NO. 2-71
AIRCRAFT COLOR Blue SPAN _____ LENGTH _____ DATE MFG. 6-4-71
ENGINE MFG. Franklin MOD. 2A-120-B SER. NO. 10040
ENGINE MFG. _____ MOD. _____ SER. NO. _____
PROP. MFG. Sensenich HUB MOD. W60 GM34 SER. NO. Y3538
BLADE MOD. _____ SER. NO. _____ SER. NO. _____ SER. NO. _____
SEAT CAP. _____ EMPTY WT. _____ GROSS WT. _____ BAG. WT. _____
FUEL CAP. _____ OIL CAP. _____
LEFT TANK RIGHT TANK TOTAL USABLE GALLONS

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PRINTED IN U.S.A.

Key #7

The Standard
ENGINE LOG

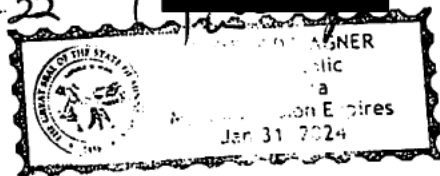
ASA-95-2

YEAR 20____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
------------------------	---------------------------	-------------------	-----------------------------	---

Statement of Engine TT (Total Time) – July 2022

Engine manufactured in 1946, placed in service by 1947 Per Lycoming
Records. We used an average of 20 hours a year. 1947 – 2022 (76 Years)
x 20 hours avg per year = 1520 TT

Bill Schanks # [REDACTED]



8-14-22

Hobbs: 756.7
Tach: 607.45
TT: 1520.7

changed oil Aero shell
B.H Schanks 15w-50

[REDACTED]

[REDACTED]

TEXTRON Lycoming

ENGINE LOG

SSP 1872

DATE _____

Service Bulletins, Letters, Instructions & A D Notes

1 Sep 2020 Annual Inspection Engine N9111L

Tach Time: 593.6 Hrs. SMOH: 593.6 Hrs. Engine Total Time: Unknown

Checked compression; Master Orifice: 42/80 psi. All cylinders over 80/74psi.

Inspected and cleaned plugs.

Checked and cleaned gasolator and carb filter.

No applicable ADs at this annual inspection.

Routine servicing, maintenance and lubrication by owners/pilots.

I certify that I have inspected this engine in accordance with the scope and detail of appendix "D" of part 43, and it was found to be airworthy.

Mitchell J. Zahler [REDACTED] AP/IA

5 July 2022 Annual Inspection Engine N9111L

Tach Time: 607 Hrs. SMOH: 607 Hrs. Engine Total Time: 1520 Checked compression; All cylinders over 80/74psi. Inspected and cleaned plugs.

Checked and cleaned gasolator and carb filter.

No applicable ADs at this annual inspection.

Routine servicing, maintenance and lubrication by owners/pilots.

I certify that I have inspected this engine in accordance with the scope and detail of appendix "D" of part 43, and it was found to be airworthy on this date.

Mitchell J. Zahler [REDACTED] AP/IA

26 May 2018 - Engine Annual Inspection

Tach Time: 540 Hrs. - SMOH: 540 Hrs. - Engine TT: Unknown

Performed inspection, maintenance and service on engine and related systems.

Checked compression; Master Orifice: 42/80 psi, All cylinders over 75/80 psi.

Inspected and cleaned plugs.

Checked and cleaned gascolator and carb filter.

CW AD 80-25-02 R2 - Inspected pushrods and checked clearances.

New AD 2017-16-11 does not apply to this model O-235-C engine.

I certify that I have inspected this engine in accordance with a 100 hour

Inspection and it is airworthy.

Changed oil 5W-50

Mitchell G. Zehner AP

I certify that I have inspected this engine in accordance with an annual

Inspection and it is airworthy.

Kenneth G. Kneer IA

DATE

Service Bulletins, Letters, Instructions & A D Notes

5-29-18 Changed oil 15W-50

Tach Time 541.22 Hobbs 6050.5

22 Jun 2019 - Engine Annual Inspection

Tach Time: 579 Hrs. - SMOH: 579 Hrs. - Engine TT: Unknown

Routine servicing, maintenance and lubrication by owner/pilots:

Changed oil - Aeroshell 100, SAE 50

Checked compression; Master Orifice: 42/80 psi, All cylinders over 80/74 psi.

Inspected and cleaned plugs.

Checked and cleaned gascolator and carb filter.

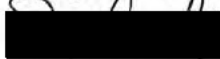
No applicable ADs at this annual inspection.

I certify that I have inspected this engine in accordance with an annual

Inspection and it is airworthy.

Kenneth G. Kneer IA

ENGINE LOG SERIAL No. _____

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			
			28 Oct 2015 - Routine Maint N9111L - Tach Time 487 Hrs - TTAF 1271 Hrs		
			Changed Oil, Fixed Leak in Primer Line @ Cyl 3		
			  AP		
7-24-16			Changed oil 5W-50		
			Tach Time 500.58		
			Hobbs 599.8		
			 # 		
			Page Total	All Repair Data Must Bear the Endorsement of a Certificated Mechanic, and his Rating and Certificate Number MUST be Shown.	
			Brought Forward		
			Total to Date		

DATE _____ Service Bulletins, Letters, Instructions & AD Notes

10 Jan 2017 - Engine Annual Inspection

Tach Time: 522 Hrs. - TSMOH: 522 Hrs. - Engine TT: Unknown

Performed inspection, maintenance and service on engine and related systems.

Checked compression; Master Orifice: 41/80 psi, All cylinders over 76/80 psi.

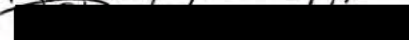
Inspected and cleaned plugs.

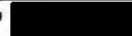
Bracket air filter assembly replaced. Terminating AD 96-09-06.

CW AD 80-25-02 R2 - Inspected pushrods and checked clearances.

I certify that I have inspected this engine in accordance with a 100 hour

Inspection and it is airworthy.



William Schanks AP 

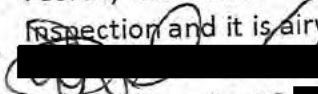
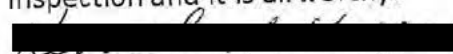
I certify that I have inspected this engine in accordance with an annual

Inspection and it is airworthy.



Kenneth G. Kneer  IA

ENGINE LOG SERIAL No. _____

DATE		LICENSE NUMBER
27 Oct 2014	Engine Annual Inspection - Tach Time: 472.6 Hrs.	
	TSMOH: 472.6 Hrs. - Engine TT: Unknown	
	Performed inspection, maintenance and service on engine and related systems.	
	Checked compression, found OK. Inspected and cleaned plugs.	
	CW AD 96-09-06: Inspected Bracket Filter and assembly. Due for change at 500 hours (terminating action).	
	CW AD 80-25-02 R2: Inspected push rods and checked clearances.	
	I certify that I have inspected this engine in accordance with a 100 hour inspection and it is airworthy.	
	 William Schanks AP 	
	I certify that I have inspected this engine in accordance with an annual inspection and it is airworthy.	
	 Kenneth G. Kneer  IA	

[illegible]

28 Oct 2015 - Engine Annual Inspection

Tach Time: 487 Hrs. - TSMOH: 487 Hrs. - Engine TT: Unknown

Performed inspection, maintenance and service on engine and related systems.

Checked compression; Master Orifice: 43/80 psi, All cylinders over 74/80 psi.

Inspected and cleaned plugs.

Bracket air filter element replaced.

I certify that I have inspected this engine in accordance with a 100 hour

Inspection and it is airworthy.

William Schanks AP

CW AD 96-09-06: Inspected Bracket Filter and assembly. Due for change at 500 Hrs (terminating action).

CW AD 80-25-02 R2: Inspected push rods and checked clearances.

I certify that I have inspected this engine in accordance with an annual inspection and it is airworthy.

Kenneth G. Kneer [REDACTED] IA

ENGINE LOG SERIAL No. _____

DA 08-11-2012 Engine Annual Inspection Tach Time: 425.26 Hrs. TSMOH: 425.26 Hrs. LICENSE NUMBER
 Performed routine maintenance and service.
 Checked compression, found OK. Inspected and cleaned plugs. *Comp*
 CW AD 96-09-06: Inspected Bracket Filter and assembly. Due for *1 = 78*
 change at 500 hours (terminating action). *2 = 80*
 CW AD 80-25-02 R2: Inspected push rods and checked clearances. *3 = 70*
40 = 76
 I certify that I have inspected this engine in accordance with a 100 hour
 inspection and it is airworthy.
 [Redacted Signature]
 William Schanks AP [Redacted]
 I certify that I have inspected this engine in accordance with an annual
 inspection and it is airworthy.
 [Redacted Signature]
 Kenneth G. Kneer [Redacted] IA

Brought Forward

Total to Date

of a Certificated Mechanic, and his Rating
 and Certificate Number MUST be Shown.

ENGINE LOG SERIAL No. _____

DATE

02 Sep 2013 - Engine Annual Inspection - Tach Time: 447.03 Hrs. - TSMOH: 447.03 Hrs.
 Performed routine maintenance and service.
 Checked compression, found OK. Inspected and cleaned plugs.
 CW AD 96-09-06: Inspected Bracket Filter and assembly. Due for
 change at 500 hours (terminating action).
 CW AD 80-25-02 R2: Inspected push rods and checked clearances.
 I certify that I have inspected this engine in accordance with a 100 hour
 inspection and it is airworthy.
 [Redacted Signature]
 William Schanks AP [Redacted]
 I certify that I have inspected this engine in accordance with an annual
 inspection and it is airworthy.
 [Redacted Signature]
 Kenneth G. Kneer [Redacted] IA

Total to Date

and Certificate Number MUST be Shown.

ENGINE LOG SERIAL No. _____

[illegible]

ENGINE LOG SERIAL No. _____

[illegible]

ENGINE LOG SERIAL No.

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			
3-19-11	4	49	Oil Changed Serviced with AeroShell 50 15W-50 [REDACTED] 3-19-11		
			Box 8A Anoka County Airport 8891 Airport Road Minneapolis, Minnesota		
			FAA APPROVED REPAIR STATION KM5R993M		
				24895	Phone: (763) FAX: (763)
			DESCRIPTION OF WORK:	LABOR CHG.	
			Disassembly and preinspect 2 cylinders	78	00
			Clean and preinspect 2 cylinders	112	00
			Replace and bore guide, 2 exhaust	108	00
			Remove and replace seat, 2-exhaust	112	00
			Bore, bush and bore rocker bosses, 1 cylinder	66	00
			Crosshatch only, 2 cylinders	92	00
			Grind seats, valves, lap and assemble 2 cylinders	142	00
			Page Paint and preserve 2 cylinders	90	00
			Brought Clean and inspect piston, 2 ea.	90	00
			Total Fit ring to cylinder and piston, 2 ea.	76	00

[illegible]

7-15-11 Engine Annual Tach- 398.72 SMOH 398.72
Checked Compression, Cly #'s 1 & 2 had low compression
Overhauled -- See attachment from Bolduc
Chopped City Choppers

Changed Oil, Checked Screen & Changed Gasket
Cleaned Spark Plugs
Inspected Muffler

Replace Exhaust Pipe
Replaced Bracket Air Filter Element

AD 96-09-06 Inspected, entire Bracket Filter Assembly,
due change at 500 SMOH. (Terminating Action)

AD 96-09-10 PCW (Oil Pump) Kit 05K19423-5 Installed 1-02-2002
CW AD 80-05-02, Inspected push rods and checked valve clearance
AD 4-10-14 NA. No prop shaft

AD 4-10-14 NA, No prop strike

AD 95-03-10 NA, Date of Mfg

ASSEMBLED AND INSTALLED #1 & 2 CYLINDERS

I certify that I have inspected this engine in accordance with a 100 hour inspection and it is airworthy

~~WINNIE SCITANKS AF~~

Checked Compression
Changed Oil, Checked Screen & Changed Gasket
Cleaned Spark Plugs **AND GAPPED**

Replace Exhaust Pipe

Replaced Brackett Air Filter Element

AD 96-09-06 Inspected, entire Brackett Filter Assembly,

due change at 500 SMOH. (Terminating Action)

AD 96-09-10 PCW (Oil Pump) Kit 05K19423-5 Installed 1-02-2002

CW AD 80-05-02, Inspected push rods and checked valve clearance

AD 4-10-14 NA, No prop strike

AD 95-03-10 NA, Date of Mfg

I certify that I have inspected this engine in accordance with a 100 hour inspection and it is airworthy

William Schanks AP

AL No.

This aircraft has
 been inspected in accordance with
 an inspection and was
 determined to be in airworthy
 condition.

James J. Montague ASP [REDACTED] 1A

the Endorsement
s, and his Rating
ST be Shown.

ENGINE LOG SERIAL No.

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			
7/16/16			SMOOTH 368.72		
I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition. James J. Morisque A&P [Redacted] IA					
Page Total			All Repair Data Must Bear the Endorsement of a Certificated Mechanic, and his Rating and Certificate Number MUST be Shown.		
Brought Forward					
Total to Date					

ENGINE LOG SERIAL No. _____

DA 6-2-09 Engine Annual tach - 338.45 SMOH - 338.45
Replaced Brackett Air Filter Element
AD 96-09-06 inspected, entire Brackett Filter assembly due change at
500 SMOH. (terminating action)
AD 96-09-10 PCW (oil pump) Kit 05K19423-5 installed 1-02-2002
CW AD 80-05-02, inspected push rods and checked valve clearance
AD 04-10-14 C1 NA, no prop strike
AD 95-03-10 NA, date of mfg
Checked compression
Changed oil, checked screen
Inspected muffler
I certify that I have inspected this engine in accordance with a
100 hour inspection and it is airworthy.

SIGNATURE _____

the Endorsement
and his Rating
ST be Shown.

ENGINE LOG SERIAL No. _____

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			
6-20-69			act. 258.45		
			that this aircraft has		
			been inspected in accordance with		
			an annual inspection and was		
			determined to be in airworthy		
			condition.		
			[Redacted Signature]		
			James J. Montague A2.D		
			[Redacted License Number]		

Page Total

Brought Forward

Total to Date	
---------------	--

All Repair Data Must Bear the Endorsement of a Certificated Mechanic, and his Rating and Certificate Number MUST be Shown.

ENGINE LOG SERIAL No. 6107

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	LICENSE NUMBER
	Hrs.	Min.		
6-01-07			Annual Inspection tach - 228.5 SMOH - 228.5 Checked compression (cold) no valve leakage Changed oil, checked screen Cleaned and rotated spark plugs Inspected muffler Replaced Brackett air filter element CW AD 96-09-06 Inspected, needs change before 500 hr SMOH CW AD 80-05-02 R2 inspected pushrods and checked valve clearance I certify that I have inspected this engine in accordance with a 100 hour inspection and it is airworthy. [Redacted Signature]	[Redacted License Number]
Total to Date				

James J. Montague A&P [Redacted Signature]

Must Bear the Endorsement
Mechanic, and his Rating
and Certificate Number MUST be Shown.

ENGINE LOG SERIAL No. 2408

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	LICENSE NUMBER
	Hrs.	Min.		
-24-08			Engine Annual Inspection Tach 307.79 SMOH 307.79 Checked compression Changed oil, checked screen Replaced spark plugs Inspected muffler Tensioned alternator belt Tightened starter bolts Replaced Brackett air filter element AD 96-09-06, inspected, due change at 500 SMOH CW AD 80-05-02 R2, inspected pushrods and checked valve clearance I certify that I have inspected this engine in accordance with a 100 hour inspection and it is airworthy. [Redacted Signature]	[Redacted License Number]
Total to Date				

James J. Montague A&P [Redacted Signature]

Must Bear the Endorsement
Mechanic, and his Rating
and Certificate Number MUST be Shown.

ENGINE LOG SERIAL No.

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			
10/1/05	116	2	Changed Oil 5qt Aeroshell 15W50		
04/30/06	160	0	CHANGED Oil 5qt Aeroshell 15W50		
08/16/06	180	07	changed Oil 5qt Aeroshell 15W50 (Hobbs 161.6)		
			*I certify that this aircraft has been inspected in accordance with all annual inspection and was determined to be in airworthy condition. <u>James J. Montague A&P</u>		
Page Total			All Repair Data Must Bear the Endorsement of a Certificated Mechanic, and his Rating and Certificate Number MUST be Shown.		
Brought Forward					
Total to Date					

ENGINE LOG SERIAL No.

5-1-2006 Engine Annual Inspection tach - 160.97 Hobbs - 134.3 SMOH - 160.97

Checked compression #1 80/77 #2 80/71 #3 80/72 #4 80/76

Checked spark plugs

Changed oil, checked screen

Adjusted oil pressure

Replaced Brackett Air Filter element

CW AD96-09-06 Inspected Brackett neoprene gasket, due change at 500 hrs SMOH

CW AD 80-05-02 R2 inspected pushrods and checked valve clearance

AD 4-10-14 NA, no prop strike

Repaired cowling

I certify that I have inspected this engine in accordance with a 100 hour inspection and it is airworthy.

 A & P

LICENSE NUMBER

RE

Endorsement
s Rating
shown.

ENGINE LOG SERIAL No. _____

[illegible]

ENGINE LOG SERIAL No. 460501 CAZAL 115

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	ENGINE SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			
April 15, 2005	tach - 116.78	Hobbs - 72.6	SMOH - 116.78		
-	Installed new spark plugs				
-	Changed oil AeroShell 15/50				
-	Replaced Brackett Air Filter element				
-	Checked compression #1 - 80/73 #2 - 80/78 #3 - 80/75 #4 - 80/75				
-	Checked rocker clearance, inspected pushrods CW AD 80-25-02				
-	AD 96-09-06 due at 500 hours SMOH, inspected Brackett filter Ok at this time				
-	AD 4-10-14 C1 NA no prop strike				
-	I certify that I have inspected this engine in accordance with a				
-	100 hour inspection and it is airworthy.				
-	[Redacted Signature]		A & P		

ENGINE LOG SERIAL No. _____

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			
7/10/03	48	01	Changed Oil, inspected screen serviced with 6 qts Aero Shell 100 [redacted] [redacted] AP		
12/06/03	75	00	Changed Oil, inspected screen serviced with 5 qts Aero Shell 15W50		
				</	

ENGINE LOG SERIAL No. _____

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			
100 HR	INSPECTION				
April 9, 2004	hourmeter	81.03	TACH 81.03 80.39 HERBS 21.13	4904 I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.	8645
Installed new Slick Harness					
Installed new air filter element					
Changed oil and checked screens - AeroShell 15/50					
Checked compression 80/74 80/78 80/74 80/74					
Checked plugs					
CW AD 96-09-06 insp air filter					
CW AD 80-25-02 Insp push rods checked clearance					
I certify that I have inspected this aircraft in accordance with a 100 hr inspection and it is airworthy					
Total to Date					

ENGINE LOG SERIAL No. _____

DATE	TIME	
	Hrs.	Min.
March 1, 2003	Tach - 25 ³⁴	
	Changed oil, 6 qt. Aeroshell. Checked screen.	
	Installed Sky-Tec starter	
	Replaced prop - see tag.	
	Re-torqued engine case bolts	
	Installed new exhaust nuts	
	Checked compression #1 - 74/80 #2 - 76/80 #3 - 76/80 #4 - 73/80	
	Cleaned plugs	
	c/w AD 96-09-06, inspected air filter, changed element	
	c/w AD 80-25-02, inspected pushrods, checked clearance	
	I certify that I have inspected this engine in accordance with a	
	100 hour inspection and it is airworthy. [Redacted Signature]	
	485 [Redacted]	AP
	Brought Forward	
	Total to Date	

of a Certificated Mechanic, and his Rating and Certificate Number MUST be Shown.

ENGINE LOG SERIAL No. _____

[illegible]

ENGINE LOG SERIAL No. _____

[illegible]

ENGINE LOG SERIAL No. _____

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			
Jan 02	13.	08	Conducted a 100hr Inspection. Removed Assy case replaced oil pump gears with Kit 05K19423-S. ck'd carb filter per A.D. 96-09-06. Ren Eng ck'd ck. c.c. 1.76 2.75 3.78 4.76		
			I CERTIFY THAT THIS <u>Eng</u> WAS BEEN INSPECTED IN ACCORDANCE WITH 4(N) <u>Annual</u> INSPECTION, AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION SIGNATURE: <u>[Signature]</u> DATE: <u>Jan 2, 2002</u> AMP NO: <u>[Signature]</u>		
			Page Total	All Repair Data Must Bear the Endorsement of a Certificated Mechanic, and his Rating and Certificate Number MUST be Shown.	
			Brought Forward		
			Total to Date		

ENGINE LOG SERIAL No. _____

[illegible]

ENGINE LOG SERIAL No. _____

[illegible]

ENGINE LOG SERIAL No. _____

DATE 1996	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			
Feb 5	Total		Time unknown.		
			Major overhaul was completed on Feb 5 96		
			The Following work was performed. The		
			crankshaft was polished magnafluxed and		
			checked for runout and tolerance. The cam		
			shaft was replaced with P/N 75706 from		
			Rock Aviation Inc. (See yellow Tag). Lys 5/I		
			# 1006A for Increase H.P. with cam and		
			carb P/N 10-3103-1. (Next Page)		
			Page Total		
			Brought Forward		
			Total to Date		

All Repair Data Must Bear the Endorsement of a Certificated Mechanic, and his Rating and Certificate Number MUST be Shown.

ENGINE LOG SERIAL No. _____

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			
Feb 5, 96			ply's where cleaned and ck'd for tolerance.		
			ok. Installed Rings 16867, 60072, 68196, cleaned		
			and ck'd All valve's within tolerance.		
			cylinder's were honed and valve's and Guide's		
			Installed. The engine was assembled in		
			accordance with the Lycoming overhaul manual.		
			Installed 2 use'd m2's Rt 4251R, Rt 4250R.		
			New carburetor Installed per S/I 1006A.		
			A.P.'s accomplished 91-14-22, 5B # 475 mod on crank		
			shaft. A.D. 95-03-10. N/A P/N, 80-25-02R2 NA →		
			Page Total		
			Brought Forward		
			Total to Date		

All Repair Data Must Bear the Endorsement of a Certificated Mechanic, and his Rating and Certificate Number MUST be Shown. Next Page

ENGINE DESCRIPTION

Mfgr. TEXTRON LYCOMING	Place Williamsport, PA 17701	Date	
Type	Model <i>0-235-C</i>	Serial No. <i>1728-15</i>	
Rated H.P. <i>115 hp Per service Inst</i>	Max.H.P.	Weight (Dry)	
Rated R.P.M. <i># 1006A</i>	Max. R.P.M.	Oil Pressure	
Bore	Stroke	Displacement	Cu. In.
Compression Ratio	Supercharger Ratio		
Reduction Gear Ratio			
Propeller	Hub Design	Hub Serial No.	
Blade Design	Blade Serial No.	Blade Serial No.	
Max. Hub H.P.	Max. Blade H.P.		
Pitch	Diameter	Length	
Name			
Address			



THE STANDARD

PROPELLER LOG

ASA-SP-1

☐ **HUB & BLADE INSPECTIONS, REPAIRS AND ALTERATIONS**

Year: 5 July 2022 Annual Inspection Propeller N9111L Tach Time: 607 Hrs. Propeller total time:

Date: Unknown No applicable ADs at this annual inspection.

I certify that I have inspected this propeller in accordance with the scope and detail of appendix "D" of part 43, and it was found to be airworthy on this date.

Signature: [Redacted]
Yea: Mitchell J. Zahler [Redacted] AP/IA

Date:

Next Inspection
Due:

Time Since
Overhaul

Mech. Cert. # or Repair Station #

Year: _____

Total Time
In Service

Description

Date:

Next Inspection
Due:

Time Since
Overhaul

Mech. Cert. # or Repair Station #

☐ HUB & BLADE INSPECTIONS, REPAIRS AND ALTERATIONS

Year: _____	Total Time in Service	Description I CERTIFY THAT THIS <u>PROPELLER</u> HAS BEEN INSPECTED IN ACCORDANCE WITH AN <u>ANNUAL</u> INSPECTION PER FAR 43 APPENDIX D AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. [REDACTED] KENNETH G KNEER A&P [REDACTED] A Mech. Cert. # or Repair Station # _____
Date: <u>7-16-2010</u>		
Next Inspection Due:	Time Since Overhaul	
Year: _____	Total Time in Service	Description I CERTIFY THAT THIS <u>PROPELLER</u> HAS BEEN INSPECTED IN ACCORDANCE WITH AN <u>ANNUAL</u> INSPECTION PER FAR 43 APPENDIX D AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. [REDACTED] KENNETH G KNEER A&P [REDACTED] A Mech. Cert. # or Repair Station # _____
Date: <u>7-15-2011</u>		
Next Inspection Due:	Time Since Overhaul	
Year: _____	Total Time in Service	Description I CERTIFY THAT THIS <u>PROPELLER</u> HAS BEEN INSPECTED IN ACCORDANCE WITH AN <u>ANNUAL</u> INSPECTION PER FAR 43 APPENDIX D AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. [REDACTED] KENNETH G KNEER A&P [REDACTED] A Mech. Cert. # or Repair Station # _____
Date: <u>7-16-2012</u>		
Next Inspection Due:	Time Since Overhaul	

HUB & BLADE INSPECTIONS, REPAIRS AND ALTERATIONS ☐

Year: _____	Total Time in Service	02 Sep 2013 – Propeller Annual Inspection – Tach Time 447.03 Hrs I certify that this propeller has been inspected in accordance with an annual Inspection and was determined to be in airworthy condition. [REDACTED] Kenneth G. Kneer [REDACTED] A Mech. Cert. # or Repair Station # _____
Date: _____		
Next Inspection Due:	Time Since Overhaul	
Year: _____	Total Time in Service	27 Oct 2014 – Propeller Annual Inspection – Tach Time 472.6 Hrs I certify that this propeller has been inspected in accordance with an annual Inspection and was determined to be in airworthy condition. [REDACTED] Kenneth G. Kneer [REDACTED] IA
Date: _____		
Next Inspection Due:	Time Since Overhaul	
Year: _____	Total Time in Service	28 Oct 2015 – Propeller Annual Inspection – Tach Time 487 Hrs No applicable ADs at this annual inspection. I certify that this propeller has been inspected in accordance with an annual Inspection and was determined to be in airworthy condition. [REDACTED] Kenneth G. Kneer [REDACTED] A
Date: _____		
Next Inspection Due:	Time Since Overhaul	

☐ HUB & BLADE INSPECTIONS, REPAIRS AND ALTERATIONS

Year: _____	Total Time in Service	Description
Date: _____		6107 acft. 10/11/9 62408 10/19
Next Inspection Due:	Time Since Overhaul	I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition. Mech. Cert. # or Repair Station # _____
Year: _____	Total Time in Service	Description
Date: _____		[Redacted] condition. James J. Montague A&P [Redacted] IA [Redacted]
Next Inspection Due:	Time Since Overhaul	AD 65-14-11 NA [Redacted] Mech. Cert. # or Repair Station # _____
Year: _____	Total Time in Service	Description
Date: _____		
Next Inspection Due:	Time Since Overhaul	
		Mech. Cert. # or Repair Station # _____

HUB & BLADE INSPECTIONS, REPAIRS AND ALTERATIONS ☐

Year: _____	Total Time in Service	Description
Date: _____		269 acft. 1049.66 1152-12
Next Inspection Due:	Time Since Overhaul	I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition. Mech. Cert. # or Repair Station # _____
Year: _____	Total Time in Service	Description
Date: _____		[Redacted] condition. James J. Montague A&P [Redacted] IA [Redacted]
Next Inspection Due:	Time Since Overhaul	[Redacted] James J. Montague A&P [Redacted] IA [Redacted]
		Mech. Cert. # or Repair Station # _____
Year: _____	Total Time in Service	Description
Date: _____		
Next Inspection Due:	Time Since Overhaul	
		Mech. Cert. # or Repair Station # _____

☐ HUB & BLADE INSPECTIONS, REPAIRS AND ALTERATIONS

Year: <u>2003</u>	Total Time in Service	Description <u>Prop OH by Manned - see tag</u>
Date: <u>3-1</u>		
Next Inspection Due:	Time Since Overhaul	<u>I certify I have inspected this aircraft</u> <u>propellers in accordance with an annual</u> <u>inspection and it is airworthy.</u> Mech. Cert. # or Repair Station # <u>[redacted] 1A</u>
	<u>0</u>	

Year: _____	Total Time in Service	Description <u>4 404 act. 864.5</u>
Date: _____		
Next Inspection Due:	Time Since Overhaul	<u>'I certify that this aircraft has</u> <u>been inspected in accordance with</u> <u>an annual inspection and was</u> <u>determined to be in airworthy</u> Mech. Cert. # or Repair Station # <u>[redacted]</u>
	<u>80</u>	

Year: _____	Total Time in Service	Description <u>[redacted]</u>
Date: _____		
Next Inspection Due:	Time Since Overhaul	<u>James J. Montague A&P</u> <u>AP 66-23-02 NA</u> Mech. Cert. # or Repair Station # _____

☐ HUB & BLADE INSPECTIONS, REPAIRS AND ALTERATIONS

Year: _____	Total Time in Service	Description <u>[redacted]</u>
Date: _____		
Next Inspection Due:	Time Since Overhaul	<u>[redacted]</u> Mech. Cert. # or Repair Station # <u>[redacted]</u>

Year: _____	Total Time in Service	Description <u>[redacted]</u>
Date: _____		
Next Inspection Due:	Time Since Overhaul	<u>[redacted]</u> Mech. Cert. # or Repair Station # <u>[redacted]</u>
	<u>86.9</u>	

Year: _____	Total Time in Service	Description <u>AP 03-13-17-NA</u>
Date: _____		
Next Inspection Due:	Time Since Overhaul	<u>[redacted]</u> Mech. Cert. # or Repair Station # _____

5/06 act. I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.

James J. Montague A&P

Propeller Record General Information

Propeller Manufacturer

SENSENICH

Model

76AM6-2

Type

Hub Series #

22180

Blade #

Date of Manufacture

Make/Model

Serial #

Aircraft Installed On:

MAINTENANCE RELEASE

TYPE OF UNIT Propeller SERIAL No. 22180
MANUFACTURER Sensenich
MODEL 76 AM6-2-48

The component identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this agency under

WORK ORDER No. 107884, DATE 2-17-03
SIGNED [REDACTED] FOR

MAXWELL AIRCRAFT SERVICE, INC.

CRYSTAL AIRPORT • MINNEAPOLIS, MINN. 55429

FAA Approved Repair Station No. UF2R211L

(over)



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
5/31/2018

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 N9111L	Serial No. 2-71		
	Make Bellanca	Model 7ACA	Series 7	
2. Owner	Name (As shown on registration certificate) Holman Hobos Flying Club Inc	Address (As shown on registration certificate) Address [REDACTED]		
		City St Paul	State MN	Country USA

3. For FAA Use Only

The data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in 14 CFR 43.7

FAA Inspector MSP-FSDO-GL15

**RICKY J
HAGAR**

Digitally signed by RICKY J
HAGAR
Date: 2022.06.03 13:22:26
-05'00'

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☐	AIRFRAME	_____	(As described in Item 1 above)	_____
☐	☒	POWERPLANT	Textron	Lycoming	1728-15
☐	☒	PROPELLER	Sensenich	76AM6-2-48	22180
☐	☐	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name Mitchell Jay Zahler		☒ U. S. Certified Mechanic	Manufacturer
Address [REDACTED]		☐ Foreign Certified Mechanic	C. Certificate No.
City Stillwater	State MN	☐ Certified Repair Station	AP [REDACTED]
Zip 55082	Country USA	☐ 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 [REDACTED]
--	---

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	☒ Inspection Authorization	Other (Specify)
Certificate or Designation No. IA [REDACTED]		Signature/Date of Authorized Individual [REDACTED]		

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.)

N9111L

Nationality and Registration Mark

6-04-2022

Date

In review of paperwork, the engine change was not properly submitted.

Franklin model 2A-120, S/N 10040 engine was completely removed firewall forward.

Installed Textron Lycoming engine O-235, S/N 1728-15 per C.L. Wagner STC SA3-372. Welded new engine mount per STC SA3-372 and drawing. Constructed exhaust stacks per STC SA3-372 and drawing. Installed new Bellanca cowling same as 7ACA Champ. Removed front fuel tank and installed 2 wing tanks. Installed Aeronca frame reinforcement service kit, part # SK164. Installed Sensenich propeller from PA14. This engine and propeller combination is similar in speed and performance and has shown no adverse affects.

Installed all other parts per STC SA3-372. List of parts and materials or equivalent parts.

This installation is identified as item 115 in engine accessories listing in Aircraft Specification A-159.

Aircraft weight and balance and equipment list is updated; is now part of the aircraft record.

Instructions for Continued Airworthiness

1. Removed Franklin model 2A-120 engine firewall forward.
2. Installed Textron Lycoming O-235 engine, prop, and accessories. Installed 2 new wing tanks.
3. Control - Installed new controls: throttle, carburetor heat control, and mixture control
4. Servicing information- Refer to appropriate manuals.
5. Maintenance Instructions - Refer to appropriate manuals.
6. Troubleshooting information - Refer to appropriate manuals.
7. Removal and replacement information - Refer to appropriate manuals.
8. Diagrams - n/a
9. Special inspection requirements - n/a
10. Application of protective treatment - n/a
11. Data - n/a
12. List of special tools - n/a
13. Commuter category - n/a
14. Overhaul period - Refer to mfg recommendations
15. Airworthiness limitation schedule - Aircraft placarded NO AEROBICS
16. Revision - Maintenance information must be acceptable to the FAA. As such, changes should be documented by submitting the revised maintenance information along with the original Form 337 to the Aircraft Registration Branch in Oklahoma City. An entry in the aircraft records should indicate the current revision.
17. Record keeping - Log entry made. This 337 is now part of the aircraft records.

—END—

☐ Additional Sheets Are Attached



US Department
of Transportation
Federal Aviation
Administration

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

OMB No. 2120-0020
Exp: 5/31/2018

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 N9111L	Serial No. 2-71		
	Make Bellanca	Model 7ACA	Series	
2. Owner	Name (As shown on registration certificate) Holman Hobos Flying Club Inc		Address (As shown on registration certificate) Address [REDACTED]	
			City St Paul	State MN
			Zip 55117	Country USA

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name Mitchell Jay Zahler		☒ U. S. Certificated Mechanic	☐ Manufacturer
Address [REDACTED]		☐ Foreign Certificated Mechanic	C. Certificate No.
City Stillwater	State MN	☐ Certificated Repair Station	[REDACTED]
Zip 55082	Country USA	☐ Certificated Maintenance Organization	

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

Extended range fuel per 14 CFR Part 43 App. B ☐	Signature/Date of Authorized Individual [REDACTED]
--	---

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	☐ Inspection Authorization	Other (Specify)
Certificate or Designation No.		Signature/Date of Authorized Individual [REDACTED] 7/15/2020		

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.)

N9111L

Nationality and Registration Mark

7/15/2020

Date

Removed original covering. Inspected airframe. Installed Poly-Fiber covering material in accordance with Poly-Fiber procedures manual No. 1, revision No. 16 using all Poly-Fiber products.

STC SA 1008WE

Aircraft weighted. New weight and balance is part of aircraft records

-----END-----

☐ Additional Sheets Are Attached



US Department
of Transportation
Federal Aviation
Administration

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

OMB No. 2120-0020
Exp: 5/31/2018

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 N9111L	Serial No. 2-71	
	Make Bellanca	Model 7ACA	Series
2. Owner	Name (As shown on registration certificate) Holman Hobos Flying Club Inc		Address (As shown on registration certificate)
			Address
			City St Paul State MN Zip 55117 Country United States

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name		☒ U. S. Certificated Mechanic	☐ Manufacturer
Address		☐ Foreign Certificated Mechanic	C. Certificate No.
City	State	☐ Certificated Repair Station	
Zip	Country	☐ Certificated Maintenance Organization	

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

Extended range fuel per 14 CFR Part 43 App. B ☐	Signature/Date of Authorized Individual
--	---

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	☒ Inspection Authorization	Other (Specify)

Certificate or Designation No.	Signature/Date of Authorized Individual
	march 24/2020

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.)

N9111L

Nationality and Registration Mark

Date

March 24 2020

Installed the following as per manufacturer's installation manual.

Appareo Stratus ESG ADS-B Transponder originally installed under STC SA04112CH. Unit mounted in same location as original transponder. Interfaced with new encoder. Installed new GPS antenna on top of aircraft. Tested system in accordance with FAR 91.411, 91.217 and 91.413 for encoder correlation and transponder operation respectively.

The installation is a follow to STC NO. SA04112CH. The installed ADS-B Out system was shown to meet the equipment performance requirements of 14 CFR section 91.227 along with applicable ADS-B out transmitter and internal GPS of the ESG.

DOCUMENTATION:

AC43.13 1b, chapter 7, 10, 11, 12

AC 43.13 2b, chapter 2, 3

Appareo Stratus ESG Installation manual 600840-000032 Rev. 1.4 dated June 22, 2016 and FAA Policy Notice No. N8900.362.

STC #SA04112CH

Instructions for Continued Airworthiness;
Document placed in aircraft records.

Ground tests confirm normal operations.

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

Weight change negligible. Aircraft Maintenance Records updated. Pilots operating handbook placed in aircraft.

☐ Additional Sheets Are Attached

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

Number SA04112CH

This certificate issued to Appareo Systems, LLC
1810 NDSU Research Circle North
Fargo, ND 58102

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified herein meets the airworthiness requirements of Part 23 of the Federal Aviation Regulations.

Original Product -- Type Certificate Number:

Make:

Model:

See attached FAA Approved Model List (AML) No. SA04112CH for list of approved airplane models and applicable airworthiness regulations.

Description of Type Design Change:

Installation of Appareo Systems, LLC Stratus ES & Stratus ESG ADS-B transponder in accordance with the Appareo Systems Stratus ES/ESG STC Master Document List on FAA AML No. SA04112CH.

Limitations and Conditions:

1. The installer must determine whether this design change is compatible with previously approved modifications.
2. A copy of this certificate and AML No. SA04112CH must be maintained as part of the permanent records for the modified aircraft.
3. FAA Approved Airplane Flight Manual Supplement identified on FAA AML No. SA04112CH is a required part of this modification.
4. If the holder agrees to permit another person to use this certificate to alter the product, the holder must give the other person written evidence of that permission.

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

Date of application: June 29, 2012

Date of issuance: July 7, 2016

Date received:

Date amended: April 12, 2017; September 22, 2017



By direction of the Administrator

[Redacted Signature]

(Signature)

for Steven L. Iardinois
Manager, Systems Section
Chicago ACO Branch

(Title)



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

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

1. Aircraft	Make Bellanca	Model 7ACA
	Serial No. 2-71	Nationality and Registration Mark N9111L
2. Owner	Name (As shown on registration certificate) Holman Hobos Flying Club Inc	Address (As shown on registration certificate) Cottage Grove, MN 55016

3. For FAA Use Only

THE DATA IDENTIFIED HEREIN COMPLIES WITH APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE DESCRIBED AIRCRAFT SUBJECT TO CONFORMITY INSPECTION BY A PERSON AUTHORIZED IN FAR 43.7

JUL 05 2006

DATE

FAA INSPECTOR

4. Unit Identification

5. Type

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

6. Conformity Statement

A. Agency's Name and Address William J Schanks Cottage Grove, MN 55016	B. Kind of Agency ☒ U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic ☐ Certificated Repair Station ☐ Manufacturer	C. Certificate No. [Redacted]
--	--	----------------------------------

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

6-27-2006

Signature of Authorized Individual

7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		
Date of Approval or Rejection 7-11-2006		Certificate or Designation No. [Redacted]	Signature of Authorized Individual [Redacted]	

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

Removed Narco Escort II nav/com

Installed Microair Avionics M760 Transceiver per mfg Install and User Manual.

This radio is manufactured in conformity with Approved design data and in a condition for safe operation.

Removed Ameri-King encoder

Installed Trans-Cal Industries Inc SSD120-(XX)A encoder per mfg Installation Manual
TSO C88a Approved

The Transceiver is installed in the instrument panel and the Encoder installed behind the panel, direct replacement for the previous encoder. The installations comply with AC 43.13-2A Chapter 2, Para. 21, 22, and 23.

Weight of the Transceiver is only 19.4 ounces and the Encoder is 10 ounces so Structural Data loads as per AC 43.13-2A Chapter 1 are considered negligible.

Previously installed antennas were used

The equipment was given a ground functional check and found to operate normally in accordance with manufacturers specifications. The equipment does not interfere with the normal operation of other equipment.

The test of the transponder/encoder was done by R.C. Avionics, Repair Station No. KP5R996M, W/O ANE2054-06-2006

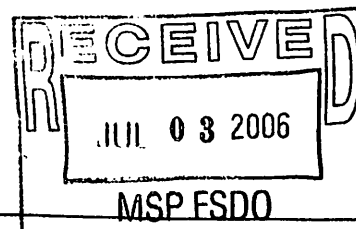
Equipment List revised, net weight change negligible

Instructions for Continued Airworthiness

1. Installed radio equipment as noted
2. The encoder interfaces with pitot/static system and Transponder
3. Control - refer to Manufacturers Manual
4. Servicing - refer to Manufacturers Manual
5. Maintenance Instructions - refer to Manufacturers Manual
6. Trouble Shooting - refer to Manufacturers Manual
7. Removal and replacement - refer to Manufacturers Manual
8. Diagrams - refer to Manufacturers Manuals
9. Special Insp - na
10. na
11. na
12. na
13. na
14. na
15. na
16. Revision - a letter shall be sent to the local FSDO
17. Records - this 337 is now part of the aircraft Inspection Requirement

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

1. Aircraft	Make Bellanca	Model 7ACA
	Serial No. 2-71	Nationality and Registration Mark N7111L
2. Owner	Name (As shown on registration certificate) Holman Hobos Flying Club, Inc	Address (As shown on registration certificate) St Paul, MN 55108-2603

3. For FAA Use Only

THE DATA IDENTIFIED HEREIN COMPLIES WITH APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE DESCRIBED AIRCRAFT SUBJECT TO CONFORMITY INSPECTION BY A PERSON AUTHORIZED IN FAR 43.7.

03/11/2003
DATE

[Signature] FAA INSPECTOR (MSP FSDO)

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 William Joseph Schanks St Paul, MN 55108	B. Kind of Agency ☒ U.S. Certified Mechanic ☐ Foreign Certified Mechanic ☐ Certified Repair Station ☐ Manufacturer	C. Certificate No. [Redacted]
---	---	---

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 2-28-03	Signature of Authorized Individual <u>[Signature]</u>
------------------------	--

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 3-17-03		Certificate or Designation No. [Redacted]	Signature of Authorized Individual <u>[Signature]</u>	

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.)

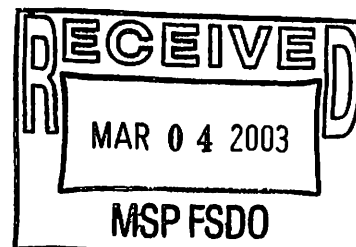
Brackett Air Filter, BA-106 previously installed.

This aircraft modified with a Lycoming O-235 engine per STC SA3-372,
see 337 form dated Aug 4, 1997

Inspected installation and it is per STC SA71GL

This item included in the equipment list and current 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
MSP FSDO

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

1. Aircraft	Make Bellanca	Model 7ACA
	Serial No. 2-71	Nationality and Registration Mark N9111L
2. Owner	Name (As shown on registration certificate) Holman Hobos Flying Club, Inc	Address (As shown on registration certificate) [REDACTED] St Paul, MN 55108-2603

3. For FAA Use Only

THE DATA IDENTIFIED HEREIN COMPLIES WITH APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE DESCRIBED AIRCRAFT SUBJECT TO CONFORMITY INSPECTION BY A PERSON AUTHORIZED IN FAR 43.7.

3/31/03

MSP FSDO

DATE
3/31/03
FAA INSPECTOR

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

6. Conformity Statement

A. Agency's Name and Address William Joseph Schanks [REDACTED] St Paul, MN 55108	B. Kind of Agency ☒ U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic ☐ Certificated Repair Station ☐ Manufacturer	C. Certificate No. [REDACTED]
--	--	---

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 2-28-03	Signature of Authorized Individual [REDACTED]
------------------------	---

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		
Date of Approval or Rejection 6-30-03		Certificate or Designation No. [REDACTED]	Signature of Authorized Individual [REDACTED]	

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 Narco Escort II NAV/COM per Manufacturers Manual

This radio is type accepted

Installed Edo Aire RT-777 Transponder, TSO C74B, per Manufacturers Manual

Installed Ameri-King encoder, TSO C88a, per Manufacturers Manual

The radios are installed in the instrument panel and comply with AC 43.13-1B Chapter 11, Section 3, para. 11-30, 31, 32, 33, and 37. and AC 43.13-2A Chapter 1, para. 1-12 and Chapter 2, para. 21-27.

The com antenna previously installed at approx. sta. 18 top of left wing inboard.

The Transponder antenna is installed on the belly at approx sta. 36 per AC 43.13-2A Chapter 3, para. 36 and 42.

The equipment was given a ground functional check and found to operate normally in accordance with manufacturers specifications. The equipment does not interfere with the normal operation of other equipment.

A test of the Transponder/Encoder was performed by a certified repair station per FAR 91.413(a) and 91.413(b) and an entry made in the aircraft log.

Installed Ameri-King ELT at sta. 64 at rt. side of baggage compartment. ELT is securely clamped to fuselage tubing. This mounting per mfg. installation manual and AC 43.13-2A, Chapter 1 and 2, para. 28. .0 This ELT is TSO C-91a. ELT tested per mfg. instructions and FAR 91.207

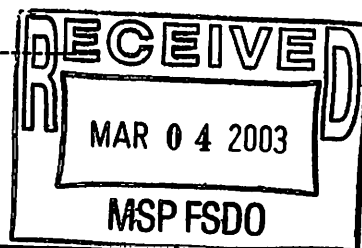
Equipment list revised, aircraft weighed, new weight and balance report prepared.

Instructions for Continued Airworthiness

1. Installed radio equipment as listed
2. The transponder interfaces with the encoder
3. Control - refer to manufacturers manuals.
5. Servicing - refer to manufacturers manuals.
6. Trouble shooting - refer to manufacturers manuals.
7. Removal & Replacement - refer to manufacturers manuals.
8. Diagrams - refer to manufacturers manuals.
9. na
10. na
11. na
12. na
13. na
14. na
15. na
16. Revision - a letter shall be submitted to the local FSDO
17. Records - this 337 and a log entry were made.

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

1. Aircraft	Make BELLANCA	Model 7ACA
	Serial No. 2-71	Nationality and Registration Mark N9111L
2. Owner	Name (As shown on registration certificate) WESAIR	Address (As shown on registration certificate) [REDACTED] CLAYMONT DE. 19703

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 ALAN L. BAILEY [REDACTED] PLEASANT GAP PA. 16823	B. Kind of Agency ☒ U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic ☐ Certificated Repair Station ☐ Manufacturer	C. Certificate No. IA [REDACTED]
--	--	-------------------------------------

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 AUG 4 1997	Signature of Authorized Individual [REDACTED]
--------------------	--

7. Approval for Return To Service

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

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

Date of Approval or Rejection AUG 4 1997	Certificate or Designation No. IA [REDACTED]	Signature of Authorized Individual [REDACTED]
---	---	--

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.)

AIRCRAFT RECOVERED USING CECONITE 101 PER STC SA1351WE.
AIRCRAFT FINISHED WITH RANDOLPH PAINT AND DOPE SYSTEM.

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

1. Aircraft	Make BELLANCA	Model 7ACA
	Serial No. 2-71	Nationality and Registration Mark N9111L
2. Owner	Name (As shown on registration certificate) WESAIR	Address (As shown on registration certificate) [REDACTED] CLAYMONT DE. 19703

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 ALAN L. BAILEY [REDACTED] PLEASANT GAP PA. 16823	B. Kind of Agency ☒ U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic ☐ Certificated Repair Station ☐ Manufacturer	C. Certificate No. IA [REDACTED]
--	--	-------------------------------------

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 AUG 4 1997	Signature of Authorized Individual [REDACTED]
--------------------	--

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	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection AUG 4 1997		Certificate or Designation No. IA [REDACTED]	Signature of Authorized Individual [REDACTED]		

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 FRANKLIN ENG MODEL 2A-120 S/N 10040. COMPLETE ENG REMOVED FIREWALL FORWARD.

INSTALLED TEXTRON LYCOMING ENG O-235 S/N 1728-15 PER C.L. WAGNER STC SA3-372.
BUILT NEW ENGINE MOUNT PER STC-SA3-372 AND DRAWING
CONSTRUCTED EXHAUST STACKS PER STC SA3-372 AND DRAWING
INSTALLED SAME COWLING AS 7 AC CHAMP , PER BELLANCA PART #
ALL OTHER PARTS INSTALLED PER STC SA3-372 LIST OF PARTS AND MATERIALS OR EQUIVALENT PARTS.

THIS INSTALLATION IS IDENTIFIED AS ITEM NO. 115 IN ENGINE ACCESSORIES LISTING IN AIRCRAFT SPECIFICATION A-759.

-----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	Model
	Serial No.	Nationality and Registration Mark
2. Owner	Name (As shown on registration certificate)	Address (As shown on registration certificate)

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 ALAN E SCHIER [REDACTED] ALLENTOWN, PA 18103	B. Kind of Agency ☐ U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic ☐ Certificated Repair Station ☐ Manufacturer	C. Certificate No. [REDACTED]
---	--	---

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 8-30-94	Signature of Authorized Individual [REDACTED]
-----------------	--

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 8-30-94		Certificate or Designation No. [REDACTED]	Signature of Authorized Individual [REDACTED]	

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.)

INSPECTED TWO ELEVATORS (PN 4-1480, 4-1479)
TWO STABS (PN 4-1478), ONE RUDDER (PN 4-1376).
SURFACE STRIPPED OF OLD FINISH, 2 PART
EPOXY PRIMER, (RANDOPLATE) APPLIED.

RECOVERED FIVE CONTROL SURFACES USING
STITS P103 FABRIC AND BUILT UP AS
FOLLOWS: 2 COATS POLY ~~SPRAY~~ BRUSH,
3 COATS POLYSPRAY. ALL WORK DONE
I.A.W. STITS POLYFIBER MANUAL # 1,
REV # 15, 15th EDITION, DATED NOVEMBER
1991.

• STC # 3A 100B W, STITS AIRCRAFT MANUF.

☐ 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	Model
	Serial No.	Nationality and Registration Mark
2. Owner	Name (As shown on registration certificate)	Address (As shown on registration certificate)

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				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address ALAN E. SCHIER [REDACTED] ALLENTOWN, PA 18103	B. Kind of Agency ☒ U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic ☐ Certificated Repair Station ☐ Manufacturer	C. Certificate No. [REDACTED]
--	---	---

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 8-26-94	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	☒ Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 8-26-94		Certificate or Designation No. [REDACTED]	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.)

INSPECTED LT. WING PT NUMBER 7-439L
FOR RECOVERY. APPLIED 2 BRUSH COATS
OF RANDOLPH SPAR VARNISH ON BOTH SPARS
REMOVED SURFACE CORROSION AND APPLIED
2 COATS OF RANDOPLATE EPOXY PRIMER TO
ALL ALUMINUM PARTS. REPLACED ALL
USED AN HARDWARE WITH NEW. INSPECTED ALL
CONTROL CABLES. READY FOR RECOVERY.

please call us if you mechanic has
a need to talk about this. We didn't
feel a signature or filing this was
required

☐ Additional Sheets Are Attached

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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 Bellanca	MODEL 7 ACA - TC A- 759
	SERIAL NO. 2- 71	NATIONALITY AND REGISTRATION MARK USA <i>N-9111L</i>
2. OWNER	NAME (As shown on registration certificate) Morris Bennett Airplanes, Inc.	ADDRESS (As shown on registration certificate) [REDACTED] West Palm Beach Fla.
	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	X
POWERPLANT	Franklin	2A-120	10040		X
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS <i>G.M. Sutherland ATP</i> [REDACTED] WEST PALM BEACH, FL. 33406	B. KIND OF AGENCY ☒ U.S. CERTIFICATED MECHANIC ☐ FOREIGN CERTIFICATED MECHANIC ☐ CERTIFICATED REPAIR STATION ☐ MANUFACTURER	C. CERTIFICATE NO. A & P 1874085
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D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE 7-3-75	SIGNATURE OF AUTHORIZED INDIVIDUAL [REDACTED]
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7. APPROVAL FOR RETURN TO SERVICE

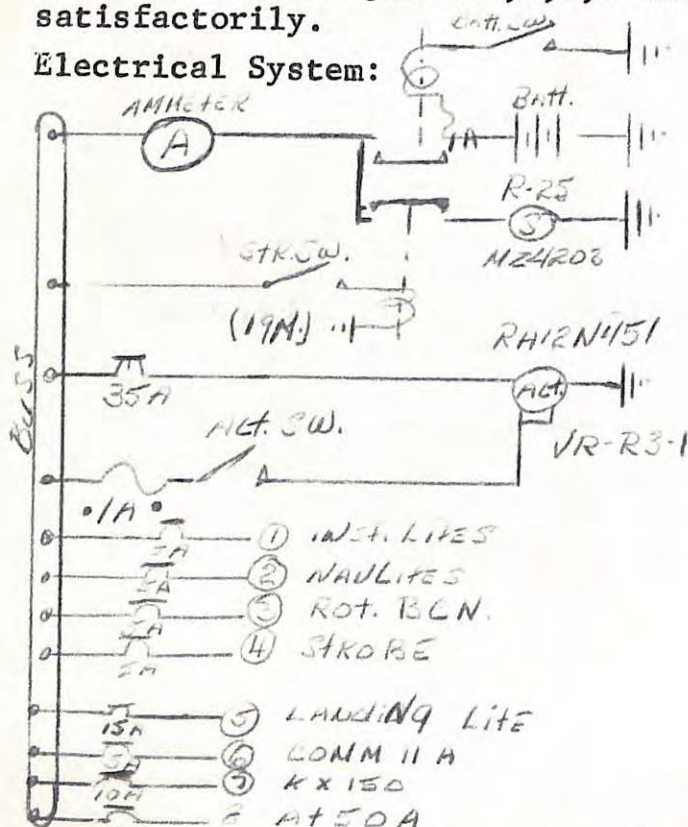
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		

DATE OF APPROVAL OR REJECTION <i>8/25/77</i>	CERTIFICATE OR DESIGNATION NO. <i>419</i> [REDACTED]	SIGNATURE OF AUTHORIZED INDIVIDUAL [REDACTED]
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Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

- ### Electrical System:



Electrical Loads	Current Draw
Batt. Relay	.5 AMPS
Inst. Lights	.5
Nav. Lights	1.5
Rot. Beacon	4.5
Strobe Light	3.2
Ldg. Light	
Comm 11A	3.5
KX 150	5.0
AT50A	1.0
Max Continuous	19.7 AMPS
Land. Light	12.5
Max. Total Load	32.2 AMPS

4. Completed Aircraft weighed and weight & balance data filed in records.

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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 Bellanca Champ	MODEL 7ACA
	SERIAL NO. 2-71	NATIONALITY AND REGISTRATION MARK N9111L
2. OWNER	NAME (As shown on registration certificate) Daniel W. Mahon, Dennis W. Mahon Theodore R. Robbins	ADDRESS (As shown on registration certificate) Opa Locka, Fla. 33054

3. FOR FAA USE ONLY

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

3-5-73
Date

Signature of FAA Inspector

MIA GADO
7-3-05

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				
POWERPLANT	Franklin	2A-120-B	10040		X
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Daniel W. Mahon Opa Locka, Fla. 33054	B. KIND OF AGENCY ☒ U.S. CERTIFICATED MECHANIC ☐ FOREIGN CERTIFICATED MECHANIC ☐ CERTIFICATED REPAIR STATION ☐ MANUFACTURER	C. CERTIFICATE NO. [REDACTED]
--	--	---

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

DATE March 5, 1973	SIGNATURE OF AUTHORIZED INDIVIDUAL [REDACTED]
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7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION ☒	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		
DATE OF APPROVAL OR REJECTION 3-5-73		CERTIFICATE OR DESIGNATION NO. A4p 378512	SIGNATURE OF AUTHORIZED INDIVIDUAL [REDACTED]	

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 four Champion spark plugs No. RHB32P platinum fine wire plugs to replace the original type: Champion No. RHB32E massive electrode plugs. The RHB32P plugs improve cylinder scavenge action and improve overall engine performance.

Lead fouling of the plugs has been greatly reduced with the use of the fine wire plugs.

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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 Bellanca Champ	MODEL 7ACA
	SERIAL NO. 2-71	NATIONALITY AND REGISTRATION MARK N9111L
2. OWNER	NAME (As shown on registration certificate) Daniel W. Mahon, Dennis W. Mahon Theodore R. Robbins	ADDRESS (As shown on registration certificate) [REDACTED] Opa Locka, Fla. 33054

3. FOR FAA USE ONLY

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

3-5-73
Date

[REDACTED]
Signature of FAA Inspector

MIA GADO
7-3-05

4. UNIT IDENTIFICATION

5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	As described in item 1 above				
POWERPLANT	Franklin	2A-120-B	10040		X
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Daniel W. Mahon [REDACTED] Opa Locka, Fla. 33054	B. KIND OF AGENCY ☒ U.S. CERTIFICATED MECHANIC ☐ FOREIGN CERTIFICATED MECHANIC ☐ CERTIFICATED REPAIR STATION ☐ MANUFACTURER	C. CERTIFICATE NO. [REDACTED]
---	--	---

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

DATE March 5, 1973	SIGNATURE OF AUTHORIZED INDIVIDUAL [REDACTED]
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7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	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 four Champion spark plugs No. RHB32P platinum fine wire plugs to replace the original type: Champion No. RHB32E massive electrode plugs.. The RHB32P plugs improve cylinder scavenge action and improve overall engine performance. Lead fouling of the new plugs has been reduced appreciably.

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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 PELLANCA CHAMP 7ACA	MODEL 7ACA
	SERIAL NO. 2_71	NATIONALITY AND REGISTRATION MARK USA N9111L
2. OWNER	NAME (As shown on registration certificate) DENNIS MAHON TED ROBBINS DAN MAHON	ADDRESS (As shown on registration certificate) [REDACTED] Opa Locka

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 Bride batt. 12v. 20a. and battery box				
	MANUFACTURER Genave 190 Nav/Com	190 and mounting box			

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Dennis Mahon [REDACTED] Opa Locka, Fla. 33054	B. KIND OF AGENCY ☒ U.S. CERTIFICATED MECHANIC ☐ FOREIGN CERTIFICATED MECHANIC ☐ CERTIFICATED REPAIR STATION ☐ MANUFACTURER	C. CERTIFICATE NO. 1 FAA ACP [REDACTED]
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D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE Oct. 23, 1972	SIGNATURE OF AUTHORIZED INDIVIDUAL [REDACTED]
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7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	☒ INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 10-30-72		CERTIFICATE OR DESIGNATION NO. [REDACTED] AE	SIGNATURE OF AUTHORIZED INDIVIDUAL [REDACTED]	

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.)

On Champ N9111L, a battery box was constructed of .025 stainless steel conforming to the original battery box used in Champion and Citabria aircraft in size and strength. The unit was installed in the same location as on other Champion aircraft with AN-3 bolts.

The unit was wired in accordance with AC-43, Part 1. All wiring was fused. Also provisions were made to install Nav lts, rotating beacon, panel lts, and radio switch. A master switch was also installed in the panel with ammeter. This electrical should draw no more than 10 amps. An aircraft ~~12V~~ ^{WARD AERO} 12v. DC generator (wind-driven) weighing ~~11.9~~ ^{9.0} lbs. with Ideal 10 inch prop and mounting bracket. It is mounted approximately 9 inches aft of the datum line.

A radio box was constructed of .065 aluminum 2024 alloy sheet. It is a pedestal type mounted in front of the forward control stick. There is sufficient clearance for complete down elevator. The box is mounted with AN-3 bolts with self-locking nuts. The box is secured to a primary angle beam under the floor plate. The weight of the box and radio is 8lbs. at -14 inches forward of the datum line. The OMNI-Comm VRP-37 receiving antenna was mounted on the vertical fin. It is mounted in accordance with manufacturers instructions and AC-43.

A transmitting antenna was mounted on the right wing on the wing attach cover fairing in accordance with AC-43. The antenna is a VTP-17. The weight of both of these antennas is 3 oz. a piece approximately. A turn and bank indicator (vacuum powered) is mounted in the instrument at -4 inches. Weight is 1.4lbs. The venturi is mounted on the left side of the plane with AN-3 bolts. The plumbing to the turn and bank indicator is one-quarter inch outside diameter aluminum tubing with AN fittings. This is also mounted in accordance with AC-43-1 instructions.

A wt. and bal. check was made on the additions to this airplane. The new empty weight of this aircraft is 798.7 lbs. The new empty weight C.G. is 15.2 in. The most forward C.G. is 16.05 in. It was determined that the most forward C.G. falls well in the Champ 7ACA specification sheet.

NEW E.W.C.G.

ITEM	WT.	ARM	MOM.
A/C	755	16.94	12790
Batt and box	23	-27	-621
Radio and box	8	-14	-112
Turn and b. ind.	1.4	4	5.6
12V DC gen. and reg	9.0	9	81
TOTAL	798.7		12153.1
E.W.C.G.	796.4		12132.4

FORWARD C.G. CHECK
on next sheet

superseded
10/5/77

$$\text{E.W.C.G.} = \frac{12153.1}{796.4} = 15.2 \text{ in. } 16.05$$

United States Of America
Department of Transportation - Federal Aviation Administration

Supplemental Type Certificate

Number SA1008WE

This Certificate issued to Poly-Fiber, Inc. (mailing address)
4343 Fort Drive or P.O. Box 3129
Riverside, California 92509-3129 Riverside, California 92519

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

Original Product Type Certificate Number : * * See attached FAA Approved Model List
Make : * (AML) No. SA1008WE for list of
Model : * approved aircraft models and applicable
airworthiness regulations

Description of Type Design Change: Remove original cloth covering and install Poly-Fiber
covering material in accordance with Procedure Manual No. 1, How to Cover An Aircraft Using the
Poly-Fiber System, dated July 2001, or later FAA approved revision.

Limitations and Conditions: The approval for this modification applies to the aircraft models on
the attached FAA Approved Model List No. SA1008WE only. This installation should not be
incorporated in any aircraft unless it is determined that the interrelationship between this installation
and any previously approved configuration will not introduce any adverse effect upon the
airworthiness of the aircraft. This modification was determined not to increase the noise level and
was not considered an "acoustic change" as defined in section 21.93(b), Amendment 21-71 of the
Federal Aviation Regulations.

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

Date of application : May 20, 1965

Date reissued : October 6, 1992, May 27, 2003

Date of issuance : July 26, 1965

Date amended : March 18, 1966, March 22, 1976

of the Federal Aviation Administration.



By direction of the Administrator

(Signature)

Manager, Airframe Branch
Los Angeles Aircraft Certification Office

(Title)

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