

US Department
of Transportation
Federal Aviation
Administration

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

	US Depa of Transp Federal A Administ	ortation Aviation				owerplant, Pro							For FAA Use Only
	ION ME	HIDLIG C	ONS: Print and dispos n. (49 U.S	PILICIT OF U	us louis	ies. See Title 14 C . This report is requ	F III	R §43.9, Part 4 red by law (49 U	3 Append S.C. §44	dix B, 701).	and AC 43 Failure to re	.9-1 (or sul eport can re	bsequent revision thereof) for each
1.	Aircra		Nationali N5058		gistratio	n Mark	_		Serial	5	558-79		
				ELL/					Model	8K	CAB		DECATHLON
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2.	Owner		WINT	EKS L	AVIL) J			City		WAY		State CALIFORNIA
							_	3. For FAA Use	Zip	9556	0-1542	Coun	try UNITED STATES
-	4.	Type						5. Unit identific	ation		·		
	Repair		Alteration	U	nit	Ma	-				Model		Serial No.
			x	AIRFRA	ME	BELLANCA			(As c	lescrit	bed in Item 1	above)	558-79
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City		KEPOR 453		intry UNIT	ED STATE	State CALIFORNIA	ŀ	X Certificated F				- 6	61SR208D
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pe	tended 14 CF p. B				Signa	ture/Date of Authori	76	ed Individual		W83323		· · · · · · · · · · · · · · · · · · ·	
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7	urauar Adminis	trator	of the Fed	leral Avia	i perso ion Adr	ns specified below ninistration and is		tne unit identifi	ed in ite Approv	m 5 ed	was inspec	ited in the ed	manner prescribed by the
BY		FAA Inspe	Flt. Stand ector	ards	Man	ufacturer	Ī	Maintenance Or	ganizatio	n		ons Approved artment of Tra	d by Canadian ansport
		FAA	Designee	X	Repa	air Station		Inspection Auth	rization		Other (Spe	ecify)	
	tificate signatio		61SR2	208D	Signa	ture/Date of Authoriz		_	nciel	200	har SI	edra	S 09/25/2019

FAA Form 337 (10/06)

Page 1

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

 Description of Work Accomplished (if more space is required, attach additional sheets. Identify with airc.) 		rk completed.) 5/2019
	Nationality and Registration Mark	Date
ALTERATION BY INSTALLATION OF A UAVIO	NIX SKYBEACON P/N UAV-100	1856-002.
REPLACED EXISTING LEFT WING OEM RED WITH UAVIONIX SKYBEACON ASSEMBLY IN INSTALLATION GUIDE, DOCUMENT # UAV-10 LIGHT CIRCUIT AND CONFIRMED APPROPR 5&6.	ACCORDANCE WITH SKYBEA 002305-001. USED EXISTING C	CON STC DEM POSITION
RED POSITION LIGHT WAS TERMINATED TO WIRE) USING ENVIRONMENTAL SPLICE (PAI SKYBEACON GROUND WIRE (BLACK WIRE) AS APPROPRIATE. PLACARD INSTALLED NE POWER SPLICED TO THE BUS CONNECTING	RT # UAV-1001487-001 OR EQU WAS TERMINATED TO AIRFRA EXT TO POSITION LIGHT SWIT	JIVALENT). AME STRUCTURE
CONFIGURATION OF THE SKYBEACON WAS 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 (<15,000L		LOWING DATA:
AIRCRAFT LENGTH: <=15m AIRCRAFT WIDTH: <=23m		
2. MAINTENANCE AND TROUBLE SHOOTING	SINSTRUCTIONS: UAVIONIX D	OCUMENT#
3. AIRPLANE FLIGHT MANUAL SUPPLEMENT 4. AIRWORTHINESS LIMITATIONS: NO ADDIT 5. WEIGHT AND BALANCE HAS BEEN UPDAT WAS REVISED.	FIONAL AIRWORTHINESS LIMI	TATIONS.
6. THE ABOVE MODIFICATION WAS FOUND SYSTEMS AND/OR MODIFICATIONS AND DO OUTPUT. NO ADVERSE INTERFERENCE TO WAS FOUND WHILE OPERATING THE SKYBI PROCESS. THE INSTALLED ADS-B OUT SYS PERFORMANCE REQUIREMENTS OF 14 CFF	DES NOT EXCEED 80% OF GENT RADIOS AND NAVIGATION SY EACON DURING THE CONFIGU TEM WAS SHOWN TO MEET T R SECTION 91.227.	NERATOR STEMS FROM RFI JRATION THE EQUIPMENT
Additiona	al Sheets Are Attached	

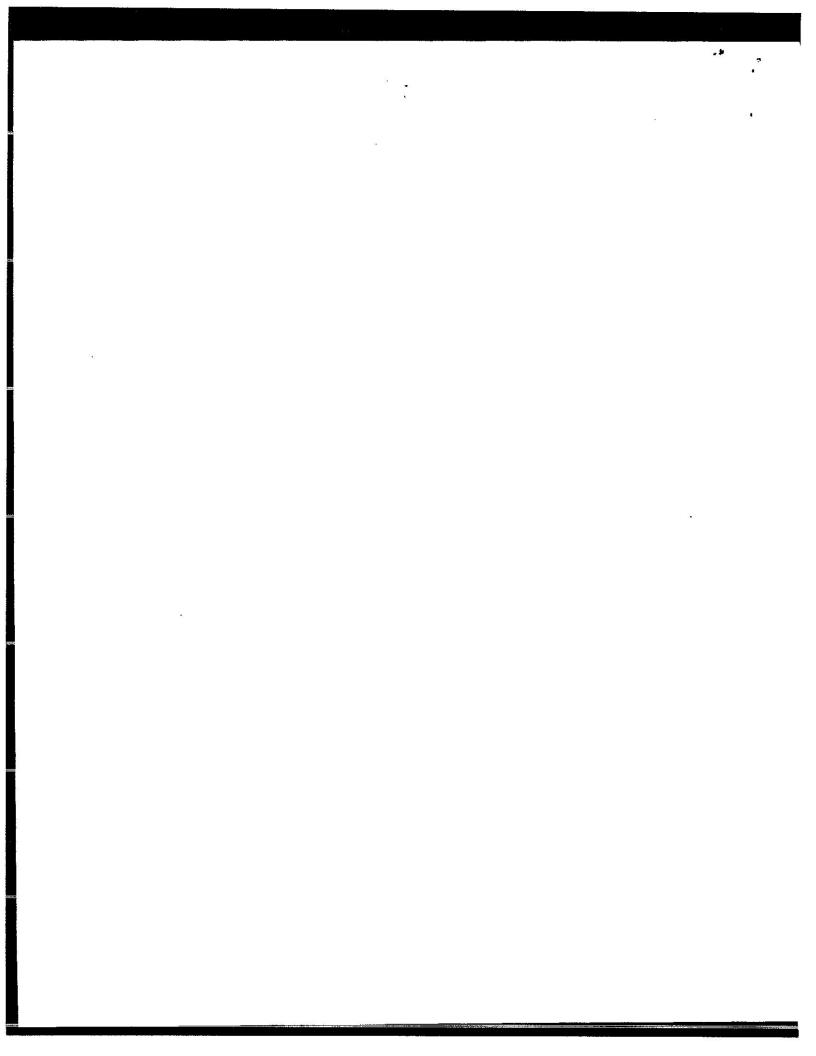
U.S. Department of Transportation Federal Aviation

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

Form Approved OMB No.2120-0020

For FAA Use Only

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1. Aircraft	Make Bellanca					Model BKC/	\B			
	Serial No. 558-7)			,	Nationality and N5058L	l Registrat	ion Mark		
2. Owner	Name (As shown on Nickel, John C,	registration certificate)				Address (As s 5335 College / OAKLAND, CA	Ave., Suite	5	enilicate)	
			3.	Fo	r FAA Use Only		0.48			
)				The data requirem conformi	Identified herein ents and is approving inspection by a Community inspection by a Community in the community	compiles ed for the a person auth Stone		Hicable Alloworth ed aircraft, subjet 143, Section 43	
		4. Un	it Identif	icati	ion		7-		5. T	уре
Unit	Ma	ke		• • • •	Model	Ser	ial No.		Repair	Alteration
AIRFRAME		~~~~~ (A	s descri	bed	in item 1 above) ~~~		~~~~	•	`	x
POWERPLANT										
PROPELLER										
APPLIANCE	Type Manufacturer									
			6 C	onfe	ormity Statement					
A. Agency's Nam	e and Address				B. Kind of Agency			C. Cer	tificate No.	
Richard K Dodge / I PO Box 6087, Hand Oakland Airport Oakland CA 94603	jer L908	·			U.S. Certificated Mechan Foreign Certificated Mec Certificated Repair Statio Manufacturer	hanic		555045	5849	
nave been ma	ne repair and/or alte ide in accordance v ein is true and corre	with the regirement	s of Part	43 c	led in item 4 above and f the U.S. Federal Avia	i described on ition Regulatio	the reve ns and t	irse or atta hat the int	achments he formation	reto
Date C//	29/99	****			ure of Authorized Indiv	. Kerty C	7		F-00000 20	
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Date of Approval o	Designee	Repair Station	ianoties		Person Appoved by Tra Canada Airworthiness (····	····	
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Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

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 into N5058L, Bellanca 8KCAB, S/N 558-79, a mounting plate for an Antenna - Marker, boat type, p/n Cl 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 Drawings 3a, 3b, & 3c for details of location, fabrication and mounting of the mounting plate.

All mounting rigidity requirements perscribed 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.

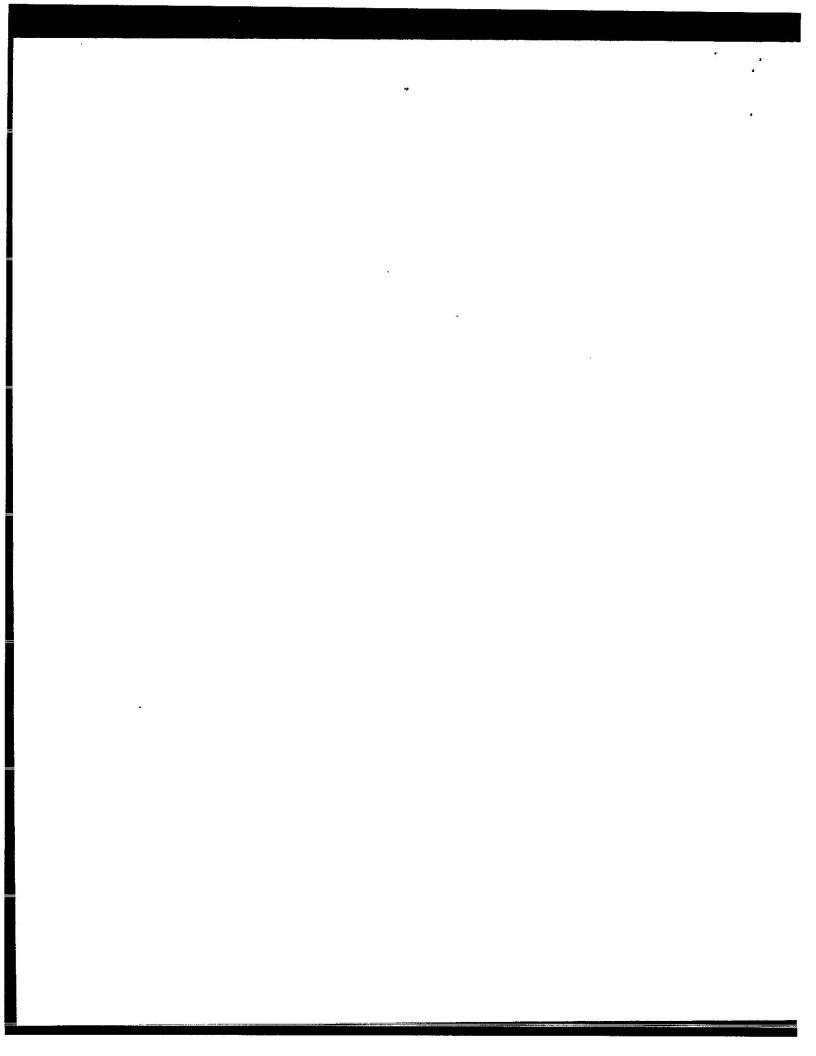
Work performed in accordance with FAR parts 23.130, 23.1309, 91.207, 43 Appendix D.

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

Instructions for Continued Airw orthiness:

- 1. introduction: N5058L, Bellanca &KCAB, S/N 558-79.
- 2. Description: installation of a mounting plate for an Antenna Warker, 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 Decathalon 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 proceedures.
 - 7. Removal and replacement information: NA
 - 8. Diagrams: Frawings 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

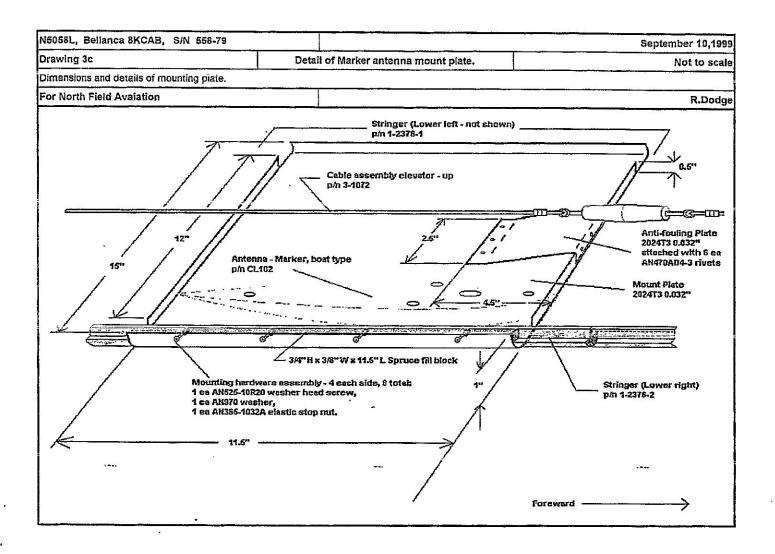
Additional sheets attached



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 Avaiation R.Dodge \$ @ See Drawing 3b

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

Form Approved OMB No.2120-0020

For FAA Use Only

Office Identification

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1. Aircraft	Make Bellanca			Model 8KCAB			
,	Serial No. 658-79			Nationality and Registration N5058L	on Mark		
2. Owner	Name (As shown on registration certificate) Nickel, John C,			Address (As shown on re 5335 College Ave., Suite OAKLAND, CA 94618-28	5	n certificate)	
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POWERPLANT	2 45% 1 h	,	8 *	•			
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Oakland Airport Oakland CA 9461	03		Certificated Repair Stat		ł		
			Manufacturer				
have been r	the repair and/or alteration made to the made in accordance with the regirement arein is true and correct to the best of m	s of Part 43	3 of the U.S. Federal Avi	nd described on the reve lation Regulations and t	erse or a hat the	attachments he information	ereto
Date 9/	17/99	Sign	nature of Authorized Indi				
÷		7. Approv	al for Return To Servi				
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	A Fit. Standards	[5	Inspection Authori	ization Other (S	pecify)		
	A Designee		Person Appoved by T Canada Airworthiness	ransport Group			220
Date of Approva	or Rejection Certificate or Des		o. Signature of Authori	ed Individual			•
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Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

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:

Quan	tity 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 socializar a resolver com a com as form sentencia	
1	1-2308-1	Fitting-drag wire attachment	4 13.
1	2-707	Rib-fin	25, 63
1	1-9912	Bracket-antenna	
1	7-1411-1	Tube-leading edge SC450FU . 304 7898 vs. 3343	**********
1	7-1411-3	Tube-rudder post	

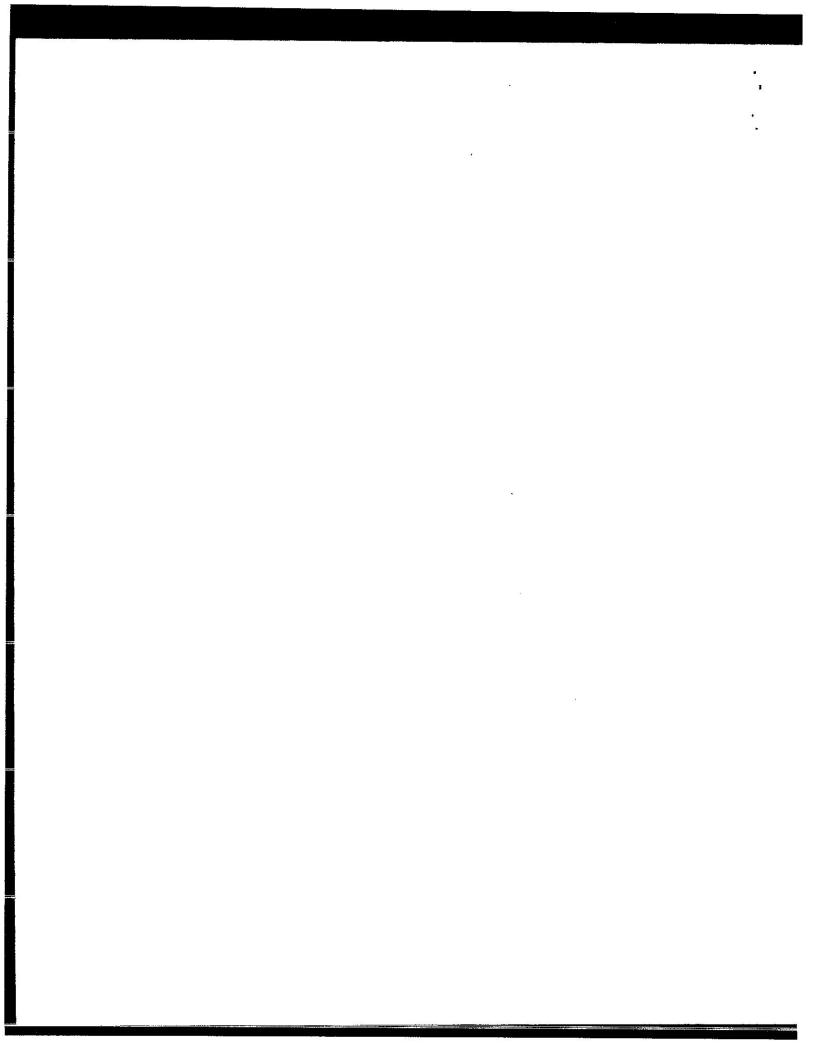
3]All repairs accomplished in accordance with AC 43.13-1B section 5, 4-74a,d,e(1a)(2)(3)(4)(5a,b,c,d,e,f,g)(6)(7)(9)(10), 4-75d(1)(2), 4-79, 4-80a,b, 4-84a,b, and Figure 4-37.

4]Interior of tubing was treated with linseed oil.

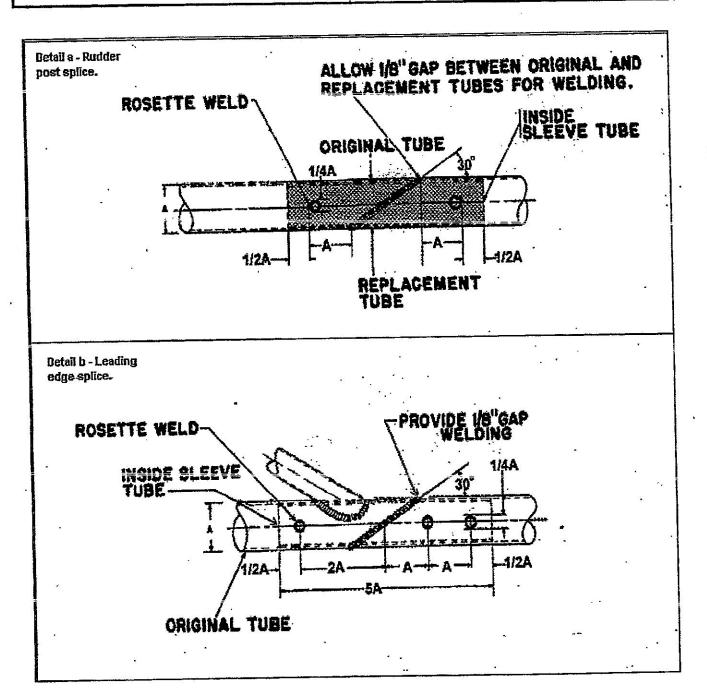
5] Repaired steel structures primed with Randolph Products Co. epoxy / dope proof primer - Rand-O-Plate p/n B6433.

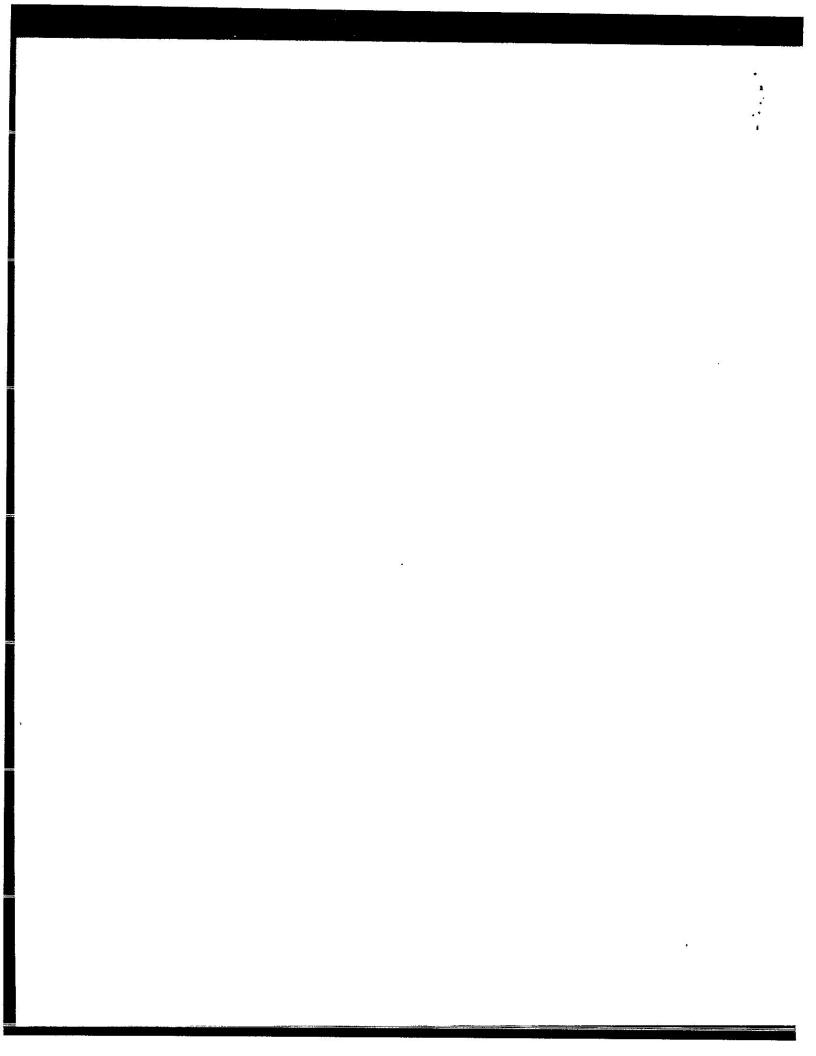
6] The aircraft has been weighed subsequent to this alteration and new Weight & Balance records have been installed in the aircraft's permanent records.

N5058L, Bellanca 8KCAB, S/N 558-79 September 10,1999 Drawing 1a Detail of Vert. Stab. Repair Not to scale Shaded areas are replacemant parts. Parts identified by part number. See Drawing 1b for Detail a & b. For North Field Avaiation R.Dodge p/n 2-787 p.in 2-1991-1 ph 1-1912 p.n 1-2538 Detail b



N5058L, Bellanca 8KCAB, S/N 558-79	7 [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 Avaiation		R.Dodge





U.S. Department
of Transportation
Federal Aviation
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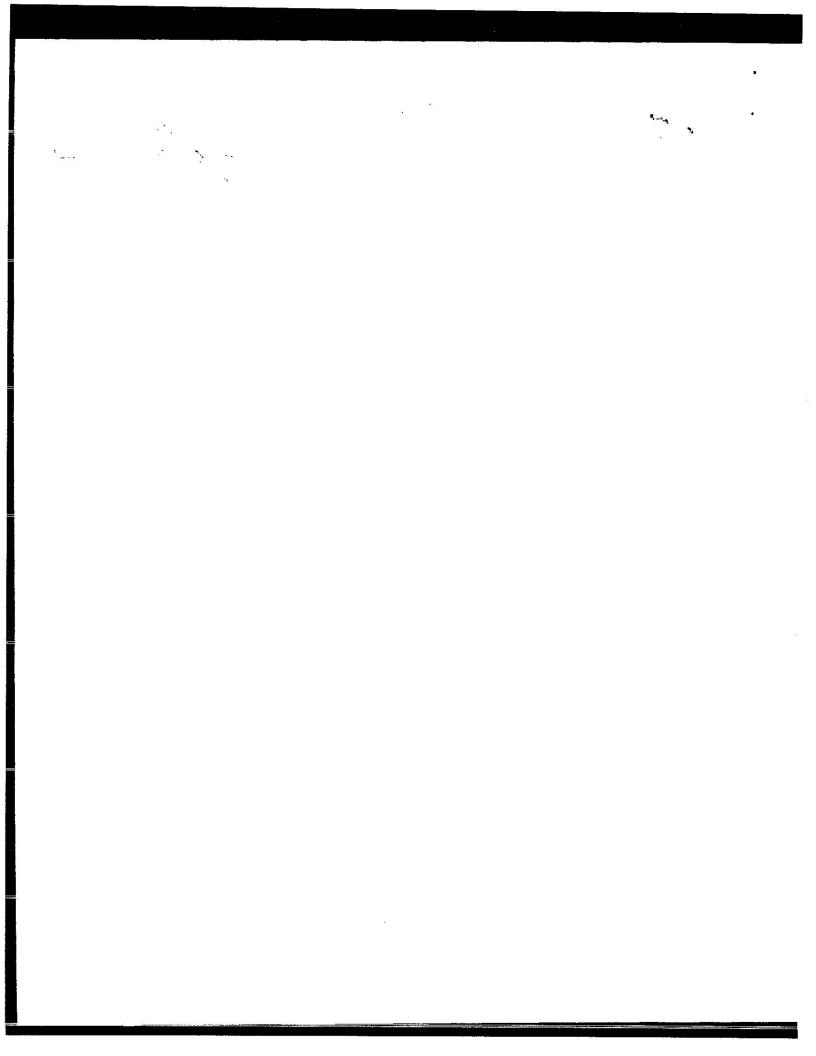
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MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

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For FAA tise Only

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instr	uctions and	: Print or type all e disposition of this for each such viola	for	m. This report is a	equired	by la	Appendix B, and AC 43 aw (49 U.S.C. 1421). n Act 1958)	.9-1 (or sui Failure to re	osequent rev eport can res	isjon-the ult in a c	preef) for civil penalty no	ot to
1.	Aircraft	Make Bellanca	a	······································		T. Const.		Model 8	KCAB			
		Serial No. 558	1-79		3.78 NY NY			Nationality N5058L	and Registrati	on Mark		•
2	Owner	Name (As shown Nickel, John C,	on	egistration certificate)				5335 Coll	As shown on re ege Ave., Suite D, CA 94818-2	5	certificate)	
					3	. Fo	or FAA Use Only					
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					it Identi	fical	57940 VAN-AS	1	ar		5. T	уре
-	Unit	1	Mai	(e			Model	<u> </u>	Serial No.		Repair	Alteration
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APPL	IANCE	Type Manufacturer										
				<u></u>	6. (Conf	formity Statement	l				
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Date	9/2	27/99					traff of Withorized India	- Kala				
	Pursuant i Administra	o the authority give tor of the Federal	en i Avi	persons specified	below f	heu	nit identified in item 4 v	ras inspect	ed in the ma	nner pre	escribed by th	e
BY		Fit. Standards ' r		Manufacturer		V			Other (Sp			
		A Designee [Repair Station			Person Appoved by Tr Canada Airworthiness	ansport Group				Ī
Date o	Approval	or Rejection 99	- 1	Certificate or Des 555045849	gnation	No.	Signature of Adithoriz	ed Individu	R mola	j ,		

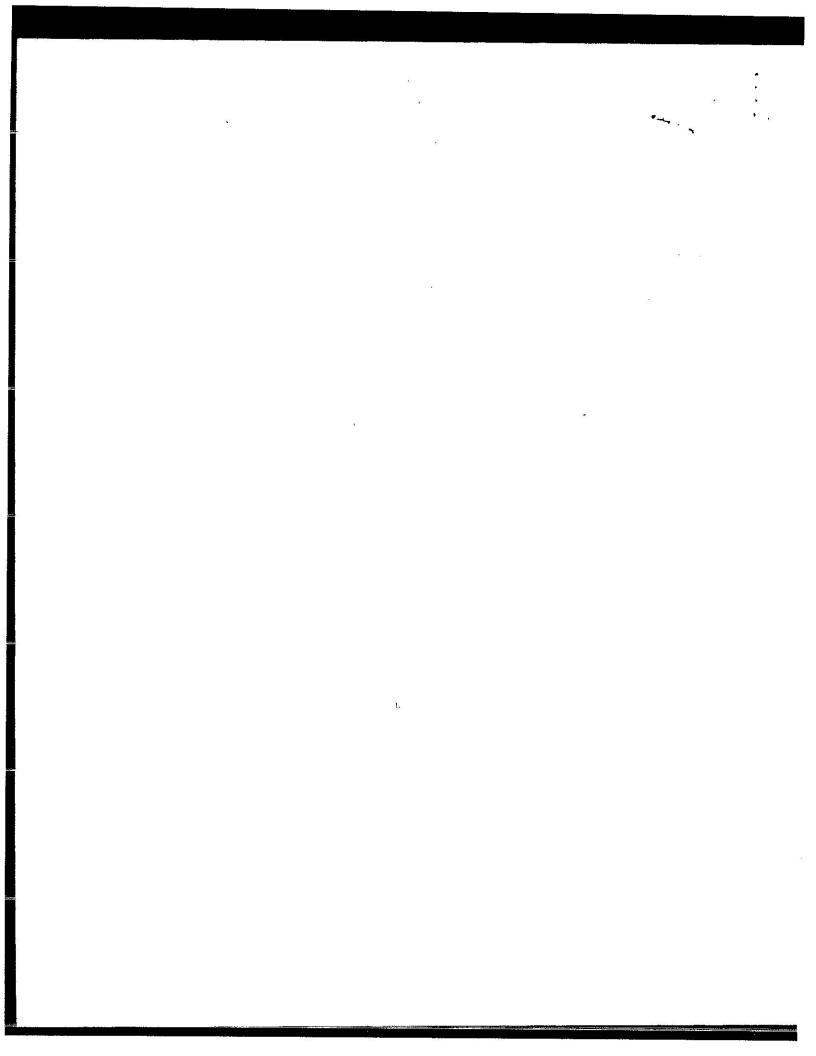


Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

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 Decathalon 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 Occonite 102 dacron fabric, using envelope method. All operations performed in accordance with Occonite Proceedures 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.



US Department of Transportation

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

Form Approved OMB No. 2120-0020

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Office Identification

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1. Aircraft	Make Bella						Model	KCAB				
1. Alleisit	Serial No. 558-	79						ind Registra	tion M	ark		,
2. Owner	Name (As show Nick	n on regist el, John		ite)		-	Address (A	s shown on .	ge A	ration certifica ve., Suite 5 1618-2804	te)	
		,,,,,,,			3. For FAA	Use Only						-
	is data identified herein or d is approved for the above error authorized in FAR 43 2 - 2 - 9 - 7 DATE	ompiles with the described sind, Section 43.7.	o Blow	iness recomming inest	pection by			D see				
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Unit		Make ,-	1		ř	Model			Serial	No.	Repair	Alteration
AIRFRAME	***	~~~~	******	(As de	escribed i	n item 1 aı	bove) 👡		~~~	~~		х
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PROPELLER				1		2						
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Bay Avionic Oakland Int'i Oakland, CA	s, Inc Airport 94603				Fore χ Cert	Certificated I ign Certificat ficated Repa ufacturer	ed Mechanic			WK3R94 Inst.Clas Radio Cla Limited A	s 1,3,4 ass 1,2,3	
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Administrator of	authority given pe the Federal Aviat	rsons spe	cified below, this tration and is	he unit	identified i	n item 4 wa APPROVE	s inspected i	n the manne REJECTE	r pres D	cribed by the		î
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Date of Approval ィŹーŹ ー	or Rejection	Certific Design Wi	ate or ation No. (3R948L		Signature	of Authorize	ed Individual	2 Le	7			
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Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

	ional sheets. Identify with aircraft nati	ionality and registration m	ark and date work	(completed.)	
3ellanca	S/N 558	3-79	e e cont	N5058L	
Removed existing op	tional Bellanca Mixtur	e Monitor.	# 10 		
nstalled a J.P. Instru nstrument panel whe	ments EGT-701 engirere the removed Mixtu	ne analyzer sys re Monitor was	stem in the located.	right han	id
This installation was of 103 Rev. A. and with	conducted in accorda hin the guidelines set nd AC43.13-2A chapte	nce with J.P. In	istruments 13A Chapi	installatio	on manual 428, 429,
in redamentering Oil 1	1-700 model EGT-701 SO-C43b and has be using FAA approved §	en previouely i	aetallad ar	specificat	ions meet ed_in
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Weight and balance of operating limitation changes shall be entered in the appropriate aircraft record. An afteration must be compatible with all previous afterations to assure continued conformity with the applicable enworthiness requirements.

Description of Work Accomplished Description is work accomplished. (If more space is required, attach additional sheets, identify with aircraft nationally 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 SACO146SE, 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 (14) 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.
- 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
- 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: Ston Sardo CRS VT3R931L Signature Certificate Number Date of flight test;

----END---

Additional Sheets Are Attached

OU.S. GOVERNMENT PRINTING OFFICE: 1992-759-012760-557

Fórm Approved CMB No. 2120-0020 MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance) For FAA Use Only Office Identification **DFS / WP 09** INSTRUCTIONS: Print or type all entries. See FAR 43.9. FAR 43 Appendix 8, 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 Activit penalty not to exceed \$1,000 for each such violation (Section 90) Federal Aviation Act of 1958). Model / 1001 Bellanca Serial No. 8KCAB . Aircraft Nationality and Registration Mark 558-79 N5058L Name (As shown on registration certificate) Address (As shown on registration certificate) Henry Arjad 2. Owner 2010 Quail Newport Beach, CA 92660 3. For FAA Use Only 4. Unit Identification 5. Type Unit Tracketti militare mater Modeln Et Old Serial No. Repair: Alteration AIRFRAME (As described in Item 1 above) X POWERPLANT 1313 PROPELLER " G05-8 16-4 The state of the state of APPLIANCE Conformily Statement A. Agency's Name and Address 8. Kind of Agency C. Certificate No. Air (88; Inc.10 (dba (Crownair)) 112) U.S. Certificated Mechanic CWNR273K 176 3753 John J. Montgomery Drive Foreign Certificated Mechanic Radio Class X Certificated Repair Station San Diego, CA 92123 I & II 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 2) illian 7. Approval for Return To Service (1986) 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 Q APPROVED G REJECTED FAA Fit. Standards Inspector Other (Specify) Manufacturer, , inspection Authorization 🧠 Person Approved by Transport Canada Airworthiness Group FAA Designee Repair Station Date of Approval or Rejection Certificate or Designation No. Signature of Authorized Individual CWNR273K FAA Form 337 (12-88)

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

Description of Work Accomplished ill 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
- The above avionics equipment has been installed in accordance with the practices, procedures and techniques as set forth in Advisory Circular AC 43.13-14, 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 KX-134 Installation Manual P/N 006-00159-0001. Rev. 1 dated May KA-134 Installation Manual, P/N 1006-00159-0001, Rev. 1 dated May
- 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.
- 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.

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Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous afterations 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 campleted.)
 - Removed original ploth covering and installed PolyFiber covering material on complete airgraft 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.
 - 2. Weight & Balance negligible.

ADDITIONAL SHEETS ARE ATTACHED

GUS. GOVERNMENT PRINTING OFFICE: 1977-771-021/344

	PEDEDA ATTACO	TRANSPORTATION MITTERS	0.0	1985 FOR FAA	USE ONLY
	MAJOR REPAIR (Airframe, Powerplant,	Propeller, or App	liance)	ADD 40	01
NSTRUCT for instruction	TONS: Print or type all entries. ons and disposition of this form.	See FAR 43.9, FAR 43	Appendix B, and AC	3.9-1 (or subsequent	revision thereof)
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NOTICE

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

A	DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with air- craft nationality and registration mark and date work completed.)
	Installed Aileron Spades in Accordance with Jackman Aviation Aileron Spade Installation Instruction Sheet for Bellance BKCAB 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.
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	FEDERAL AVIATIO	TRANSPORTATION ADMINISTRATION AND ALTERATION Propeller, or Applican	MAR 2 5 1982	Form Approved Budget Bureau FOR FAA	USE ON	
INSTRUCT for instruct	TIONS: Print or type all entries.			1 (or subsequen	t revision t	しら hereof)
1. AIRCRAFT	MAKE Bellanca MODEL 814CAB SERIAL NO. 558-79 NATIONALITY AND REGISTRATION MARK N. 5058 L.					
2. OWNER	NAME (As shown on registration of Wilcox, Richero	rtificate)	ADDRESS (As shown o 8832 Bayn Huntington	n registration cert	ificate)	5646
		3. FOR FAA USE ON				
0.000	4.	UNIT IDENTIFICATION			T 7	vas
UHST	MAKE	MODEL		ERIAL NO.	S. T	ALTER-
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Russell Nielsen 1622 augr Hills De Oceanside, ch 90056		X U.S. CERTIFICATE			C. CERTIFICATE NO.	
ATE	that the repair and/or alteration is hereto have been made in accombe information furnished herein.		s of Part 43 of the Ust of my knowledge. JHORIZED INDIVIDUE NUMBER NUMBER	A 64 (1977)	the rever	se or
		APPROVAL FOR RETURN TO	SERVICE		-	
Pursuant to t	he authority given persons specific ator of the Federal Aviation Admit	d below, the unit identified distration and is. PAPPRO	in item 4 was inspect	ed in the manne	r prescribe	d by
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Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

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

In stalled Brackett Air Filter pn BA8110 inaccordance with STC-SA716L List no.1, FAA-PMA Supplement no. 1 \$ Many facturers Instruction Sheet pr. BA 8105 dated 8-5-81