



U.S. Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all 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 N408BK	Serial No. BA-653	
	Make BEECH	Model H-18	Series
2. Owner	Name (As shown on registration certificate)		Address (As shown on registration certificate)

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME		(As described in Item 1 above)	
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address RENDRAG AVIATION, LLC 2347 DELRAY RD THOMASTON, GA 30286 USA	B. Kind of Agency <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;"><input type="checkbox"/> U. S. Certified Mechanic</td> <td><input type="checkbox"/> Manufacturer</td> </tr> <tr> <td><input type="checkbox"/> Foreign Certified Mechanic</td> <td>C. Certificate No.</td> </tr> <tr> <td><input checked="" type="checkbox"/> Certified Repair Station</td> <td>2RGR099C</td> </tr> <tr> <td><input type="checkbox"/> Certified Maintenance Organization</td> <td></td> </tr> </table>	<input type="checkbox"/> U. S. Certified Mechanic	<input type="checkbox"/> Manufacturer	<input type="checkbox"/> Foreign Certified Mechanic	C. Certificate No.	<input checked="" type="checkbox"/> Certified Repair Station	2RGR099C	<input type="checkbox"/> Certified Maintenance Organization	
<input type="checkbox"/> U. S. Certified Mechanic	<input type="checkbox"/> Manufacturer								
<input type="checkbox"/> Foreign Certified Mechanic	C. Certificate No.								
<input checked="" type="checkbox"/> Certified Repair Station	2RGR099C								
<input type="checkbox"/> Certified Maintenance Organization									

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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual 	DAVID L. GARDNER 01-June-2018
--	---	--

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

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

Certificate or Designation No. 2RGR099C	Signature/Date of Authorized Individual 	DAVID L. GARDNER 01-June-2018
---	---	--

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.)

N408BK

Jun-01-2018

Nationality and Registration Mark

Date

TRANSPONDER SYSTEMS UPGRADE/ADSB SYSTEM

1. EQUIPMENT REMOVED:

MFG	MODEL	PN	WT	LOC
BENDIX/KING	KT-76A	066-1062-00	3.1LBS	55.0 IN

2. EQUIPMENT INSTALLED:

MFG	MODEL	PN	WT	LOC
BENDIX/KING	KT-74	01158-00-01	2.98 LBS	55.0 IN
BENDIX/KING	KGX-130R	89000016-131	0.86 LBS	40.0 IN
BENDIX/KING	FWF-125	86943-00	0.19 LBS	40.0 IN

3. THE KT-74 MODE S/ADS-B TRANSPONDER IS INSTALLED AS AN UPGRADE TO THE TRANSPONDER SYSTEM. POSITION INFORMATION IS PROVIDED TO THE KT-74 MODE S TRANSPONDER VIA RS232 FROM THE KSN770. ALTITUDE INFO IS PROVIDED TO THE KT-74 VIA EXISTING RS232 WIRING. POWER IS PROVIDED TO THE KT-74 MODE S TRANSPONDER THROUGH EXISTING 3.0 AMP TRANSPONDER CIRCUIT BREAKER. POWER IS PROVIDED TO THE KGX-130R SYSTEM THROUGH EXISTING 2.0 AMP CIRCUIT BREAKER. THE KT-74 MODE S TRANSPONDER ADSB SYSTEM WAS INSTALLED IN ACCORDANCE WITH PEREGRINE STC# SA00765DE, BENDIX/KING INSTALLATION DOCUMENT D201404000006 REV.3 DATED 06 MAR 2014. THE KGX-130R ADSB RECEIVER SYSTEM WAS INSTALLED REFERENCING FREEFLIGHT STC# SA02426AK, BENDIX/KING INSTALLATION DOCUMENT D201405000059 REV 1 DATED 22 DEC 2016. INSTALLATION OF SYSTEMS REFERENCING AC43.13-1B CH.11&12 AND FAA POLICY NOTICE NO.8900.362.

*****IC*****

4. CONTROL AND OPERATION PROCEDURES FOR THIS SYSTEM CAN BE OBTAINED IN THE BENDIX/KING INSTALLATION DOCUMENT D201404000006 REV.3 DATED 06 MAR 2014.

5. SERVICING OF THE KT-74 IS NOT APPLICABLE.

6. PERIODIC MAINTENANCE INSTRUCTIONS CAN BE FOUND IN THE BENDIX/KING INSTALLATION DOCUMENT D201404000006 REV.3 DATED 06 MAR 2014.

7. TROUBLESHOOTING INFORMATION CAN BE FOUND IN THE BENDIX/KING INSTALLATION DOCUMENT D201404000006 REV.3 DATED 06 MAR 2014.

8. FOR REMOVAL AND REPLACEMENT INFORMATION REFER TO THE BENDIX/KING INSTALLATION DOCUMENT D201404000006 REV.3 DATED 06 MAR 2014.

9. DIAGRAMS FOR ACCESS PLATES ARE NOT APPLICABLE.

10. THERE ARE NO SPECIAL INSPECTION REQUIREMENTS FOR THIS SYSTEM.

11. APPLICATIONS FOR PROTECTIVE TREATMENTS ARE NOT APPLICABLE.

12. DATA FOR STRUCTURAL FASTENERS CAN BE FOUND IN THE BENDIX/KING INSTALLATION DOCUMENT D201404000006 REV.3 DATED 06 MAR 2014.

13. THERE ARE NO SPECIAL TOOLS REQUIRED.

14. ELECTRICAL LOADS ARE LESS THAN 80 PERCENT OF MAXIMUM CAPACITY.

15. THERE ARE NO ADDITIONAL OVERHAUL TIME LIMITATIONS FOR THIS SYSTEM.

16. THERE ARE NO ADDITIONAL AIRWORTHINESS LIMITATIONS FOR THIS SYSTEM.

17. SYSTEM OPERATIONAL TESTED AND FOUND NOT TO INTERFERE WITH EXISTING ON BOARD EQUIPMENT.

18. AIRCRAFT WEIGHT & BALANCE AND EQUIPMENT LIST WAS AMENDED.

19. REVISION: ANY REVISIONS TO THIS ICA WILL BE SUBMITTED TO THE FSDO WITH A COPY OF THE REVISED FAA FORM 337.

20. THE ALTERATIONS LISTED ABOVE MEET THE FOLLOWING FAR'S

23.301,305,307,603,609,611,1301,1309,1321,1357,1365,1431,1519,1555 AND APPLICABLE RULES PERTAINING TO THE AIRCRAFT'S CERTIFICATION BASIS.

END

ADDITIONAL SHEETS ARE ATTACHED



U.S. Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

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 N408BK	Serial No. BA-653	
	Make BEECH	Model H-18	Series
2. Owner	Name (As shown on registration certificate)		Address (As shown on registration certificate)

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address RENRAG AVIATION, LLC 2347 DELRAY RD THOMASTON, GA 30286 USA	B. Kind of Agency <input type="checkbox"/> U. S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Certified Maintenance Organization	C. Certificate No. 2RGR099C
---	---	--

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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual 	DAVID L. GARDNER 01-June-2018
--	---	--

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	<input checked="" type="checkbox"/>	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. 2RGR099C	Signature/Date of Authorized Individual 	DAVID L. GARDNER 01-June-2018
---	---	--

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.)

N408BK

Jun-01-2018

Nationality and Registration Mark

Date

KSN-770 NAV/ILS/GPS/COM INSTALLATION

1. EQUIPMENT REMOVED:

MFG	MODEL	PN	WT	LOC
BENDIX/KING	KX175B	069-1019-00	7.0LBS	55.0 IN
BENDIX/KING	KI209	066-3056-01	1.8 LBS	55.0 IN
BENDIX/KING	KN64	066-1088-00	2.6 LBS	55.0 IN
BENDIX/KING	KR85	060-1023-00	3.53 LBS	55.0 IN
BENDIX/KING	KI225	066-1023-00	1.2 LBS	55.0 IN

2. EQUIPMENT INSTALLED:

MFG	MODEL	PN	WT	LOC
BENDIX/KING	KSN-770	066-01204-0101	8.6 LBS	55.0 IN
COLLINS	IND351	622- 2083-001	1.5 LBS	55.0 IN
BENDIX/KING	KCM CONFIG MOD	071-00188-0201	0.1 LBS	54.0 IN
BENDIX/KING	KA-96	071-01620-0001	0.5 LBS	95.0 IN

3. THE KSN770 IS INSTALLED AS THE #1 COM/GPS SYSTEMS. CDI INFORMATION IS PROVIDED FROM THE KSN770 TO THE IND351 NAV INDICATOR. NAV/GPS SWITCHING AND ANNUNCIATING IS PROVIDED INTERNALLY BY THE KSN770. POWER IS PROVIDED TO THE KSN770 THROUGH EXISTING 5.0 AMP COMM AND 5.0 AMP GPS CIRCUIT BREAKERS. THE KSN770 WAS INSTALLED IN ACCORDANCE WITH BENDIX/KING STC SA11174SC, BENDIX/KING KSN770 INSTALLATION MANUAL PN:066-10716-0000 REV.7 DATED 06 JAN 2016 AND AC43.13-1B CH.11&12.

*****IC*****

4. CONTROL AND OPERATION PROCEDURES FOR THIS SYSTEM CAN BE OBTAINED IN THE BENDIX/KING KSN770 INSTALLATION MANUAL PN:066-10716-0000 REV.7 DATED 06 JAN 2016.

5. SERVICING OF THE KSN770 IS NOT APPLICABLE.

6. PERIODIC MAINTENANCE INSTRUCTIONS CAN BE FOUND IN THE BENDIX/KING KSN770 INSTALLATION MANUAL PN:066-10716-0000 REV.7 DATED 06 JAN 2016.

7. TROUBLESHOOTING INFORMATION CAN BE FOUND IN THE BENDIX/KING KSN770 INSTALLATION MANUAL PN:066-10716-0000 REV.7 DATED 06 JAN 2016.

8. FOR REMOVAL AND REPLACEMENT INFORMATION REFER TO THE BENDIX/KING KSN770 INSTALLATION MANUAL PN:066-10716-0000 REV.7 DATED 06 JAN 2016.

9. DIAGRAMS FOR ACCESS PLATES ARE NOT APPLICABLE.

10. THERE ARE NO SPECIAL INSPECTION REQUIREMENTS FOR THIS SYSTEM.

11. APPLICATIONS FOR PROTECTIVE TREATMENTS ARE NOT APPLICABLE.

12. DATA FOR STRUCTURAL FASTENERS CAN BE FOUND IN THE BENDIX/KING KSN770 INSTALLATION MANUAL PN:066-10716-0000 REV.7 DATED 06 JAN 2016.

13. THERE ARE NO SPECIAL TOOLS REQUIRED.

14. ELECTRICAL LOADS ARE LESS THAN 80 PERCENT OF MAXIMUM CAPACITY.

15. THERE ARE NO ADDITIONAL OVERHAUL TIME LIMITATIONS FOR THIS SYSTEM.

16. THERE ARE NO ADDITIONAL AIRWORTHINESS LIMITATIONS FOR THIS SYSTEM.

17. SYSTEM OPERATIONAL TESTED AND FOUND NOT TO INTERFERE WITH EXISTING ON BOARD EQUIPMENT.

18. AIRCRAFT WEIGHT & BALANCE AMENDED AND BENDIX/KING FLIGHT MANUAL SUPPLEMENT #900-00024-001 REV.H INSTALLED.

19. REVISIONS: ANY REVISIONS TO THIS ICA WILL BE SUBMITTED TO THE FSDO WITH A COPY OF THE REVISED FAA FORM 337.

20. THE ALTERATIONS LISTED ABOVE MEET THE FOLLOWING FAR'S

23.301,305,307,603,609,611,1301,1309,1321,1357,1365,1431,1519,1555 AND APPLICABLE RULES PERTAINING TO THE AIRCRAFT'S CERTIFICATION BASIS.

END

ADDITIONAL SHEETS ARE ATTACHED



U.S. Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

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 N408BK	Serial No. BA-653	
	Make BEECH	Model H-18	Series
2. Owner	Name (As shown on registration certificate)		Address (As shown on registration certificate)

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address RENRAG AVIATION, LLC 2347 DELRAY RD THOMASTON, GA 30286 USA	B. Kind of Agency <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;"><input type="checkbox"/> U. S. Certified Mechanic</td> <td style="width: 33%;"><input type="checkbox"/> Manufacturer</td> <td style="width: 34%;"></td> </tr> <tr> <td><input type="checkbox"/> Foreign Certified Mechanic</td> <td><input type="checkbox"/> C. Certificate No.</td> <td></td> </tr> <tr> <td><input checked="" type="checkbox"/> Certified Repair Station</td> <td>2RGR099C</td> <td></td> </tr> <tr> <td><input type="checkbox"/> Certified Maintenance Organization</td> <td></td> <td></td> </tr> </table>	<input type="checkbox"/> U. S. Certified Mechanic	<input type="checkbox"/> Manufacturer		<input type="checkbox"/> Foreign Certified Mechanic	<input type="checkbox"/> C. Certificate No.		<input checked="" type="checkbox"/> Certified Repair Station	2RGR099C		<input type="checkbox"/> Certified Maintenance Organization		
<input type="checkbox"/> U. S. Certified Mechanic	<input type="checkbox"/> Manufacturer												
<input type="checkbox"/> Foreign Certified Mechanic	<input type="checkbox"/> C. Certificate No.												
<input checked="" type="checkbox"/> Certified Repair Station	2RGR099C												
<input type="checkbox"/> Certified Maintenance Organization													

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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual 	DAVID L. GARDNER 01-June-2018
--	---	---

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

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

Certificate or Designation No. 2RGR099C	Signature/Date of Authorized Individual 	DAVID L. GARDNER 01-June-2018
---	---	---

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.)

N408BK	Jun-01-2018
Nationality and Registration Mark	Date

AUDIO PANEL UPGRADE

1. EQUIPMENT REMOVED:

MFG	MODEL	PN	WT	LOC
KING	KMA-20	066-1024-00	2.3 LBS	55.0 IN
PS ENGINEERING	PM1000II	11902	0.5 LBS	55.0 IN

2. EQUIPMENT INSTALLED:

MFG	MODEL	PN	WT	LOC
BENDIX/KING	KMA-30	050-890-5464	1.4 LBS	55.0 IN

3. THE KMA-30 IS INSTALLED AS AN UPGRADE TO THE AUDIO PANEL SYSTEM INTERFACED TO EXISTING AIRCRAFT POWER, AUDIO AND INTERCOM WIRING. THE KMA-30 WAS INSTALLED IN ACCORDANCE WITH BENDIX/KING INSTALLATION MANUAL PN: 200-890-5464 REV 1 DATED AUG 2012, AND AC43.13-1B CH.11&12.

*****IC*****

4. CONTROL AND OPERATION PROCEDURES FOR THIS SYSTEM CAN BE OBTAINED IN THE BENDIX/KING INSTALLATION MANUAL PN: 200-890-5464 REV 1 DATED AUG 2012.
 5. SERVICING OF THE KMA-30 IS NOT APPLICABLE.
 6. PERIODIC MAINTENANCE INSTRUCTIONS CAN BE FOUND IN THE BENDIX/KING INSTALLATION MANUAL PN: 200-890-5464 REV 1 DATED AUG 2012.
 7. TROUBLESHOOTING INFORMATION CAN BE FOUND IN THE BENDIX/KING INSTALLATION MANUAL PN: 200-890-5464 REV 1 DATED AUG 2012.
 8. FOR REMOVAL AND REPLACEMENT INFORMATION REFER TO THE BENDIX/KING INSTALLATION MANUAL PN: 200-890-5464 REV 1 DATED AUG 2012.
 9. DIAGRAMS FOR ACCESS PLATES ARE NOT APPLICABLE.
 10. THERE ARE NO SPECIAL INSPECTION REQUIREMENTS FOR THIS SYSTEM.
 11. APPLICATIONS FOR PROTECTIVE TREATMENTS ARE NOT APPLICABLE.
 12. DATA FOR STRUCTURAL FASTENERS CAN BE FOUND IN THE BENDIX/KING INSTALLATION MANUAL PN: 200-890-5464 REV 1 DATED AUG 2012.
 13. THERE ARE NO SPECIAL TOOLS REQUIRED.
 14. ELECTRICAL LOADS ARE LESS THAN 80 PERCENT OF MAXIMUM CAPACITY.
 15. THERE ARE NO ADDITIONAL OVERHAUL TIME LIMITATIONS FOR THIS SYSTEM.
 16. THERE ARE NO ADDITIONAL AIRWORTHINESS LIMITATIONS FOR THIS SYSTEM.
 17. SYSTEM OPERATIONAL TESTED AND FOUND NOT TO INTERFERE WITH EXISTING ON BOARD EQUIPMENT.
 18. AIRCRAFT WEIGHT & BALANCE AMENDED.
 19. REVISION: ANY REVISIONS TO THIS ICA WILL BE SUBMITTED TO THE FSDO WITH A COPY OF THE REVISED FAA FORM 337.
 20. THE ALTERATIONS LISTED ABOVE MEET THE FOLLOWING FAR'S
23.301,305,307,603,609,611,1301,1309,1321,1357,1365,1431,1519,1555 AND APPLICABLE RULES PERTAINING TO THE AIRCRAFT'S CERTIFICATION BASIS.
- END

ADDITIONAL SHEETS ARE ATTACHED



U.S. Department of Transportation
Federal Aviation Administration

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

Form Approved OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark USA N408BK	Serial No. BA653		
	Make Beechcraft	Model H-18	Series	
2. Owner	Name (As shown on registration certificate) Woodstone Corp.		Address (As shown on registration certificate)	
			Address 6140 East Hwy 90	
			City Seguin	State TX
			Zip 78155	Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME		(As described in item 1 above)	
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name Christopher M. Backer	Address 40127 Hollik Rd City Hempstead State TX Zip 77445 Country USA	<input checked="" type="checkbox"/> U.S. Certified Mechanic	Manufacturer
		<input type="checkbox"/> Foreign Certified Mechanic	C. Certificate No.
		<input type="checkbox"/> Certified Repair Station	A&P 2770237 I.A.
		<input type="checkbox"/> Certified Maintenance Organization	

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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual Christopher M. Backer 17 May 2010
--	--

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	Person Approved by Canadian Department of Transport
	FAA Designee	Repair Station	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)
Certificate or Designation No. 2770237 I.A.		Signature/Date of Authorized Individual Christopher M. Backer 17 May 2010		

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.)

Nationality and Registration Mark USA N408BK	Date 17 May 2010
---	---------------------

12,102.0 Airframe Total Time, Hobbs 0.1

Installed Shadin Digiflow Fuel Flow System I/AW STC SE818GL & STC SA817GL as follows:

1. Inspected and found left hand engine's factory fuel flow transduce and transmitter had been previously removed.
2. Removed non-functional right hand engine's factory fuel flow transducer from R/H nacell aft firewall. Removed fuel flow inverter from right wing.
3. Fabricated 2 each transducer mount brackets from 0.050 301 stainless steel I/AW SA817GL drawing numbers 4063-22 & 4063-23.
4. Mounted fuel flow transducers P/N 660526AS, S/N's 4008 & 3789 to left & right engine nacell aft firewalls in the original location using fabricated mounts and all new hardware. Fabricated new fuel lines I/AW STC SE818GL drawing number 4066-20, proof tested I/AW Shadin assembly report 4066.
5. Installed fuel flow transmitter, (aka indicator), P/N 910532P, S/N 9640 in original factory location and wired I/AW STC SA817GL.
6. Installed 2 amp circuit breaker in original factory location on the R/H circuit breaker sub panel I/AW STC SE818GL.
7. Posted Flight Manual Supplement to Aircraft Flight Manual I/AW STC SA817GL.
8. Installed cockpit placard P/N 710505 on instrument panel I/AW STC SA817GL.
9. Instructions for Continued Airworthiness : "Inspect for security, leaks and calibration each 100 hours I/AW Beechcraft 100 Hour Inspection Checklist P/N 414-180206.
10. Weight and Balance : Posted to aircraft maintenance records and aircraft physically weighed in a closed hangar in level flight attitude after maintenance. Posted to the Aircraft Flight Manual.

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

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
2/28/2011

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark N408BK	Serial No. BA-653	
	Make BEECHCRAFT	Model H-18	Series
2. Owner	Name (As shown on registration certificate) THE MILLS AIR SERVICE	Address (As shown on registration certificate) Address 4 SEA	
		City SAGAMORE BEACH State MA	Zip 02562 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name THE MILLS AIR SERVICE	Address 4 SEA LANE City SAGAMORE BEACH State MA Zip 02562 Country USA	<input checked="" type="checkbox"/> U. S. Certificated Mechanic	Manufacturer
		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
		<input type="checkbox"/> Certificated Repair Station	25506682
		<input type="checkbox"/> Certificated Maintenance Organization	

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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual Christopher Siderwicz <i>Chris Siderwicz</i> 9/23/08
--	---

7. Approval for Return to Service

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

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

Certificate or Designation No. 25506682	Signature/Date of Authorized Individual Christopher Siderwicz <i>Chris Siderwicz</i> 9/23/08
---	---

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.)

N408BK

9/23/2008

Nationality and Registration Mark

Date

INSTALLED KING KT-70 MODE S TRANSPONDER P/N 066-01141-0101, S/N 13111
IAW BENDIX/KING INSTALLATION MANUAL NUMBER 006-00673-0002,
REVISION 2, DATED JULY, 1997.
INSTALLED IN CENTER INSTRUMENT PANEL USING ACCEPTAL PROCEDURES IAW
43.13-1A. INSTALLED NEW KING KA-60 ANTENNA ON BELLY USING NEW CABLE.
AIRCRAFT EQUIPMENT LIST AND WEIGHT & BALLANCE DATA UPDATED.

----- END -----

Additional Sheets Are Attached

SEP 04 1998



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 BEECHCRAFT	Model B78-18H
	Serial No. BA-653	Nationality and Registration Mark N408BK
2. Owner	Name (As shown on registration certificate) McGRATH, WILLIAM JR.	Address (As shown on registration certificate) P.O. BOX 2495 NANTUCKET, MA. 02584
	VINTRO, JOSEPH JR.	

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	TRW HARTZELL	HCB3R30-2EA	1287n AB 1497		XXX
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address ISLAND AIR LINES P.O. BOX 2640 NANTUCKET, MA. 02584	B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. <div style="background-color: black; width: 100px; height: 15px; margin-bottom: 5px;"></div> A & P
--	---	---

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

Date 9/1/98	Signature of Authorized Individual KEITH KAPANKE <i>Keith Kapanke</i>
-----------------------	---

7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 9/1/98		Certificate or Designation No. AP275665214JA	Signature of Authorized Individual <i>[Signature]</i>		

NOTICE

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

8. Description of Work Accomplished

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

1. Installed PROP-GUARD POLYURETHANE PROTECTIVE TAPE on the left and right propellers in accordance with kit instructions of STC SP00582NY
2. Propeller log book entries made.
3. Negligable weight change.

-----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

5011-1800-B7M ✓

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 Beechcraft	Model H18
	Serial No. BA653	Nationality and Registration Mark N108BK
2. Owner	Name (As shown on registration certificate) William McGrath Jr. Joseph Vintro Jr.	Address (As shown on registration certificate) P.O. Box 2495 Nantucket, MA 02584

3. For FAA Use Only

4. Unit Identification

5. Type

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

6. Conformity Statement

A. Agency's Name and Address Aircraft Services 501-394-1161 161 HWY 980 Mena, AR. 71953 Robert C. Parker	B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. A&P 1407336
--	--	--

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

Date 10-01-97	Signature of Authorized Individual Robert C. Parker <i>Robert Parker</i>
-------------------------	--

7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 10-01-97		Certificate or Designation No. IA1407336		Signature of Authorized Individual Robert C. Parker <i>Robert Parker</i>	

NOTICE

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

8. Description of Work Accomplished

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

1. Fabric removed from flight controls to facilitate installation of aluminum skins in place of fabric per STC SA2815WE, date of reissue Apr.28,1977.
 2. There had been no other modifications previously that would cause adverse effect upon the airworthiness of this aircraft.
 3. work for Rudders per Dwg. 98-001, Elevator Dwg. 98-002, Ailerons Dwg. 98-003. If Flaps were not metal from the factory they are covered with metal per Dwg. 98-003 also.
- All control surfaces were balanced per Beech Maintenance Manual as spelled out in the above Dwwings, and to the specifications spelled out in the Beech Maintenance manual.
4. Since Beech manual says all work to be accomplished to comply with CAM 18, all work was in conformity with AC 43.13 manual and the above drawings.

*****END*****

RECEIVED

OCT 06 1997

FAA
SW-FSDO-11
(LIT)

01		WGR		11
02		WGH	MA	12
03		SPM		13
04		AG		14
05		CS		15
06		ASA1		16
07		ASA2		17
08		AST		18
TOTAL				18

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

FSD001 *See J*

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 Beechcraft	Model H18
	Serial No. BA653	Nationality and Registration Mark N408BK
2. Owner	Name (As shown on registration certificate) William McGrath Jr. Joseph Vintro Jr.	Address (As shown on registration certificate) P.O. Box 2495 Nantucket, MA 02584

3. For FAA Use Only

4. Unit Identification

5. Type

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

6. Conformity Statement

A. Agency's Name and Address Aircraft Services 501-394-1161 161 HWY 980 Mena, AR. 71953 Robert G. Parker	B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. A&P 1407336
--	--	-----------------------------------

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

Date 10-01-97	Signature of Authorized Individual Robert G. Parker <i>Robert Parker</i>
------------------	---

7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 10-01-97		Certificate or Designation No. IA1407336	Signature of Authorized Individual Robert G. Parker <i>Robert Parker</i>	

NOTICE

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

8. Description of Work Accomplished

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

1. Fabric removed from flight controls to facilitate installation of aluminum skins in place of fabric per STC SA2815WE, date of reissue Apr. 28, 1977.
 2. There had been no other modifications previously that would cause adverse effect upon the airworthiness of this aircraft.
 3. Work for Rudders per Dwg. 98-001, Elevator Dwg. 98-002, Ailerons Dwg. 98-003. If Flaps were not metal from the factory they are covered with metal per Dwg. 98-003 also.
- All control surfaces were balanced per Beech Maintenance Manual as spelled out in the above drawings, and to the specifications spelled out in the Beech Maintenance Manual.
4. Since Beech manual says all work to be accomplished to comply with CAM 18, all work was in conformity with AC 43.13 manual and the above drawings.

*****END*****

Additional Sheets Are Attached

U.S. Department
of Transportation
Federal Aviation
Administration

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

JAN 14 1999

For FAA Use Only

Office Identification

NEUS

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make BEECH	Model H-18
	Serial No. BA-653	Nationality and Registration Mark N408BK
2. Owner	Name (As shown on registration certificate) MCGRATH, WILLIAM F. JR. VINTRO, JOSEPH JR.	Address (As shown on registration certificate) P.O. BOX2495 Nantucket, MA 02584

3. For FAA Use Only

4. Unit Identification


5. Type

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

6. Conformity Statement

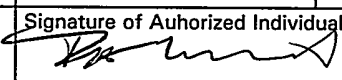
A. Agency's Name and Address VIP AVIONICS, INC. 58 Lindbergh Drive Hartford, CT 06114	B. Kind of Agency	C. Certificate No. TH5R223N
	<input type="checkbox"/> U.S. Certified Mechanic	
	<input type="checkbox"/> Foreign Certified Mechanic	
	<input checked="" type="checkbox"/> Certified Repair Station	
	<input type="checkbox"/> Manufacturer	

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

Date 1-13-99	Signature of Authorized Individual 
------------------------	--

7. Approval for Return To Service

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

BY	FAA Fit Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 1-13-99	Certificate or Designation No. TH5R223N	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.)

1- The following equipment was installed and tested in accordance with AC43.13-1A, chapter 2, para. 22 & 23, chapter 3, para. 42 & 44, chapters 11, 15 & 16, and AC43.13-2A, chapters 2, 3, 11, and chapter 13 when applicable. Refer to revised Aircraft Weight & Balance for further information.

2- Installed PS Engineering PM1000II intercom system IAW manufactures installation manual # 01039402 dated 13 April 1998.
INSTRUCTIONS FOR CONTINUED AIRWORTHINESS: Annually or every 100 hours inspect for insecure mounting.

3- System is protected by circuit breakers whose value was listed in the Mfgs. installation manual and labeled accordingly. All wiring was done IAW AC 43:13-1a, ch. 11, sec. 3 thru 7. Electrical load of aircraft system does not exceed 80% of Alternator rating.

4- All systems were tested per Mfgs. detailed check out procedures and all systems checked out satisfactorily.

5- Equipment list and weight and balance revisions have been entered into the aircraft POH. Aircraft log entries have been made.

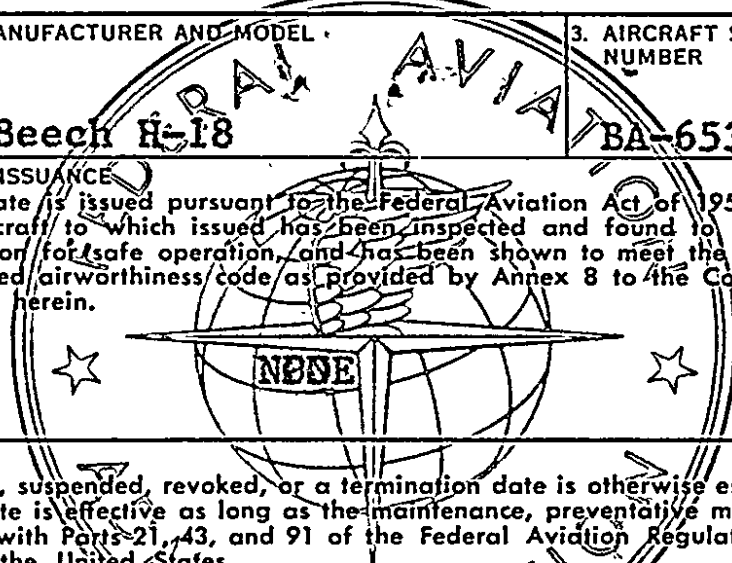
----END----

Additional Sheets are Attached

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

1. NATIONALITY AND REGISTRATION MARKS N408BK	2. MANUFACTURER AND MODEL Beech H-18	3. AIRCRAFT SERIAL NUMBER BA-653	4. CATEGORY Normal
--	--	--	----------------------------------

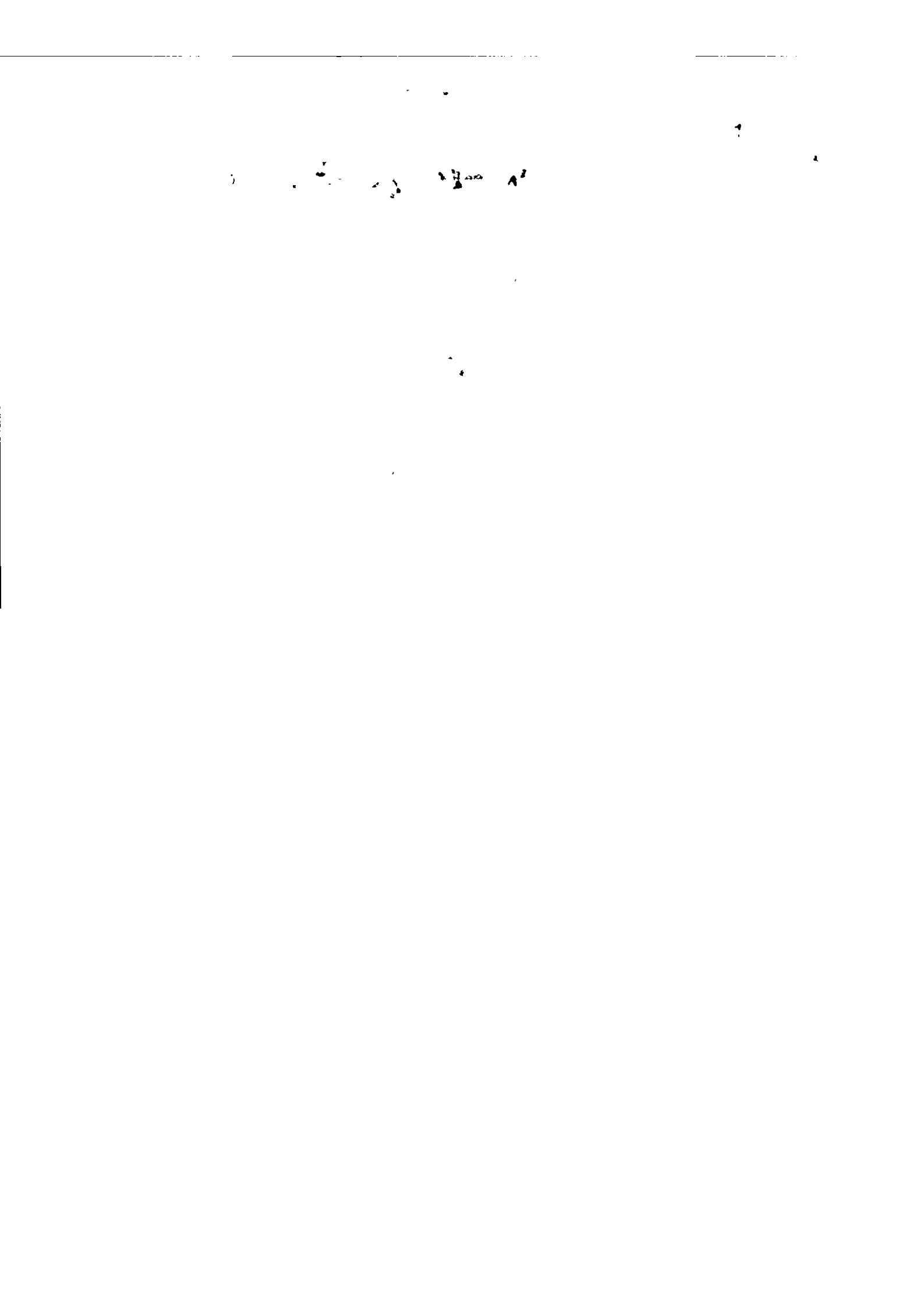
5. AUTHORITY AND BASIS FOR ISSUANCE
 This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe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



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

DATE OF ISSUANCE R-0/30/63	FAA REPRESENTATIVE <i>Susan M. Track</i> Susan M. Track	DESIGNATION NUMBER NE-FSDO-01
--	--	---

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



UNITED STATES OF AMERICA — FEDERAL AVIATION AGENCY
STANDARD AIRWORTHINESS CERTIFICATE

1 NATIONALITY AND REGISTRATION MARKS N8451	2 MANUFACTURER AND MODEL Beech H-18	3 AIRCRAFT SERIAL NUMBER BA-653	4. CATEGORY Normal
--	---	---	------------------------------

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

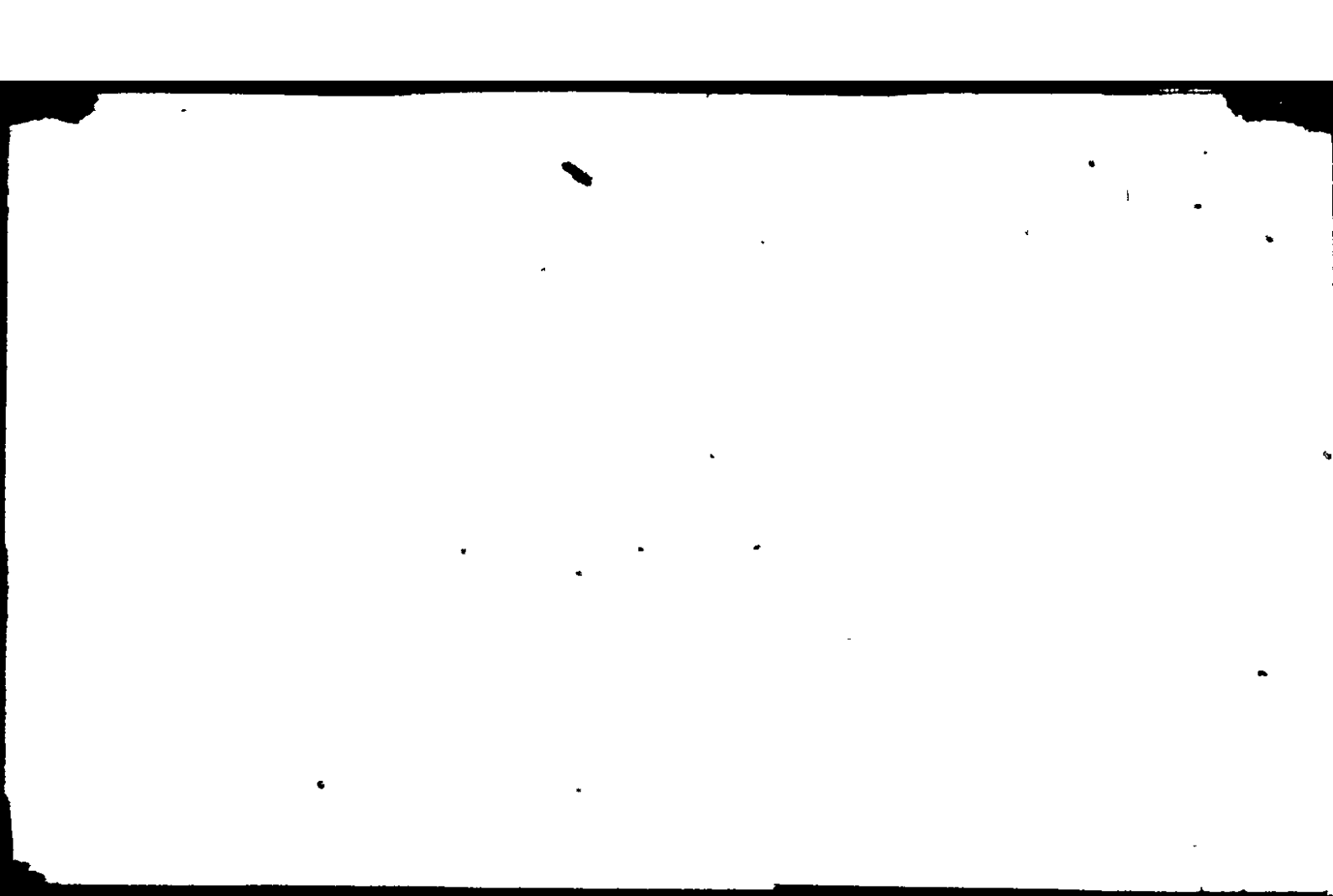
**Superseded
 3/29/95**




None

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

DATE OF ISSUANCE 9-30-63 Replacement	FAA REPRESENTATIVE Chief, Aircraft Registration Branch	DESIGNATION NUMBER AC-250
--	--	-------------------------------------

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



 <p>U.S. Department of Transportation Federal Aviation Administration</p>		<p>MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)</p>		<p>Form Approved OMB No. 2120-0020</p>	
				<p>For FAA Use Only Office Identification AEA-P5DO-23</p>	
<p>INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).</p>					
1. Aircraft	Make	BEECHCRAFT	Model	H18	
	Serial No.	BA653	Nationality and Registration Mark	N8451	
2. Owner	Name (As shown on registration certificate)		Address (As shown on registration certificate)		
	William F. McGrath Jr. and Joseph Vintro Jr.		P.O. Box 2495 Nantucket, MASS, 02584		
<p>3. For FAA Use Only</p> <p>The data identified herein complied 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.</p> <p>APPROVING INSPECTOR <i>[Signature]</i> DATE <u>6-22-93</u> <i>[Signature]</i> AEA-P5DO-23</p>					
4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				XX
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
6. Conformity Statement					
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
Refurbish P.O. Box 446 Peterborough, Ontario K9J 6Z3		<input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <u>Canadian</u> <input type="checkbox"/> Manufacturer		AMO 73-92	
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	June 01, 1993	Signature of Authorized Individual		 Kerry Thompson	
7. Approval for Return To Service					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA Fit Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)	
	FAA Designee	Repair Station	XX Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection	June 23, 1993	Certificate or Designation No.	AMO 73-92	Signature of Authorized Individual  Kerry Thompson	

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.)

INSTALLATION OF CARGO BARRIER NETS

- (1) Barrier net attachment points installed at stations 108.0, 136.0, 168.0 and 199.5 in accordance with Refurbair drawing RA-93-018 (6 sheets).
- (2) Barrier nets fabricated in accordance with Refurbair drawing RA-93-019 (2 sheets), for use with the above noted attachment points. These nets are approved for use in this aircraft only.
- (3) Weight and balance and equipment list amended as applicable.
- (4) Details of all work accomplished are maintained on file at Refurbair under work order # B930168.

***** E N D *****

Additional Sheets Are Attached

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

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

1. AIRCRAFT	MAKE Beechcraft	MODEL H-18
	SERIAL NO. BA 653	NATIONALITY AND REGISTRATION MARK N8451
2. OWNER	NAME (As shown on registration certificate)	
	ADDRESS (As shown on registration certificate) 201 Lester St. Burleson, TX 76028	

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 Air Carrier Electronics Meacham Field, Loc. 18C Ft. Worth, TX 76106	B. KIND OF AGENCY		C. CERTIFICATE NO. 4337
	U.S. CERTIFICATED MECHANIC		
	FOREIGN CERTIFICATED MECHANIC		
	X CERTIFICATED REPAIR STATION		
		MANUFACTURER	

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

DATE March 5, 1982	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Gary R. Anderson</i> GARY R. ANDERSON, A459133927
-----------------------	---

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 RT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	X REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION March 5, 1982	CERTIFICATE OR DESIGNATION NO. 4337	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Gerald F. Heffley</i> Gerald F. Heffley, Chief Inspector		

NOTICE

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

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

1. Installed Ryan WX9 Stormscope System.
The Display was mounted in the center of the control panel in a standard cut-out for a radar. The display is front mounted and supported at the back of the rack by structure. The processor is mounted on a shelf aft of the rear baggage bulkhead. The antenna is mounted on the belly aft of the rear baggage bulkhead. Cables are run under the right section of the floor and supported at each former. All equipment was installed in accordance with manufacturers instructions and FAA manuals AC 43.14-1A chapters 11 and 15.
2. The magnetic compass was checked with engines running and recalibrated as necessary.
3. An Electrical Analysis was made and the maximum probable continuous load was 33amps which doesn't exceed 80% of the two 100amp generators installed.

ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
 CAMERA NO. 3 DATE: 4-25-90

OMV

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-RO60.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.				OFFICE IDENTIFICATION 2-0-04	
1. AIRCRAFT	MAKE	Beech	MODEL	H-18	
	SERIAL NO.	BA 653	NATIONALITY AND REGISTRATION MARK	N8451	
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	Royal Airways Inc.		201 Lester St. Burleson, Tx. 76028		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO
John P. Guyer III 2120 Yucca Ave. Fort Worth Tx 76111			<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		1731502
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE	Feb. 13 1982		SIGNATURE OF AUTHORIZED INDIVIDUAL		
			<i>John P. Guyer, III</i>		
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION	Feb. 13 1982		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL	
			1731502	<i>John P. Guyer, III</i>	

NOTICE

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

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

Removed complete Bendix weather radar system, including wiring harness.

Installed hand held fire extinguisher at Station 288.0. Extinguisher bracket secured to underside of baggage shelf with 4 ea. an-3-11a bolts and an 364 -1032 nuts.

Weight and balance data revised for the above alterations.

END

ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION - GADO 2-0-04	
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	Beechcraft		MODEL	H-18
	SERIAL NO.	BA-653		NATIONALITY AND REGISTRATION MARK	N 8451
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	Sedalia Marshall Boonville Stage Lines, Inc.			5805 Fleur Drive Des Moines, Iowa 50321	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****			X	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Gary Worthby 3709 Ross Avenue Fort Worth, Texas 76106		<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		A & P 2162442	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE		SIGNATURE OF AUTHORIZED INDIVIDUAL			
24, April, 1979		<i>Gary W. Worthby</i>			
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
April 25, 1979		IA 1904416	<i>Robert Witebrenner</i>		

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

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

FOR FAA USE ONLY
OFFICE IDENTIFICATION
2-0-12

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 Beechcraft	MODEL H-18-S
	SERIAL NO. BA-653	NATIONALITY AND REGISTRATION MARK N-8451
2. OWNER	NAME (As shown on registration certificate) Sedalia-Marshall-Boonville Stage Line, Inc.	ADDRESS (As shown on registration certificate) 5805 Fleur Drive Des Moines, Iowa 50321

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 Sedalia-Marshall-Boonville Stage Line, Inc., Davis Fld. Muskogee, Oklahoma 74401	B. KIND OF AGENCY <input type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	C. CERTIFICATE NO. CRS 212-15 Limited airframe
---	--	--

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

DATE 16 Aug 74	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Robert Binstow</i>
--------------------------	---

7. APPROVAL FOR RETURN TO SERVICE

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

FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
FAA DESIGNEE	<input checked="" type="checkbox"/> REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 16 Aug 74	CERTIFICATE OR DESIGNATION NO. CRS 212-15	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Robert Binstow</i>	

NOTICE

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

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

1. Removed all radios, wiring and racks, with the exception of radar and transponders.
2. Removed instrument air filter and installed one cartridge filtron element on each side of nose compartment.
3. Installed new instrument panel with new grimes blue lights and cutouts for the new King radios and radar scope.
4. Installed 2-KX170B, KMA20, KR85, KI225, KI211C, KI201C, 2-KR76 and Bendix radar screen in the new instrument panel.
5. Installed 2 KA39 power convertors on the nose shelf at STA 36 & 40.
6. Installed radio cooling kit.
7. Performed static and pressure CK of all instruments.
8. Installed ADF Loop antennae at STA 120 on lower aircraft fuselage.
9. All work accomplished in accordance with King recommendations and AC 43.13-1, Chapter 11, Sections 2,3 and 7.
10. Aircraft weighed and information logged in aircraft flight manual.
11. New equipment list made.

ADDITIONAL SHEETS ARE ATTACHED

FEDERAL AVIATION AGENCY APPLICATION FOR AIRWORTHINESS CERTIFICATE		FORM APPROVED BUDGET BUREAU NO. 04-R038.1
INSTRUCTIONS: Please print or type. Submit this form, original only, to an authorized Federal Aviation Agency Representative. Use attachments or extra sheets as necessary.		
PART I AIRCRAFT DESCRIPTION	1. AIRCRAFT IDENTIFICATION NO. N 81D 8451	2. AIRCRAFT MAKE BEECHCRAFT
	3. AIRCRAFT MODEL H-18	4. AIRCRAFT SERIAL NUMBER BA-653
	5. ENGINE MAKE Pratt & Whitney	6. ENGINE MODEL R985-AN-14B
	7. NUMBER OF ENGINES 2	8. PROPELLER MAKE Hartzell
		9. PROPELLER MODEL HC-B3W30-2E
PART II CERTIFICATION REQUESTED	1. APPLICATION IS HEREBY MADE FOR: A. <input checked="" type="checkbox"/> ORIGINAL ISSUANCE OF CERTIFICATE (AIRCRAFT <input checked="" type="checkbox"/> NEW <input type="checkbox"/> USED <input type="checkbox"/> IMPORT) (CAR 1) B. <input type="checkbox"/> AMENDMENT OF CURRENT CERTIFICATE (CAR 1.62) C. <input type="checkbox"/> MULTIPLE CERTIFICATE (REF. CAR 1 AND 8) D. <input type="checkbox"/> OTHER _____ (Specify)	
	2. AIRWORTHINESS CLASSIFICATION (Check appropriate item(s)) It is requested that an Airworthiness Certificate be issued to permit operation of the above described aircraft in the following classification(s): A. <input checked="" type="checkbox"/> STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES) (REF. CAR 1) B. <input type="checkbox"/> LIMITED (REF. CAR 9) C. <input type="checkbox"/> RESTRICTED (REF. CAR 8) (Check operation(s) to be conducted) (1) <input type="checkbox"/> AGRICULTURAL AND PEST CONTROL (4) <input type="checkbox"/> PATROLLING (2) <input type="checkbox"/> AERIAL ADVERTISING (5) <input type="checkbox"/> FOREST AND WILDLIFE CONSERVATION (3) <input type="checkbox"/> AERIAL SURVEYING (6) <input type="checkbox"/> WEATHER CONTROL (7) <input type="checkbox"/> OTHER _____ (Specify) D. <input type="checkbox"/> EXPERIMENTAL (REF. CAR 1) (Check operation(s) to be conducted) (1) <input type="checkbox"/> AMATEUR-BUILT (3) <input type="checkbox"/> EXHIBITION (2) <input type="checkbox"/> EXPERIMENT (RESEARCH AND DEVELOPMENT) (4) <input type="checkbox"/> RACING (5) <input type="checkbox"/> TO SHOW COMPLIANCE WITH CAR _____ E. <input type="checkbox"/> (OTHER) _____ (Specify)	
	3. HAS THE APPLICANT PREVIOUSLY BEEN DENIED AN AIRWORTHINESS CERTIFICATE FOR THIS AIRCRAFT? <input type="checkbox"/> YES (Explain) <input checked="" type="checkbox"/> NO	
PART III INSPECTION AGENCY VERIFICATION <small>(Not applicable to newly manufactured aircraft)</small>	1. IN ACCORDANCE WITH CAR 1.67(d) THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: A. <input type="checkbox"/> AIRCRAFT MANUFACTURER (Name of Firm) _____ B. <input type="checkbox"/> CERTIFICATED DOMESTIC REPAIR STATION, CERTIFICATE NO. _____ C. <input type="checkbox"/> CERTIFICATED AIR CARRIER, CERTIFICATE NO. _____ D. <input type="checkbox"/> CERTIFICATED MECHANIC (Inspection Authorization) NO. _____	
	DATE _____	SIGNATURE OF AUTHORIZED INDIVIDUAL _____ TITLE _____
PART IV OWNER'S CERTIFICATION	I hereby certify that the aircraft described above has been inspected and is airworthy and eligible for the classification(s) requested. I further certify that I am the registered owner (or his agent) of this aircraft which is registered* with the Federal Aviation Agency, as required by the Federal Aviation Act of 1958 and the applicable Federal Aviation Regulations and Regulations of the Administrator and that the following evidence of registration is displayed in the aircraft. (Check and complete appropriate item(s); this includes completion of items 1 and 2 on the reverse side of this form.)	
	1. <input type="checkbox"/> CERTIFICATE OF REGISTRATION, FAA FORM 500 (PART A) DATE OF ISSUE _____ 2. <input type="checkbox"/> APPLICATION FOR REGISTRATION, FAA FORM 500 (PART B). FAA FORM 500 FORWARDED TO _____ FAA AIRCRAFT REGISTRATION BRANCH ON (Date) _____ 3. <input checked="" type="checkbox"/> DEALER'S AIRCRAFT REGISTRATION CERTIFICATE, FAA FORM 1707 (Expiration date) Aug. 15, 1964 4. REGISTERED OWNER'S FULL NAME AND PERMANENT MAILING ADDRESS (No., Street, City, Zone and State) BEECH AIRCRAFT CORPORATION 9709 E. Central Wichita, Kansas	
	5. SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT C. W. Myers C. W. Myers	
*In order to be eligible for registration an aircraft must be owned by a citizen of the United States as defined by Section 101(13) of the Federal Aviation Act of 1958.		6. DATE Sept. 30, 1964 7. TITLE Crew Chief - Flight Inspection Dept.
8. ATTACHMENTS (Check which) A. <input checked="" type="checkbox"/> FAA FORM 337 C. <input type="checkbox"/> WEIGHT AND BALANCE REPORT E. <input type="checkbox"/> OTHER (List separately) B. <input type="checkbox"/> FAA FORM 317 D. <input type="checkbox"/> DATA, DRAWINGS, PHOTOGRAPHS, ETC. (List separately)		

FAA AIRCRAFT REGISTRY
 CAMERA NO. 5N DATE: 10-26-82

U.S. GOVERNMENT PRINTING OFFICE : 1962 OF - 634128

FEDERAL AVIATION AGENCY
 AIRCRAFT INSPECTION REPORT

(Items 1 and 2 will be verified and all other applicable items will be verified by an authorized FAA representative.)

1. AIRCRAFT CERTIFICATION BASIS

The aircraft described in PART I on the reverse of this form has been inspected and found to conform to the following:

A. AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET NO. A765 REVISION NO. 19

B. AIRCRAFT LISTING, PAGE NO.(S) _____

C. AIRWORTHINESS DIRECTIVE SUMMARY 1961-26 (YEAR) THROUGH CARD NO. 63-19

D. SUPPLEMENTAL TYPE CERTIFICATE NO.(S) _____

E. OTHER _____ (Specify)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

A. AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY

B. COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED

C. AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF _____ HOURS

D. ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

SERIAL NO. <u>7533</u>	TOTAL HOURS <u>0:00</u>	TIME SINCE OVERHAUL <u>See Repair and Alteration Form FAA-337, dated 7-23-65.</u>
SERIAL NO. _____	TOTAL HOURS _____	TIME SINCE OVERHAUL _____
SERIAL NO. <u>23047</u>	TOTAL HOURS <u>0:00</u>	TIME SINCE OVERHAUL <u>See Repair and Alteration Form FAA-337, dated 8-19-63.</u>
SERIAL NO. _____	TOTAL HOURS _____	TIME SINCE OVERHAUL _____

3. AIRWORTHINESS DOCUMENTATION

A. CURRENT OPERATING RESTRICTIONS (LIMITATIONS), COPY ATTACHED

B. CURRENT OPERATING RESTRICTIONS (LIMITATIONS), AVAILABLE IN AIRCRAFT

C. CURRENT APPROVED AIRCRAFT FLIGHT MANUAL, AVAILABLE IN AIRCRAFT

D. CURRENT WEIGHT AND BALANCE INFORMATION, AVAILABLE IN AIRCRAFT

E. THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS

F. FAA FORM 337, MAJOR REPAIR AND ALTERATION, (ATTACH WHEN REQUIRED)

G. FAA FORM 317, STATEMENT OF CONFORMITY, (ATTACH WHEN REQUIRED)

H. WEIGHT AND BALANCE REPORT, (ATTACH WHEN REQUIRED)

I. DATA, DRAWINGS, PHOTOGRAPHS, ETC., (ATTACH WHEN REQUIRED)

J. AIRWORTHINESS CERTIFICATE, FAA FORM 1362, ISSUED IN ACCORDANCE WITH CAR 1.67

K. PREVIOUS FAA FORM 1362, ISSUED IN ACCORDANCE WITH CAR _____

BY _____ (Name of Issuing Representative) _____ (Designation Number)

4. FAA REPRESENTATIVE CERTIFICATION

I have inspected the aircraft described on the reverse and, on the basis of the application and the foregoing, find it conforms to its type certificate and that it is in condition for safe operation.

5. REGISTRATION INDICATED ON REVERSE IS PROPERLY DISPLAYED IN AIRCRAFT YES NO (Explain)

6. DESIGNEE'S SIGNATURE <i>C. M. Portera</i> for Chester A. Rembleske	DESIGNATION NO. <u>DCR 3-2</u>	DATE <u>Sept. 30, 1963</u>
---	-----------------------------------	-------------------------------

7. FAA INSPECTOR'S SIGNATURE	FAA DISTRICT OFFICE NO.	DATE
------------------------------	-------------------------	------

8. REMARKS

A. ACCEPTED

B. REINSPECTED

C. SPOT CHECKED

9. ATTACHMENT(S) IN ADDITION TO THOSE LISTED ON REVERSE (List separately)

Copy of Form FAA 1362R

RECEIVED

FAA AIRCRAFT REGISTRY

CAMERA NO. 5N DATE: 10-26-82

UNITED STATES OF AMERICA
FEDERAL AVIATION AGENCY

CERTIFICATE OF AIRWORTHINESS

1. NATIONALITY AND REGISTRATION MARKS

N84D

2. AIRCRAFT AIRWORTHINESS CLASSIFICATION

Standard - Normal

3. This Certificate of Airworthiness is issued pursuant to the Federal Aviation Act of 1958. The aircraft identified hereon is considered airworthy when maintained and operated in accordance with the Civil Air Regulations and applicable aircraft Operation Limitations.
Issued under the provisions of Part 410.

4. This Certificate will remain in effect as long as the aircraft is maintained in accordance with Part 43 of the Civil Air Regulations unless surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Agency.

5. DATE OF ISSUANCE

30, 1963

6. FAA REPRESENTATIVE

D.M. Porteous
for Chester A. Rembleske

7. DESIGNATION NO.

DCR 3-2

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

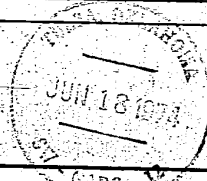
GPO : 1959 OF-508938

Form FAA 1362B (5-59)

FAA AIRCRAFT REGISTRY

CAMERA NO. 5N DATE: 10-26-82

MACRO

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)		FOR FAA USE ONLY	
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.		OFFICE IDENTIFICATION TUL GADO 2-n-12	
1. AIRCRAFT	MAKE BEECHCRAFT	MODEL H-18-S	NATIONALITY AND REGISTRATION MARK N-8451
	SERIAL NO. BA 653		
2. OWNER	NAME (As shown on registration certificate) Sedalia-Marshall-Boonville Stage Line, Inc.		ADDRESS (As shown on registration certificate) 5805 Fleur Drive Des Moines, Iowa 50321
3. FOR FAA USE ONLY			
		The alteration/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. Date: 7-12-74 FAA Inspector: TUL GADO 2-1-12	
4. UNIT IDENTIFICATION			
UNIT	MAKE	MODEL	SERIAL NO.
AIRFRAME	***** (As described in item 1 above) *****		
POWERPLANT			
PROPELLER			
APPLIANCE	TYPE		
	MANUFACTURER		
5. TYPE			
			REPAIR
			ALTERATION
			XX
6. CONFORMITY STATEMENT			
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY	
Sedalia-Marshall-Boonville Stage Line, Inc., Davis Fld. Muskogee, Oklahoma 74401		<input type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	
		C. CERTIFICATE NO. CRS 212-15 Limited Airframe	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.			
DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL		
12 July 1974	Robert Bristow		
7. APPROVAL FOR RETURN TO SERVICE			
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED			
FAA FIT. 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	
12 July 74	CRS 212-15	Robert Bristow	

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.)

The following alterations have been made to this aircraft for the following reasons:

1. Greater Safety Factor - Larger tires, larger brake disc and brake pucks, dual fork assy. for wheel axle support.
2. Cost Reduction - By installing heavier duty parts. Thus increasing the service life.

Work accomplished to the Landing Gear and Landing Gear System.

Parts Removed	Parts Installed
#414-188003-615-LH Gear Assy	#414-188003-627 LH Gear Assy.
#414-188003-616 RT Gear Assy	414-188003-628 RT Gear Assy.
#95-32491 Brake Assy	#95-31637 Brake Assy
#95-32489 Wheel Assy with 8.50x10 Tire	#95-31432 Wheel Assy with 11.00x12 Tire
#18-800000-13 Bracket Assy Safety Switch	#404-188557 Bracket Assy Safety Switch
	#824-181115 Landing Gear Drag Brake Shoe
	#824-181116 Landing Gear Drag Spring
	#824-181117 Landing Gear Drag Brake Bracket

The above listed parts were removed and installed on both Lt and Rt sides of aircraft in accordance with Beechcraft Shop Manual.

Modifications to both Lt and Rt Landing Gear Doors and Nacells were done in accordance with AC-43.13-1 Chapter 2 Section 3

The Gross Weight of this aircraft has been reduced from 9900 lbs. to 9700 lbs. due to the installation of the larger and heavier landing gear. Making the external configuration the same as a Beechcraft G-18 model.

The aircraft has been reweighed and the proper entries made.

For additional modifications see FAA Form 337 dated 14 December 1973, showing Hamilton STC SA572WE.

- FNL -

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: GADD
2-0-12

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 BEECHCRAFT	MODEL H-18-S
	SERIAL NO. BA 653	NATIONALITY AND REGISTRATION MARK N-8451
2. OWNER	NAME (As shown on registration certificate) Sedalia-Marshall-Boonville Stage Line, Inc.	ADDRESS (As shown on registration certificate) 5805 Fleur Drive Des Moines, Iowa 50321

3. FOR FAA USE ONLY



4. UNIT IDENTIFICATION

5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME	***** (As described in Item 1 above) *****				XX
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Sedalia-Marshall-Boonville Stage Line, Inc., Davis Fld. Muskogee, Oklahoma 74401	<input type="checkbox"/> U.S. CERTIFICATED MECHANIC	CRS 212-15 Limited Airframe
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> MANUFACTURER	

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

DATE 12 July 74	SIGNATURE OF AUTHORIZED INDIVIDUAL Robert Buxton
--------------------	---

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

Y	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 12 July 74	CERTIFICATE OR DESIGNATION NO. CRS 212-15	SIGNATURE OF AUTHORIZED INDIVIDUAL Robert Buxton
---	--	---

NOTICE

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

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

1. Aircraft modified for 10,100 gross weight take off per F.A.A. sealed Hamilton Aircraft Company, Inc., drawing 25600 and STC SA572WE.
2. Installed wing and center section spar reinforcement modification in accordance with Hamilton Aircraft Co., Inc, F.A.A. sealed drawing list 452, as approved under STC SA 2000WE.
3. Installed a split type cargo door in the left side of the cabin in accordance with Hamilton Aircraft drawing List 1121 Rev. B as approved under STC SA 1956 WE.

ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		Form Approved Budget Bureau No: 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)		FOR FAA USE ONLY	
		OFFICE IDENTIFICATION	
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 Beech	MODEL H-18-S	
	SERIAL NO. BA-655	NATIONALITY AND REGISTRATION MARK N 8451	
2. OWNER	NAME (As shown on registration certificate) S.M.B. Stage Lines, Inc.	ADDRESS (As shown on registration certificate) 5805 Fleur Dr. Des Moines, Iowa	
	3. FOR FAA USE ONLY		
4. UNIT IDENTIFICATION			
UNIT	MAKE	MODEL	TYPE
AIRFRAME	***** (As described in item 1 above) *****		
POWERPLANT	Pratt & Whitney	R985-14B	16091 X
PROPELLER			
APPLIANCE	TYPE		
	MANUFACTURER		
6. CONFORMITY STATEMENT			
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY	C. CERTIFICATE NO.
The Gundelfinger Corporation 9100 Riverview Drive St. Louis, Missouri		<input type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	3315 Powerplant Class I Limited R985 Series
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.			
DATE April 29, 1974	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>F. A. Naes</i> F. A. Naes		
7. APPROVAL FOR RETURN TO SERVICE			
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED			
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION
	FAA DESIGNEE	<input checked="" type="checkbox"/> REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT
DATE OF APPROVAL OR REJECTION April 29, 1974	CERTIFICATE OR DESIGNATION NO. 3315	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>F. A. Naes</i> F. A. Naes	

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.

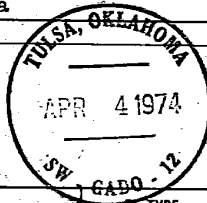
8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Engine disassembled, Inspected and repaired
in accordance with P & W Overhaul Manual
#123440. Magneto and carburetor overhauled.
Airworthiness Directives c/w this overhaul:
56-6-2 by inspection, 57-5-4 by inspection,
66-14-4 by inspection, 68-9-1 by part replace-
ment and rework as required. 100 amp generator
drive and chrome barrel cylinders installed.
Engine run in on test stand after overhaul.

END

ADDITIONAL SHEETS ARE ATTACHED

DEPT. 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 TUL GADO 2-0-12			
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE	B eech	MODEL	18	
	SERIAL NO.	BA-653	NATIONALITY AND REGISTRATION MARK	N8451	
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	S.M.B. Stage Lines, Inc.		5805 Flour Drive Des Moines, Iowa		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	3. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Sherman B. Elder Route 4, Box 541B Muskogee, Okla. 74401		<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC		IA1120312	
		<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC			
		<input type="checkbox"/> CERTIFICATED REPAIR STATION			
		<input type="checkbox"/> MANUFACTURER			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE		SIGNATURE OF AUTHORIZED INDIVIDUAL			
10-6-73		<i>Sherman B. Elder</i>			
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA 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			
10-6-73	IA1120312	<i>Sherman B. Elder</i>			



NOTICE

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

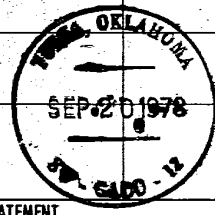
8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Recovered Right Aileron using Grade A Fabric & Butyrate Dope in accordance with FAR 43.13-1.

ADDITIONAL SHEETS ARE ATTACHED

74031 ✓

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION	GADO 2-0-12
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	Beech		MODEL	H-18-S
	SERIAL NO.	BA-653		NATIONALITY AND REGISTRATION MARK	8451
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	Sedalia-Marshall-Boonville Stage Line, Inc.			5805 Fleur Des Moines, Iowa 50321	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Sedalia-Marshall-Boonville Stage Line, Inc., Davis Fld. Muskogee, Oklahoma 74401		<input type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		CRS 212-15	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE		SIGNATURE OF AUTHORIZED INDIVIDUAL			
18 Sep 73		Robert Bistow			
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		OTHER (Specify)
	FAA DESIGNEE	<input checked="" type="checkbox"/> REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL			
18 Sep 73	CRS 212-15	Robert Bistow			



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.

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

- 1.. Removed Collins 621A transponder and rack from nose radio shelf at STA 24.
2. Installed King KT 76 transponder in cutout in instrument panel.
3. Work accomplished in accordance with King recommendations.

..... END

ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION	DL GADO 2-0-12
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	Beech		MODEL	H-18-S
	SERIAL NO.	BA-653		NATIONALITY AND REGISTRATION MARK	8451
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	Sedalia-Marshall-Boonville Stage Line, Inc.			5805 Fleur Drive Des Moines, Iowa 50321	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT					XX
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Sedalia-Marshall-Boonville Stage Line, Inc.; Davis Fld. Muskogee, Okla. 74401		<input type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		CRS 212-15	
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	18 Sep 73		SIGNATURE OF AUTHORIZED INDIVIDUAL		
			Robert Bristow		
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		
	FAA DESIGNEE	XX REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.		SIGNATURE OF AUTHORIZED INDIVIDUAL		
18 Sep 73	CRS 212-15		Robert Bristow		



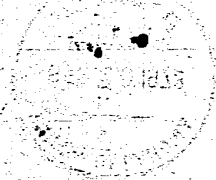
NOTICE

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.

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

Installed emergency locator transmitter Model **LELT 100S-AF**
#79007, manufactured by **Larago Electronic Manufacturers, Inc.**,
as per **FAR 91.52** and manufacturers specifications.

..... **END**



ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

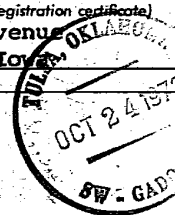
Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION
SW-GADO
8-1-12

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 Beechcraft	MODEL H-18-S
	SERIAL NO. BA 653	NATIONALITY AND REGISTRATION MARK N-8451
2. OWNER	NAME (As shown on registration certificate) Sedalia Marshal Boonville Stage Line, Inc.	ADDRESS (As shown on registration certificate) 5805 Fleur Avenue Des Moines, Iowa

3. FOR FAA USE ONLY



4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above)*****				
POWERPLANT	Pratt & Whitney	R-985-14B	11875	X	
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Terry Lowrance P.O. Box 1687 Muskogee, Oklahoma 74401	B. KIND OF AGENCY <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	C. CERTIFICATE NO. A+P 1864065 P-1664065
--	--	--

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 23 October 1972	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Terry L. Lowrance</i>
--------------------------------	--

7. APPROVAL FOR RETURN TO SERVICE

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

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

DATE OF APPROVAL OR REJECTION 23 October 1972	CERTIFICATE OR DESIGNATION NO. 1383264	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Robert E. Shuler</i>
---	--	---

NOTICE

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

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

Replaced Blower and Rear Case Assembly with S/N 300 overhauled by the Gundelfinger Corporation.

Work accomplished in accordance with P&W Overhaul Manual.

-----END-----

10-18-82
C. GUNDELINGER

ORIGIN IDENTIFICATION
10-18-82

ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
 CAMERA NO. 5N DATE: 10-26-82

DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION

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

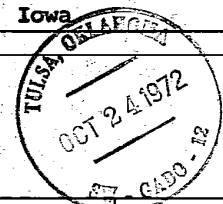
Form Approved
 Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
 OFFICE IDENTIFICATION GADO
 8-1-12

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 Beechcraft	MODEL H-18-S
	SERIAL NO. BA-653	NATIONALITY AND REGISTRATION MARK N-8451
2. OWNER	NAME (As shown on registration certificate) Sedalia-Marshall-Boonville Stage Line, Inc.	ADDRESS (As shown on registration certificate) 5805 Fleur Drive Des Moines, Iowa

3. FOR FAA USE ONLY



4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Sedalia-Marshall-Boonville Stage Line, Inc. Davis Field Muskogee, Oklahoma	<input type="checkbox"/> U.S. CERTIFICATED MECHANIC	CRS 212-15
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> MANUFACTURER	

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

DATE 23 Oct 72	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Robert Bristow</i>
--------------------------	---

7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
		<input checked="" type="checkbox"/> FAA DESIGNEE	<input checked="" type="checkbox"/> REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT
DATE OF APPROVAL OR REJECTION 23 Oct 72	CERTIFICATE OR DESIGNATION NO. CRS 212-15	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Robert Bristow</i>		

NOTICE

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

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

Aircraft interior and floor altered in accordance with FAA Form 337 dated 8-20-71, and is approved for duplication by GADO 2-1-12.

-----**END**-----

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
TUL GADO
2-1-12

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 Beechcraft	MODEL H-18-S
	SERIAL NO. BA-653	NATIONALITY AND REGISTRATION MARK N-8451
2. OWNER	NAME (As shown on registration certificate) Sedalia-Marshall-Boonville Stage Line, Inc.	ADDRESS (As shown on registration certificate) 5805 Fleur Drive Des Moines, Iowa

3. FOR FAA USE ONLY



4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Sedalia-Marshall-Boonville Stage Line, Inc. Davis Field Muskogee, Oklahoma	B. KIND OF AGENCY <input type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	C. CERTIFICATE NO. CRS 212-15
---	--	---

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 23 Oct 72	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Robert Burtow</i>
--------------------------	--

7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	<input checked="" type="checkbox"/> REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 23 Oct 72	CERTIFICATE OR DESIGNATION NO. CRS 212-15	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Robert Burtow</i>		

NOTICE

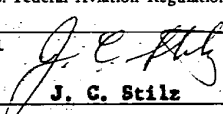
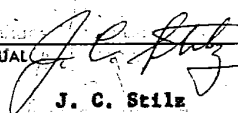
Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

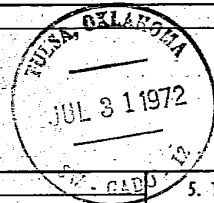
8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

1. Installed Beech Kit 792-1 on Spar at STA 73 & 81 Left & Right.
2. All work done in accordance with information supplied with the Kit and Beech Service Letter 64-52.
3. All sheet metal work done in accordance with AC 43.13-1 Chapter 2 Section 3.
4. Weighed aircraft and figured new weight and balance.

 END

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: TUL GADO 2-0-12	
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	Beechcraft		MODEL	H-18-S
	SERIAL NO.	B-653		NATIONALITY AND REGISTRATION MARK	8451
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	Sedalia-Marshall-Booneville Stage Line, Inc.			5805 Fleur Drive Des Moines, Iowa	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****				
POWERPLANT	Pratt & Whitney	R985-14B	19365	REPAIR	ALTERATION
PROPELLER				X	
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
The Gundelfinger Corporation 6012 N. Lindbergh Boulevard Hazelwood, Missouri 63042		U.S. CERTIFICATED MECHANIC		#3315 Powerplant Class I Limited R985 Series	
		FOREIGN CERTIFICATED MECHANIC			
		<input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION			
		MANUFACTURER			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE		SIGNATURE OF AUTHORIZED INDIVIDUAL			
June 30, 1972		 J. C. Stiltz			
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is: <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)	
	<input checked="" type="checkbox"/> FAA DESIGNEE	<input checked="" type="checkbox"/> REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.		SIGNATURE OF AUTHORIZED INDIVIDUAL	
June 30, 1972		3315		 J. C. Stiltz	



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.)

Engine disassembled, inspected and repaired in accordance with P & W Overhaul Manual #123440. Magnetos overhauled. All applicable Airworthiness Directives complied with or previously complied with. Chromed cylinders installed. Engine run in on test stand after overhaul.

END

ADDITIONAL SHEETS ARE ATTACHED

FEDERAL AVIATION AGENCY

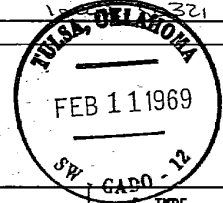
MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
Budget Bureau No. 04-R060.1
FOR FAA USE ONLY
OFFICE IDENTIFICATION: **CIVL GADO**
2-1-12

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 BEECH	MODEL 18
	SERIAL NO. BA-653	NATIONALITY AND REGISTRATION MARK N-3451
2. OWNER	NAME (As shown on registration certificate) S.M.B. STAGELINES INC	
	ADDRESS (As shown on registration certificate) 5805 FLEOR DRIVE DESMOINES IOWA 50321	

3. FOR FAA USE ONLY



4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Sherman B. Elder Rt. 3, Box 229B Muskogee, Oklahoma 74401	B. KIND OF AGENCY <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	C. CERTIFICATE NO. IA 1420312
--	--	---

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 Jan 16, 1969	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Sherman B. Elder</i>
-----------------------------	---

7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Sherman B. Elder</i>			

NOTICE

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

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

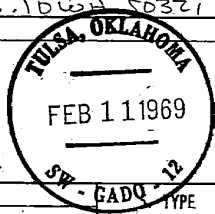

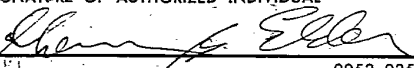
RECOVERED RUDDER ^{RT} WITH GRADE A FABRIC & BUTYRATE DOPE

IN ACCORDANCE WITH FAR 43-13-1

Sherman B. Elder
Sherman B. Elder TA 1120312

NOV 15 1982

ADDITIONAL SHEETS ARE ATTACHED

FEDERAL AVIATION AGENCY					Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)					FOR FAA USE ONLY	
					OFFICE IDENTIFICATION TULSA, OKLAHOMA 2-1-12	
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	BEECH		MODEL	18	
	SERIAL NO.	BA-653		NATIONALITY AND REGISTRATION MARK	N-8451	
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)		
	S.M.B. Seaglines Inc.			5805 FLEUR DRIVE DES MOINES, IOWA 50321		
3. FOR FAA USE ONLY						
						
4. UNIT IDENTIFICATION						
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION	
AIRFRAME	***** (As described in item 1 above) *****			X		
POWERPLANT						
PROPELLER						
APPLIANCE	TYPE					
	MANUFACTURER					
6. CONFORMITY STATEMENT						
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.	
Sherman B. Elder Rt. 3, Box 229B Muskogee, Oklahoma 74401			<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		IA 1420312	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.						
DATE			SIGNATURE OF AUTHORIZED INDIVIDUAL			
Jan 16, 1969						
7. APPROVAL FOR RETURN TO SERVICE						
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> 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				
Jan 16, 1969	IA 1420312					

CONVEYANCE FILED WITH
FAA AIRCRAFT REGISTRY

NOTICE

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

OKLAHOMA CITY, OKLA.

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

LEFT
RECOVERED RUDDER WITH GRADE A FABRIC & BUTYRATE DOPE
IN ACCORDANCE WITH 43-13-1

Sherman H. Elder
Sherman H. Elder IA 1420332

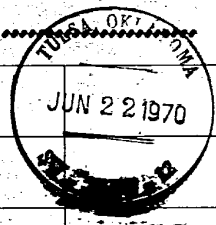


8-1-78
JAF GYDO

ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
 CAMERA NO. 5N DATE: 10-26-82

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE	EESCH		MODEL	18
	SERIAL NO.	BA 653		NATIONALITY AND REGISTRATION MARK	N-8451
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	Sedalia Marshall Booneville Stagelines, Inc.			5805 Fluor Drive Des Moines, Iowa 50321	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					5. TYPE
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****			X	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Sherman B. Elder Route 3, Box 2292 Muskogee, Okla. 74401		<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		A&P 1120312	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE		SIGNATURE OF AUTHORIZED INDIVIDUAL			
December 2, 1969		<i>Sherman B. Elder</i>			
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA 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		
12-2-69		TUL GADO 2-1-12	<i>Sherman B. Elder</i> JA1450312		



NOTICE

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

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

RECOVERED RIGHT RUDDER USING GRADE A FABRIC & BUTYRATE DOPE IN ACCORDANCE WITH FAR 43.13-1.

Sherran B. Elder

A&P 1420312

December 2, 1969



ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY
 CAMERA NO. 5N DATE: 10-26-82

FAA

FEDERAL AVIATION AGENCY				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE	Beech		MODEL	B18
	SERIAL NO.	BA-653		NATIONALITY AND REGISTRATION MARK	N8451
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	Sedalia Marshall Boonville Stage 3 LINE			1700 EAST COURT Des Moines, Iowa 50316	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				<input checked="" type="checkbox"/>
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
Edward York Mitchell Industries, Inc. Box 610 Mineral Wells, Texas			<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		A&P 1531344
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE			SIGNATURE OF AUTHORIZED INDIVIDUAL		
8-21-68			<i>Edward York</i>		
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
8-21-68		1531344	<i>Edward York</i>		

CONVEYANCE FILED WITH
FAA AIRCRAFT REGISTRY

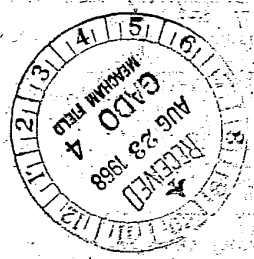
NOTICE

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. 37 AM '69

OKLAHOMA CITY, OKLA.

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 Mitchell AK 235 Automatic Flight System, consisting of
Auto Pilot and Automatic Trim, in accordance with S.T.C. S.A. 7458.W.



ADDITIONAL SHEETS ARE ATTACHED

FAA

Verified by Operator #		452		19		Form approved, Budget Bureau No. 04-R600.	
FEDERAL AVIATION AGENCY							
MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)							
1. AIRCRAFT	MAKE Beech	MODEL H-18S	SERIAL NO. BA-653	NATIONALITY AND REGISTRATION MARK 0 N 84-D			
2. OWNER	NAME (First, middle, last) Lease Air, Inc.		ADDRESS (Street and number, city, zone and State) Municipal Airport Youngstown, Ohio				
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.							
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)			
a. AIRFRAME	The alteration identified herein complies with applicable requirements and is approved for the aircraft subject to conformity inspection by a person authorized in CAR 19.11(b).			MAJOR REPAIR	MAJOR ALTERATION		
b. POWERPLANT					XXX		
c. PROPELLER							
4. APPLIANCE	TYPE AND MANUFACTURER		APPROVING INSPECTOR <i>Charles F. Shea</i>		DATE: 11-12-63		
4. AIRCRAFT WEIGHT AND BALANCE DATA <small>AFTER the repairs and/or alterations described below were made.</small> This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.							
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*		USEFUL LOAD (Pounds)*			
Normal	6,627.0 Lbs.	110.8" Aft of datum		3273.0 Lbs.			
5. CONFORMITY STATEMENT (Complete and check)							
a. AGENCY'S NAME AND ADDRESS Beckett Aviation Corporation Allegheny County Airport Dravosburg, Pennsylvania			b. KIND OF AGENCY <input type="checkbox"/> U. S. Certificated Mechanic. <input type="checkbox"/> Foreign Certificated Mechanic. <input checked="" type="checkbox"/> Certificated Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)			c. CERTIFICATE NO. Repair Station #4132 Radio-Class I, III.	
6. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.							
November 8, 1963 <small>(Date repair and/or alteration completed)</small>			Charles F. Shea <small>(Signature of authorized individual)</small>				
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items) Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is							
6. <input checked="" type="checkbox"/> APPROVED } BY		<input type="checkbox"/> FAA Designee <input type="checkbox"/> Manufacturer <input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft <input type="checkbox"/> REJECTED } <input type="checkbox"/> FAA Flight Standards Inspector <input checked="" type="checkbox"/> Repair Station <input type="checkbox"/> Other (Specify)					
Nov. 12, 1963 <small>(Date of approval or rejection)</small>		George A. Gregorian George A. Gregorian Chief Inspector <small>(Signature of authorized individual, title or identification number)</small>					
7. TO BE COMPLETED ONLY BY FAA PERSONNEL							
<input type="checkbox"/> Forwarded for engineering comment		<input type="checkbox"/> See attached memorandum		<input type="checkbox"/> Spot Checked			
EASTERN REGION GABO NO. 1-14 <small>(FAA designation number)</small>		Accepted 11-12-63 <small>(Date)</small>		Reinspected 11-12-63 <small>(Date)</small>			
		DEC 3 1963 <small>(Date)</small>		Paul C. Williams <small>(Signature Flight Standards Inspector)</small>			

MICRO INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED*

Item	Weight	Arm	Moment
AIRCRAFT EMPTY WEIGHT	6,269.0	114.0	714,496.0
(2) ARC RT-11A Transmitter-Receiver	27.6	29.0	800.4
(2) ARC DV-15A Power Supplies	8.2	15.0	123.0
" R-34A VHF Receiver	6.7	36.0	241.2
" R-34A " "	6.7	42.0	281.4
" B-13A-1 Omni Converter	6.1	36.0	219.6
" B-13A-1 " "	6.1	42.0	256.2
(2) " E-14 Rack	4.6	39.0	179.4
" CT-1D Compass Transmitter (left wing)	2.0	139.0	278.0
" IN-10-1 Course Indicator	3.3	62.0	204.6
" CA-14B Computer Amplifier	4.4	21.0	92.4
" A-13B Antenna	3.6	101.0	363.6
" C-103A Control Unit	.5	62.0	31.0
" G-20B Gyro - Slaved	3.2	61.0	195.2
" IN-11 Slave Meter	.1	62.0	6.2
" IN-14I Course Indicator	3.4	61.0	207.4
" R-30A Receiver & Mounting	7.7	25.0	192.5
" DV-14A Dynaverter	3.9	33.0	128.7
" C-59A Control Unit	1.6	62.0	99.2
" L-11 ADF Loop	4.5	185.0	832.5
Bendix RDR-1D Radar	28.7	24.0	688.8
" SYN-1B Sync. Power Supply	21.0	24.0	504.0
" Con - IL Control Head	1.5	62.0	93.0
Narco T-24RP-9 DME Power Supply	6.0	21.0	126.0
" UDI-2R Interrogator	8.7	21.0	182.7
Collins 51V-3 G/P Receiver	6.5	21.0	136.5
" 51Z-2 Marker Receiver	4.9	21.0	102.9
Tamar VHF Communications Antenna	2.0	168.0	336.0
" " " "	2.0	295.0	590.0
Bendix ANT-1G Radar Antenna & Bracket	16.0	6.0	96.0
" PPI-1D Indicator Slope with Mounting	18.5	88.0	1,628.0
Collins 621-A Transponder	27.1	24.0	650.4
(2) Gable G-1126 Control Head	3.0	62.0	186.0
" G-1342 " "	1.5	62.0	93.0
AC CAT-2 Skyphone Transceiver with shock-mount	25.0	108.0	2,700.0
" CCU-1 Control Unit (phone)	2.0	116.0	232.0
" Antenna - Skyphone	1.5	94.0	141.0

(Continued)

*If additional space is needed attach additional sheets bearing aircraft identification number and date work completed. Check block if additional sheets are attached.



EQUIPMENT INSTALLATION
 (Continued)

BEECH H-189
 SER. # BA-653
 N 84-D

November 7, 1963

Electrical System: (2) 28 Volt, 100 Amp. Generators.
 Electrical running load analysis attached.

This installation complies with the applicable sections of CAR-3.

THE AIRCRAFT MUST BE LOADED IN ACCORDANCE WITH APPROVED LOADING CHART, ATTACHED TO AIRCRAFT FLIGHT MANUAL CORRECTED TO CURRENT EMPTY WEIGHT AND C. G. AIRCRAFT EQUIPMENT LIST MADE CURRENT BY THE ADDITION OF THE ABOVE INSTALLATIONS.

ELECTRICAL RUNNING LOAD ANALYSIS

Unit	Amps.
Navigation Lights	2.4
(2) Rotating Beacons	6.0
Wing De-Icers	10.0
Propeller Anti-Icers	2.0
Windshield Wipers	7.6
Pitot Heater	3.3
Misc. Indicators, lights, solenoids, etc.	3.7
ARC Comm. #1	4.2
ARC Comm. #2	4.2
ARC Nav. #1	2.5
ARC Nav. #2	2.5
ARC ADF	2.1
Collins Marker Receiver	2.5
Collins Glide Path Receiver	2.5
Collins Transponder	6.0
Bendix Radar	32.0
TOTAL ELECTRICAL RUNNING LOAD	93.5 AMPS.

OKTAVHOMV CILA' OKLY

NOV 51 8 40 AM '63

FEDERAL AVIATION
 AGENCY - WASHINGTON

MICRO

**EQUIPMENT INSTALLATION
 (Continued)**

November 11, 1963

ENGINE 1-100
 SER. # DA-523
 M 812-100

Electrical System (2) 28 Volt, 100 Amp. Generators.
 Electrical running load analysis attached.

This installation complies with the applicable sections of CAR-3.

THE AIRCRAFT MUST BE LOADED IN ACCORDANCE WITH APPROVED LOADING
 CHART, ATTACHED TO AIRCRAFT FLIGHT MANUAL CORRECTED TO CURRENT
 EMPTY WEIGHT AND C. G. AIRCRAFT EQUIPMENT LIST MADE CURRENT BY
 THE ADDITION OF THE ABOVE INSTALLATIONS.

**ELECTRICAL RUNNING LOAD
 ANALYSIS**

Amperes	Unit
2.4	Navigation Lights
5.0	(2) Rotating Beacon
10.0	Wing De-Icers
2.0	Propeller Anti-Icers
7.8	Wingfield Wipers
3.3	Pilot Heater
3.7	Misc. indicators, lights, solenoids, etc.
4.2	ARC Comm. #1
4.3	ARC Comm. #2
2.5	ARC Nav. #1
2.5	ARC Nav. #2
2.1	ARC ADF
2.5	Collins Marker Receiver
2.5	Collins Glide Path Receiver
2.5	Collins Transponder
2.0	Banking Indicator
22.0	TOTAL ELECTRICAL RUNNING LOAD
22.5	RESERVE

OKLAHOMA CITY, OKLA.
 NOV 21 8 40 AM '63
 FEDERAL AVIATION
 AGENCY--AIRCRAFT
 REGISTRATION BRANCH

N 84-D
Serial # BA-653
November 7, 1963

(Continued)

Page 3

Installed the Following Radio in Aircraft

	Item	Weight	Arm	Moment
ARC	Antenna - Marker Beacon	1.0	82.0	82.0
	Antenna - Transponder	.5	95.0	47.5
	Antenna - DME Narco	.3	32.0	9.6
	Antenna - ADF Sense	2.0	120.0	240.0
(2)	Smith M-1024 Amplifier	1.5	62.0	93.0
	Barfield 3180-2 Radar Gyro	5.0	60.0	300.0
	Narco Indicator	1.0	62.0	62.0
	"J" Box, Misc. Hardware, Wiring, Etc.	28.6	44.0	1,258.4
	Rotating Beacon - Upper Beech Kit #573-1	2.0	363.0	726.0
	" " Lower Beech Kit #573-4	2.0	195.0	390.0
(2)	Motorola 2-850633 Speaker	2.0	103.0	206.0
	Leland SE-8-3 Inverter	32.0	90.0	2,880.0
		6,627.0	110.8	734,009.3

(Explanation of this installation on the following Pages 4, 5, and 6.)

OKGYNONV CILA'OKLV

NOV 11 8 40 AM '63

FEDERAL BUREAU OF INVESTIGATION
U.S. DEPARTMENT OF JUSTICE



(Continued)

November 1, 1933
 Serial # BA-952

Installed the Following Radio in Aircraft

Weight	Item
1.0	Antenna - Marker Beacon
2.0	Antenna - Transponder
3.0	Antenna - DME Radio
3.0	Antenna - ADF Sense
1.0	(S) Smith M-1024 Amplifier
2.0	Barfield 8180-2 Radar Gyro
1.0	Naval Indicator
28.8	1" Box Misc. Hardware, wiring, etc.
2.0	Rotating Beacon - Upper Bech Kit #73-1
2.0	Lower Bech Kit #73-4
2.0	(S) Motorola 2-85033 Speaker
2.0	Island 22-8-3 Inverter

3,327.0 110.8434,000.3

(Explanation of this installation on the following pages 1, 2, and 3.)

OKLAHOMA CITY, OKLA.

NOV 21 8 40 AM '33

FEDERAL AVIATION
 AGENCY - AIRCRAFT
 REGISTRATION BRANCH

EQUIPMENT INSTALLATION
 (Continued)

BEECH H-18S
 SER. # BA-653
 N 84-D

November 7, 1963

Original Beech top shelf extended six inches aft. using same Goodyear MHC-201 Bondolite material, that Beech Aircraft Corp., uses for their shelf installation. The lower shelf is as originally installed by Beech. Equipment mounted on shelves with AN526-1032 screws and AN365-10 nuts. (attached Dwg. # 181-05)

Top Shelf		Lower Shelf	
(2)	RT-11A ARC Trans-Receiver	(2)	B-13A-1 ARC Omni Converter
(2)	DV-15A ARC Power Supplies	(2)	R-34A ARC Receiver
	DV-14A ARC Dynaverter		CA-14B ARC Computer Amplifier
	621-A Collins Transponder		R-30A ARC ADF Receiver
	RDR-1D Bendix Radar		51-V3 Collins Glide Path
	SYN-1B Bendix Power Supply		51-Z2 Collins Marker Beacon
			T24-RP9 Narco Power Supply DME
			UDI-2R Narco Interrogator
116.5 Lbs.		63.1 Lbs.	
TOTAL WEIGHTS			

Top shelf in original configuration approved by Beech for 190.0 Lbs. (ref. Beech Service News Vol. X#9.) Six inch extension supports at least 25.0 Lbs.

This section was static tested to 6.6 x 25. or 165.0 Lbs. with no distortion of the shelf or adjacent structure. Complete shelf was tested to 6.6 x 140. or 924.0 Lbs. with no distortion of shelf or adjacent structure.

Lower shelf approved for load of 220.0 Lbs. (ref. Beech Service News Vol. X, #9.) All units mounted with AN526-1032 screws and AN365 nuts.

Leland Inverter mounted in right wing stub, on structure originally designed to support a 59.0 Lbs. battery, and secured to this structure with 4-AN4 bolts and AN365 nuts.

Bendix ANT-G Radar Antenna mounted on brackets at fuselage station #10, antenna secured to brackets with hardware supplied by Bendix.

The brackets were secured to station #10, (fuselage bulkhead #1) with six (6) AN3 bolts, and AN365 nuts, through bulkhead flanges and center transverse angle. Bracket and bulkhead structure, static tested to the following values with no distortion of mount, bulkhead, or adjacent structure. (Dwg. # 181-06)

Down	6.6 x 16	105.6 Lbs.
Side	1.5 x 16	24.0 "
Up	3.0 x 16	48.0 "

The antenna has adequate clearance from nose dome through complete antenna travel. ADF loop installed on bottom of fuselage using hardware supplied by ARC. .040" doubler was riveted into stringers and bulkheads on all four sides with AN455-AD rivets, to stiffen cut-out.

(Continued)



EQUIPMENT INSTALLATION
(Continued)

REVISIONS
REV. # RA-828
11-81-D

November 7, 1982

Original Beech top shell extended six inches aft. using same Goodyear MHC-201
bondable material, that Beech Aircraft Corp., uses for their shell installation. The
lower shell is as originally installed by Beech. Equipment mounted on sleeves with
AN328-1032 screws and AN328-10 nuts. (attached Dwg. # 181-03)

Lower Shell		Top Shell	
UD1-23	Navco Interrogator	SYN-13	Bendix Power Supply
T24-RP8	Navco Power Supply DME	RDR-1D	Bendix Radar
61-V3	Collins Marker Beacon	621-A	Collins Transponder
61-V2	Collins Glide Path	DV-14A	ARC Dwyerfer
R-30A	ARC ADX Receiver	DV-15A	ARC Power Supplies
CA-1AB	ARC Computer Amplifier	RT-11A	ARC Trans-Receiver
R-34A	ARC Receiver		
R-13A-1	AHC Omni Converter		

TOTAL WEIGHTS 116.5 lbs. 83.1 lbs.

Top shell in original configuration approved by Beech for 190.0 lbs. (incl. Beech Service
News Vol. #73.) Six inch extension supports at least 35.0 lbs.

This section was static tested to 8.8 x 25. or 168.0 lbs. with no distortion of the shell
or adjacent structure. Complete shell was tested to 8.8 x 140. or 321.0 lbs. with no
distortion of shell or adjacent structure.

Lower shell approved for load of 230.0 lbs. (incl. Beech Service News Vol. #73.)
All units mounted with AN328-1032 screws and AN328 nuts.

Behind Inverter mounted in right wing stub, on structure originally designed to support
a 50.0 lbs. battery, and secured to this structure with 4-AN4 bolts and AN328 nuts.

Bendix ANT-G Radar Antenna mounted on brackets at fuselage station #10. Antenna
secured to brackets with hardware supplied by Bendix.

The brackets were secured to station #10. (fuselage bulkhead #1) with six (6) AN4 bolts
and AN328 nuts, through bulkhead flanges and center transverse angle. Bracket and
bulkhead structure, static tested to the following values with no distortion of mount,
(Dwg. # 181-03)

Up	3.0 x 18	43.0
Side	1.5 x 18	34.0
Down	8.8 x 18	102.8 lbs.

The antenna has adequate clearance from nose dome through complete antenna travel.
ADP loop installed on bottom of fuselage using hardware supplied by ABC. 640" diameter
was riveted into stringers and bulkheads on all four sides with AN453-AD rivets, to
allow out-out.

(Continued)

EQUIPMENT INSTALLATION
 (Continued)

Page 5

BEECH H-18S
 SER. # BA-653
 N 84-D

November 7, 1963

ADF Sense Antenna Mast mounted on belly of fuselage at sta. #199. Bendix PPI-1 Radar Scope and control mounted on hinged mount, and secured to the cockpit floor between Pilot and Co-Pilot with AN3 bolts and AN365 nuts. (Dwgs. #181-04 & #181-09)

Installation static tested to the following values, with no distortion to mount or adjacent structure.

Up	3.0 x 20.0	60.0 Lbs.
Down	6.6 x 20.0	132.0 "
Forward	9.0 x 20.0	180.0 "
Sideward	1.5 x 20.0	30.0 "

Scope mount placarded "Scope must be in down position and not used during Take-off or Landing".

ARC CT-1D Remote Compass Transmitter mounted in left wing, in accordance with ARC Dwg. #FES-1120, & Dwg. # 181-07.

The following units mounted in the instrument panel with AN Brass Screws.

ARC IN-10-1	Course Indicator	Bendix	CON-IL	Control Head
" C-103A	Control Unit	(2) Gable	G-1126	Control Head
" G-20B	Gyro Slaved	"	G-1342	Control Head
" IN-11	Slave Meter	(2) Smith	M-1024	Amplifier
" IN 14I	Course Indicator	Narco		Indicator
" C-59A	Control Unit	Barfiled	3180-2	Radar Gyro

ARC A13-B Antenna mounted on top of fuselage, with an .040" 2024ST aluminum doubler, riveted to the fuselage skin and stringers.

(2) Tamar antennas mounted on top of fuselage on Beech installed doublers. Marker Beacon, Skyphone, DME, and Transponder Antennas were installed on the lower part of fuselage, in the standard method of installation, with their own hardware.

Junction Box 14"x34"x3" constructed from .040" 2024ST aluminum, and attached to #3 bulkhead crosschannel by AN257-P5 hinge, which was secured to the Junction Box and channel with AN526-832 screws and AN365 nuts. The box is hinged at the bottom, to provide access to back of instrument panel from nose section. Box is held upright against #3 bulkhead with AN526 screws and AN365 nuts.

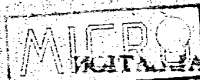
Klixon Type D7270-1 circuit breakers, of the following values used.

ARC Comm	#1	10. Amps	Collins	51V-3	5. Amps.
" "	#2	10. "	"	51Z-2	5. "
" Nav.	#1	5. "	Narco	UDI-2B	10. "
" "	#2	5. "	Collins	621-A	3. "
" Isol. Ampl.		5. "	AC	CAT-2	10. "
" ADF		5. "	Bendix	RDR-ID	3. "
" CD-4		5. "			

Klixon Overload D7235-4-50, used on Bendix Radar System

All power leads comply with unit manufacturers recommendations and are connected to the main aircraft buss.

(Continued)



EQUIPMENT INSTALLATION
(Continued)

Page 2

November 1977

ANTenna mounted on belly of fuselage at sta. #191. Lens #191-1.
Scope and control mounted on hinged mount, and secured to the cockpit floor
between Pilot and Co-Pilot with AN3 bolts and AN385 nuts. (Dwgs. #181-04 & #181-03)

Installation static tested to the following values, with no distortion to mount or structure:

Up	3.0 x 30.0	60.0 lbs.
Down	6.0 x 30.0	132.0 "
Forward	8.0 x 30.0	180.0 "
Sideward	1.5 x 30.0	30.0 "

Scope mount discarded. Scope must be in down position and not used during Take-off or Landing.

ARC CT-12 Remote Compass Transmitter mounted in left wing, in accordance with ARC Dwg. #181-120, & Dwg. #181-07.

The following units mounted in the instrument panel with AN Brass screws.

ARC IM-10-1	Course Indicator	Index	CON-12	Control Head
"	"	(2) Gable	G-1188	Control Head
"	"	"	G-1342	Control Head
"	"	(2) Smith	M-1024	Amplifier
"	"	Narco		Indicator
"	"	Battled	3180-8	Radar Gyro

ARC A18-B Antenna mounted on top of fuselage, with an "040" 2024-T3 aluminum gongler, riveted to the fuselage skin and stringers.

(2) Fanner antennas mounted on top of fuselage on Beech installed doublers. Antenna Beacon, Gyrocompass, DME, and Transponder Antennas were installed on the lower part of fuselage, in the standard method of installation, with their own hardware.

Junction Box 14"x31"x3" constructed from .040" 2024-T3 aluminum, and attached to fuselage crossbeam by AN27-P5 hinge, which was secured to the Junction Box and channel with AN38-832 screws and AN385 nuts. The box is hinged at the bottom, to provide access to back of instrument panel from nose section. Box is held upright against fuselage with AN388 screws and AN385 nuts.

Minion Type DT370-1 circuit breakers, of the following values used:

ARC Comm	#1	10.0	Amps	Collins	21V-3	5.0	Amps
"	#2	10.0	"	"	21V-3	5.0	"
"	#1	5.0	"	Narco	UDI-23	10.0	"
"	#2	5.0	"	Collins	231-A	5.0	"
"	"	5.0	"	AC	CAT-3	10.0	"
"	"	5.0	"	Bendix	RDR-1D	5.0	"
"	"	5.0	"	Minion Overload DT370-1	used on Bendix Radar		

All power leads comply with manufacturer's recommendations and are connected to the main circuit bus.

(Continued)

375 392

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION				Form approved. Budget Bureau No. 41-R0524.	
MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)					
1. AIRCRAFT	MAKE BEECHCRAFT	MODEL H-18	SERIAL NO. BA-653	NATIONALITY AND REGISTRATION MARK N84D 0084D	
2. OWNER	NAME (First, middle, last) BEECH AIRCRAFT CORPORATION		ADDRESS (Street and number, city, zone and State) Wichita, Kansas		
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18. 2					
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME.	***** (As described in item 1 above) *****				
b. POWERPLANT	Pratt & Whitney	R-985-AH-11A	23047		X
c. PROPELLER			BA653R		
d. APPLIANCE	TYPE AND MANUFACTURER				
4. AIRCRAFT WEIGHT AND BALANCE DATA <small>This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.</small>					
<small>*AFTER the repairs and/or alterations described below were made.</small>					
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*		USEFUL LOAD (Pounds)*	
(Superseded) See Manufacture Weight and Balance, dated 9-24-63.					
5. CONFORMITY STATEMENT (Complete and check)					
a. AGENCY'S NAME AND ADDRESS		b. KIND OF AGENCY		c. CERTIFICATE NO.	
DALLAS AERO SERVICE, INC. 3300 Love Field Drive Dallas 35, Texas		<input type="checkbox"/> U. S. Certificated Mechanic. <input type="checkbox"/> Foreign Certificated Mechanic. <input checked="" type="checkbox"/> Certificated Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)		# 168 - Power Plant Limited	
d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
8-19-63 <small>(Date repair and/or alteration completed)</small>		Billy J. Hicks Chief Inspector <small>(Signature of authorized individual)</small>			
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)					
Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is:					
6 <input checked="" type="checkbox"/> APPROVED } BY { <input type="checkbox"/> CAA Designee <input type="checkbox"/> Manufacturer <input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft <input type="checkbox"/> REJECTED } <input type="checkbox"/> CAA Aviation Safety Agent <input checked="" type="checkbox"/> Repair Station <input type="checkbox"/> Other (Specify) # 168					
8-19-63 <small>(Date of approval or rejection)</small>		Billy J. Hicks Chief Inspector <small>(Signature of authorized individual; title or identification number)</small>			
7. TO BE COMPLETED ONLY BY CAA PERSONNEL					
a. <input type="checkbox"/> Forwarded for engineering comment <input type="checkbox"/> See attached memorandum					
b. <input checked="" type="checkbox"/> Accepted 10-15-63 <input type="checkbox"/> Reinspected <input type="checkbox"/> Spot Checked					
CE-EMDO 43 3-43 <small>(CAA designation number)</small>		Albert C. Ross <small>(Signature Aviation Safety Agent)</small>			

8 OCT 24 1963

MICRO INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

1. Complied with STC SE2-943 in accordance with installation instructions SAS-3.

*If additional space is needed attach additional sheets and registration mark and date work completed.
Check block if additional sheets are attached.

U.S. GOVERNMENT PRINTING OFFICE: 1980-O-538224

Form FAA-887 (4-82)

OCT 16 9 59 AM '82
FEDERAL AVIATION
AGENCY--AIRCRAFT
REGISTRATION BRANCH

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION				Form approved. Budget Bureau No. 41-R052.4	
MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)					
1. AIRCRAFT	MAKE BEECHCRAFT	MODEL H-18	SERIAL NO. BA-653	NATIONALITY AND REGISTRATION MARK N84D 0084D	
2. OWNER	NAME (First, middle, last) BEECH AIRCRAFT CORPORATION		ADDRESS (Street and number, city, zone and State) Wichita, Kansas		
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18. 3					
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	***** (As described in item 1 above) *****				
b. POWERPLANT	Pratt & Whitney	R-985-AH-14B	23047	X	X
c. PROPELLER			BA-653R		
d. APPLIANCE	TYPE AND MANUFACTURER				
4. AIRCRAFT WEIGHT AND BALANCE DATA <small>This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.</small>					
CATEGORY		EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*	
(Superseded) See Manufacture Weight and Balance, dated 9-24-63.					
5. CONFORMITY STATEMENT (Complete and check)					
a. AGENCY'S NAME AND ADDRESS		b. KIND OF AGENCY		c. CERTIFICATE NO.	
DALLAS AERO SERVICE, INC. 3300 Love Field Drive Dallas 35, Texas		<input type="checkbox"/> U. S. Certificated Mechanic. <input type="checkbox"/> Foreign Certificated Mechanic. <input checked="" type="checkbox"/> Certificated Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)		# 168 - Power Plant Limited	
d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
<u>8-19-63</u> <small>(Date repair and/or alteration completed)</small>		<u>Beezy J. Hicks</u> Chief Inspector <small>(Signature of authorized individual)</small>			
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)					
Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is					
<input checked="" type="checkbox"/> APPROVED } BY { <input type="checkbox"/> CAA Designee <input type="checkbox"/> Manufacturer <input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft <input type="checkbox"/> REJECTED } <input type="checkbox"/> CAA Aviation Safety Agent <input checked="" type="checkbox"/> Repair Station <input type="checkbox"/> Other (Specify) # 168					
<u>8-19-63</u> <small>(Date of approval or rejection)</small>		<u>Beezy J. Hicks</u> Chief Inspector <small>(Signature of authorized individual; title or identification number)</small>			
7. TO BE COMPLETED ONLY BY CAA PERSONNEL					
a. <input type="checkbox"/> Forwarded for engineering comment <input type="checkbox"/> See attached memorandum					
b. <input checked="" type="checkbox"/> Accepted <u>10-15-63</u> <input type="checkbox"/> Reinspected <input type="checkbox"/> Spot Checked <input type="checkbox"/> (Date) <input type="checkbox"/> (Date)					
<u>CE-EMDD 43 3-43</u> <small>(CAA designation number)</small>		<u>Albert C. Ross</u> <small>(Signature Aviation Safety Agent)</small>			



INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED:

OKLAHOMA CITY, OKLA.

OCT 16 9 59 AM '82

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

Check block if additional sheets are attached.

FEDERAL AVIATION
ADMINISTRATION
ALBUQUERQUE
NEW MEXICO 87102-0532

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION				Form approved, Budget Bureau No. 41-R0624.	
MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)					
1. AIRCRAFT	MAKE BEECHCRAFT	MODEL H-18	SERIAL NO. BA-653	NATIONALITY AND REGISTRATION MARK N84D 0084D	
2. OWNER	NAME (First, middle, last) BEECH AIRCRAFT CORPORATION		ADDRESS (Street and number, city, zone and State) Wichita, Kansas		
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.					
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	***** (As described in item 1 above) *****				
b. POWERPLANT	Pratt & Whitney	R-985-AN-1-14B	7539		K
c. PROPELLER			BA-653L		
d. APPLIANCE	TYPE AND MANUFACTURER				
4. AIRCRAFT WEIGHT AND BALANCE DATA <small>This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.</small>					
<small>*AFTER the repairs and/or alterations described below were made.</small>					
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*		USEFUL LOAD (Pounds)*	
(Superseded) See Manufacture Weight and Balance, dated 9-24-63.					
5. CONFORMANCE STATEMENT (Complete and check)					
a. AGENCY'S NAME AND ADDRESS			b. KIND OF AGENCY		c. CERTIFICATE NO.
Dallas Aero Service, Inc. 3300 Love Field Drive Dallas 35, Texas			<input type="checkbox"/> U. S. Certificated Mechanic. <input type="checkbox"/> Foreign-Certificated Mechanic. <input checked="" type="checkbox"/> Certificated Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)		#168 -Power Plant Limited
d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part-18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
<u>7/23/63</u> (Date repair and/or alteration completed)			<u>Henry A. Tracy</u> General Manager (Signature of authorized individual)		
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)					
Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is					
6 <input checked="" type="checkbox"/> APPROVED } BY { <input type="checkbox"/> CAA Designee <input type="checkbox"/> Manufacturer <input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft <input type="checkbox"/> REJECTED } <input type="checkbox"/> CAA Aviation Safety Agent <input checked="" type="checkbox"/> Repair Station <input type="checkbox"/> Other (Specify) #168					
<u>7/23/63</u> (Date of approval or rejection)			<u>Henry A. Tracy</u> General Manager (Signature of authorized individual; title of identification number)		
7. TO BE COMPLETED ONLY BY CAA PERSONNEL					
a. <input type="checkbox"/> Forwarded for engineering comment <input type="checkbox"/> See attached memorandum					
b. <input checked="" type="checkbox"/> Accepted <u>10-15-63</u> <input type="checkbox"/> Reinspected <input type="checkbox"/> Spot Checked _____ (Date) (Date) (Date)					
<u>CE-EMDO 43 3-43</u> (CAA designation number)			<u>Albert C. Ross</u> (Signature Aviation Safety Agent)		

MICRO INSTRUCTIONS

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

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

5. DESCRIPTION OF WORK ACCOMPLISHED:

1. Complied with STC SEP-943 in accordance with installation instructions S48-3.

OKLAHOMA CITY, OKLA

OCT 16 9 59 AM '82

*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.
Check block if additional sheets are attached.

FEDERAL AVIATION
AGENCY AIRCRAFT
REGISTRATION BRANCH

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION				Form approved. Budget Bureau No. 41-R052.4	
MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)					
1. AIRCRAFT	MAKE BEECHCRAFT	MODEL H-18	SERIAL NO. BA-653	NATIONALITY AND REGISTRATION MARK N84D 0084D	
2. OWNER NAME (First, middle, last) BEECH AIRCRAFT CORPORATION		ADDRESS (Street and number, city, zone and State) Wichita, Kansas			
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.					
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	***** (As described in item 1 above) *****				
b. POWERPLANT	Pratt & Whitney	R-985-AW-1-14B	7533	X	
c. PROPELLER			BA653L		
d. APPLIANCE	TYPE AND MANUFACTURER				
4. AIRCRAFT WEIGHT AND BALANCE DATA This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable. *AFTER the repairs and/or alterations described below were made.					
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*		
(Superseded) See Manufacture Weight and Balance, dated 9-24-63.					
5. CONFORMITY STATEMENT (Complete and check)					
a. AGENCY'S NAME AND ADDRESS		b. KIND OF AGENCY		c. CERTIFICATE NO.	
Dallas Aero Service, Inc. 3300 Love Field Drive Dallas 35, Texas		<input type="checkbox"/> U. S. Certificated Mechanic. <input type="checkbox"/> Foreign Certificated Mechanic. <input checked="" type="checkbox"/> Certificated Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)		#168 - Power Plant Limited	
d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
7-23-63 (Date repair and/or alteration completed)		Henry H. Tracy General Manager (Signature of authorized individual)			
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items) Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is					
<input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED		BY { <input type="checkbox"/> CAA Designee <input type="checkbox"/> Manufacturer <input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft <input type="checkbox"/> CAA Aviation Safety Agent <input checked="" type="checkbox"/> Repair Station <input type="checkbox"/> Other (Specify)			
7-23-63 (Date of approval or rejection)		Henry H. Tracy General Manager (Signature of authorized individual; title of identification number)			
7. TO BE COMPLETED ONLY BY CAA PERSONNEL					
a. <input type="checkbox"/> Forwarded for engineering comment <input type="checkbox"/> See attached memorandum					
b. <input checked="" type="checkbox"/> Accepted 10-15-63 <input type="checkbox"/> Reinspected <input type="checkbox"/> Spot Checked (Date) (Date) (Date)					
CE-EMDO 43 (CAA designation number)		3-43 Albert C. Bass (Signature Aviation Safety Agent)			

MICRO INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, propeller or appliance. After the repair and/or alteration has been inspected and item 8 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the FAA for administrative purposes.

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

8. DESCRIPTION OF WORK ACCOMPLISHED.

"Since no previous historical record is available, Dallas Aero Service, Inc. Certifies this date, 7-23-63, that this Engine Model R985AH-14 Serial Number 7533, has 0:00 time since disassembled, inspected and reassembled, and all clearances and tolerances lie between the minimum and maximum limits established for new engine parts as shown in the Pratt & Whitney Overhaul Manual. Installed all new standard size barrelled cylinders, piston rings, blower bearings, ignition harness and gaskets. All applicable airworthiness directives and manufacturers service bulletins have been complied with and are listed below."

AD Note 62-11-5	CLW	7-23-63
AD Note 56-6-2E	CLW	7-23-63
AD Note 57-5-4-1	CLW	7-23-63
Mfgr.'s S/B's:		
621	CLW	7-23-63
871	CLW	7-23-63
1000 Rev. M	CLW	7-23-63
1118 Rev. A	CLW 100 AMP	7-23-63
1183 Rev. B	CLW	7-23-63
1263	CLW	7-23-63
1306 Rev. C	CLW	7-23-63
1488-14F56	CLW	7-23-63
1546	CLW	7-23-63
1567 Rev. A (No maint. required)		
1595 N/A (No rework required) to this engine		
1655 N/A (No replacement of Tin-plated bearings used)		
1671 Sup. 1, Rev. A	CLW	7-23-63
1693	CLW	7-23-63
1730	CLW	7-23-63
1740	CLW	7-23-63
S.T.C. SE2-943	CLW	7-23-63
Parts Discont #1821	CLW	7-23-63

OKLAHOMA CITY, OKLA

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

Check block if additional sheets are attached.

FEDERAL AVIATION
AGENCY--AIRCH
1155 E. UNIVERSITY AVENUE, ROOM 1100
WASHINGTON, D.C. 20514

Form FAA-887 (4-62)