

FAA PWR

U.S. Department of Transportation MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance) Federal Aviation Administration	Form Approved OMB No. 2120-0020 For FAA Use Only Office Identification Sw-19 PWR
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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 \$5000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make BELLANCA	Model 17-30A	AUG 31 2005
	Serial No. 79-30909	Nationality and Registration Mark U.S.A. N28111	FAA AFW FSDO
2. Owner	Name (As shown on registration certificate) James Glass	Address (As shown on registration certificate) 10248 FM 455W Sanger, TX 76266	

3. For FAA Use Only

airworthiness requirements... approved... the above described aircraft subject to conformity inspection by a person authorized in 14 CFR Section 43.7.

AUG 25 2005 *Peter W. K...
 Date
 FAA Inspector, AFW 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.
TOMLINSON AVIONICS OF TEXAS 2230 Airport Dr. Gainesville, TX. 76240 T3TR390N	U. S. Certified Mechanic	T3TR390N RADIO , LIMITED RADIO LIMITED INSTRUMENT LIMITED SPECIALIZED SERVI
	Foreign Certified Mechanic	
	<input checked="" type="checkbox"/> Certified Repair Station	
	Manufacturer	

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

Date 25-August-2005	Signature of Authorized Individual Billy G Palmertree <i>Billy G Palmertree</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 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		Certificate or Designation No.		Signature of Authorized Individual	
25-August-2005		T3TR390N		Billy G Palmertree <i>Billy G Palmertree</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.)

Aug-25-2005 U.S.A. N28111 BELLANCA 17-30A 79-30909

1. Removed {2} Collins VHF 251; {2} Collins VIR 351; {1} GLS 350; {1} RCR 650 ADF system; {1} A-23A Loran antenna; {1} Apollo 618 Loran.
2. Installed {1} GNS 430; {1} Garmin AT MX 20; {1} Garmin AT SL 30; {1} Garmin GDL 69A; {1} CI 401-429 GPS / Wx antenna.
 - a. The GNS 430; MX20; SL30; are mounted in the radio stack at STA. -4.50 with the GDL 69A receiver mounted at STA.104.25 in accordance with TAT drawings # TATN28111-1 thru TATN28111-4; Manufacture Installation Manual #190-00140-02 {Rev N}; #560-1025-07 {REV 8}; #190-00355-00 {Rev B}; and AC 43.13-2A, chapter 2, paragraph 21, 22, & 23.
 - b. The GNS 430 is coupled to the MX 20 for over laying of map; a S-TEC system 30 autopilot via an existing Collins IND 351 indicator. Autopilot coupling is accomplished by selecting GPS on the 430, then selecting TRK LO on the autopilot controller for Enroute, Terminal, and by selecting TRK HI for Approach modes.
 - c. The CI 401-420 antenna in mounted at STA.79.25 in accordance with Manufacture Installation Manual and AC 43.13-2A, chapter 3, paragraph 38, subparagraph B.
 - d. This installation complies with FAR Part 23 SEC. 23.1301, 23.1329, 23.1351, 23.1357, 23.1356, 23.1431.
 - e. GPS system was ground tested and will be flight tested to meet the requirements of AC 20-138A, section 8c2.
3. Electrical Harness is fabricated and routed as per AC 43.13-1A, chapter 11, section 3, paragraph 445 and section 7.
4. Electrical loading as per AC 43.13-1A, chapter 11, section 2.
5. New weight and balance computed and entered in aircraft records.
6. Equipment list revised and magnetic compass checked on ground.
7. Upon approval of this 337 the MX20 will be APPROVED FOR VFR OPERATIONS ONLY.
8. Upon approval of this 337 the GNS 430 will be APPROVED FOR IFR OPERATIONS in the Enroute, Terminal, and Approach Modes.
9. FAA Approved Flight Manual Supplement for the GNS 430 Dated **AUG 25 2005** is required to be on board for this installation.
10. Maintenance of the GNS 430; MX 20; SL 30; and GDL 69A is obtained from FAA approved Manufacture Maintenance Manual #190-00140-05 {Rev C}; and other manufacture approved maintenance manuals. Operation of the GNS 430; MX20; SL 30; and GDL 69A is obtained from Pilot's Operating Manual #190-00140-13 {REV C}; #560-1026-03 {Rev 3.1}; #190-00140-00 {Rev G}.
11. Instructions for Continued Airworthiness (ICA) for this aircraft alteration and interfacing of components is as follow: (1) Introduction to the aircraft altered is explained above; (2) Description of the alteration and it's functions are described above; (3) Operation information is described in the documents listed above for, particular product; (5) Maintenance, (6) Trouble shooting information and (7) Removal & Replacement of the products listed will be in accordance with the appropriate and current manufacturers maintenance manual. Items: (4) Servicing such as fluids; (8) Diagrams of access plates; (9) Special Inspection requirements ie X-ray; (10) Application of protective treatments; (11) Data ie structural fasteners and torque; (12) List of special tools; (13) For Commuter category aircraft; (14) Recommended overhaul periods and (15) Airworthiness Limitation Section are not Applicable. (16) Revision will be in accordance with the Manufacturers' maintenance manual and submitted to the local FSDO. Antenna's and other parts and materials installed such as wiring, circuit breakers, switches, annunciators, clamps, doublers, shelves and racks will be inspected for condition and security at Annual or Equivalent Inspections in accordance with 14 CFR Part 43, Appendix D, FAA Advisory Circular 43.13-1B and/or applicable manufacturers service instructions. All other parts and materials installed such as wiring, circuit breakers, switches, annunciators, clamps, doublers, shelves and rack will be inspected for condition and security at annual inspections in accordance with FAR part 43, Appendix D, and all maintenance to be performed will be in accordance with FAA AC 43.13-1B and applicable manufacturers service instructions.

----- END -----

ADDITIONAL SHEETS ARE ATTACHED

2032

LBB FSDO



US Department of Transportation
Federal Aviation Administration

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

DEC 20 2004

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
NER
SW-FSDO-13

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

1. Aircraft	Make Bellanca	Model 17-30A
	Serial No. 79-30909	Nationality and Registration Mark N28111 USA
2. Owner	Name (As shown on registration certificate) James A. Glass	Address (As shown on registration certificate) 10248 FM 455 W. Sanger, TX 76266

3. For FAA Use Only

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4. Unit Identification

5. Type

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

6. Conformity Statement

A. Agency's Name and Address Michael J. Ferguson 10 Miller Drive Plainview, TX 79072	B. Kind of Agency		C. Certificate No. 466295836
	<input checked="" type="checkbox"/>	U.S. Certificated Mechanic	
	<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 Dec. 17, 2004	Signature of Authorized Individual Michael J. Ferguson <i>Michael J. Ferguson</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	<input type="checkbox"/>	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection Dec. 17, 2004	Certificate or Designation No. 2140786	Signature of Authorized Individual Arthur D. Mitchell <i>Arthur D. Mitchell</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.)

Installed J.P. Instruments FS-450 fuel flow indicator and flow transducer in accordance with STC SA00861SE and SA00432SE. Installation completed in accordance with installation manual # 503 Rev. B, dated 3/14/97, and installation drawings. Weight and balance revised per supplement in aircraft papers. Flight manual supplement placed in aircraft flight manual.

-----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

AFW-PDU

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 Alexandria Aircraft LLC	Model 17-30A
	Serial No. 79-30909	Nationality and Registration Mark N28111
2. Owner	Name (As shown on registration certificate) Glass, James A	Address (As shown on registration certificate) 10248 FM 455 W Sanger, TX 76266-2635

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.
James Damron 329 Radecke Rd Krum, TX 76249	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	2704630
	<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 9/1/2004	Signature of Authorized Individual <i>James Damron</i> James Damron
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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 Fit. Standards Inspector	Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 9/1/2004		Certificate or Designation No. 2704630	Signature of Authorized Individual <i>James Damron</i> James Damron		

NOTICE

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

8. Description of Work Accomplished

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

Aircraft modified I/AW Precise Flight, Inc. STC SA 2162NM by installing SVS V alternate vacuum system. Work accomplished in accordance with Precise Flight Inc. Engineering Drawing listed on AML No SA 2162NM dated April 14, 2000.

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

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

AFW - PDU

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 Alexandria Aircraft LLC	Model 17-30A
	Serial No. 79-30909	Nationality and Registration Mark N28111
2. Owner	Name (As shown on registration certificate) Glass, James A	Address (As shown on registration certificate) 10248 FM 455 W Sanger, TX 76266-2635

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	Continental	IO 520-K	557388		X	
PROPELLER						
APPLIANCE	Type					
	Manufacturer					

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
James Damron 329 Radecke Rd Krum, TX 76249	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	2704630
	<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 9/1/2004	Signature of Authorized Individual <i>James Damron</i> James Damron
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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 Fit. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	<input type="checkbox"/>	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 9/1/2004		Certificate or Designation No. 2704630		Signature of Authorized Individual <i>James Damron</i> James Damron	

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 modified in accordance with Precise Flight STC SE 1780NM by installing SVS V alternate vacuum system. Work accomplished in accordance with Engineering Drawing 000V0000, Revision dated March 10, 2000 and Installation Report No.08072 , dated December 22, 1999.

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

Additional Sheets Are Attached



US Department of Transportation
Federal Aviation Administration

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

LBB FSDO

SEP 13 2002

Form Approved
OMB No. 2120-0020
For FAA Use Only
Office Identification
SW-FSDO-13 *JH*

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

1. Aircraft	Make Bellanca	Model 17-30A
	Serial No. 79-30909	Nationality and Registration Mark N28111 USA
2. Owner	Name (As shown on registration certificate) Jim Glass	Address (As shown on registration certificate) 10248 FM 453 West Sanger, TX 76266

3. For FAA Use Only

The Alteration/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 by FAR Part 43, Section 43.7.

SW-FSDO-13 9-4-2002 *Stanley P. Hinds*
District Office Date Signature of FAA Inspector **STANLEY P. HINDS**

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 Miller Flying Service P.O. Drawer 190 Plainview, TX 79072	B. Kind of Agency	C. Certificate No. GYCR551E
	U.S. Certificated Mechanic	
	Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	Manufacturer	

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

Date Aug. 30, 2002	Signature of Authorized Individual Arthur D. Mitchell <i>Arthur D. Mitchell</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 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 <i>Sept. 4, 2002</i>	Certificate or Designation No. GYCR551 E	Signature of Authorized Individual Arthur D. Mitchell <i>Arthur D. Mitchell</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.)

Aug. 30, 2002 Bellanca N28111 17-30A Tach: 2915.4 hrs.

Installed owner produced fuel caps produced in accordance with drawings associated with STC SA01375AT, drawing nos. J-1000 through J-1004, using materials specified in these drawings.

Parts produced and deminsionally checked by Witmer's Aircraft Service, Pottstown, PA.

Materials used to produce these parts came with a certificate of conformance dated 14/01/02 attached. After installation of the caps the venting system functioned as designed. Weight and Balance revised per supplement in aircraft papers.

Instructions for Continued Airworthiness.

1. Introduction: Bellanca N4081B was modified with the installation of fuel caps as noted above.
2. Description: Installed fuel caps and adapter rings in accordance with STC SA01375AT and associated drawings.
3. Control, Operational Info: None
4. Service Information: Lubricate O'rings as needed with Parker Lube or Equivlent.
5. Maintenance Instructions: Inspect caps at each Annual or 100 hr. inspection as per instructions provided with STC SA01375AT and AD 87-11-01. When removing or replacing adapter rings, torque screws to 10-12 inch pounds and lubricate with Parker Lube or Equivlent.
6. Trouble Shooting Info: N/A
7. Removal and Replacement: N/A
8. Diagrams: N/A
9. Special Inspections: N/A
10. Application of Special Treatments: N/A
11. Data : N/A
12. List of Special Tools: N/A
13. For Commuter Aircraft Only: N/A

X Additional Sheets Are Attached

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.)

14. Recommended Overhaul Period: N/A

15. Airworthiness Limitations: N/A

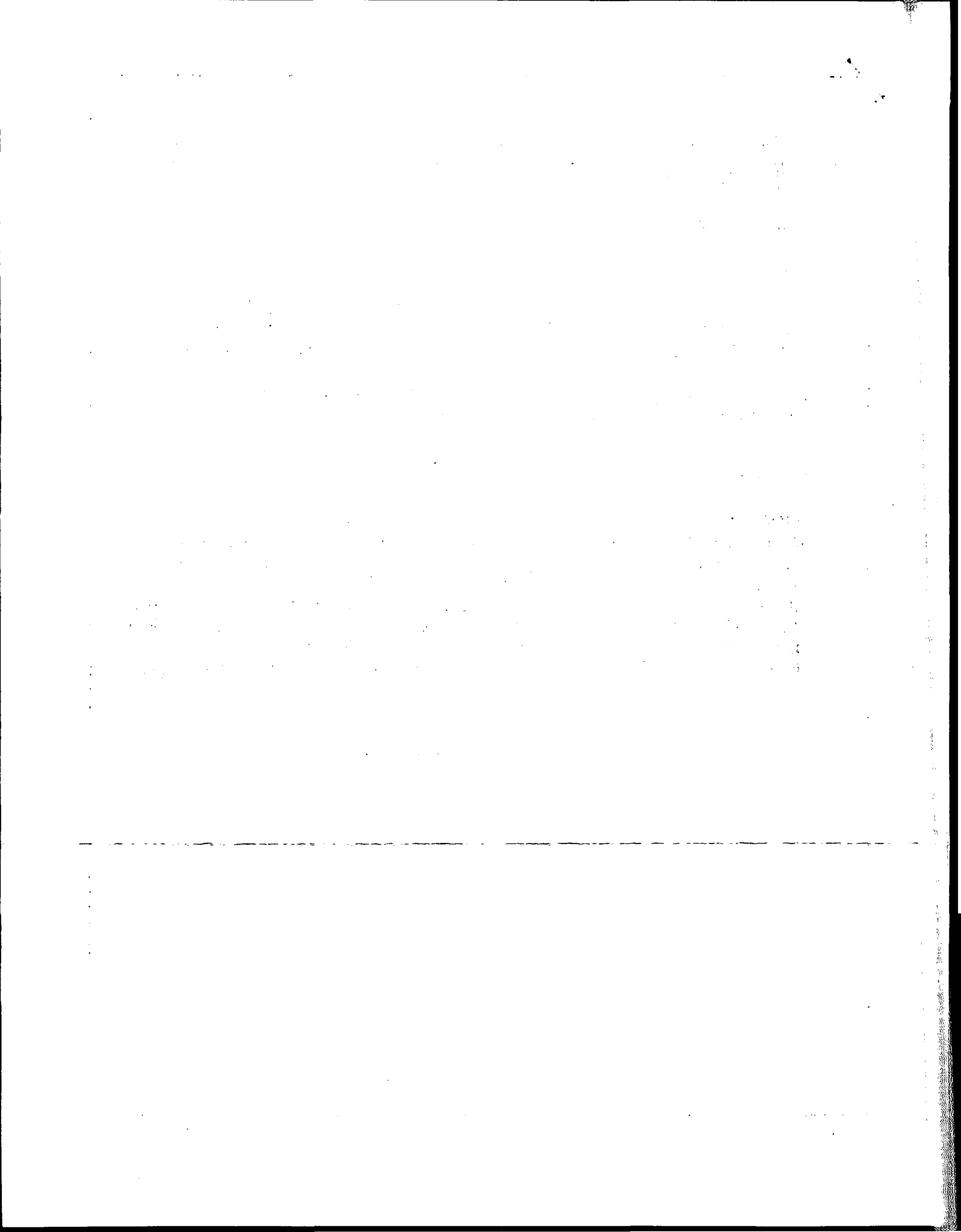
16. Revision: To revise this ICA, a letter must be submitted to the local FSDO with a copy of the revised FAA form 337 and revised ICA. The FAA inspector accepts by signing block 3 and including the following statement. "The attached revised new instructions for continued airworthiness (dated _____) for the above aircraft or component major alteration has been accepted by the FAA, superseding the instructions for continued airworthiness (dated _____).

17. Assistance: Flight Standards Inspectors have the resources to respond to questions regarding the ICA.

18. Implementation and record Keeping: For major alterations performed in accordance with FAA field approval policy, the owner/operator operating under part 91 is responsible for ensuring that the ICA is made part of the applicable section 91.409 inspection program for their aircraft. This is accomplished when a maintenance entry is made in the aircraft's maintenance record in accordance with section 43.9. This entry records the major alteration and identifies the original ICA location (e.g. block 8 of FAA form 337 dated Aug. 30, 2002) along with a statement that the ICA is now part of the aircraft's inspection/maintenance program.

—————END—————

| Additional Sheets Are Attached



LBB FSDO

DEC 19 2001



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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
SW-FSDO-13

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

1. Aircraft	Make Bellanca	Model 17-30A
	Serial No. 79-30909	Nationality and Registration Mark .N28111
2. Owner	Name (As shown on registration certificate) Glass James A	Address (As shown on registration certificate) 10248 FM 455 W Sanger TX 76266-2635

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 Miller Flying Service P.O. DRAWER 190 Plainview, TX. 79073	B. Kind of Agency	C. Certificate No. GYCR551E
	<input type="checkbox"/> U.S. Certificated Mechanic	
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
<input type="checkbox"/> Manufacturer		

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

Date 12-10-2001	Signature of Authorized Individual David Bailey
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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 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 12-10-2001	Certificate or Designation No. GYCR551E	Signature of Authorized Individual David Bailey
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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.)

1. Removed turn coordinator and Century II autopilot, (console, directional gyro, roll servo, signal filter, and radio coupler).
2. Installed S-TEC system 30 ALT. automatic flight control system approved for Bellanca model 17-30A per S-TEC STC SA09366AC-D.
3. S-TEC system 30 unit's installed:
 - a. turn coordinator serial #2764D in left side instrument panel at station # -2.8.
 - b. directional gyro serial # 61820 in left side instrument panel at station # -2.8.
 - c. pitch computer serial # 2704A on rear radio rack at station # 121.0.
 - d. roll servo serial # 15721AE AT STATION # 52.4.
 - e. pitch servo serial #128560DE at station # 129.0.
 - f. transducer serial # 18133A at station # 128.0.
4. The S-TEC system 30 roll axis flight control system is designed to provide rate based roll stability with operating modes providing roll command, vor/loc tracking, and heading control with S-TEC D.G. heading system, and pitch axis control for altitude hold capability.
5. System 30 installed per S-TEC installation manual bulletin # 918, and all units installed with S-TEC supplied mounting bracket's and hardware, and cables.
6. System 30 is interfaced with nav 1 and 2 through previously installed nav 1 and nav 2 switch for vor/loc left/right information.
7. All work done in accordance with:
 - a. S-TEC bulletin #918, 700, and drawing's 10113, 76252, 76251, 99204.
 - b. AC43, 13-1B PARA'S 11-32, 11-47, 11-53, 11-66, 11-146, 11-158, AND ac 43, 13-2A chapter 1 section 2d.
8. System 30 ramp and flight tested per S-TEC installation manual bulletin # 700 section 1 and 2.
9. For operating instructions and limitations see flight manual supplement.
10. Weight balance and equipment list up dated this date 12-10-2001.
11. A electrical load analysis of the electrical equipment and avionics equipment installed in aircraft was performed and found to be less than 80% of the aircraft's electrical system.
12. Instruction for continued airworthiness:
 1. Introduction:

N28111 serial # 79-30909 model # 17-30A has been altered with the installation of S-TEC system 30 ALT autopilot per S-TEC installation bulletin #918 and drawing's 10113, 76252, 76251, 99204.
 2. This STC involves the installation of an S-TEC flight control system 30ALT. The installation includes the following items installed:
 - Roll servo
 - Pitch servo
 - Panel mounted roll computer, and remotely mounted pitch computer
 - Panel mounted controllers, indicators, switches, and breaker
 - Barometric pressure transducerServo installation utilize aluminum bracketry to secure the servos to the airframe. Attachment to the aircraft primary flight controls systems is accomplished through cable assemblies. Installation data for all components listed in the STC are included in the installation Bulletin #918. Approved interconnections to navigation system and heading systems are detailed in the bulletin as well.
 3. Controls, operation information:

Operation of autopilot system is described in the FAA approved flight manual supplement 891733, dated 5-22-98. Specialized controls, annunciation, operation and interpretation are covered in this required document.
 4. Servicing information:

All servicing of items included in this STC must be accomplished by approved S-TEC dealers using S-TEC dealer maintenance manuals and S-TEC test equipment. Locations and access to the components installed under this STC are described and depicted in the installation drawings and installation manual. Removal and replacement of components to be determined by functional checks indicated in the AFM supplement and ground checks and flight adjustment section of installation manual ST-818.
 5. Maintenance instructions:

Condition and/or airworthiness inspections required under FAR part 43, or other FAA approved programs, should include several items regarding the S-TEC autopilot system installed in the aircraft.

X Additional Sheets Are Attached

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.)

- a. Perform functional checks indicated in the AFM Supplement and ground checks and flight adjustment section of installation manual ST-818.
- b. Component to be checked against installation bulletin #918 to confirm integrity and condition.
- c. Servo installation utilizing bridle cables, tension to be verified against values indicated on the roll and pitch servo installation drawings found in bulletin master drawing part 3 921094, dated 5-22-98. Check for frayed or misaligned bridle cables and excess wear or looseness of any associated idler pulleys.

6. Trouble shooting information:

Trouble-shooting this equipment to be done by authorized S-TEC dealers. System function to be determined through functional checks indicated in the AFM supplement # 891733, dated 5-22-98 and ground checks and flight adjustment section of installation manual ST-818.

7. Removal and replacement information:

All components can be removed with common tools and practices. Installation of components required for this alteration must be in accordance with the approved data contained in the installation bulletin 918.

8. Diagrams:

See installation bulletin #918.

9. Special inspection:

N/A

10. Application of protective treatments:

Servos, transducers should be removed prior to application of corrosion treatments. Panel mounted components should not be exposed to these treatments.

11. Structural fasteners:

See parts list in installation bulletin 918.

12. Special tools:

N/A

13. Commuter category aircraft:

N/A

14. Overhaul time limitations:

No additional overhaul time limitations.

15. Airworthiness limitations:

Limitations are listed in the limitations section of AFM supplement 891733 dated 5-22-98

16. Revision:

To revise this ICA, a letter must be submitted to the local FSDO with a copy of the revised FAA form 337, and revised ICA. The FAA inspector accepts the change by signing block 3 and including the following statement:

"The attached revised/new instructions for continued airworthiness (date_____) for the above aircraft or component major alteration have been accepted by the FAA, superseding the instructions for continued airworthiness (dated_____)."

17. Assistance:

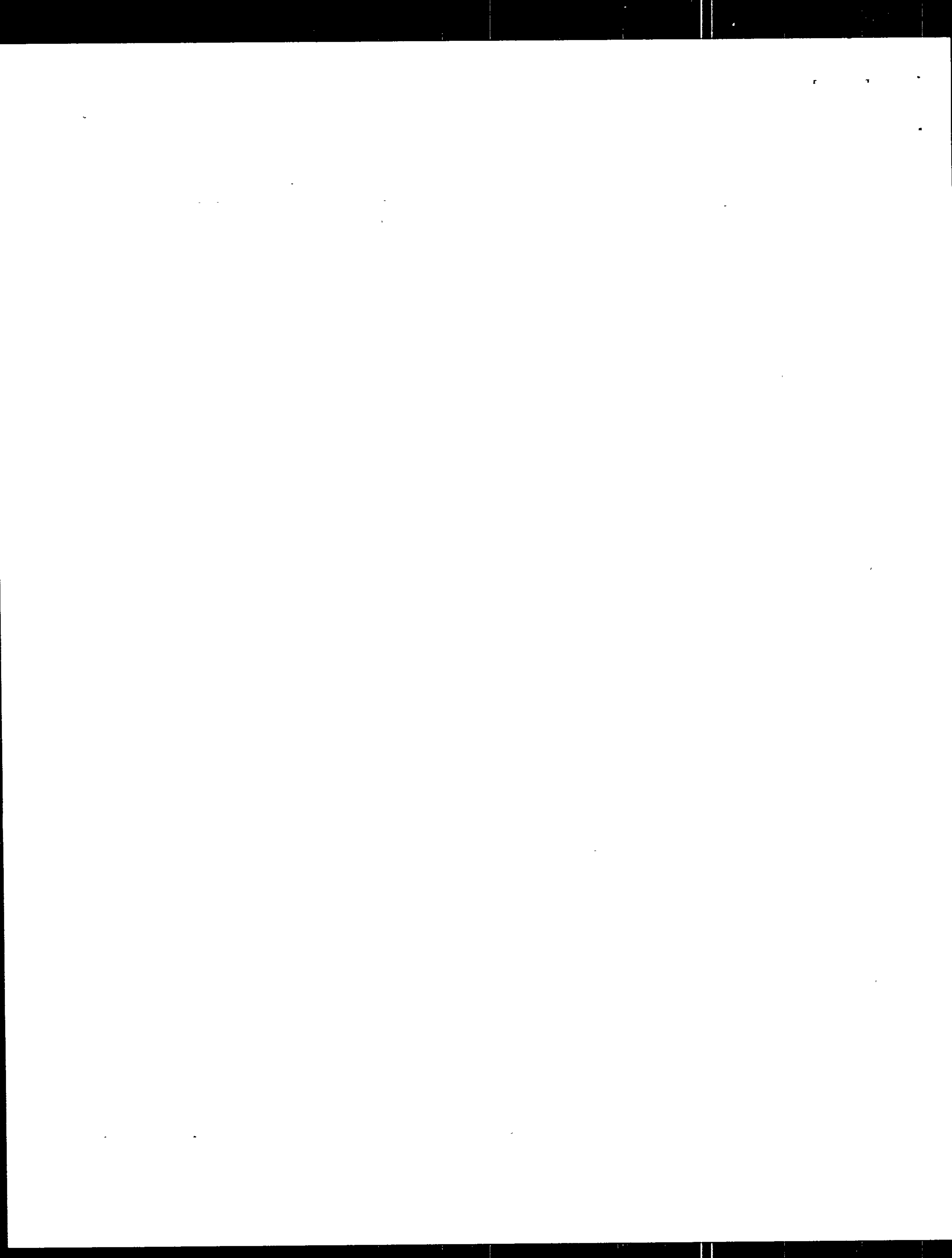
Flight standards inspectors have the resources to respond to questions regarding the ICA.

18. Implementation and record keeping:

For major alterations performed in accordance with FAA field approval policy, the owner/operator operating under part 91 is responsible for ensuring that the ICA is made part of the applicable section 91.409 inspection program for their aircraft. This is accomplished when a maintenance entry is made in the aircraft's maintenance record in accordance with section 43.9. This entry records the major alteration and identifies the original ICA location (e.g., block 8 of 337, dated 12-10-2001) along with a statement that the ICA is now part of the aircraft's inspection/maintenance requirements.

—————END—————

✓ Additional Sheets Are Attached



S-TEC CORPORATION
MINERAL WELLS, TEXAS 76067

FAA DAS APPROVED
PILOT'S OPERATING HANDBOOK AND/OR
AIRPLANE FLIGHT MANUAL SUPPLEMENT
FOR
BELLANCA MODELS 17-30A, 17-31A, AND 17-31ATC

WITH
S-TEC SYSTEM 30 TWO AXIS
AUTOMATIC FLIGHT GUIDANCE SYSTEM
(14 VOLT SYSTEM)

REG. NO. N28111

SER. NO. 79-30909

This Supplement must be attached to the applicable FAA Approved Airplane Flight Manual, Pilot's Operating Handbook, or Pilot's Operating Handbook and FAA Approved Airplane Flight Manual modified by the installation of S-TEC System 30 Autopilot Model ST-818-30 installed in accordance with STC SA09366AC-D. The information contained herein supplements or supersedes the basic manual. For limitations, procedures and performance information not contained in this supplement, consult the basic Pilot's Operating Handbook and/or Airplane Flight Manual.

SECTION I

GENERAL

This manual is to acquaint the pilot with the features and functions of the System 30 Single Axis Autopilot and to provide operating instructions for the system when installed in the listed aircraft model(s). The aircraft must be operated within the limitations herein provided when the autopilot is in use.

FAA/DAS APPROVED



Walter F. Davis

S-TEC CORPORATION
DAS 5 SW
P/N: 891733✓
DATE: 5-22-98

S-TEC CORPORATION
MINERAL WELLS, TEXAS 76067

FAA DAS APPROVED
PILOT'S OPERATING HANDBOOK AND/OR
AIRPLANE FLIGHT MANUAL SUPPLEMENT
FOR
BELLANCA MODELS 17-30A, 17-31A, AND 17-31ATC

SECTION II

OPERATING LIMITATIONS

1. Autopilot operation prohibited above the following speeds:
 - (a) Up to 15,000 ft., autopilot maximum operating speed is 200 MPH CAS.
 - (b) Above 15,000 ft., autopilot maximum operating speed is 180 MPH CAS.
2. Autopilot must be "OFF" during take-off and landing.

SECTION III

EMERGENCY OPERATING PROCEDURES

In the event of an autopilot malfunction, or any time the autopilot is not performing as expected or commanded, do not attempt to identify the system problem. Immediately regain control of the aircraft by overpowering the autopilot as necessary and then disconnect the autopilot. Do not reengage the autopilot until the problem has been identified and corrected.

1. Autopilot may be disconnected by:
 - a. Depressing the "AP Disconnect" Switch on the left horn of the pilot's control wheel (if installed).
 - b. Press and hold the mode selector knob for approximately 2 seconds.
 - c. Moving the autopilot master switch to "OFF" position.
 - d. Pulling the autopilot circuit breaker.
2. Altitude loss during a malfunction and recovery.

- a. The following altitude losses and bank angles were recorded after a malfunction with a 3 second recovery delay:

<u>Configuration</u>	<u>Bank Angle/Altitude Loss</u>
Climb	45°/NONE
Cruise	60°/-250'
Descent	58°/-340'
- b. The following altitude losses and bank angles were recorded after a malfunction with a 1 second recovery delay:

<u>Configuration</u>	<u>Bank Angle/Altitude Loss</u>
Maneuvering	20°/-50'
Approach (coupled or uncoupled)	20°/-40'

The above values are the worst case for all the models covered by this document.

FAA/DAS APPROVED

P/N: 891733

DATE: 5-22-98

S-TEC CORPORATION
MINERAL WELLS, TEXAS 76067

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PILOT'S OPERATING HANDBOOK AND/OR
AIRPLANE FLIGHT MANUAL SUPPLEMENT
FOR
BELLANCA MODELS 17-30A, 17-31A, AND 17-31ATC

SECTION IV

NORMAL OPERATING PROCEDURES

4-1 SYSTEM DESCRIPTION

The System 30 is a pure rate autopilot which uses an inclined rate gyro in the Turn Coordinator instrument as the primary roll and turn rate sensor and an accelerometer and an absolute pressure transducer as pitch rate sensors. The turn coordinator includes an autopilot pick-off, a gyro RPM detector and an instrument power monitor. Low electrical power will cause the instrument "flag" to appear while low RPM will cause the autopilot to disconnect. The autopilot includes an automatic pre-flight test feature that allows a visual check of all the annunciator lamps and checks critical elements of the accelerometer system. The test feature will not enable autopilot function unless the automatic test sequence is satisfactorily completed.

When the pre-flight test is satisfactorily completed and when the rate gyro RPM is correct, the green "RDY" light will illuminate indicating the autopilot is ready for the functional check and operation. The autopilot cannot be engaged unless the "RDY" light is illuminated. When the system is equipped with the optional 3" Air Driven Directional Gyro (D.G.) or a compass system, directional information is provided to the autopilot by a heading bug in the instrument.

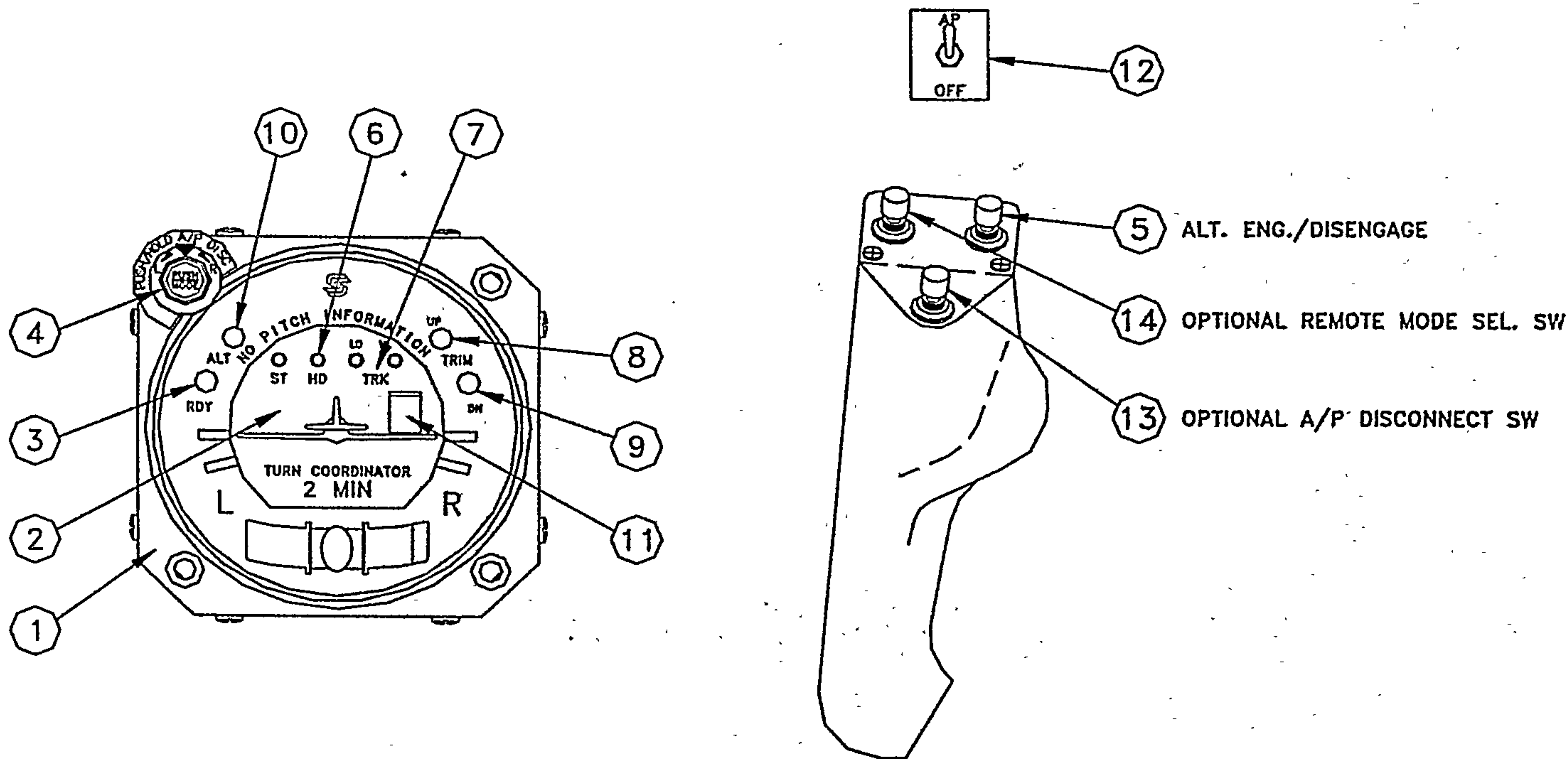
Pitch axis control is provided for the altitude hold function by use of the accelerometer and the pressure transducer. When the altitude hold mode is engaged an elevator trim sensor in the pitch servo will detect the elevator trim condition. When elevator trim is necessary to re-establish a trimmed condition, trim indicator lights on the programmer unit will illuminate to indicate the direction to trim to restore a trimmed condition. If the pilot ignores a trim light for more than five seconds the light will begin to flash to get the pilot's attention.

The indicator and annunciator lamp brilliance is controlled through the aircraft instrument light rheostat, except for the "trim" indicators which always illuminate at full intensity.

FAA/DAS APPROVED
P/N: 891733
DATE: 5-22-98

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FOR
BELLANCA MODELS 17-30A, 17-31A, AND 17-31ATC



1. Turn Coordinator, Mode Programmer and Annunciator Unit - Provides basic flight information, autopilot mode switching and annunciation.
2. Mode Annunciation Window - Displays mode in use.
3. Green Ready (RDY) Light - Illuminates when autopilot is ready for engagement. When autopilot is disconnected "RDY" will flash for five seconds accompanied by beeping audio tone.
4. Mode Select/Disconnect Switch - Each momentary push of this knob will select an autopilot mode, left to right, beginning with ST (Stabilizer) mode and ending with (Hi) TRK mode. Holding the knob in for more than 2 seconds will disconnect the autopilot. Turning the knob left or right in the stabilizer mode will provide left/right commands to the autopilot proportional to knob displacement up to a standard rate turn.

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DATE: 5-22-98

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BELLANCA MODELS 17-30A, 17-31A, AND 17-31ATC

5. Altitude Hold Engage/Disengage Switch - This control wheel mounted switch will engage or disengage the Altitude Hold Mode as desired. The blue (ALT) light on the annunciator panel will illuminate when ALT. mode is engaged.
6. Heading Mode - If the system is equipped with a D.G. this mode will permit preselected left/right turns using the D.G. heading bug.
7. TRK (Track) - using the (Lo) mode of the tracking feature will provide low system gain for comfortable cross country tracking of VOR or GPS signals. Using the (Hi) mode of the tracking feature will provide a higher level of system gain for more active tracking of VOR, GPS or Localizer front course signals.
8. Trim UP Light - Illuminates to indicate the need for nose UP trim.
9. Trim DOWN Light - Illuminates to indicate the need for nose DOWN trim. When both lights are out, the aircraft is in trim longitudinally.
10. Blue (ALT) light illuminates when altitude mode is engaged.
11. Flag Window - Red flag visible indicates lack of power (12/24 Volt) to primary turn coordinator unit.
12. Autopilot Master ON-OFF Switch - Refer to pre-flight procedures for operating details.
13. Optional remote AP disconnect switch.
14. Optional Remote Mode Selector Switch - Allows mode selection from the control wheel. Also disconnects autopilot when depressed for approximately two seconds.

4-2 PRE-FLIGHT PROCEDURES

NOTE: During system functional checks the system must be provided adequate DC voltage (12 or 24 VDC minimum as appropriate).

MANDATORY PRE-FLIGHT TEST

1. AP Master Switch - Move to A/P (on) position.
 - A. Observe all lights and annunciators illuminate.

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BELLANCA MODELS 17-30A, 17-31A, AND 17-31ATC

- B. Observe the following light sequence of the trim indicators:
(Sequence requires 9 seconds.)
1. Initially both trim UP & DN lights are illuminated.
 2. UP light extinguishes and remains off.
 3. DN light then extinguishes and remains off.
 4. All lights extinguish except for "RDY" light.
2. The autopilot can now be engaged and disengaged repeatedly but once the A/P master is switched off the test must be reconducted to get a "Ready" indication. If the "Ready" light does not illuminate after the test a failure to pass the test is indicated and the system will require service. NOTE: ALTITUDE MODE CANNOT BE ENGAGED UNLESS POWER IS ON FOR MORE THAN 15 SECONDS.

SYSTEM FUNCTIONAL TEST

3. Push Mode Switch - STB Annunciator illuminates. Rotate turn knob left and right, observe control wheel moves in corresponding direction. Center turn knob.
4. Set D.G. and place bug under lubber line (if installed) push turn knob to engage HDG mode. Observe HDG annunciator. Move HDG bug left and right observe proper control wheel motion.
5. Overpower Test - Grasp control wheel and overpower roll servo left and right, overpower action should be smooth with no noise or jerky feel. If unusual sounds or excessive play is detected, have the servo installation inspected prior to flight.
6. Radio Check - A. Turn on NAV Radio, with valid NAV signal, engage Lo TRK Mode and move VOR OBS so that VOR needle moves left and right - control wheel should follow the direction of needle movement.
B. Select Hi TRK Mode - the control wheel should again follow radio needle movement and with more authority than produced by Lo TRK Mode.
7. Move control wheel to level flight position - Engage ALT Mode. Move control wheel fore and aft to overpower pitch servo clutch. Overpower action should be smooth with no noise or jerky feel. If unusual sounds or excessive play is detected, have the servo installation inspected prior to flight.

FAA/DAS APPROVED
P/N: 891733
DATE: 5-22-98

S-TEC CORPORATION
MINERAL WELLS, TEXAS 76067

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FOR
BELLANCA MODELS 17-30A, 17-31A, AND 17-31ATC

8. Trim Check - Manually apply back pressure to control wheel for 2-3 seconds - observe the DN trim light illuminates. Apply forward pressure to the control wheel for 2-3 seconds, observe the UP trim light illuminates. Move the control wheel to center - observe both UP/DN lights extinguish.
9. Hold control wheel and push mode knob for 2 seconds - note that roll and pitch servos release. Move control wheel to confirm roll and pitch motions are free, with no control restriction or binding. If the optional disconnect switch is installed it may be used to effect the disconnect for this check.

4-3 IN-FLIGHT PROCEDURES

NOTE: The required pre-flight test can be conducted in flight if necessary. It should be noted, however, that when the UP/DN lights are flashing the pitch servo will momentarily engage and disengage. This alternate engage-disengage sequence is part of the test function. Because of the engage-disengage sequence the test should not be conducted while maneuvering.

1. Check - RDY light on.
2. Trim aircraft for existing flight condition. Maintain Yaw Trim during all Autopilot operations.
3. Center turn-knob - Press turn knob to select stabilizer mode.
4. Set turn knob to level or turning flight, as desired.
5. Set HDG bug to desired heading (if installed) and press knob to engage heading mode, select headings as desired.
6. At desired altitude, press ALT Mode Switch on control wheel. Trim aircraft as necessary to establish cruise condition - disengage ALT Mode to climb or descend.

VOR TRACKING AND VOR-LOC APPROACH

1. Tune NAV receiver and select radial.
2. Maneuver aircraft to selected radial (or localizer) within +/- 1 needle width and within 10 degrees of the course heading.

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P/N: 891733

DATE: 5-22-98

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MINERAL WELLS, TEXAS 76067

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BELLANCA MODELS 17-30A, 17-31A, AND 17-31ATC

3. Engage Lo TRK Mode for VOR tracking.
4. Engage Hi TRK Mode for VOR or LOC approach.

Hi TRK Mode may be used to track VOR radials cross country if desired. Use of Hi TRK Mode for cross country tracking may result in some course scalloping if the VOR signal is weak or otherwise "noisy". In areas of poor signal quality Lo TRK Mode may provide more accurate tracking even with reduced gain.

GPS TRACKING AND GPS APPROACH

1. Begin track with a reliable GPS signal and CDI needle centered, with aircraft on the suggested heading to the waypoint.
2. Select the Hi track mode for GPS tracking or GPS approach.

SECTION V

OPERATIONAL DATA

Text of this Section not affected by installation of this equipment.

SECTION VI

REQUIRED OPERATING EQUIPMENT

Text of this Section not affected by installation of this equipment.

SECTION VII

WEIGHT AND BALANCE

Text of this Section not effected by installation of this equipment.

FAA/DAS APPROVED
P/N: 891733
DATE: 5-22-98

.....

Supplemental Type Certificate

Number SA09366AC-D

This Certificate issued to S-TEC Corporation
One S-TEC Way
Mineral Wells Municipal Airport
Mineral Wells, TX 76067-9236

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

Original Product Type Certificate Number: A18CE
Make: Bellanca
Model: 17-30A, 17-31A, 17-31ATC

Description of Type Design Change:

Installation of S-TEC System 20/30 Single and Two Axis Automatic Flight Guidance Systems, Model ST-818-20/30, according to Bulletin No. 918, dated 5-18-98 and Master Drawing List No. 921094, dated 5-18-98 or later FAA Approved revisions of the above data (14 Volt System).

Limitations and Conditions:

1. FAA/DAS Approved Pilot's Operating Handbook and/or Airplane Flight Manual Supplement, P/N 891731, dated 5-22-98 is required for Bellanca Models 17-30A, 17-31A, and 17-31ATC for S-TEC System 20 or later FAA Approved revisions of the above supplement.
(See Continuation Sheet, Page 2, a part of this STC.)

If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

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

Date of application: 5-20-98

Date received:

Date of issuance: 5-22-98

Date amended:

By direction of the Administrator



Michael Keirnan

(Signature)

Michael Keirnan
DAS Staff Coordinator, DAS 5 SW

(Title)

Supplemental Type Certificate

(Continuation Sheet)

Number SA09366AC-D

Limitations and Conditions (con't.)

2. FAA/DAS Approved Pilot's Operating Handbook and/or Airplane Flight Manual Supplement, P/N 891733, dated 5-22-98 is required for Bellanca Models 17-30A, 17-31A, and 17-31ATC for S-TEC System 30 or later FAA Approved revisions of the above supplement.
3. Compatibility of this modification with other previously approved modifications must be determined by the installer.

RECEIVED

FAX

SEP 21 2000

U.S. Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION FAA
(Airframe, Powerplant, Propeller, or Appliance) (FW-FSDO)

For FAA Use Only

Office Identification
ASW FSDO 19

CEV

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 BELLANCA	Model 17-30A
	Serial No. 79-30909	Nationality and Registration Mark N28111
2. Owner	Name (As shown on registration certificate) James Glass	Address (As shown on registration certificate) 10248 FM 455W Sanger, TX 76266

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 TOMLINSON AVIONICS OF TEXAS, INC. 2230 Bonnavilla Dr. Gainesville, Tx. 76240,	B. Kind of Agency	C. Certificate No.
	<input type="checkbox"/> U.S. Certified Mechanic	T3TR390N
	<input type="checkbox"/> Foreign Certified Mechanic	RADIO CLASS 1&2
	<input checked="" type="checkbox"/> Certified Repair Station	LIMITED RADIO CLASS 3
	<input type="checkbox"/> Manufacturer	LIMITED INSTRUMENT

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 19-SEP-00	Signature of Authorized Individual 
--------------------------	--

7. Approval for Return To Service

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

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

Date of Approval or Rejection 19-SEP-00	Certificate or Designation No. T3TR390N	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. Installed BF Goodrich WX-950 Stormscope System.
 - A. WX-950 Indicator is mounted in existing space in Pilot Instrument Panel.
 - B. WX-950 Antenna is mounted aft of baggage compartment on belly of aircraft as per manufacturers installation manual and AC 43.13-2A chapter 3.
2. Electrical harness is fabricated from # 18 and # 22 guage wire and is routed as per AC 43.13-1B.
3. Primary electrical power is taken from radio circuit breaker panel.
4. A function test of this equipment has been performed in accordance with FAR 23.1301, and FAR 23.1431, and it operated satisfactorly and does not adversely affect any other component of A/C.
5. Electrical loading as per AC 43.13-1B. Maximum probable continuous electrical load does not exceed 60% of capacity of the alternator.
6. New weight and balance computed and entered in A/C records. Equipment list revised. Magnetic compass checked on ground.
7. "ICA's for this alteration are as follows, Receivers, Transmitters and Antenna's are on condition items and will be maintained as such. All other parts and materials installed such as wiring, circuit breakers, switches, annunciators, clamps, doublers, shelves and rack will be inspected for condition and security at annual Inspections in accordance with FAR part 43, Appendix D, and all maintenance to be performed will be in accordance with FAA AC 43.13-1B and applicable manufacturers service instructions."
-----end-----

Additional Sheets are Attached

LBB FSDO



US Department of Transportation
Federal Aviation Administration

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

OCT 3 1996

Form Approved
OMB No. 2120-0020
For FAA Use Only
Office Identification
SW-FSDO-10 JEM

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 17-30A
	Serial No. 79-30909	Nationality and Registration Mark USA N28111
2. Owner	Name (As shown on registration certificate) Jim Glass	Address (As shown on registration certificate) Route 1, Box 607 Sanger, TX 76266

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 Miller Flying Service Inc P. O. Drawer 190 Plainview, TX 79072	B. Kind of Agency	C. Certificate No. GYCR551E
	<input type="checkbox"/> U.S. Certificated Mechanic	
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> Manufacturer	

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

Date 9/27/96	Signature of Authorized Individual <i>Arthur D. Mitchell</i> Arthur D. Mitchell
-----------------	---

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	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 9/27/96	Certificate or Designation No. GYCR551E	Signature of Authorized Individual Arthur D. Mitchell <i>Arthur D. Mitchell</i>		

NOTICE

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

8. Description of Work Accomplished

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

Installed Electronics International EGT\CHT Engine analyser Model #EC-1 and RS-6-2 per instructions and drawings in accordance with STC 1626NM.

Removed existing Alcor unit, no change in weight and balance.

Additional Sheets Are Attached

Form Approved
Budget Bureau No. 04-R060.1

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

FOR FAA USE ONLY
OFFICE IDENTIFICATION
LBB FSD

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. AUG 2 1991

1. AIRCRAFT	MAKE Bellanca	MODEL 17-30A
	SERIAL NO. 79-30909	NATIONALITY AND REGISTRATION MARK N28111
2. OWNER	NAME (As shown on registration certificate) Miller Flying Service	ADDRESS (As shown on registration certificate) P.O. Drawer 190 Plainview, Texas 79072

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)				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Miller Flying Service P.O. Drawer 190 Plainview, Texas 79072	B. KIND OF AGENCY		C. CERTIFICATE NO. GYCR551E
	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 7-24-90	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>David Bailey</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)
	FAA DESIGNEE	X REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION 7-24-90	CERTIFICATE OR DESIGNATION NO. GYCR551E	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>David Bailey</i>
--	--	---

NOTICE

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

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

Installed Telex Procom 4 Intercom with jacks front and back and interfaced with aircraft mic, and phone jacks. and installed Iimorrow model 800 Flybuddy loran-c and interfaced with autopilot with Northern Airborne RS08-001 remote switch relay and PB08-001 pushbutton switch, and number 2 Collins IND-350 VOR INDicator. All work done in accordance with manufacturers installation manuals Collins part number 523-0766002 and Iimorrow part number 560-0023, and Northern Airborne manual REV. 1.3 dated 6-87 and Telex manual part number 38109-163 march 89, and AC-13-2A chapters 21,22,23,27, and chapter 3 and AC 20-121A appendix 1 paragraph 3.

Iimorrow model 800 is for VFR use only and placard installed on panel of aircraft indicates loran-c not approved for IFR Ramp and Flight test was performed and all systems check satisfactory.

For operating instructions see operating manuals in flight manual of aircraft.

Weight, balance and equipment list revised and updated this date 7-24-90.

ADDITIONAL SHEETS ARE ATTACHED

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

APPLICATION FOR AIRWORTHINESS CERTIFICATE
AND/OR ANNUAL INSPECTION OF AN AIRCRAFT

INSTRUCTIONS

Please print or type. Submit this form to the
Civil Aeronautics Administration Aviation Safety
Field Representative.

1. TYPE OF APPLICATION (Check which)

- ORIGINAL ISSUANCE OF CERTIFICATE
- ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE
- AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE
- RECERTIFICATION UNDER THE PROVISIONS OF CAR 3
- MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 6
- Not Check

2. AIRWORTHINESS CLASSIFICATION (Check appropriate item(s))

It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following airworthiness classification(s):

STANDARD (NORMAL UTILITY, ACROBATIC, TRANSPORT CATEGORIES)

LIMITED (SEE CAR 9)

RESTRICTED (SEE CAR 6)

(Check the restricted special purpose operation(s) to be conducted)

AGRICULTURAL AND PEST CONTROL

AERIAL ADVERTISING

AERIAL SURVEYING

GLIDER TOWING

PATROLLING

FOREST AND WILDLIFE CONSERVATION

WEATHER CONTROL

OTHER

EXPERIMENTAL

(Check the type of experimental operation(s) to be conducted)

RESEARCH AND DEVELOPMENT

AMATEUR-BUILT

DEMONSTRATION

RACING

EXHIBITION

OTHER

3. AIRCRAFT IDENTIFICATION (Complete all items)

a. AIRCRAFT MAKE

b. AIRCRAFT MODEL

c. AIRCRAFT SERIAL NO.

33

2. ENGINE MAKE

3. ENGINE MODEL

1-651

4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)

a. REGISTERED OWNER'S FULL NAME

b. PERMANENT MAILING ADDRESS

c. AIRCRAFT NATIONALITY AND REGISTRATION MARK

Walter J. Olmsley

Herridon Va.

N-28111

5. AIRCRAFT OWNER'S CERTIFICATION (Check and complete appropriate item)

I hereby certify that I am the registered owner (or his agent) of the aircraft identified in Item 3 above which is registered with the Civil Aeronautics Administration as required by the Regulations of the Administrator, Part 501 or 502 and when operated displays the following evidence of registration:

- CERTIFICATE OF REGISTRATION, FORM ACA-100 (PART A), DATE OF ISSUE _____
- APPLICATION FOR REGISTRATION, FORM ACA-300 (PART B), FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-310 ON _____ (DATE)
- DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED _____

*In order to be eligible for registration an aircraft must be owned by a citizen of the United States, as defined by Section 1 (2) of the Civil Aeronautics Act of 1938, as amended.

ATTACHMENTS (Check which)

- ACA-319
- WEIGHT AND BALANCE REPORT
- ACA-337
- DATA, DRAWINGS, ETC.
- ACA-317
- UNAPPROVED DEVIATION DATA

(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

(DATE)

(TITLE)

FORM ACA-305 (11-52)

U.S. DEPARTMENT OF COMMERCE
 CIVIL AERONAUTICS ADMINISTRATION
AIRCRAFT INSPECTION REPORT

(To be completed by a CAA representative or approved repair station)

The aircraft described in Item 3 on the reverse of this form has been inspected and found to conform to the following:
 (Check and complete applicable items)

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

- a. AIRCRAFT SPECIFICATION NO. _____ THROUGH SHEET REVISION NO. _____
- b. AIRCRAFT LISTING PAGE NO. _____
- c. AIRWORTHINESS DIRECTIVE SUMMARY _____ THROUGH CARD NO. _____
- d. CIVIL AIR REGULATION PART 3 (MODIFIED TYPE CERTIFICATE)

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. _____	TOTAL HOURS _____
SERIAL NO. _____	TOTAL HOURS _____
SERIAL NO. _____	TOTAL HOURS _____
SERIAL NO. _____	TOTAL HOURS _____

3. PREVIOUS INSPECTION RECORD (INSPECTION RECORDED ON FORM ACA-319)

- a. LAST AIRWORTHINESS INSPECTION CONDUCTED _____ (DATE)
 - BY AIRCRAFT MANUFACTURER
 - BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
 - BY MECHANIC, CERTIFICATE NO. _____
- b. PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

RECEIVED
 AUG 11 12 09 PM '53
 ADMIN. & RECORDS BRANCH
 W-300

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

- a. OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
 - b. CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
 - c. CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
 - d. CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
 - e. THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
 - f. CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE Aug. 2, 1954 Jan 1520 (DATE)
 - g. PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE _____ (DATE)
- BY _____ (NAME OF ISSUING REPRESENTATIVE) (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

The aircraft described on the reverse has been inspected under the authority accorded certificated repair station No. _____ by CAR 52 and was found to be:

- AIRWORTHY
- UNAIRWORTHY

 (REPAIR STATION AUTHORIZED SIGNATURE) (DATE)

6. CAA REPRESENTATIVE CERTIFICATION

I HAVE INSPECTED THE AIRCRAFT DESCRIBED ON THE REVERSE AND FOUND IT AIRWORTHY UNAIRWORTHY
 (Check appropriate item)

DESIGNEE'S SIGNATURE	DESIGNATION NO.	DATE	<input type="checkbox"/> ACCEPTED <input type="checkbox"/> REINSPECTED <input type="checkbox"/> SPOT CHECKED
AVIATION SAFETY AGENT'S SIGNATURE	CAA DESIGNATION NO.	DATE	

ATTACHMENT

Attachment # 1
Form ACA 205A dated Aug. 7, 1953 Piper J3 N28111

This aircraft may not be flown until the following items have been replaced and/or corrected and this office notified in writing accordingly.

1. Soft aluminum connector link, balance cable, aileron control cable must be removed and replaced with link of proper material and strength.
2. Control linkage binding excessively, very difficult to operate thru maximum travel.

W.G. Kelly
Aviation Safety Agent
GSDO Beacon Field
Alex. Va.

RECEIVED
AUG 11 15 04 1953

F.A.A. AIRCRAFT REGISTRY
CAMERA NO. 2 N DATE: 7 - 7 - 88

RECEIVED
AUG 11 12 09 PM '53
ADMIN. & RECORDS BRANCH
W-300

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION APPLICATION FOR AIRWORTHINESS CERTIFICATE		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.				
I. AIRCRAFT DESCRIPTION	1. REGISTRATION MARK N28111	2. AIRCRAFT BUILDER'S NAME (make) Bellanca	3. AIRCRAFT MODEL DESIGNATION 17-30A	4. YR. MFG. 1978	FAA CODING 1220433	
	5. AIRCRAFT SERIAL NO. 79-30909	6. ENGINE BUILDER'S NAME (make) Continental	7. ENGINE MODEL DESIGNATION IO-520-K	17032		
	8. NUMBER OF ENGINES One	9. PROPELLER BUILDER'S NAME (make) Hartzell	10. PROPELLER MODEL DESIGNATION HC-C3YF-1RF	11. AIRCRAFT IS: EXPORT IMPORT		
	APPLICATION IS HEREBY MADE FOR: (Check applicable items)					
A 1 <input checked="" type="checkbox"/> STANDARD AIRWORTHINESS CERT. (Indicate category) <input checked="" type="checkbox"/> NORMAL <input type="checkbox"/> UTILITY <input 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.				
	8 SPECIAL FLIGHT PERMIT (Indicate operation(s) 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 6 MULTIPLE AIRWORTHINESS CERTIFICATE (Check appropriate Restricted Operation and Standard or Limited as applicable above)						
III. OWNER'S CERTIFICATION						
A. REGISTERED OWNER (As shown on Certificate of Aircraft Registration) IF DEALER, CHECK HERE <input checked="" type="checkbox"/>						
NAME Bellanca Aircraft Corporation		ADDRESS P.O. Box 69 Alexandria, MN 56308				
B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)						
<input checked="" type="checkbox"/>	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Revision No.) A18CE Revision 6	<input checked="" type="checkbox"/>	AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.) 78-24			
	AIRCRAFT LISTING (Give page No(s)). N/A	<input checked="" type="checkbox"/>	SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) STC SA847SW			
C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS						
<input checked="" type="checkbox"/>	CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173	TOTAL AIRFRAME HOURS—Enter for used aircraft only 7:00	3	EXPERIMENTAL ONLY—Enter hours flown since last certificate issued or renewed 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 12-5-78		NAME AND TITLE (Print or type) Albert E. Trone Quality Control Mgr.		SIGNATURE <i>Albert E. Trone</i>		
IV. INSPECTION AGENCY VERIFICATION						
A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.183 (d) applies)						
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		
12-8-78	AGL-EMDO-46	<i>Maurice J. Mallin</i> Maurice J. Mallin DMIR GL-67				

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	SIGNATURE
	NAME AND TITLE (Print or type)	
	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		
PILOT		CO-PILOT
NAVIGATOR	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 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.		
DATE	SIGNATURE	
NAME AND TITLE (Print or type)		
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	

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 9-28-83

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

1. NATIONALITY AND REGISTRATION MARKS N28111	2. MANUFACTURER AND MODEL Bellanca Aircraft Corp. A-17-30A	3. AIRCRAFT SERIAL NUMBER 79-30909	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: 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 12-8-78	FAA REPRESENTATIVE Maurice J. Mallin	DESIGNATION NUMBER DMIR GL-67	

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 Form 8100-2 (7-67) FORMERLY FAA FORM 1362

GPO: 1967-O-270-931

FAA AIRCRAFT REGISTRY
CAMERA NO. /

DATE: 9-28-83

FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 9-28-83

1

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 AGL-GADO-14	
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	17-30A
	SERIAL NO.	79-30909		NATIONALITY AND REGISTRATION MARK	N28111
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	Bellanca Aircraft Corporation			P.O. Box 69 Alexandria, MN 56308	
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.	
Bellanca Aircraft Corporation P.O. Box 69 Alexandria, MN 56308		<input type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		MMF-3413	
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 12-8-78		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Maurice J. Miller</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	<input checked="" type="checkbox"/> REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION 12/8/78		CERTIFICATE OR DESIGNATION NO. MMF-3413		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Maurice J. Miller</i>	

NOTICE

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

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

INSTALLED MAIN WHEEL DOORS IN ACCORDANCE WITH STC SA847SW.

WEIGHT INSTALLATION IS INCLUDED IN TOTAL WEIGHT OF AIRCRAFT
AS PER WEIGHT AND BALANCE FORM #78.

-----END-----

ADDITIONAL SHEETS ARE ATTACHED