



US Department  
of Transportation  
Federal Aviation  
Administration

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

Form Approved  
OMB No. 2120-0020  
2/28/2011

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark N255G	Serial No. 32R-7887180	
	Make Piper	Model PA32RT-300T	Series Lance
2. Owner	Name (As shown on registration certificate) Danelski Darin L	Address (As shown on registration certificate)	
		Address N115State Rd 67	
		City Oconomawoc	State WI
		Zip 53066-9550	Country USA

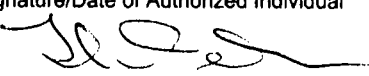
**3. For FAA Use Only**

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

**6. Conformity Statement**

A. Agency's Name and Address		B. Kind of Agency	
Name Thomas Cunningham		<input checked="" type="checkbox"/> U. S. Certificated Mechanic	Manufacturer
Address 34556 Belter Dr		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
City Northfreedom	State WI	<input type="checkbox"/> Certificated Repair Station	
Zip 53951	Country US	<input type="checkbox"/> Certificated Maintenance Organization	393588930

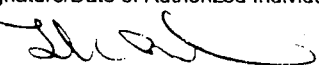
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual  6-11-020
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**7. Approval for Return to Service**

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

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

Certificate or Designation No.	Signature/Date of Authorized Individual  6-11-020
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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.)*

N255G

Nationality and Registration Mark

6-11-020

Date

Replaced existing rear white position light with uAvionix tail beacon assembly Pt#UAV-1002183-001 in accordance with tailbeacon STC installation guide document#UAV-1002514-001. Utilized existing position light circuit and confirmed appropriate per AC43.13-1B Chapter 11 Section 5&6. Existing position light wiring was terminated to the tail beacon position light red wire using environmental splice Pt# UAV-10011487-001. Tail beacon ground wire black was terminated to aircraft ground. Placard installed next to position light switch. Configuration of the tail beacon was performed in accordance with Skybeacon STC installation guide Document#UAV-1002514-001 Dated 8-2018-2019 REV B. Instructions for continued Airworthiness Document#UAV-1002513-001 inserted into permanent records. Tail beacon flight manual supplement Document#UAV-1002512-001 inserted into flight manual. No change to weight & Balance noted. The above modification does not affect original voltage output. The installed ADSB out system was shown to meet the equipment performance requirements of CFR section 91.227, Call sign N255G, Length category 25. Width category 36

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

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

1. Aircraft	Make Piper	Model PA-32RT-300T
	Serial No. 32R-7887180	Nationality and Registration Mark N 255G
2. Owner	Name (As shown on registration certificate) Innovative Picking Technologies, Inc.	Address (As shown on registration certificate) W1236 Industrial Drive Ixonia, WI 53036-9439

### 3. For FAA Use Only

### 4. Unit Identification

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

### 6. Conformity Statement

A. Agency's Name and Address J.A. Air Center DuPage Airport West Chicago, IL 60185	B. Kind of Agency <input type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. NF2R029L Rating: Radio Class 1,2,3
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D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date 16 April 2007	Signature of Authorized Individual  John C. Hoem
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### 7. Approval for Return to Service

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

BY	<input type="checkbox"/> FAA Fit Standards Inspector	<input type="checkbox"/> Manufacturer	<input type="checkbox"/> Inspection Authorization	Other (Specify)
	<input type="checkbox"/> FAA Designee	<input checked="" type="checkbox"/> Repair Station	<input type="checkbox"/> Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 18 April 2007	Certificate or Designation No. NF2R029L	Signature of Authorized Individual  John C. Hoem		

## 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.)*

Piper PA-32RT-300T (Lance)

N 255G

16 April 2007

Factory upgraded Garmin GNS-430 to Garmin GNS-430W GPS/WAAS unit. Replaced Comant CI-401-220 Antenna with Garmin GA-35 GPS/WAAS Antenna.

Installed Garmin GNS-430W GPS/WAAS in accordance with Garmin 400W Series Installation Manual #190-00357-06 Revision B dated January 2007, in accordance with STC #SA01933LA. Installed Garmin GA-35 GPS/WAAS Antenna in accordance with Garmin STC Antenna Installation Manual #190-00569-00 Revision E dated November 2006.

No change to Weight & Balance. Equipment List has been upgraded.

\_\_\_\_\_ 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

**GL03**

*MCS*

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

1. Aircraft	Make Piper	Model PA-32RT-300T			
	Serial No. 32R-7887180	Nationality and Registration Mark N 255G			
2. Owner	Name (As shown on registration certificate) Innovative Picking Technologies Inc		Address (As shown on registration certificate) W1236 Industrial Drive Ixonia, WI 53036-9439		
3. For FAA Use Only					
4. Unit Identification					
Unit	Make	Model	Serial No.	5. Type	
				Repair	Alteration
AIRFRAME	(As described in item 1 above)			<input type="checkbox"/>	<input checked="" type="checkbox"/>
POWERPLANT				<input type="checkbox"/>	<input type="checkbox"/>
PROPELLER				<input type="checkbox"/>	<input type="checkbox"/>
APPLIANCE	Type			<input type="checkbox"/>	<input type="checkbox"/>
	Manufacturer			<input type="checkbox"/>	<input type="checkbox"/>
6. Conformity Statement					
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
J.A. Air Center DuPage Airport West Chicago, IL 61085		<input type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer		NF2R029L  Rating: Radio Class 1,2,3	
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 17 March 2006		Signature of Authorized Individual  William T. Slaven <i>[Signature]</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	<input type="checkbox"/> FAA Fit Standards Inspector	<input type="checkbox"/> Manufacturer	<input type="checkbox"/> Inspection Authorization	Other (Specify)	
	<input type="checkbox"/> FAA Designee	<input checked="" type="checkbox"/> Repair Station	<input type="checkbox"/> Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection  22 March 2006		Certificate or Designation No. NF2R029L		Signature of Authorized Individual  William T. Slaven <i>[Signature]</i>	

## NOTICE

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

### 8. Description of Work Accomplished

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

Piper Pa-32RT-300T

N 255G

Removed United 5035-P23 Encoding Altimeter S/N 13813.

Installed United 5934P-3 Altimeter S/N 449304 in accordance with manufacturer's instructions. Altimeter has been checked as required by FAR91.217 in accordance with FAR 43 Appendix E paragraph (b).

Existing CollinsTDR-950 Transponder S/N 7941 has been checked with IFR, ATC-600 Test Set in accordance with Part 43, Appendix F for compliance with FAR91.413.

Static system has been tested in accordance with FAR91.411 and FAR91.217.

This equipment has been ground checked and functions properly. There were no adverse effects with any of the other aircraft systems.

All work has been done in accordance with AC43.13-1B Chapters 11 & 12, and AC43.13-2A Chapters 2 & 3.

Weight & Balance and Equipment List have been updated.

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☐ Additional Sheets Are Attached



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**GL03**

*11/5*

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

1. Aircraft	Make <b>Piper</b>	Model <b>PA-32RT-300T</b>
	Serial No. <b>32R-7887180</b>	Nationality and Registration Mark <b>N 255G</b>
2. Owner	Name (As shown on registration certificate) <b>Innovative Picking Technologies Inc</b>	Address (As shown on registration certificate) <b>W 1236 Industrial Drive Ixonia, WI 53036-9439</b>

3. For FAA Use Only

4. Unit Identification

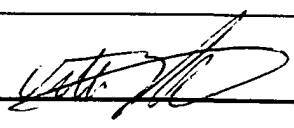
5. Type

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

6. Conformity Statement

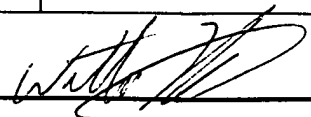
A. Agency's Name and Address <b>J.A. Air Center DuPage Airport West Chicago, IL 60185</b>	B. Kind of Agency <input type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. <b>NF2R029L</b>  Rating: Radio Class 1,2,3
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D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date <b>17 March 2006</b>	Signature of Authorized Individual <b>William T. Slaven</b> 
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7. Approval for Return to Service

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

BY	<input type="checkbox"/> FAA Fit Standards Inspector	<input type="checkbox"/> Manufacturer	<input type="checkbox"/> Inspection Authorization	Other (Specify)
	<input type="checkbox"/> FAA Designee	<input checked="" type="checkbox"/> Repair Station	<input type="checkbox"/> Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <b>22 March 2006</b>		Certificate or Designation No. <b>NF2R029L</b>	Signature of Authorized Individual <b>William T. Slaven</b> 	

## 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.)*

Piper PA-32RT-300T  
N 255G

Installed Ameri-King AK-350 Encoder S/N 59902. This encoder meets or exceeds requirements and specifications of TSO-C88 and is interconnected with existing Bendix King KT 76C Transponder S/N 1929. Transponder meets or exceeds the requirements and specifications of TSO-C74B or TSO-C74C. Transponder has been checked with IFR, ATC-600 Test Set in accordance with Part 43, Appendix F for compliance with FAR91.413 this date.

Static system has been tested in accordance with FAR91.411.

This equipment has been ground checked and functions properly. There were no adverse effects with any of the other aircraft systems.

All work has been done in accordance with AC43.13-1B Chapters 10, 11, 12, and AC43.13-2A Chapters 2 & 3.

Weight & Balance and Equipment List have been updated.

----- 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

WP 7 BDB

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 \$1,000.00 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make Piper	Model PA-32RT-300T
	Serial No. 32R-7887180	Nationality and Registration Mark U.S.A. N255G
2. Owner	Name (As shown on registration certificate) Innovative Picking Technologies, Inc.	Address (As shown on registration certificate) 128 Elm St. Unit G Dousman, WI 53118

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	Lycoming	TIO-540-S1AD	L-5683-61A		X
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address Royal Avionics Systems, Inc. PO Box 20550 Mesa, AZ 85277-0550	B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. 526751142IA
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D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date 03/27/2003	Signature of Authorized Individual John Gasho Jr.
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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 03/27/2003	Certificate or Designation No. 526751142IA	Signature of Authorized Individual John Gasho Jr.
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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.)*

3/27/2003

N255G

Hobbs: 5553.3

1. Installed new JPI EDM-800 system in accordance with STC SA00432SE.
2. Instructions for continued Airworthiness as follows: There are no field adjustments and or calibration requirements for the EDM-700/800 series instrument after initial installation. ICA is not required. Maintenance of no functioning or malfunctioning components is limited to removal and replacement of JPI factory supplied new or repaired components as described in the troubleshooting section of the installation manual. END

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\*\*\*\*\*

☐ Additional Sheets are Attached

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

*Number* SA00432SE

*This certificate, issued to*

J. P. Instruments  
P.O. Box 7033  
Huntington Beach, CA 92646

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

*Original Product—Type Certificate Number:*

\*See attached FAA Approved Model List (AML)

*Make:*

No. SA00432SE for a list of approved airplane

*Model:*

models and applicable airworthiness regulations.

*Description of the Type Design Change:* Fuel flow transducer installed in accordance with J.P. Instruments (JPI) Fuel Flow Installation Manual, Report No. 503, Revision B, dated March 14, 1997, and manufactured in accordance with JPI Drawing List Report No. 500 Revision B, dated March 14, 1997.

Note: This STC requires the installation of either:

1. JPI Fuel flow option with the EGT-701 temperature indicating system per STC SA2586NM; or
2. JPI FS-450 fuel flow indicating system per STC SA00861SE.

*Limitations and Conditions:* Approval of this change in type design applies to the aircraft models listed on the AML only. This approval should not be extended to other aircraft of these models on which other previously approved modifications are incorporated unless it is determined that the relationship between this change and any of those other previously approved modifications, including changes in type design, will introduce no adverse effect upon the airworthiness of that aircraft. A copy of this certificate, and FAA Approved Model List (AML) No. SA00432SE must be maintained as part of the permanent records for the modified aircraft.

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:* January 3, 1997

*Date issued:*

*Date of issuance:* May 2, 1997

*Date amended:* December 18, 2000



*By direction of the Administrator*

*Adrian P. [Signature]*  
(Signature)

Acting Manager, Seattle Aircraft  
Certification Office

(Title)

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

*This certificate may be transferred in accordance with FAR 21.47.*

FAA FORM 8119-2(10-86)

**Subject: Permission to use STC.**  
**To Whom It May Concern:**

J.P. Instruments holder of STC SA00423SE and STC SA00861SE grants to the purchaser of the EDM-700 series (PN EGT-701) or the (FS-450) PN 450000 Series FUEL FLOW INSTALLATION permission to use the STC SA00423SE, or SA00861SE

Signed

*[Signature]*





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

WP07-1303

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 \$1,000.00 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make Piper	Model PA-32RT-300T
	Serial No. 32R-7887180	Nationality and Registration Mark U.S.A. N255G
2. Owner	Name (As shown on registration certificate) Innovative Picking Technologies, Inc.	Address (As shown on registration certificate) 128 Elm St. Unit G Dousman, WI 53118

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.
Royal Avionics Systems, Inc. PO Box 20550 Mesa, AZ 85277-0550	<input type="checkbox"/> U.S. Certificated Mechanic	HN3R559L Radio 1 & 2 Airframe
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> Manufacturer	

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

Date 03/27/2003	Signature of Authorized Individual John Gasho Jr.
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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	X Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 03/27/2003		Certificate or Designation No. HN3R559L	Signature of Authorized Individual John Gasho Jr.	

## 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.)*

3/27/2003

N255G

Hobbs: 5553.3

1. Installed new JPI EDM-800 system in accordance with STC SA2586NM.
2. New Weight and Balance computed and equipment list updated.
3. Instructions for continued Airworthiness as follows: There are no field adjustments and or calibration requirements for the EDM-700/800 series instrument after initial installation. ICA is not required. Maintenance of no functioning or malfunctioning components is limited to removal and replacement of JPI factory supplied new or repaired components as described in the troubleshooting section of the installation manual. END

\*\*\*\*\*  
\*\*\*\*\*

☐ Additional Sheets are Attached

United States Of America  
Department of Transportation - Federal Aviation Administration

# Supplemental Type Certificate

Number SA2586NM

This Certificate issued to J. P. INSTRUMENTS  
PO Box 7033  
Huntington Beach, CA 92646

*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 3 of the Civil Aviation Regulations, including respective Amendments as specified in the attached Approved Model List.*

*Original Product Type Certificate Number:* \* \* See attached FAA Approved J.P. Instruments

*Make:* \* Master Eligibility List No. SA2586NM for list

*Model:* \* of approved aircraft models and applicable TCDS

*Description of Type Design Change:*

Installation of J. P. Instruments temperature monitoring systems in accordance with FAA Approved J. P. Instruments Drawing List Report No. 100, Revision D, dated December 19, 1996, or later FAA approved revisions. FAA Approved Airplane/Rotorcraft Flight Manual Supplement No. 1 for EGT-701 temperature indicator, Revision A, dated December 13, 1996, or later FAA approved revisions.

*Limitations and Conditions:* The approval of the change in type design applies to the basic airplane of the specific models that are otherwise unmodified. This approval should not be extended to other specific airplanes of these models on which other previously approved modifications are incorporated, unless it is determined that the interrelationship between this installation and any previously approved configuration will not introduce any adverse effect upon the airworthiness of that airplane. 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. (See continuation sheet)

*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:* December 31, 1984

*Date of issuance:* August 14, 1985

*Date issued:*

*Date amended:* July 13, 1987, November 13, 1992, December 19, 1996, May 15, 1998, June 17, 1999

*By direction of the Administrator*



*(Signature)*

Manager, Propulsion Branch  
Los Angeles Aircraft Certification Office

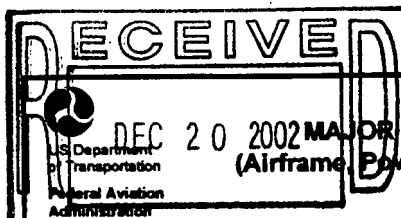
*(Title)*

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





mEB



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

 Form Approved  
OMB No. 2120-0020

For FAA Use Only

Office Identification  
GL-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 Piper	Model PA32RT-300T
	Serial No. 32R-7887180	Nationality and Registration Mark N255G
2. Owner	Name (As shown on registration certificate) Powell Solidaire Inc.	Address (As shown on registration certificate) 6133 Freeport Blvd Sacramento, CA. 95822-3509

## 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 Raymond Felber 822 N Gammon Rd. Madison, WI. 53717	B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. AP56386313
--	--	----------------------------------

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 12/19/02	Signature of Authorized Individual <i>Raymond Felber</i>
------------------	---

## 7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 12/19/02		Certificate or Designation No. IA262-53-5793	Signature of Authorized Individual <i>SE [Signature]</i>		

# NOTICE

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

## 8. Description of Work Accomplished

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

- A. The following component was installed. Model M-300 Air/Oil separator under STC#SA02033AT issued to M-20 Oil Separators, LLC.
- B. The unit was installed in the aircraft according to the M20 air/oil Model 300 revised instruction manual dated 11/28/01 and guidance in FAA advisory circulars 43.13-1A and 43.13-2A, Chapter 1&2.
- C. Weight and Balance change is negligible.

Additional Sheets Are Attached



US Department  
of Transportation

Federal Aviation  
Administration

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

Form Approved  
OMB No. 2120-0020

For FAA Use Only

Office Identification

WP-25 LLZ

INSTRUCTIONS: Print or type all entries. See FAR 43.9 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 <b>Piper</b>	Model <b>PA-32RT-300T</b>
	Serial No. <b>32R-7887180</b>	Nationality and Registration Mark <b>N255G</b>
2. Owner	Name (As shown on registration certificate) <b>Powell Solidaire Inc.</b>	Address (As shown on registration certificate) <b>6133 Freeport Blvd. Sacramento, CA 95822-3509</b>

3. For FAA Use Only

The data identified herein complies with the applicable  
airworthiness requirements and is approved only for the  
above described aircraft, subject to conformity inspection  
by a person authorized in 14 CFR part 43 section 43.7

NOV 08 2002

Date

Larry L. Zioczewski Principal Avionics Inspector

4. Unit Identification

5. Type

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
<b>Executive AutoPilots, Inc. 6155 Freeport Blvd. Sacramento, CA 95822</b>	<input type="checkbox"/> U.S. Certified Mechanic	<b>E5VR306N RAD-1, L-RAD, L-INS, L-AF</b>
	<input type="checkbox"/> Foreign Certified Mechanic	
	<input checked="" type="checkbox"/> Certified Repair Station	
	<input type="checkbox"/> Manufacturer	

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

Date <b>11-8-2002</b>	Signature of Authorized Individual 
--------------------------	--

7. Approval for Return to Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <b>11-8-002</b>		Certificate or Designation No. <b>E5VR306N</b>	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.*

### B. Description of Work Accomplished

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

N255G

1. Installed PS Engineering, Inc. PM-3000 Stereo Intercom System, 6 place. Installed the intercom in the right side of the instrument panel. All installation work was done in accordance with AC43.13-2A, Chapter 2, paragraph 23 (Instrument Panel Mounting), and per PS Engineering Operation and Installation Manual Document No. 200-193-0003 Revision 3 dated September 1999. The PM 3000 is FAA approved under TSO-C50c and RTCA, Inc. DO-214.
2. The PM 3000 has an automatic fail-safe interconnect to the aircraft radio. In the event that power is disrupted to the intercom, an internal relay will connect the pilot's headset to the aircraft radio allowing continuous radio communications.
3. Interface to existing aircraft radios in accordance with installation manuals and in compliance with practices listed in AC 43.13-2A, Chapter 2. All wires are Mil-Spec 22759 or 27500. No connection to the aircraft dimmer bus is required. This installation complies with FAR 23.1301 and 23.1431.
4. Power is supplied to the unit through a 1A fuse and total electrical load does not exceed 80% of the electrical system capacity per AC 43.13-1B, Chapter 11.
5. Magnetic compass checked on ground. Deviation not affected.
6. A copy of the Pilot's Guide for the PM 3000 PN 11931 dated May 2002 was placed in the aircraft records.
7. In accordance with FAR 43.13(b), a complete operational test was done and the equipment performed satisfactorily and did not adversely affect existing components or systems in the aircraft.
8. Instructions for continued airworthiness require a visual inspection and operational test of this equipment annually in accordance with the manufacturer's recommendations and in accordance with FAR 43 Appendix D.

-----END-----

☐ Additional Sheets Are Attached

9793



US Department  
of Transportation  
Federal Aviation  
Administration

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

Form Approved  
OMB No. 2120-0020

For FAA Use Only  
Office Identification

NMISDO-09/12

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. 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	Piper	Model	PA 32 RT 300 J
	Serial No.	PA 32R 7887180	Nationality and Registration Mark	N 255G USA
2. Owner	Name (As shown on registration certificate)	5-G Consulting	Address (As shown on registration certificate)	
			32854 S. Dryland RD Mollalla OR 97038	

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.
Mike Witte	<input checked="" type="checkbox"/> U.S. Certified Mechanic	A + P 485524735
8199 Overland	<input type="checkbox"/> Foreign Certified Mechanic	
Boise IDAHO 83209	<input type="checkbox"/> Certified Repair Station	
	<input type="checkbox"/> Manufacturer	

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

Date	Signature of Authorized Individual
6-13-97	Michael Witte

7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection		Certificate or Designation No.	Signature of Authorized Individual	
6-13-97		485524735	Michael Witte	

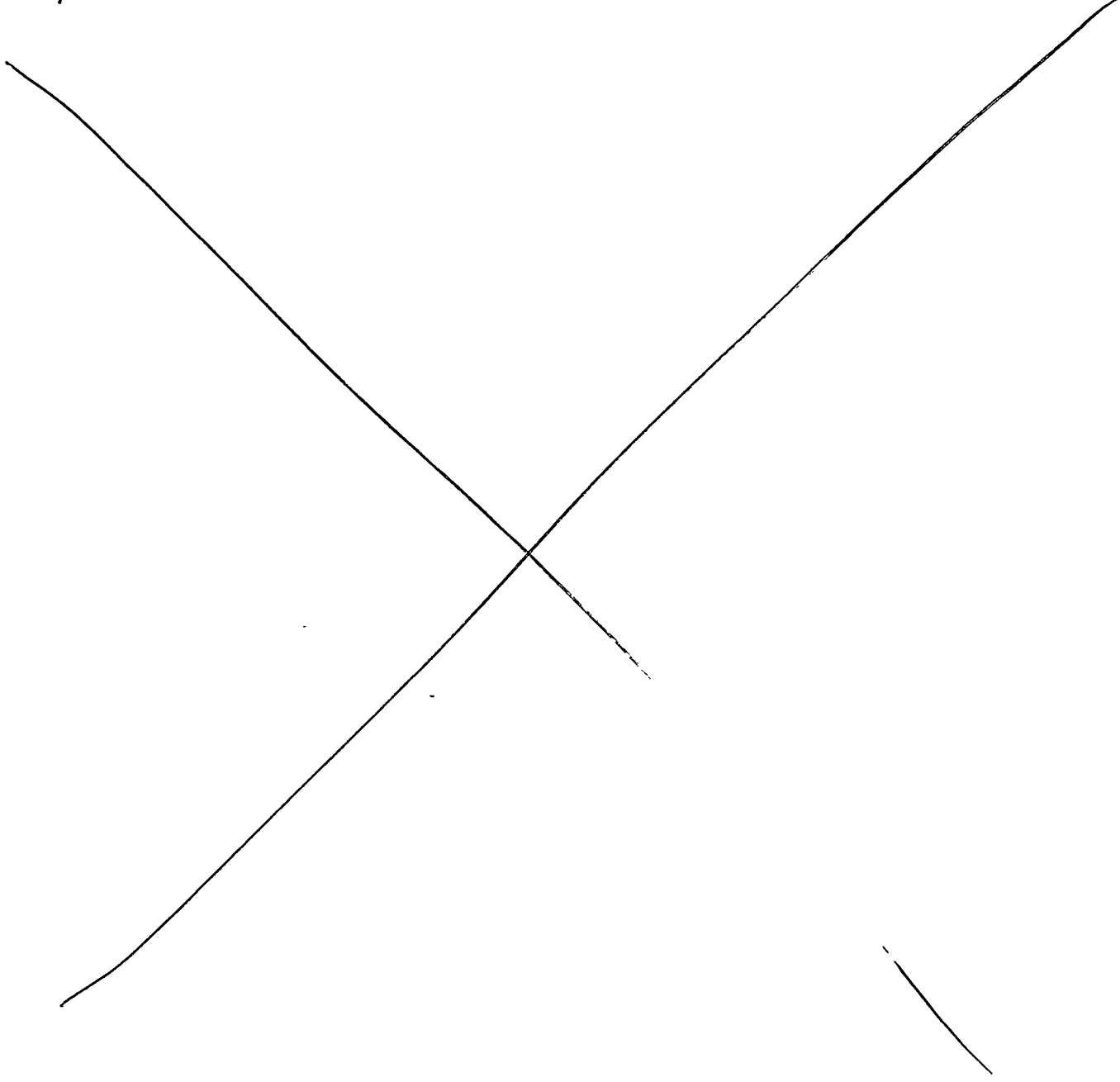
### NOTICE

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 Lo presti wing tips per  
STC SA01038 AT W+B, Eqpt List  
updated



☐ Additional Sheets Are Attached

JUN 16 REC'D



US Department  
of Transportation  
Federal Aviation  
Administration

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

9780  
Form Approved  
OMB No. 2120-0020

For FAA Use Only

Office Identification

NM-FSDO-09

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

1. Aircraft	Make <i>Piper</i>	Model <i>PA 32 RT 300 J</i>
	Serial No. <i>PA 32 R 7887180</i>	Nationality and Registration Mark <i>N 255G USA</i>
2. Owner	Name (As shown on registration certificate) <i>S-G Consulting</i>	Address (As shown on registration certificate) <i>32854 S. Dryland RD Mollalla or 97038</i>

**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 <i>Mike Witte 8199 Overland Boise Idaho 83709</i>	B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. <i>A + P 485524735</i>
---	--	--

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

Date <i>6-3-97</i>	Signature of Authorized Individual <i>Michael Witte</i>
-----------------------	--

**7. Approval for Return To Service**

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

BY	FAA Flt. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <i>6-3-97</i>		Certificate or Designation No. <i>485524735</i>	Signature of Authorized Individual <i>Michael Witte</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 Lo Prest, STC SA00059AT Flap Gap Seals  
Installed Lo Prest, STC SA325480 Speed Spats  
Installed Lo Prest, STC SA00029AT Flap Bracket Fairings.

☐ Additional Sheets Are Attached



 <b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)				Form Approved OMB No. 2120-0020		
				<b>For FAA Use Only</b>		
				Office Identification <b>NM-FSDO-09</b>		
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).						
<b>1. Aircraft</b>	Make <b>Piper</b>		Model <b>PA 32 RT-300T</b>			
	Serial No. <b>PA 32 R-7887180</b>		Nationality and Registration Mark <b>N 255 G USA</b>			
<b>2. Owner</b>	Name (As shown on registration certificate) <b>Five G Consulting INC</b>		Address (As shown on registration certificate) <b>32854 S Dryland Rd Molalla OR 97038</b>			
<b>3. For FAA Use Only</b>						
<b>4. Unit Identification</b>					<b>5. Type</b>	
Unit	Make	Model	Serial No.	Repair	Alteration	
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~				X	
POWERPLANT						
PROPELLER						
APPLIANCE	Type					
	Manufacturer					
<b>6. Conformity Statement</b>						
A. Agency's Name and Address			B. Kind of Agency		C. Certificate No.	
<b>Mike Witte</b> <b>8199 Overland</b> <b>Boise ID 83709</b>			<input checked="" type="checkbox"/> U.S. Certificated Mechanic		<b>ATP</b>  <b>485524735</b>	
			<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 <b>1-11-97</b>			Signature of Authorized Individual <b>Mike Witte</b>			
<b>7. Approval for Return To Service</b>						
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED						
BY	FAA Flt. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)		
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group			
Date of Approval or Rejection <b>1-11-97</b>		Certificate or Designation No. <b>485524735</b>	Signature of Authorized Individual <b>Mike Witte</b>			

### 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


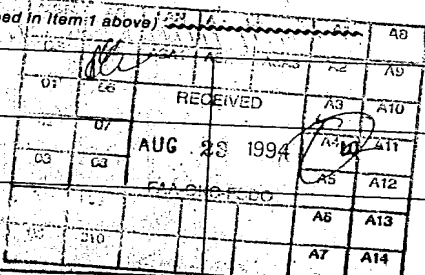
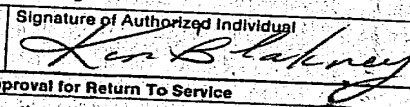
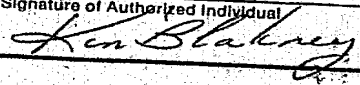
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Installed wing Root Fairings per STC SA1217GL

☐ Additional Sheets Are Attached

FEB 4 - REC'D

02290

 <b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)				Form Approved OMB No. 2120-0020 For FAA Use Only Office Identification <b>ASW-OKC-FSDO</b>		
<b>INSTRUCTIONS:</b> 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 <b>PIPER</b> Serial No. <b>32R-7887180</b>		Model <b>PA32RT-300T</b> Nationality and Registration Mark <b>N 255G</b>		
2. Owner		Name (As shown on registration certificate) <b>FIVE G CONSULTING INC.</b>		Address (As shown on registration certificate) <b>32854 S. DRYLAND RD. MOLALLA, OREGON 97038</b>		
3. For FAA Use Only						
4. Unit Identification						
Unit	Make	Model	Serial No.	5. Type		
AIRFRAME	(As described in Item 1 above)			Repair	Alteration	
POWERPLANT						
PROPELLER						
APPLIANCE				Type		
				Manufacturer		
6. Conformity Statement						
A. Agency's Name and Address			B. Kind of Agency		C. Certificate No.	
<b>KEN BLAKNEY</b> <b>904 FLAMINGO</b> <b>OKLA. CITY, OKLA. 73127</b>			<input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer		<b>A&amp;P 2206602</b>	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.						
Date		Signature of Authorized Individual				
8/22/94						
7. Approval for Return To Service						
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED						
BY	FAA Flight Standards Inspector	Manufacturer	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)		
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group			
Date of Approval or Rejection		Certificate or Designation No.		Signature of Authorized Individual		
8/22/94		IA 2206602				

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.)

N255G PIPER PA32RT-300T S/N 32R-7887180

STC SA693CE BRACKETT AIRCRAFT CO. INDUCTION AIR FILTER ASSEMBLY P/N BA-100 PREVIOUSLY INSTALLED BY PERSON(S) UNKNOWN. INSPECTED INSTALLATION FOR CONFORMITY WITH THE STC INSTALLATION INSTRUCTIONS FOR PIPER MODEL PA32RT-300T AIRCRAFT AND FOUND ACCEPTABLE. REVISED EQUIPMENT LIST. WEIGHT & BALANCE CHANGE IS NEGLIGIBLE.


STC SA2557NM KS AVIONICS INC. EGT/CHT INDICATION SYSTEM MODEL EGT/CHT-2S6 PREVIOUSLY INSTALLED BY PERSON(S) UNKNOWN. INSPECTED INSTALLATION FOR CONFORMITY WITH STC INSTALLATION INSTRUCTIONS FOR PIPER MODEL PA32RT-300T AIRCRAFT AND FOUND ACCEPTABLE. REVISED EQUIPMENT LIST. REVISED WEIGHT & BALANCE RECORD.

INSTALLED STC SA4345WE MARINA SPEAR ENGINE COWLING AIR COOLING LOUVERS. ALL WORK PERFORMED WAS ACCOMPLISHED IN ACCORDANCE WITH STC INSTALLATION INSTRUCTIONS & DRAWINGS FOR PIPER MODEL PA32RT-300T AIRCRAFT. REVISED EQUIPMENT LIST. REVISED WEIGHT & BALANCE RECORD.

LOGBOOK ENTRIES COMPLETED.

//////////////////////////////////// E N D //////////////////////////////////////

☐ Additional Sheets Are Attached

 <b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)				Form Approved OMB No. 2120-0020 For FAA Use Only Office Identification <b>NM-FSDO-09 SEP 28 1993</b>	
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 <i>Piper</i>		Model <i>PA 32 RT 300T</i>		
	Serial No. <i>32R7887180</i>		Nationality and Registration Mark <i>N2556</i>		
2. Owner	Name (As shown on registration certificate) <i>Five G Consulting INC</i>		Address (As shown on registration certificate) <i>32854 S. Dryland Rd MOLATA, OR 97038</i>		
	3. For FAA Use Only				
4. Unit Identification					
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	<i>(As described in Item 1 above)</i>				<i>X</i>
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
6. Conformity Statement					
A. Agency's Name and Address <i>Mike Witte 8199 Overland Boise ID 83709</i>		B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer		C. Certificate No. <i>A + P 485524735</i>	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
Date <i>9-23-93</i>		Signature of Authorized Individual <i>Mike Witte</i>			
7. Approval for Return To Service					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA Flt. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)	
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection <i>9-23-93</i>		Certificate or Designation No. <i>485524735</i>	Signature of Authorized Individual <i>Mike Witte</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 KS Avionics EGT/CHT-2  
Combined Monitoring System in Accordance  
With MF6 Installation Instructions Contained  
in STC SA2557 NW. With The  
Following Modification The Manufacturer  
Has Substituted Gage p/n A001CT which  
According To The MF6- supersedes Gage  
p/n A 601.

SEP 27 1993

☐ Additional Sheets Are Attached

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

1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
<b>N255G</b>	<b>Piper PA-32RT-300T</b>	<b>32R-7887180</b>	<b>Normal</b>

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**

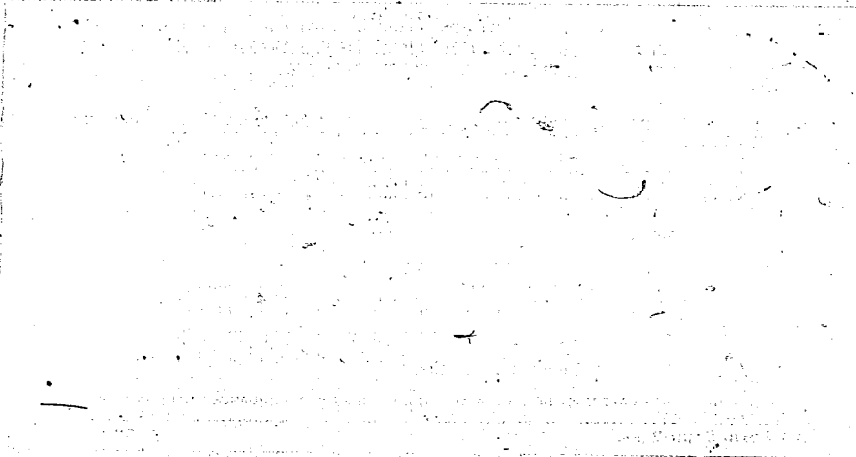
6. TERMS AND CONDITIONS  
Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43,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

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
<b>R-08/17/78</b>	<b>Robert E. Eccles</b> <i>Robert E. Eccles</i>	<b>FAA-FSDO-09</b>

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 (8-82)

GPO 592-804

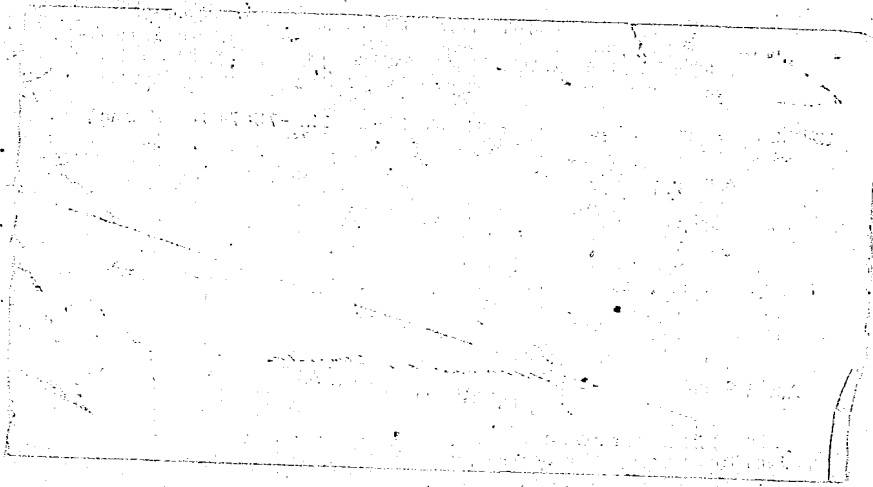




UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION STANDARD AIRWORTHINESS CERTIFICATE			
1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
N20826	Piper PA-32RT-300T	32R-7887180	Normal
<p>5. AUTHORITY AND BASIS FOR ISSUANCE</p> <p>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 specifications provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.</p> <p>Exceptions:</p> <p style="text-align: center;">None</p>			
<p>6. TERMS AND CONDITIONS</p> <p>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, preservation, maintenance, and alterations are performed in accordance with Parts 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.</p>			
DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER	
AUG 17 1978	JIMMIE A. LANFAIR	DOA SO-1	
<p>Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.</p>			

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

U.S. Government Printing Office: 1978-475-526



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

1. NATIONALITY AND REGISTRATION MARKS <b>N20826</b>	2. MANUFACTURER AND MODEL <b>Piper PA-32RT-300T</b>	3. AIRCRAFT SERIAL NUMBER <b>32R-7887180</b>	4. CATEGORY <b>Normal</b>
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 is in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness standards as provided by Annex B to the Convention on International Civil Aviation, except as noted herein. Exceptions: <b>None</b>			
6. TERMS AND CONDITIONS Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is valid as long as the maintenance, preventive maintenance, and alterations are performed in accordance with Parts 43, 43A, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.			
DATE OF ISSUANCE <b>AUG 17 1978</b>	FAA REPRESENTATIVE <b>WILLIAM A. LANEAIR</b>	DESIGNATION NUMBER <b>DOA SO-1</b>	
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			

FAA AIRCRAFT REGISTRY  
CAMERA NO. 3N DATE: 4-4-83

The information normally furnished in Section VIII is on file as part of the historical inspection record at Piper Aircraft Corporation.  
Current Airworthiness Certificate issued I/A/W FAR 21.183(a) PER 21.273 Budget Bureau No. 04-R0058

Form Approved  
Budget Bureau No. 04-R0058

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	2. AIRCRAFT BUILDER'S NAME (make)	3. AIRCRAFT MODEL DESIGNATION	4. YR. MFG	FAA CODE
	N20826	Piper	PA-32RT-300T	78	7105218
	5. AIRCRAFT SERIAL NO	6. ENGINE BUILDER'S NAME (make)	7. ENGINE MODEL DESIGNATION	41533	
	32R-7887180	Lycoming	TIO-540-S1AD		
II. CERTIFICATION REQUESTED	8. NUMBER OF ENGINES	9. PROPELLER BUILDER'S NAME (make)	10. PROPELLER MODEL DESIGNATION	11. AIRCRAFT IS:	
	1	Hartzell	HC-E2YR-1BF	<input checked="" type="checkbox"/> NEW <input type="checkbox"/> REBUILT <input type="checkbox"/> IMPORT	
	APPLICATION IS HEREBY MADE FOR: (Check applicable items)				
	<input checked="" type="checkbox"/> STANDARD AIRWORTHINESS CERT. (Indicate category) <input type="checkbox"/> NORMAL <input type="checkbox"/> UTILITY <input type="checkbox"/> ACROBATIC <input type="checkbox"/> TRANSPORT <input type="checkbox"/> GLIDER <input type="checkbox"/> BALLOON <input type="checkbox"/> SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items) 2. LIMITED 5. PROVISIONAL (Indicate class) 3. RESTRICTED (Indicate operation(s) to be conducted) 4. EXPERIMENTAL (Indicate operation(s) to be conducted) 8. SPECIAL FLIGHT PERMIT (Indicate operation to be conducted then complete Section VI or VII as applicable on reverse side)				
III. OWNER'S CERTIFICATION	C. MULTIPLE AIRWORTHINESS CERTIFICATE (Check appropriate Restricted Operation and Standard or Limited as applicable above)				
	A. REGISTERED OWNER (As shown on Certificate of Aircraft Registration) IF DEALER, CHECK HERE <input checked="" type="checkbox"/>				
	NAME Piper Aircraft Corporation		ADDRESS P.O. Box 1328, Vero Beach, Fla. 32960		
	B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)				
IV. INSPECTION AGENCY VERIFICATION	<input checked="" type="checkbox"/> AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Revision) <input checked="" type="checkbox"/> 330 Rev. 21 (TC issued 4/20/78) <input checked="" type="checkbox"/> AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.) 78-09-07 <input type="checkbox"/> AIRCRAFT LISTING (Give page No.) <input type="checkbox"/> SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated)				
	C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS				
	CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173 <input checked="" type="checkbox"/>		TOTAL AIRFRAME HOURS— <del>255</del> 255		3. EXPERIMENTAL ONLY—Enter hours flown since last certificate issued or renewed
	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.				
V. FAA REPRESENTATIVE VERIFICATION	DATE OF APPLICATION 8/7/78		NAME AND TITLE (Print or type) T.W. Reed, Jr. Agent		SIGNATURE <i>T.W. Reed, Jr.</i>
	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)				
V. FAA REPRESENTATIVE VERIFICATION	DATE		TITLE		SIGNATURE
	(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 AUG 17 1978	DISTRICT OFFICE ASO-EMDO 7-0-43	DESIGNEE'S SIGNATURE AND NO. <i>Jimmie A. Lanfair</i> JIMMIE A. LANFAIR DOA SO-1		FAA INSPECTOR'S SIGNATURE

Typed by # 5

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 NW-GADO-3	
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 <b>Piper</b>		MODEL <b>PA32RT-300T</b>		
	SERIAL NO. <b>32R-7887180</b>		NATIONALITY AND REGISTRATION MARK <b>N20826</b>		
2. OWNER	NAME (As shown on registration certificate) <b>Zahnw. Brothers</b>		ADDRESS (As shown on registration certificate) <b>9632 Midvale Ave. N. Seattle, Wash. 98103</b>		
	3. FOR FAA USE ONLY				
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
<b>Hillsboro Aircraft Services 3565 N.E. Cornell Road Hillsboro, Oregon 97123</b>		U.S. CERTIFICATED MECHANIC		<b>ARS 3989 Airframe Class I &amp; III Radio Class I &amp; II</b>	
		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 <b>5/9/79</b>		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>David H. Young</i> <b>David H. Young, Asst. Chief Inspector</b>			
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 <b>5/9/79</b>		CERTIFICATE OR DESIGNATION NO. <b>ARS 3989</b>		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>David H. Young</i> <b>David H. Young, Asst. Chief Inspector</b>	

### 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 Sky-Ox 6 Place Oxygen System, Bottle mounted in aft fuselage at station 211.8 on mount fabricated from extruded aluminum H channel and secured to floor with AN470-4 rivets. Restraining strap fabricated from 1/8 inch stainless steel cable. Outlets and plumbing installed in overhead fresh air vent tunnel at station 124.

Standard AN hardware and A&P practices used throughout.

AC43.13-2A, chapters 1 & 6 apply to this installation.


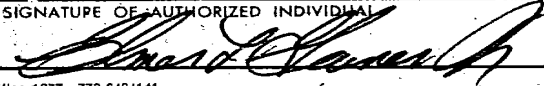
Weight and balance revised, equipment list amended, log book entry made.

END

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PORTLAND, OREGON  
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☐ ADDITIONAL SHEETS ARE ATTACHED



DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)				Form Approved Budget Bureau No. 04-R060.1 <b>FOR FAA USE ONLY</b> OFFICE IDENTIFICATION	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE <b>Piper</b>		MODEL <b>PA-32RT-300T</b>		
	SERIAL NO. <b>32R-7887180</b>		NATIONALITY AND REGISTRATION MARK <b>N20825</b>		
2. OWNER	NAME (As shown on registration certificate) <b>Zehnow Brothers</b>		ADDRESS (As shown on registration certificate) <b>9632 Midvale Ave North Seattle, Washington 98103</b>		
	3. FOR FAA USE ONLY				
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				XX
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
<b>Aircraft Radio Services Inc Snohomish County Airport Everett, Washington 98204</b>			<input type="checkbox"/> U.S. CERTIFICATED MECHANIC		<b>#4539 Radio Class 1 &amp; 2 Limited</b>
			<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 <b>May 3, 1979</b>		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 <input 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 <b>5-3-79</b>		CERTIFICATE OR DESIGNATION NO. <b>4539</b>		SIGNATURE OF AUTHORIZED INDIVIDUAL 	

# NOTICE

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

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

Installed in Aircraft a King KN-62A DME in radio provision provided by factory. Unit installed as per King Installation Manual and as per FAA AC 43.13-2, chap 2, pg 22, 23 & 27. A King KA-60 DME Antenna was installed as per FAA AC 43.13-2, chap 3, par 37.

All power wires routed through circuit breakers.

Electrical load calculated and found to be in limits. Weight and Balance data entered in log book and equipment list up-dated.

\*\*\*\*\*  
\*\* NOTHING FOLLOWS \*\*

May 7 15 13 79  
NW-FSDO-61  
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☐ ADDITIONAL SHEETS ARE ATTACHED