

FAA



US Department of Transportation
Federal Aviation Administration

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

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

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark N5058L	Serial No. 558-79
	Make BELLANCA	Model 8KCAB
2. Owner	Name (As shown on registration certificate) WINTERS DAVID J	
	Address (As shown on registration certificate) Address PO BOX 1542	
	City REDWAY	State CALIFORNIA
	Zip 95560-1542	Country UNITED STATES

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	BELLANCA	(As described in Item 1 above)	558-79
<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		C. Certificate No. 61SR208D
Name LASAR, INC.	Address 900F SKYPARK ROAD City LAKEPORT State CALIFORNIA Zip 95453 Country UNITED STATES	<input type="checkbox"/> U. S. Certificated Mechanic	<input type="checkbox"/> Manufacturer	
		<input type="checkbox"/> Foreign Certificated Mechanic		
		<input checked="" type="checkbox"/> Certificated Repair Station		
		<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
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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. 61SR208D	Signature/Date of Authorized Individual <i>Chris Stephens Christopher Stephens 09/25/2019</i>
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NOTICE

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

B. Description of Work Accomplished

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

N5058L

09/25/2019

Nationality and Registration Mark

Date

ALTERATION BY INSTALLATION OF A UAVIONIX SKYBEACON P/N UAV-1001856-002.

REPLACED EXISTING LEFT WING OEM RED POSITION LIGHT AND STROBE ASSEMBLY WITH UAVIONIX SKYBEACON ASSEMBLY IN ACCORDANCE WITH SKYBEACON STC INSTALLATION GUIDE, DOCUMENT # UAV-1002305-001. USED EXISTING OEM POSITION LIGHT CIRCUIT AND CONFIRMED APPROPRIATE PER AC43.13-1B CHAPTER 11, SECTION 5&6.

RED POSITION LIGHT WAS TERMINATED TO THE SKYBEACON POSITION LIGHT WIRE (RED WIRE) USING ENVIRONMENTAL SPLICE (PART # UAV-1001487-001 OR EQUIVALENT). SKYBEACON GROUND WIRE (BLACK WIRE) WAS TERMINATED TO AIRFRAME STRUCTURE AS APPROPRIATE. PLACARD INSTALLED NEXT TO POSITION LIGHT SWITCH. THE STROBE POWER SPLICED TO THE BUS CONNECTING THE STROBE SWITCH.

CONFIGURATION OF THE SKYBEACON WAS PERFORMED WITH THE FOLLOWING DATA:

- ANONYMOUS MODE OFF
- CALL SIGN: (#N5058L)
- ICAO NUMBER: (A64FFE)
- ADS-B IN CAPABILITY: N/A
- POSITION LIGHT: ON
- ANTI-COLLISION LIGHT: ON
- EMITTER TYPE: LIGHT AIRCRAFT (<15,000LBS)
- AIRCRAFT LENGTH: <=15m
- AIRCRAFT WIDTH: <=23m

- 2. MAINTENANCE AND TROUBLE SHOOTING INSTRUCTIONS: UAVIONIX DOCUMENT # UAV-1002112-001
- 3. AIRPLANE FLIGHT MANUAL SUPPLEMENT: UAVIONIX DOCUMENT # UAV-1002111-001
- 4. AIRWORTHINESS LIMITATIONS: NO ADDITIONAL AIRWORTHINESS LIMITATIONS.
- 5. WEIGHT AND BALANCE HAS BEEN UPDATED TO REFLECT CHANGES. EQUIPMENT LIST WAS REVISED.
- 6. THE ABOVE MODIFICATION WAS FOUND NOT TO INTERFERE WITH OTHER INSTALLED SYSTEMS AND/OR MODIFICATIONS AND DOES NOT EXCEED 80% OF GENERATOR OUTPUT. NO ADVERSE INTERFERENCE TO RADIOS AND NAVIGATION SYSTEMS FROM RFI WAS FOUND WHILE OPERATING THE SKYBEACON DURING THE CONFIGURATION PROCESS. THE INSTALLED ADS-B OUT SYSTEM WAS SHOWN TO MEET THE EQUIPMENT PERFORMANCE REQUIREMENTS OF 14 CFR SECTION 91.227.

-----end-----

Additional Sheets Are Attached



U.S. Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification *108377*

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

1. Aircraft	Make <i>Bellanca</i>	Model <i>BKCAB</i>
	Serial No. <i>558-79</i>	Nationality and Registration Mark <i>N5058L</i>
2. Owner	Name (As shown on registration certificate) <i>Nickel, John C.</i>	Address (As shown on registration certificate) <i>5335 College Ave., Suite 5 OAKLAND, CA 94618-2804</i>

3. For FAA Use Only

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

10-1-99
DATE _____ SIGNATURE _____ OAK-FSDO

4. Unit Identification

5. Type

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
<i>Richard K Dodge / North Field Aviation PO Box 6087, Hanger L908 Oakland Airport Oakland CA 94603</i>	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	<i>555045849</i>
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> Manufacturer	

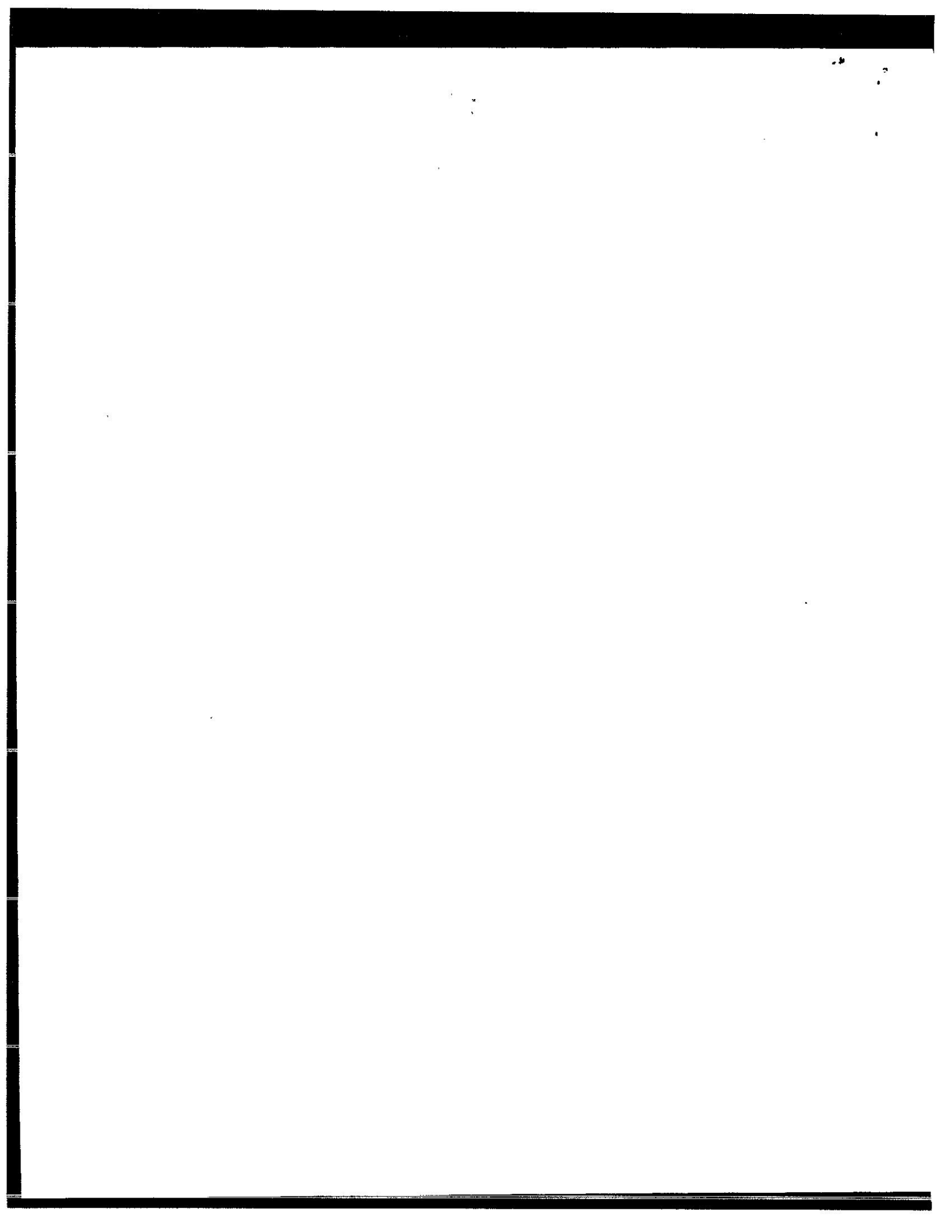
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and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

Date <i>9/29/99</i>	Signature of Authorized Individual <i>Richard K. Dodge</i>
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7. Approval for Return To Service

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

BY	<input type="checkbox"/> FAA Fit Standards Inspector	<input type="checkbox"/> Manufacturer	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)
	<input type="checkbox"/> FAA Designee	<input type="checkbox"/> Repair Station	<input type="checkbox"/> Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <i>10/4-99</i>		Certificate or Designation No. <i>555045849</i>		Signature of Authorized Individual <i>Richard K. Dodge</i>



NOTICE

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

3. Description of Work Accomplished

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

Installed into N5058L, Bellanca 8KCAB, S/N 558-79, a mounting plate for an Antenna - Marker, boat type, p/n CI 102. Installation was performed to assist Bay Avionics, Oakland CA for a future installation of the above mentioned antenna.

A 11.5 inch by 15 inch piece of 2024-T3 aluminum, .032 inch thick, was used to fabricate the mounting plate.

See attachment Draw ings 3a, 3b, & 3c for details of location, fabrication and mounting of the mounting plate.

All mounting rigidity requirements prescribed in FAA AC43.13-2A have been met or exceeded.

Data used for installation is from:

- (1) AC.43.13-1B paragraphs 1-71, 4-38, 4-50a,b, 4-52, 4-53, 4-55, 4-56, 4-57, 4-58, 12-21, 12-22.
- (2) AC 43.13-2A Chapter 1, Chapter 3 paragraph 41.

Work performed in accordance with FAR parts 23.130, 23.1309, 91.207, 43 Appendix D.

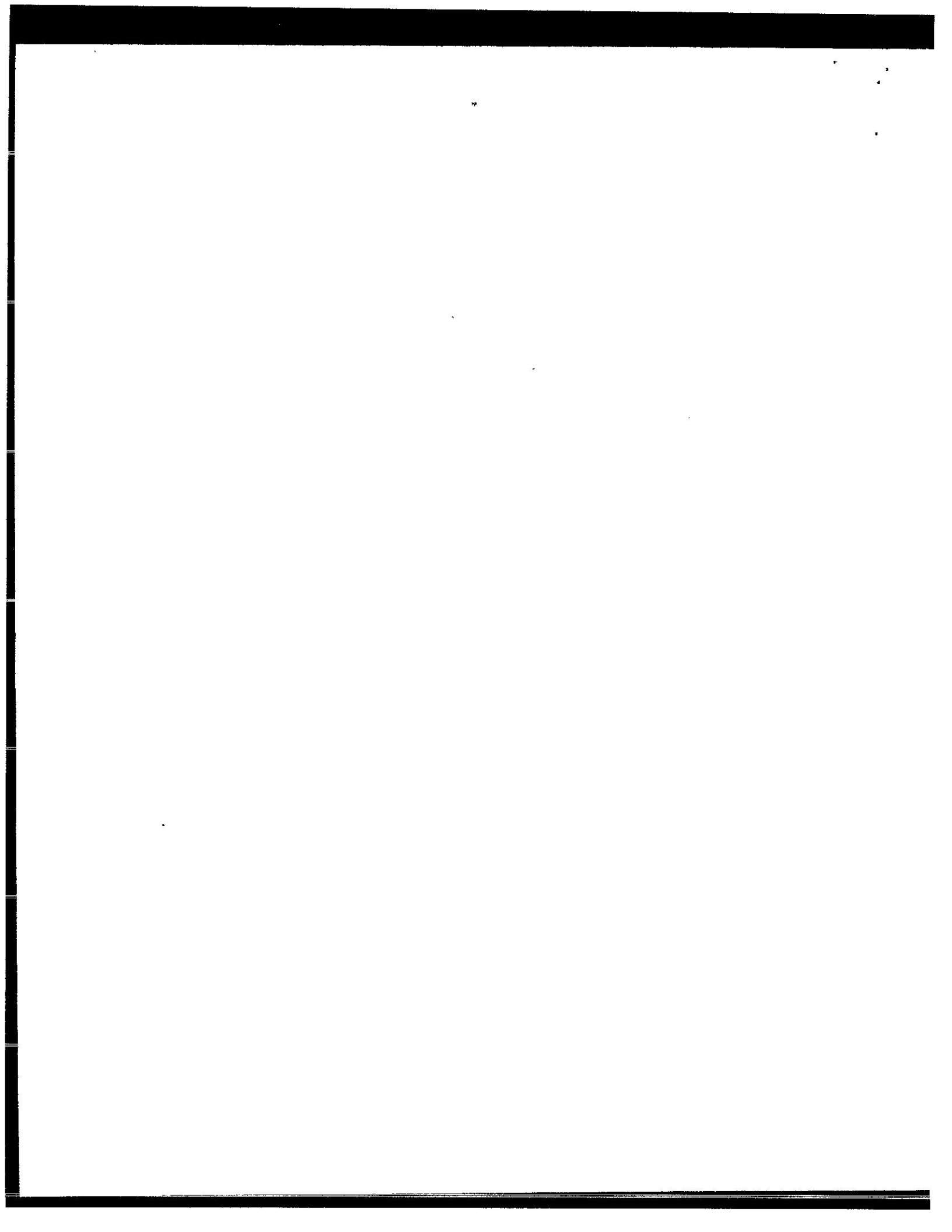
The aircraft was weighed subsequent to this installation and a new weight and balance form generated. The equipment list was amended to reflect this alteration.

Instructions for Continued Airworthiness:

1. Introduction: N5058L, Bellanca 8KCAB, S/N 558-79.
2. Description: Installation of a mounting plate for an Antenna - Marker, boat type, p/n CI 102.
3. Control, operation information: NA.
4. Servicing information: Access to the mounting plate and antenna mounting hardware and cable connection is by access holes noted in Drawing 3b, attached. For additional access, remove the aft floorpanel in accordance with the Decathlon Service Manual.
5. Maintenance instructions: Annually, inspect security of mounting hardware and inspect stringers for cracks. Assure that elevator cables have specified tension and that Cable assembly p/n 3-1072 is not fouling mounting plate.
6. Troubleshooting information: In the event of cracks found in stringers, refer to AC43.13-1B Chapter 1 for repair procedures.
7. Removal and replacement information: NA.
8. Diagrams: Draw ings 3a, 3b, 3c attached.
9. Special inspection requirements: NA.
10. Application of protective treatments: NA.
11. Data: NA.
12. List of special tools: NA.
13. For commuter category aircraft: NA.
14. Recommended overhaul periods: NA.
15. Airworthiness Limitations: NA.
16. Revision: None.

*****End*****

Additional sheets attached



N5058L, Bellanca 8KCAB, S/N 558-79

September 10, 1999

Drawing 3a

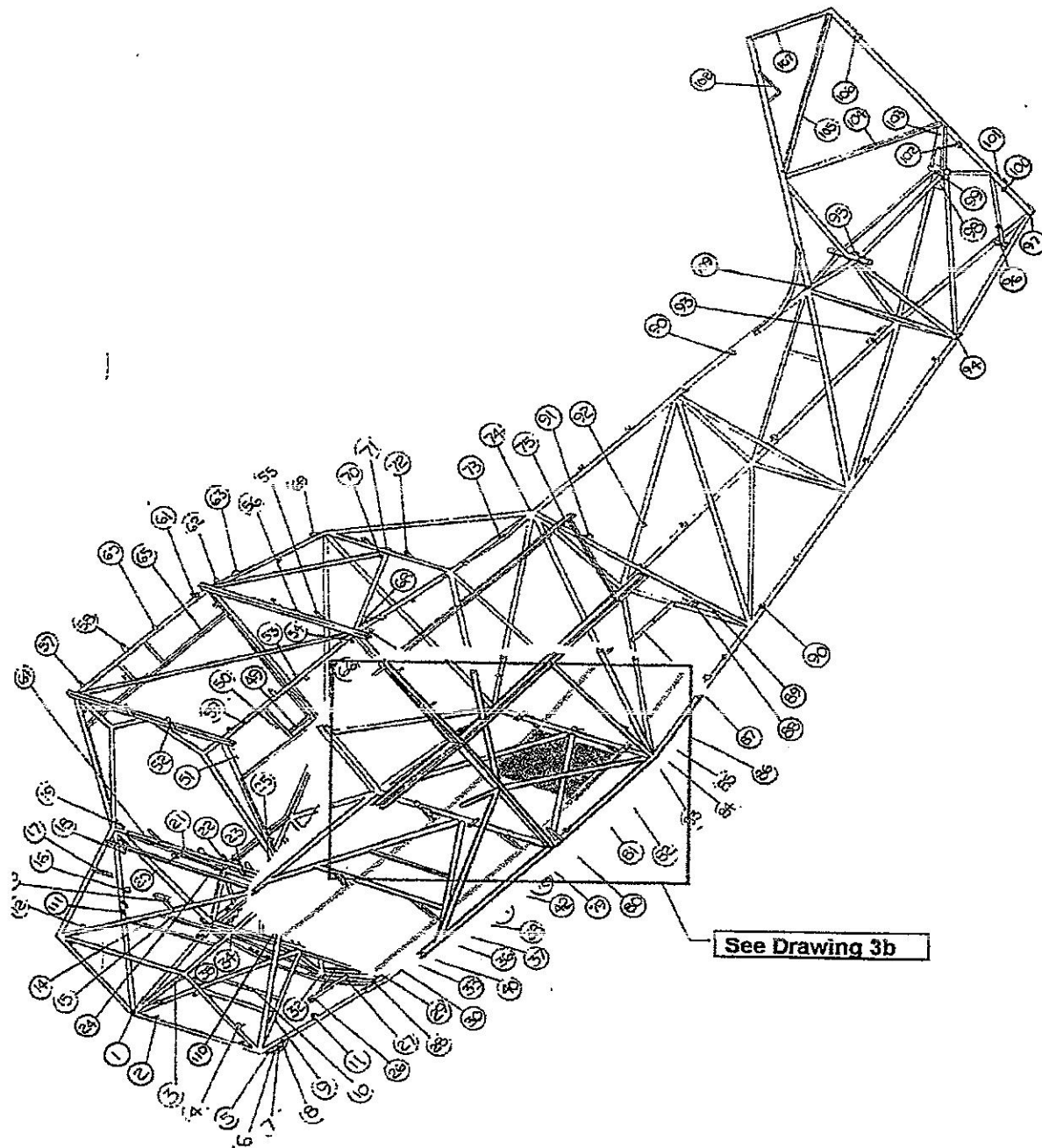
Location of Marker antenna mount plate.

Not to scale

Location of Marker beacon mounting plate.

For North Field Aviation

R.Dodge



1

1

1

N5058L, Bellanca 8KCAB, S/N 558-79

September 10, 1999

Drawing 3b

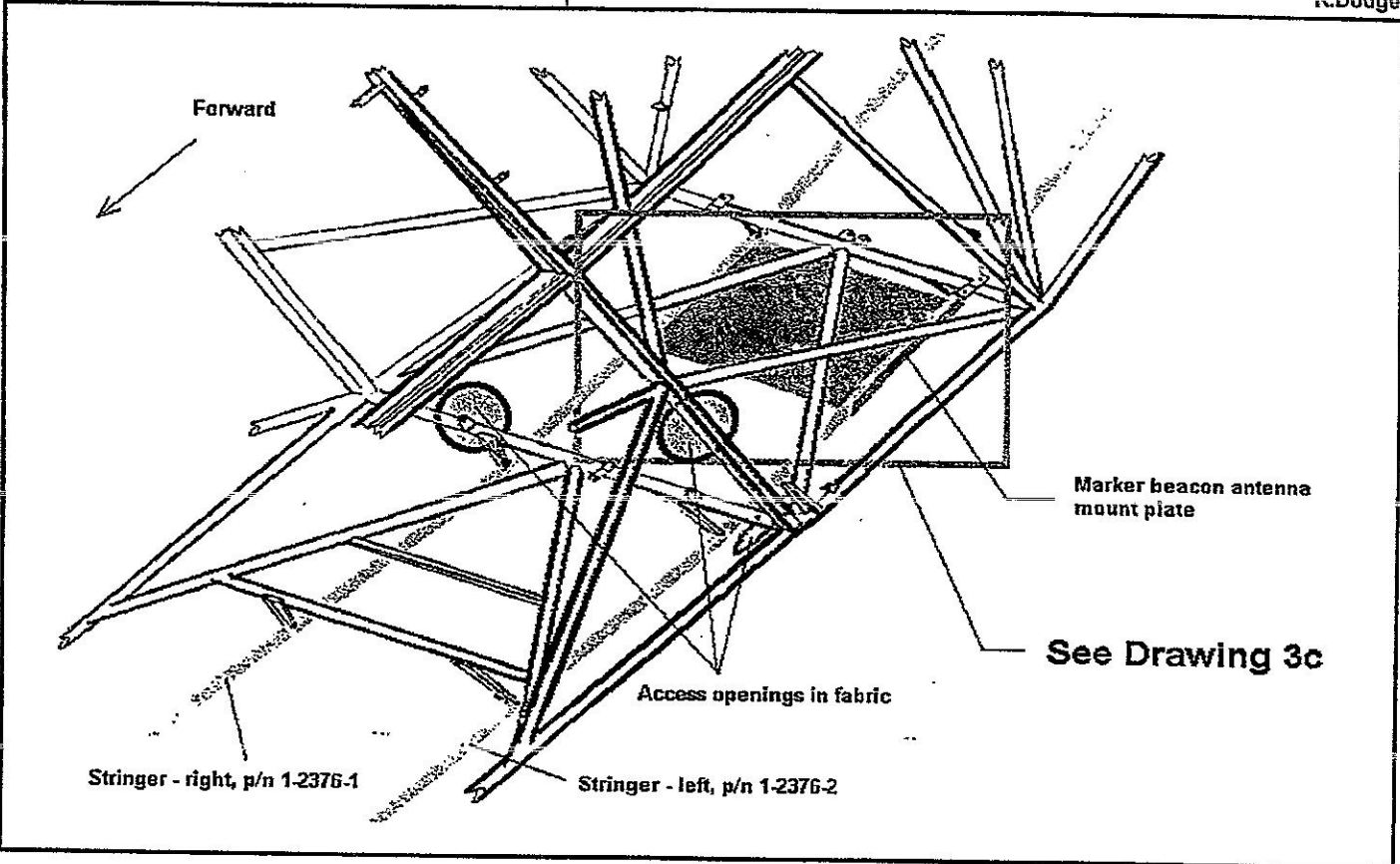
Location of Marker antenna mount plate.

Not to scale

Location of Marker beacon mounting plate.

For North Field Aviation

R. Dodge



N5058L, Bellanca 8KCAB, S/N 558-79

September 10, 1999

Drawing 3c

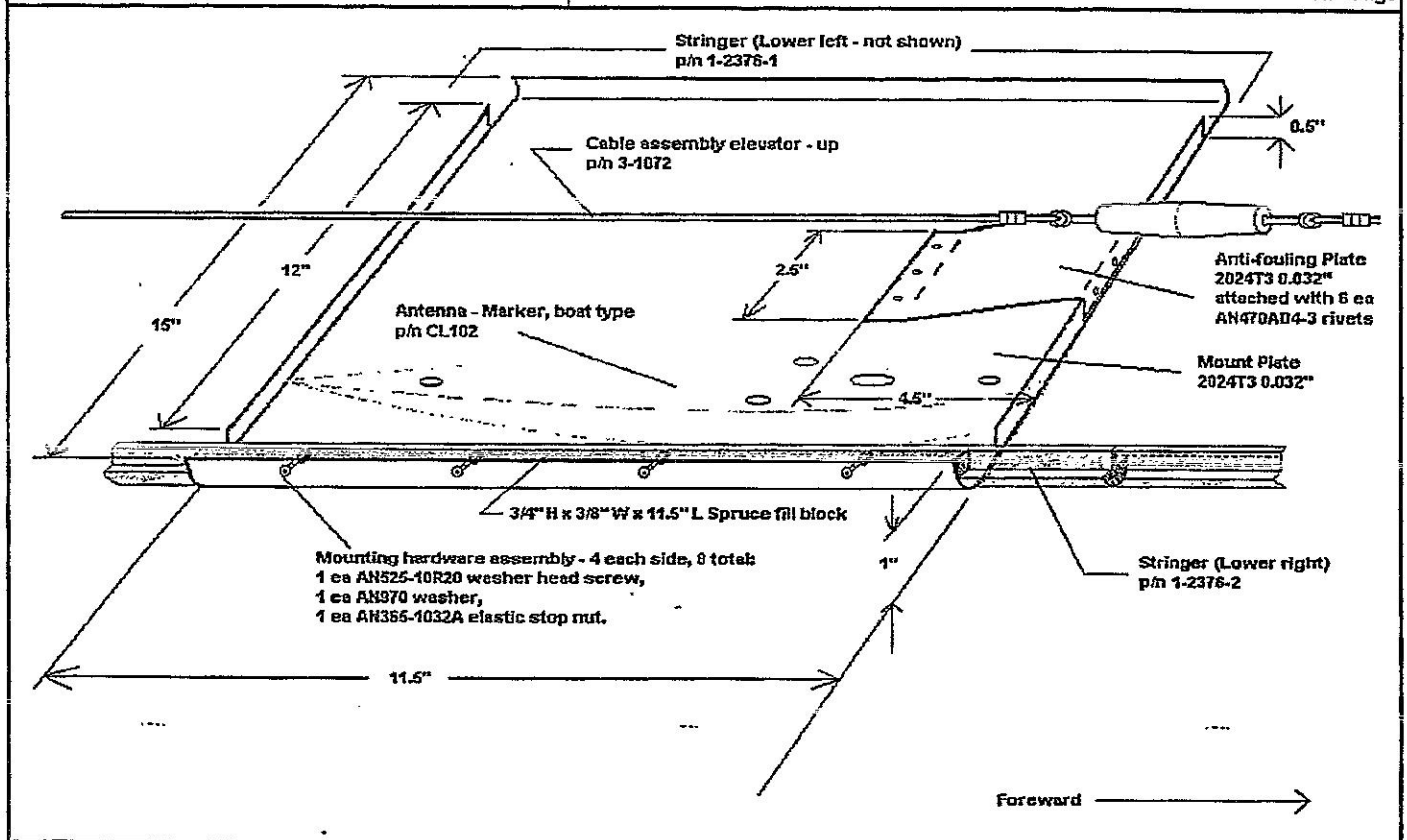
Detail of Marker antenna mount plate.

Not to scale

Dimensions and details of mounting plate.

For North Field Aviation

R.Dodge





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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification: *WP21*

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

1. Aircraft	Make <i>Beilanca</i>	Model <i>8KCAB</i>
	Serial No. <i>558-79</i>	Nationality and Registration Mark <i>N5058L</i>
2. Owner	Name (As shown on registration certificate) <i>Nikel, John C.</i>	Address (As shown on registration certificate) <i>5335 College Ave., Suite 5 OAKLAND, CA 94618-2804</i>

3. For FAA Use Only

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

9-21-99
DATE SIGNATURE OAK-FS00

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.
<i>Richard K Dodge / North Field Aviation PO Box 6087, Hanger L908 Oakland Airport Oakland CA 94603</i>	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	<i>555045849</i>
	<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 *9/17/99* Signature of Authorized Individual
Richard K. Dodge

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

Date of Approval or Rejection *9/28/99* Certificate or Designation No. *555045849* Signature of Authorized Individual
Richard K. Dodge

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] Repaired vertical stabilizer by removing damaged areas and welding in new parts (details of repair can be found on a separate drawing, attached to this 337 form).

2] An itemized list of parts used follows:

Quantity	Part No.	Description
2	1-10015	Bushing-rudder attachment
1	1-2538	Stop-elevator
1	2-2123	Bracket-stab. attachment
1	2-1991-1	Rib-fin
1	2-1991-2	Rib-fin
1	1-2308-1	Fitting-drag wire attachment
1	2-707	Rib-fin
1	1-9912	Bracket-antenna
1	7-1411-1	Tube-leading edge
1	7-1411-3	Tube-rudder post

3] All repairs accomplished in accordance with AC 43.13-1B section 5, 4-74a,d,e(1a)(2)(3)(4)(5a,b,c,d,e,f,g)(6)(7)(9)(10), 4-75d(1)(2), 4-79, 4-80a,b, 4-84a,b, and Figure 4-37.

4] Interior of tubing was treated with linseed oil.

5] Repaired steel structures primed with Randolph Products Co. epoxy / dope proof primer - Rand-O-Plate p/n B6433.

6] The aircraft has been weighed subsequent to this alteration and new Weight & Balance records have been installed in the aircraft's permanent records.

*****END*****

N5058L, Bellanca 8KCAB, S/N 558-79

September 10, 1999

Drawing 1a

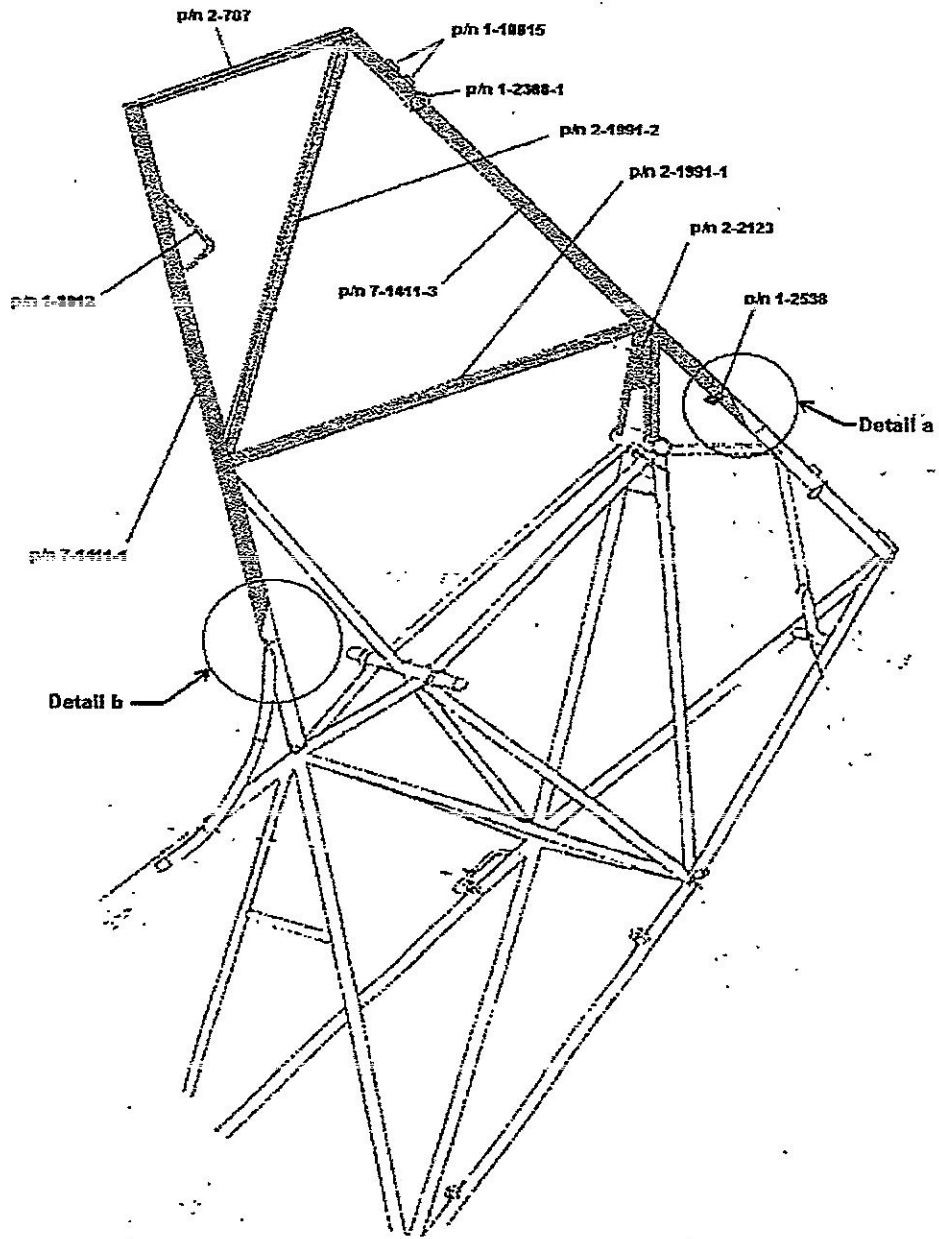
Detail of Vert. Stab. Repair

Not to scale

Shaded areas are replacement parts. Parts identified by part number. See Drawing 1b for Detail a & b.

For North Field Aviation

R.Dodge



N5058L, Bellanca 8KCAB, S/N 558-79

September 10, 1999

Drawing 1b

Detail of Vert. Stab. Repair

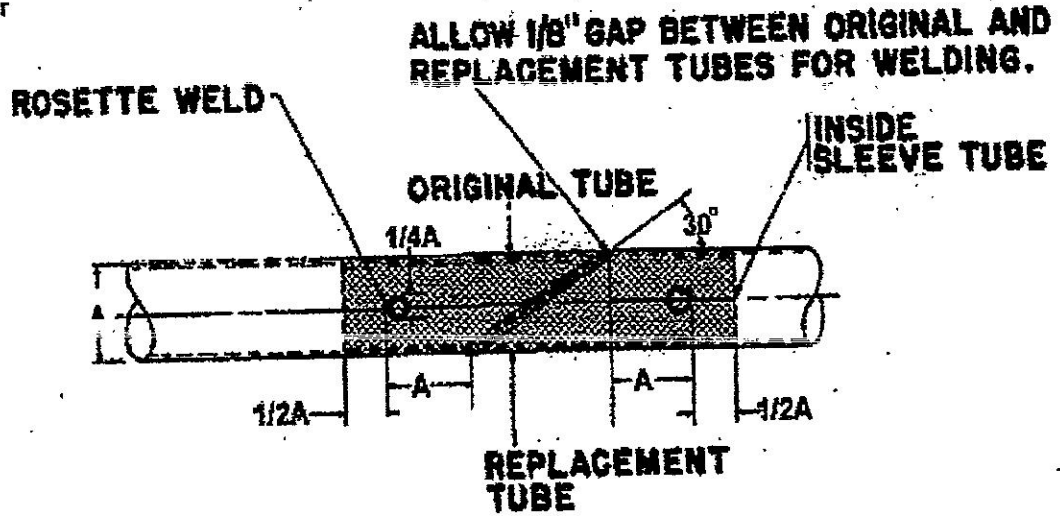
Not to scale

Detail a & b showing splice by inner sleeve method.

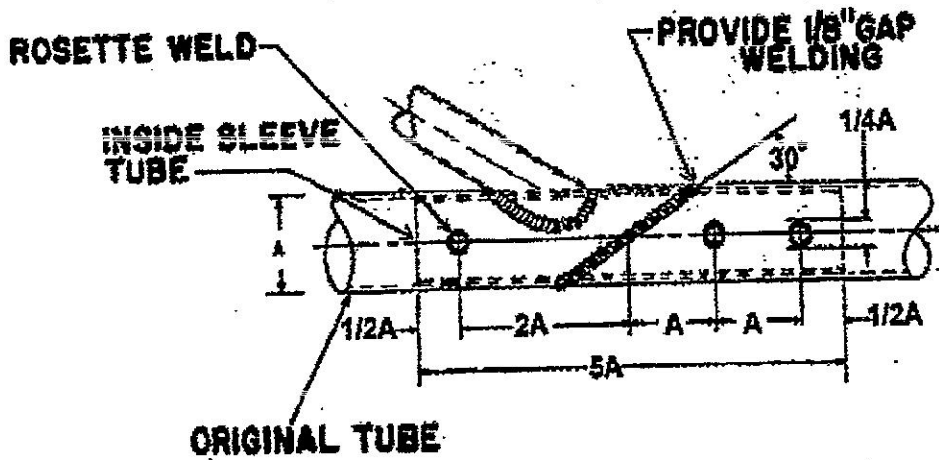
For North Field Aviation

R.Dodge

Detail a - Rudder
post splice.



Detail b - Leading
edge splice.



1
2
3
4



U.S. Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

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

1. Aircraft	Make Bellanca	Model 8KCAB
	Serial No. 658-79	Nationality and Registration Mark N5058L
2. Owner	Name (As shown on registration certificate) Nickel, John C.	Address (As shown on registration certificate) 5335 College Ave., Suite 5 OAKLAND, CA 94618-2804

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 Richard K Dodge / North Field Aviation PO Box 8087, Hanger L908 Oakland Airport Oakland CA 94603	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. 555045849
--	---	--

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.

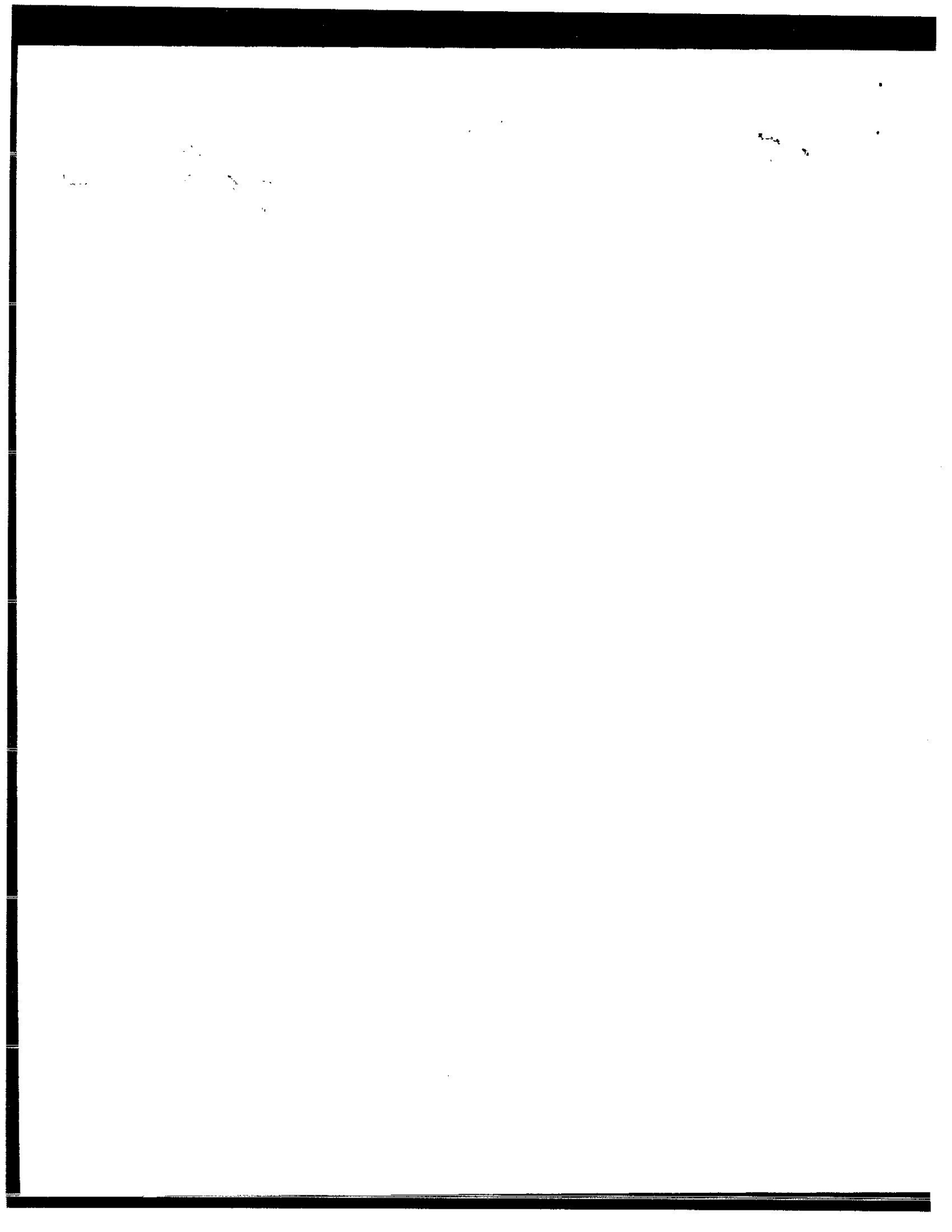
Date 9/27/99	Signature of Authorized Individual <i>Richard K. Dodge</i>
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7. Approval for Return To Service

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

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

Date of Approval or Rejection 9/27/99	Certificate or Designation No. 555045849	Signature of Authorized Individual <i>Richard K. Dodge</i>
---	---	---



NOTICE

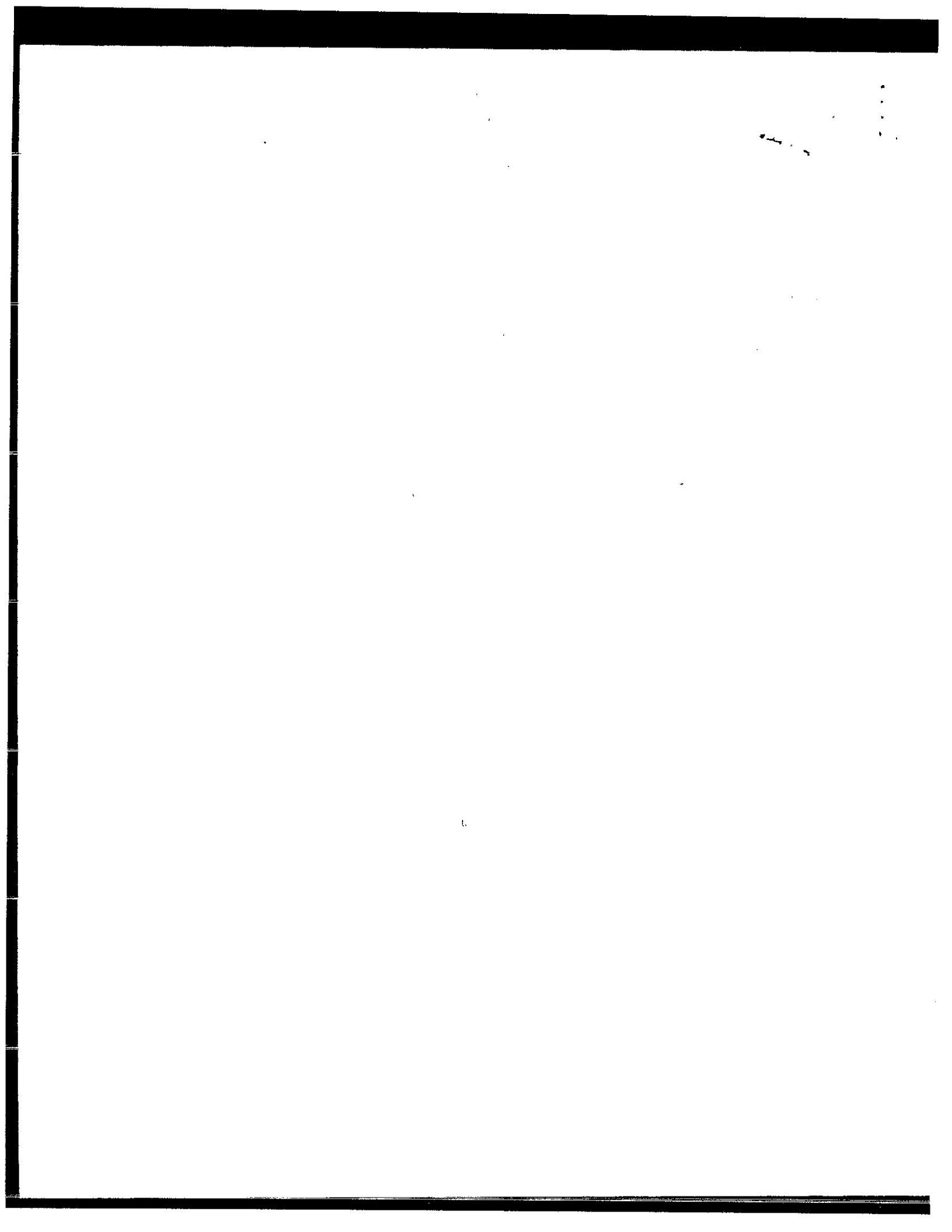
Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

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 fabric from all fabric covered assemblies.
- 2) Inspected all steel tubing structure of fuselage, horizontal stabilizers and elevators. Repaired vertical stabilizer (details of repair can be found on a separate 337 form, this date). Repaired steel structures primed with Randolph Products Co. epoxy / dope proof primer - Rand-O-Plate p/n B6433.
- 3) Wing structure inspected, repaired or replaced as necessary.
- 4) Fuselage wood formers and stringers sealed with Randolph Products Co. dope proof epoxy varnish.
- 5) All reassembly was accomplished per Bellanca Decathlon service manual.
- 6) Completed final Pre-covering inspection of all assemblies and found satisfactory to accept new fabric covering.
- 7) Recovered all assemblies with FAA PMA approved Ceconite 102 dacron fabric, using envelope method. All operations performed in accordance with Ceconite Procedures Manual 101, dated August 1997, and using Randolph Products Co. - Rand-O-Bond [adhesive], Rand-O-Proof Nitrate, Non-Taughtening [initial base coats], Butyrate Dope Tinted, Non-Taughtening [fill coats], and Rand-O-Fill Aluminum Butyrate, Non-Taughtening [UV protection]. Top color coats applied using Sterling linear polyurethane gloss paint - Matterhorn White - base, Vintage Red and Royal Blue - trim.
- 8) This alteration is approved under FAA STC SA4503NM, issued: July 12, 1989, reissued: November 13, 1997. This aircraft - Bellanca / American Champion 8KCAB, Original Type Certificate A21CE, is included in the FAA Approved Model List for this STC.
- 9) The aircraft has been weighed subsequent to this alteration and new Weight & Balance records have been installed in the aircraft's permanent records.

*****END*****



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
WP 27 208

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

1. Aircraft	Make Bellanca	Model 8KCAB
	Serial No. 558-79	Nationality and Registration Mark N5058L
2. Owner	Name (As shown on registration certificate) Nickel, John C.	Address (As shown on registration certificate) 5335 College Ave., Suite 5 Oakland, CA 94618-2804

3. For FAA Use Only

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

12-2-97 *Mike Blasco*
DATE SIGNATURE OAK FSDO

4. Unit Identification

5. Type

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	<i>***** (As described in item 1 above) *****</i>				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address Bay Avionics, Inc Oakland Int'l Airport Oakland, CA 94603	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. WK3R948L Inst. Class 1,3,4 Radio Class 1,2,3 Limited A/F
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D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date <i>12-1-97</i>	Signature of Authorized Individual <i>[Signature]</i> Bay Avionics, Inc
------------------------	---

7. Approval for Return to Service

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

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

Date of Approval or Rejection <i>12-2-97</i>	Certificate or Designation No. WK3R948L	Signature of Authorized Individual <i>[Signature]</i>
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NOTICE

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

8. Description of Work Accomplished

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

Bellanca

S/N 558-79

N5058L

Removed existing optional Bellanca Mixture Monitor.

Installed a J.P. Instruments EGT-701 engine analyzer system in the right hand instrument panel where the removed Mixture Monitor was located.

This installation was conducted in accordance with J.P. Instruments installation manual #103 Rev. A. and within the guidelines set forth by AC43.13A Chapters 424, 428, 429, 442-452, 514-519, and AC43.13-2A chapter 2.

J.P. Instruments EDM-700 model EGT-701 Scanner unit conformity specifications meet the requirements of TSO-C43b and has been previously installed and approved in multiple installations using FAA approved STC SA2586NM.

<u>Unit</u>	<u>P/N</u>	<u>Station</u>	<u>S/N</u>
EDM-700 Basic	EGT-701-4C	-5.0	8072

END

Additional Sheets Are Attached

US Department of Transportation Federal Aviation Administration		MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)		Form Approved OMB No. 2120-0020	
				For FAA Use Only	
				Office Identification	
INSTRUCTIONS. Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).					
1. Aircraft	Make	Bellanca	Model	8KCAB	
	Serial No.	558-79	Nationality and Registration Mark	N5058L	
2. Owner	Name (As shown on registration certificate)		Address (As shown on registration certificate)		
	R. E. STRATTON CO. INC.		2235 Caminito Preciosa Sur La Jolla, Ca 92037		
3. For FAA Use Only This description of the repair or alteration complies with the FAR 43.9 Airworthiness Requirements and is approved only for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43.7					
Date: 5/4/95					
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.	
GIBBS SERVICE CENTER, INC. 8906 AERO DR. SAN DIEGO, CA. 92123		U.S. Certificated Mechanic		CHS VT3R931L	
		Foreign Certificated Mechanic		Radio Class I, II &	
		X Certificated Repair Station		LTD. III	
		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 of attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
Date		Signature of Authorized Individual			
4-4-95		Don Parde Avionics Manager			
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 Flight Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)	
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual			
4-4-95	VT3R931L	Don Parde Avionics Manager			

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 II Morrow GPS 360 Global Positioning System (GPS) in a standard three inch hole in the instrument panel. Installed II Morrow low profile antenna under the clear window on top of the fuselage aft of the windshield. This equipment meets the enroute/terminal accuracy criteria of AC 20-138 and was originally approved under STC No SA00146SE, dated Nov 15, 1994.
2. This system has no external display, and provides no signals to other aircraft systems.
3. This system was installed in accordance with the II Morrow Model 360 Installation Manual; and the acceptable methods, techniques, and practices in Advisory Circular (AC) 43.13 (1a) Paragraphs 424, 429, 443, 445, 447, 450, 514, and 750; and AC 43.13 (2a), Paragraphs 22, 23a and 23b and the requirements of AC 20-138, Paragraph 7c(1)(ii).
4. A placard station "GPS LIMITED TO VFR ONLY" has been installed in clear view and is readable by the pilot.
5. The II Morrow Model 360 Operators Manual has been installed in the aircraft.
6. An electrical load check was performed. The maximum continuous electrical load does not exceed 80% of the generating capacity of the charging system.
7. Post installation ground accuracy and function tests were performed in accordance with manufacturers instructions. All systems operated normally.
8. Aircraft weight and balance data, and equipment list, were revised to reflect this change. Aircraft logbook entry made referencing this FAA Form 337, and complies with FAR Section 43.9.
9. Following approval for return to service by completion of Section 7 of this FAA Form 337, a flight test is required to confirm that the GPS operates normally, safely, and in accordance with manufacturers specifications and the functional flight evaluation requirements of AC 20-138.

Flight test satisfactory: Don Dardo CRS VT3R9316
Signature Certificate Number

Date of flight test: 4-3-95

-----END-----

Additional Sheets Are Attached

MAY 23 1995

U.S. Department of Transportation Federal Aviation Administration		MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)		Form Approved OMB No. 2120-0020 For FAA Use Only Office Identification DFS / WP 09	
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 Bellanca	Model BKCB	Nationality and Registration Mark N5058L	
		Serial No. 558-79			
2. Owner		Name (As shown on registration certificate) Henry Arjad		Address (As shown on registration certificate) 2010 Quail Newport Beach, CA 92660	
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.	
Air '88, Inc. (dba Crownair) 3753 John J. Montgomery Drive San Diego, CA 92123		<input type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station Manufacturer		CWRN273K Radio Class I & II	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
Date 8-23-94		Signature of Authorized Individual Robert William Heim			
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 Fil. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)	
	FAA Designee	X Repair Station	Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection 8-24-94		Certificate or Designation No. CWRN273K	Signature of Authorized Individual John A. Kerner		

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 new Bendix/King KX-125 NAV/COMM, P/N 069-01028-0101, S/N 3905; Bendix/King KA-134 audio panel, P/N 071-2009-12, S/N 12237 at Sta. -3.8; and COMM antenna Comant Model CI-122SP, S/N 4663 at Sta. -4.0.
2. The above avionics equipment has been installed in accordance with the practices, procedures and techniques as set forth in Advisory Circular AC 43.13-1A, Para. 424-428, 447, 448, 750; and AC 43.13-2A, Para. 21-27 and 36; and Bendix/King KX-125 Installation Manual, P/N 006-00655-0000, dated February 1992 and KA-134 Installation Manual, P/N 006-00159-0001, Rev. 1 dated May 1979.
3. A post installation ground test was conducted in accordance with the manufacturer's supplied installation manuals. All systems operated normally with no interference to other previously installed equipment.
4. The total electrical load does not exceed 80% of total rated generator capacity.
5. The aircraft weight and balance has been revised to reflect this installation.
7. An airframe logbook entry has been made to reference this FAA Form 337 and complies with FAR Section 43.9.
8. Pertinent details of installation are on file at Crownair under Work Order #1902.

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

Additional Sheets Are Attached

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		RAL-FSDC JUL 31 1989		Form Approved Budget Bureau No. 04-R060.1 FOR FAA USE ONLY	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				OFFICE IDENTIFICATION WPH	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE	Bellanca		MODEL	BKCAB/180
	SERIAL NO.	558-79		NATIONALITY AND REGISTRATION MARK	N50581
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	Henry Arjad			310 Fernando Way #307 Balboa, Ca. 92667	
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.	
Wm E Hodge Chino Valley Aviation 7000 Merrill Ave Box 26 Chino, Ca. 91710		XXXX CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER		A&P 1179253	
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			
7-28-89		Wm E Hodge			
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	XX	INSPECTION AUTHORIZATION	
	FAA DESIGNEE	REPAIR STATION		OTHER (Specify)	
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
7-28-89		11179253	Wm E Hodge		

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. Removed original cloth covering and installed PolyFiber covering material on complete aircraft in accordance with Poly-Fiber Covering Kit No. 1 consisting of Pages 2, 3 and 4, dated November 1975, of the Poly-Fiber Procedures Manual No. 1 or later FAA approved revision thereto, Poly-Fiber Source of Materials and Poly-Dope Products Process Specification No. 50. STC# SA1008WE.

2. Weight & Balance negligible.

END

ADDITIONAL SHEETS ARE ATTACHED

etc

1426

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		RECEIVED FAA MAY 20 1985 NAVY CADT		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 40-01	
1. AIRCRAFT	MAKE	Bellanca		MODEL	- BK CAB/180.
	SERIAL NO.	558-79		NATIONALITY AND REGISTRATION MARK	5058L
2. OWNER	NAME (As shown on registration certificate)	Henry Arjad		ADDRESS (As shown on registration certificate)	2010 Quail St. Newport Beach, CA 92260
	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.
Avionic Systems Van Nuys Air Center 16644 Roscoe Blvd. VAN NUYS, CA 91406			U.S. CERTIFICATED MECHANIC		4812
			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 of 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		
March 6, 1985			<i>James T. Dye</i> James T. Dye		
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 DESIGNER	<input checked="" type="checkbox"/> REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORTATION INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL			
March 6, 1985	4812	<i>James T. Dye</i> James T. Dye			

RECEIVED FAA

Form Approved
Budget Bureau No. 04-7060.1

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MAJOR REPAIR AND ALTERATION

JUN 21 1985

FOR FAA USE ONLY

(Airframe, Powerplant, Propeller, or Appliance)

OFFICE IDENTIFICATION

WP-FS-1

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

1. AIRCRAFT	MAKE Bellanca	MODEL BKCB
	SERIAL NO. 558-79	NATIONALITY AND REGISTRATION MARK N5058L
2. OWNER	NAME (As shown on registration certificate) Henry Arjad	ADDRESS (As shown on registration certificate) 310 Fernando #307 Balboa, Ca. 92661

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 Harrison Bemis P.O. Box 813 Santa Paula, Ca. 93060	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&P1214015
--	--	----------------------------------

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 14 June 1985	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Harrison Bemis</i>
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7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION June 14 1985	CERTIFICATE OR DESIGNATION NO. IA1214015	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Harrison Bemis</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.)

Installed Aileron Spades in Accordance with Jackman Aviation Aileron Spade Installation Sheet for Bellanca 8KCAB Dated November 1, 1983, Together with Jackman Aviation Drawing J3. Sheet 2, "Spade Installation", Dated November 1, 1983 and STC# SA2228NM. Weight and Balance Changed as Necessary.

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

ADDITIONAL SHEETS ARE ATTACHED

RECEIVED FAA
JUN 21 1985
Form Approved
Budget Bureau No. 04-R060.1
FOR FAA USE ONLY
OFFICE IDENTIFICATION
WF-FSL

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	Bellanca	MODEL	BKCAB
	SERIAL NO.	558-79	NATIONALITY AND REGISTRATION MARK	N5058L
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)	
	Henry Arjad		310 Fernando #307 Balboa, Ca. 92661	

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				

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Harrison Bemis P.O. Box 813 Santa Paula, Ca. 93060	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	A&P1214015
	<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
14 June 1985	<i>Harrison Bemis</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	REPAIR STATION		
DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
14 June 1985	IA1214015	<i>Harrison Bemis</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 and Replaced Belly Fabric I.A.W. Ceconite Procedure Manual #101 and AC 43.13 Chapter 3, Section 1 and 3.
No Change to Weight and Balance

-----Nothing follows-----

ADDITIONAL SHEETS ARE ATTACHED

Reserved
APR 28 1980

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		INSTRUCTIONS—Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable.						
APPLICATION FOR AIRWORTHINESS CERTIFICATE								
I. AIRCRAFT DESCRIPTION	1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME (make)	3. AIRCRAFT MODEL DESIGNATION	4. YR. MFG.	FAA CODING			
	N9058L	Bellanca	BKCAB	1979	1220801			
	5. AIRCRAFT SERIAL NO.	6. ENGINE BUILDER'S NAME (make)	7. ENGINE MODEL DESIGNATION	41522				
	558-79	Lycoming	AE10-360-H1A					
6. NUMBER OF ENGINES	9. PROPELLER BUILDER'S NAME (make)	10. PROPELLER MODEL DESIGNATION	11. AIRCRAFT IS					
	1	Hartzell	HC-C2YR-4CF	XXXXXXXXXX IMPORT				
APPLICATION IS HEREBY MADE FOR: (Check applicable items)								
A <input checked="" type="checkbox"/> STANDARD AIRWORTHINESS CERT. (Indicate category) <input checked="" type="checkbox"/> NORMAL <input type="checkbox"/> UTILITY <input checked="" type="checkbox"/> ACROBATIC <input type="checkbox"/> TRANSPORT <input type="checkbox"/> GLIDER <input type="checkbox"/> BALLOON								
B SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)								
II. CERTIFICATION REQUESTED	2	LIMITED						
	5	PROVISIONAL (Indicate class)	1	CLASS I				
			2	CLASS II				
	3	RESTRICTED (Indicate operation(s) to be conducted)	1	AGRICULTURE & PEST CONTROL	2	AERIAL SURVEYING	3	AERIAL ADVERTISING
			4	FOREST (Wild life conservation)	5	PATROLLING	6	WEATHER CONTROL
			0	OTHER (Specify)				
	4	EXPERIMENTAL (Indicate operation(s) to be conducted)	1	RESEARCH AND DEVELOPMENT	2	AMATEUR BUILT	3	EXHIBITION
			4	RACING	5	CREW TRAINING	6	MKT. SURVEY
			0	TO SHOW COMPLIANCE WITH FAR				
	B	SPECIAL FLIGHT PERMIT (Indicate operation to be conducted then complete Section VI or VII as applicable on reverse side)	1	FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE				
2			EVACUATE FROM AREA OF IMPENDING DANGER					
3			OPERATION IN EXCESS OF MAX. CERTIFICATED TAKE-OFF WEIGHT					
4			DELIVERING OR EXPORT					
5	PRODUCTION FLIGHT TESTING							
C <input checked="" type="checkbox"/> MULTIPLE AIRWORTHINESS CERTIFICATE (Check appropriate Restricted Operation and Standard or Limited as applicable above)								
A. REGISTERED OWNER (As shown on Certificate of Aircraft Registration) IF DEALER, CHECK HERE <input checked="" type="checkbox"/>								
NAME		ADDRESS						
Bellanca Aircraft Corporation		P.O. Box 38 Osceola, Wisconsin 54020						
B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)								
AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Revision No.)		AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.)						
<input checked="" type="checkbox"/> A2ICE Revision 4		<input checked="" type="checkbox"/> 79-16						
AIRCRAFT LISTING (Give page No.)		SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated)						
N/A		N/A						
C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS								
<input checked="" type="checkbox"/> CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173		TOTAL AIRFRAME HOURS—XXXXXXXXXXXX			3 EXPERIMENTAL ONLY—Enter hours flown since last certificate issued or renewal			
		1,9			N/A			
D. CERTIFICATION—I hereby certify that I am the owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.								
DATE OF APPLICATION		NAME AND TITLE (Print or type)			SIGNATURE			
8-31-79		Donald Elfstrom (Agent)						
A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.183 (d) applies)								
IV. INSPECTION AGENCY VERIFICATION	2	FAR PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No.)	3	CERTIFICATED MECHANIC (Give Certificate No.)	6	CERTIFICATED REPAIR STATION (Give Certificate No.)		
	5	AIRCRAFT MANUFACTURER (Give Name of Firm)						
DATE		TITLE			SIGNATURE			
V. FAA REPRESENTATIVE CERTIFICATION								
(Check ALL applicable blocks) I find that the aircraft described in Section I or VII meets the requirements for: <input checked="" type="checkbox"/> The certification requested, or <input type="checkbox"/> Amendment or modification of its current airworthiness certificate. Inspection for a special flight permit under Section VII was conducted by: <input type="checkbox"/> FAA Inspector; certificate holder under <input type="checkbox"/> FAR 65, <input type="checkbox"/> FAR 121 or 127, or <input type="checkbox"/> FAR 145.								
DATE	DISTRICT OFFICE	DESIGNEE'S SIGNATURE AND NO.			FAA INSPECTOR'S SIGNATURE			
8-31-79	AGL-EMDO-46	 Donald Elfstrom DMIR GL-45			1			

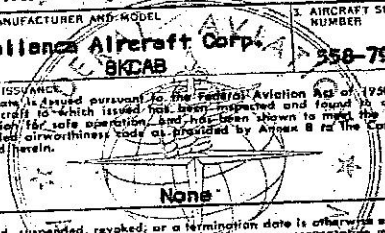
VI. PRODUCTION FLIGHT TESTING	A. MANUFACTURER		
	NAME	ADDRESS	
	B. PRODUCTION BASIS (Check applicable item):		
	<input type="checkbox"/> PRODUCTION CERTIFICATE (Give production certificate number)		
	<input type="checkbox"/> TYPE CERTIFICATE ONLY		
	<input type="checkbox"/> APPROVED PRODUCTION INSPECTION SYSTEM		
C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS:			
DATE OF APPLICATION	NAME AND TITLE (Print or type)	SIGNATURE	
VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST	A. DESCRIPTION OF AIRCRAFT		
	REGISTERED OWNER	ADDRESS	
	BUILDER (Make)	MODEL	
	SERIAL NUMBER	REGISTRATION MARK	
	B. DESCRIPTION OF FLIGHT		
	FROM	TO	
	VIA	DEPARTURE DATE	DURATION
	C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT		
	<input type="checkbox"/> PILOT	<input type="checkbox"/> CO-PILOT	<input type="checkbox"/> NAVIGATOR
	<input type="checkbox"/> OTHER (Specify)		
D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:			
E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION (Use attachment if necessary)			
F. CERTIFICATION—I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1938, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.			
DATE	NAME AND TITLE (Print or type)	SIGNATURE	
VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)	<input checked="" type="checkbox"/> A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable	G. Statement of Conformity, FAA Form 317 (Attach when required)	
	<input type="checkbox"/> B. Current Operating Limitations Attached	H. Foreign Airworthiness Certification for Import Aircraft (Attach when required)	
	<input type="checkbox"/> C. Data, Drawings, Photographs, etc. (Attach when required)	I. Previous Airworthiness Certificate Issued in Accordance with FAR _____ CAR _____ (Original attached)	
	<input checked="" type="checkbox"/> D. Current Weight and Balance Information Available in Aircraft	J. Current Airworthiness Certificate Issued in Accordance with FAR 21.183 (a) _____ (Copy attached)	
	<input type="checkbox"/> E. Major Repair and Alteration, FAA 337 (Attach when required)		
	<input checked="" type="checkbox"/> F. This Inspection Recorded in Aircraft Records		

Typed by # 22

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

1. NATIONALITY AND REGISTRATION MARKS N5058L	2. MANUFACTURER AND MODEL Bellanca Aircraft Corp. BK4B	3. AIRCRAFT SERIAL NUMBER 358-79	4. CATEGORY Normal Acrobatic
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5. AUTHORITY AND BASIS FOR ISSUANCE.
 This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex B to the Convention on International Civil Aviation, except as noted herein.
 Exceptions:



COPY

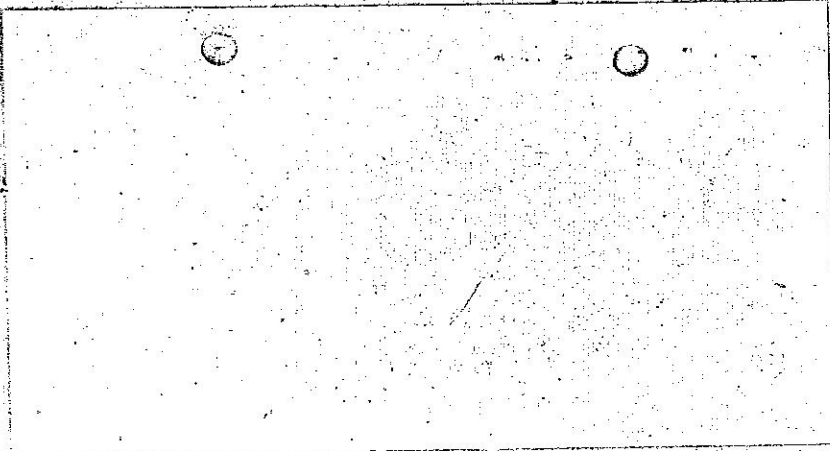
6. TERMS AND CONDITIONS
 Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventive maintenance, and alterations are performed in accordance with Parts 21, 43, and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

DATE OF ISSUANCE 8-31-79	SIGNATURE OF ISSUING OFFICIAL <i>Donald E. Stron</i> Donald E. Stron	DESIGNATION NUMBER DMIR GL-43
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Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA AIRCRAFT REGISTRY

CAMERA NO. 5N DATE: 4-23-85



Handwritten scribble or signature.

RECEIVED

MS AAFul

DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION

MAR 25 1982

Form Approved
 Budget Bureau No. 04-R060.1

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

GB FSDO 65

FOR FAA USE ONLY

OFFICE IDENTIFICATION

LG B FSDO -65

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

1. AIRCRAFT	MAKE	Bellanca	MODEL	81CAB
	SERIAL NO.	558-79	NATIONALITY AND REGISTRATION MARK	N5058L
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)	
	Wilcox, Richard C		8832 Baywood DR Huntington Beach, CA 92646	

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 Russell Nielsen 1622 Quiet Hills Dr Oceanside, CA 92056	B. KIND OF AGENCY		C. CERTIFICATE NO. A & P 1540767
	<input checked="" type="checkbox"/>	U.S. CERTIFICATED MECHANIC	
	<input type="checkbox"/>	FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/>	CERTIFICATED REPAIR STATION	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.			

DATE 3-23-82	SIGNATURE OF AUTHORIZED INDIVIDUAL Russell Nielsen
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7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	<input type="checkbox"/>	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 3-23-82	CERTIFICATE OR DESIGNATION NO. 1540767	SIGNATURE OF AUTHORIZED INDIVIDUAL Russell Nielsen			

NOTICE

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

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

Installed Bracket Air Filter pn BA8110 in accordance with STC-SA716L List no.1, FAA-PMA Supplement no.1 & Manufacturers instruction sheet pn: BA 8105 dated 8-5-81

End

ADDITIONAL SHEETS ARE ATTACHED