



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 <b>N63983</b>	Serial No. <b>27-7854110</b>	
	Make <b>Piper</b>	Model <b>PA23-250</b>	Series
2. Owner	Name (As shown on registration certificate) <b>Aztec LLC</b>	Address (As shown on registration certificate) Address <b>39059 Edgewood Ln</b> City <b>Aberdeen</b> State <b>SD</b> Zip <b>57401-8184</b> Country <b>USA</b>	

**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 <b>Satan Avionics</b>	Address <b>701 W. National Guard Dr. #73</b> City <b>Sioux Falls</b> State <b>SD</b> Zip <b>57104</b> Country <b>USA</b>	<input type="checkbox"/> U. S. Certificated Mechanic	<input type="checkbox"/> Manufacturer
		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
		<input checked="" type="checkbox"/> Certificated Repair Station	<b>2SNR224B</b>
		<input type="checkbox"/> Certificated Maintenance Organization	

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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual 7/27/2019
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**7. Approval for Return to Service**

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

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

Certificate or Designation No. <b>2SNR224B</b>	Signature/Date of Authorized Individual 7-27-19
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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.)

N63983

7/2/2019

Nationality and Registration Mark

Date

Removed the following:

Garmin GTX 327 transponder from flight station 66. To facilitate the installation of a Garmin GTX 345 Transponder.

Installed The following item:

Garmin GTX345 Transponder at FS 66, SN 3EG027097.

GTX Installation:

1. The GTX 345 SN 3EG027097 system was installed at FS 66 IAW Garmin installation manual P/N 190-00734-10 Rev 5. And STC# SA01714XWI, the previously installed L band antenna was reused for this installation.
  2. Wiring: All systems were wired to the avionics buss through the manufacturers recommended circuit breaker switches. For GPS position GTX 345 is interfaced to the previously installed Garmin GNS 430W. Altitude information is obtained from the previously installed altitude encoder.
  3. Up dated GNS 430W software to version 5.4, and WAAS software to version 5.0.
  4. Operational Flight and Ground checks: The Garmin Post installation checkout procedures of the Garmin GTX345 installation manual was satisfactorily completed. The system operates in accordance with manufacturers specifications and do not interfere with the normal operation of the other equipment installed nor does the entire system cause a current draw exceeding 80% of the rated generator output. It has been determined that the interrelationship between this change and any of those other previously approved modifications will introduce no adverse affect upon the airworthiness of this airplane.
  5. The GTX345 system configuration and check out logs were completed and placed with aircraft log books, FAA approved Flight Manual Supplement was Installed in the aircraft, Weight and Balance was re-computed and Placed in the FMS, Aircraft log books were updated this date and equipment list was revised.
- MAINTENANCE RELEASE: The aircraft and/or component identified was repaired and inspected in accordance with current federal aviation regulations and is approved for return to service. Details on file at this agency. W.O.# 2838

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-23-250
	Serial No. 27-7854110	Nationality and Registration Mark N63983
2. Owner	Name (As shown on registration certificate) HRB Aircraft Company	Address (As shown on registration certificate) 4980 S 118 <sup>TH</sup> ST Omaha NE, 68137-2200

### 3. For FAA Use Only

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

MAY 10 2007

Date

Inspector, CESS, LNK F800

### 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 Silverhawk Aviation Inc. 1751 West Kearney Ave. Lincoln, NE 68524	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. YQSR759U
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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 5/10/2007	Signature of Authorized Individual Scotty G. Long
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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 5/10/2007	Certificate or Designation No. YQSR759U	Signature of Authorized Individual Scotty G. Long		

## 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.)

Date 05/09/07

Registration: N63983

Installation of a GDL-69 XM Weather Data Receiver.

Installation of the following equipment:

1. Garmin GDL-69 XM Data Receiver P/N 011-00986-00
2. Garmin GA-55 Antenna P/N 011-01033-00

The GDL-69 system is interfaced to the following equipment:

1. Garmin 430W

1. The Garmin GDL-69 (P/N 011-00986-00) system was installed IAW manufacturers installation manual for GDL-69 XM Weather Data Receiver P/N 190-00355-02 Rev. E dated June 2006 and AC 43.13-2A Chapter 2.

2. Satellite signal was accomplished with a Garmin GA-55 (P/N:011-01033-00) antenna installed.

3. Power for the unit was interfaced through the existing avionics buss using a 5 amp circuit breaker.

4. The interfacing wire was selected and installed in Accordance with the Manufacturers installation manual and AC 43.13-1B Chapter 11 Section 6.

5. Electrical load analysis completed and equipment does not exceed 80% of the Avionics Bus capacity.

6. Antenna installed top fuselage FS100.87, 3.5 inches left of aircraft centerline using supplied internal doubler and hardware in accordance with antenna manufactures instructions manual PN.190-00355-02 Rev. E dated June 2006 and AC43.13-2A Chapter 3.

7. Installed GDL 69 rack assy PN. 115-00658-00 with 4 ea. screws PN. MS35206-246, 4 ea. washers PN. AN960-8, and 4 ea. nuts PN. MS21042L08 at FS27.62, 4 inches right of aircraft center line on nose radio shelf top side.

Weight and Balance and Aircraft equipment list updated to reflect installation.

Instructions for Continued Airworthiness:

1. See attached ICA for maintenance instructions.

END

☒ Additional Sheets Are Attached



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Office Identification

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1. Aircraft	Make Piper	Model PA-23-250
	Serial No. 27-7854110	Nationality and Registration Mark N63983
2. Owner	Name (As shown on registration certificate) HRB AIRCRAFT COMPANY	Address (As shown on registration certificate) 4980 S 118 <sup>TH</sup> ST OMAHA NE, 68137-2200

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 Silverhawk Aviation Inc. 1751 West Kearney Ave. Lincoln, NE 68524	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. YQSR759U
---	---	--------------------------------

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 5/10/07	Signature of Authorized Individual SCOTTY G. LONG
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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 5/10/07	Certificate or Designation No. YQSR759U	Signature of Authorized Individual SCOTTY G. LONG		

## 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.)

05/10/2007 N63983 27-7854110 WAAS Upgrade

Validated that the previous installation of one GNS 430 was installed IAW Garmin instructions and approved via FAA-stamped field approval document on FAA-form 337 Dated 3/27/2001. Verified this aircraft and all interfaced equipment are covered under STC AML. Unit was removed and upgraded to GNS 430W. The existing location of the unit was determined to meet the field-of-view requirements without the need for external annunciation. The existing wiring and shielding was inspected and determined to be IAW the STC AML installation data. The existing GA56 antenna was removed and replaced with one GA35 antenna using the approved mounting provisions of the previous installation.

A summary of the modification done to the aircraft is as follows:

1. Removed one (1) Garmin GA 56 antenna, P/N 011-00134-00 and installed one (1) new GA 35 antennas P/N 013-00235-00 using the provisions left behind from the standard antenna IAW Garmin upgrade manual P/N 190-00357-06 Rev B and STC no. SA01933LA.
2. Removed Garmin GNS 430 P/N 011-00280-10 unit and installed Garmin GNS 430W P/N 011-01060-40, using the provisions left behind from the standard 430 unit. Installation done IAW Garmin upgrade installation manual P/N 190-00357-06 Rev. B and STC no. SA01933LA.
3. The GNS 430W was configured identical to the original 430 unit. Each interface was checked out IAW the 430W Installation Manual P/N 190-00356-02 Section 5. A copy of the checkout log was completed and included with the aircraft maintenance records.
4. Removed the Aircraft Flight Manual Supplement for the GNS 430 and installed a GNS 430W AFMS P/N 190-00356-63 Rev. B; FAA Approved Date December 21, 2006 into the Aircraft Flight Manual.
5. Updated the aircraft Equipment list and Weight and Balance to reflect the new WAAS units. The current electrical load analysis remains valid since the new units draw the same or less current than the original units.

#### Instructions for Continued Airworthiness(ICA)

1. GNS 430W- Included Garmin document P/N 190-00356-65 Rev. A, GNS 430W Instructions for Continued Airworthiness in the aircraft maintenance records.

Note: These supercede ICAW data for the previously installed GNS 430.

END

☒ Additional Sheets Are Attached



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<b>1. Aircraft</b>	Make PIPER	Model PA23-250
	Serial No. 27-7854110	Nationality and Registration Mark N63983
<b>2. Owner</b>	Name (As shown on registration certificate) H.R.B. AIRCRAFT CORPORATION	Address (As shown on registration certificate) 4980 SOUTH 118TH STREET OMAHA, NE 68137

**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	B. Kind of Agency	C. Certificate No.
ROBERT J. WILLEY 5935 SOUTH 132ND STREET OMAHA, NE 68137	<input checked="" type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	2196554

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 2/16/07	Signature of Authorized Individual 
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**7. Approval for Return To Service**

Pursuant to the authority given persons specified below, the unit identified in item 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 2/16/07		Certificate or Designation No. 2196554	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

INSTALLED BOB FIELDS AEROCESSORIES INFLATABLE DOOR SEAL CERTIFIED UNDER STC #SA4237WE DATED 9/25/1980. INSTALLED IN ACCORDANCE WITH BOB FIELDS AEROCESSORIES REPORT - BFA 310 DATED 3/27/1980, REVISION #2 DATED 2/26/1993 AND DRAWING #3950. INSTALLED WITH OPTIONAL MANUAL PRESSURE BULB I/A/W REVISION B DATED 8/12/1981. WEIGHT AND BALANCE NEGLIGIBLE.

----- END -----





US Department  
of Transportation  
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**(Airframe, Powerplant, Propeller, or Appliance)**

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OMB No. 2120-0020

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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 civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

<b>1. Aircraft</b>	Make PIPER	Model PA23-250
	Serial No. 27-7854110	Nationality and Registration Mark N63983
<b>2. Owner</b>	Name (As shown on registration certificate) H.R.B. AIRCRAFT CORPORATION	Address (As shown on registration certificate) 4980 SOUTH 118TH STREET OMAHA, NE 68137

**3. For FAA Use Only**

<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				

**RECEIVED**  
**FEB 27 2007**  
**LINCOLN, NE, FSDO**

**6. Conformity Statement**

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
ROBERT J. WILLEY 5935 SOUTH 132ND STREET OMAHA, NE 68137	<input checked="" type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	2196554

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 2/16/07	Signature of Authorized Individual <i>Robert J. Willey</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 2/16/07		Certificate or Designation No. 2196554	Signature of Authorized Individual <i>Robert J. Willey</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

INSTALLED BOB FIELDS AEROCESSORIES INFLATABLE DOOR SEAL CERTIFIED UNDER STC #SA4237WE DATED 9/25/1980. INSTALLED IN ACCORDANCE WITH BOB FIELDS AEROCESSORIES REPORT - BFA 310 DATED 3/27/1980, REVISION #2 DATED 2/26/1993 AND DRAWING #3950. INSTALLED WITH OPTIONAL MANUAL PRESSURE BULB I/AW REVISION B DATED 8/12/1981. WEIGHT AND BALANCE NEGLIGIBLE.

----- END -----

[ ] Additional Sheets Are Attached



US Department  
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Federal Aviation  
Administration

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

Form Approved  
OMB No. 2120-0020

For FAA Use Only

Office Identification

CE-09 DCD

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 23-250
	Serial No. 27-7854110	Nationality and Registration Mark N63983
2. Owner	Name (As shown on registration certificate) HRB AIRCRAFT COMPANY	Address (As shown on registration certificate) 4980 SOUTH 118th STREET OMAHA, NE 68137

3. For FAA Use Only

4. Unit Identification

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

RECEIVED  
FEB 13 2002  
LINCOLN, NE, EDD

6. Conformity Statement

A. Agency's Name and Address DARREL JACKSON 13865 V STREET OMAHA, NE 68137	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. 506804599
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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 24 JANUARY 2002	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 FII 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 24 JAN. 2002		Certificate or Designation No. 506804599	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.)

REMOVED INDUCTION AIR FILTERS ON BOTH ENGINES. INSTALLED BRACKETT INDUCTION AIR FILTERS P/N BA-115 IN ACCORDANCE WITH STC SA693CE AND A.C. DRAWING NO. 6487894. WEIGHT AND BALANCE CHANGE NEGLIGIBLE. UPDATED EQUIPMENT LIST.

REPLACE FILTERS EVERY 200 HRS OR 1 YEAR OR WHEN ELEMENT IS 50 % COVERED WITH FOREIGN MATERIAL.

-----END-----

☒ Additional Sheets Are Attached



U.S. Department  
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**MAJOR REPAIR AND ALTERATION**  
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Office Identification

ACE-FSDO-09

*[Signature]*

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-23-250
	Serial No. 27-7854110	Nationality and Registration Mark N63983
2. Owner	Name (As shown on registration certificate) HRB AIRCRAFT COMPANY	Address (As shown on registration certificate) 800 KAHL BLDG DAVENPORT IA 52801

3. For FAA Use Only

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

Date

*4/20/01*

Inspector, CE09/LNK FSDO

*[Signature]*

THE ATTACHED INSTRUCTIONS FOR CONTINUED AIRWORTHINESS DATED *4/12/01*  
HAVE BEEN ACCEPTED BY THE FAA

*[Signature]*

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				

RECEIVED  
APR 23 2001  
LINCOLN, NE, FSDO

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
DOUGLAS R. HILL C/O HILLAERO MOD CENTER MUNICIPAL AIRPORT LINCOLN, NE 68524	X U.S. Certificated Mechanic	2127500
	Foreign Certificated Mechanic	
	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

*4/20/01*

Signature of Authorized Individual

*[Signature]*

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					
X 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		Certificate or Designation No.		Signature of Authorized Individual	
<i>4/20/01</i>		2127500		<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.)*

Fabricated fold down tables that are installed onto the aluminum Piper p/n 52910-004 back shrouds of the pilot and copilot seats at F.S. 97.00 . The tables hinge off of the seat back shroud using MS 20257-3 piano hinge secured with MS24693S28 #6 screws and MS 21083C-06 lock nuts in 5 locations. Double bullet catches secure the table in the down lock position. The tables are placarded " Table must be stowed for take off and landing " visible to the passengers at all times. All of the material specifications and mounting methods are specified in Hillaero drawing number 10489-27-7854110-01.

Structural integrity for this installation was determined by static load testing as specified in AC43.13-2A. Static loads were determined in accordance with Chapter 1, Paragraph 2d of this standard. The independent mounting of each component as well as the combined loads of the attaching items were tested using a calibrated spring scale. Test procedure accomplished in accordance with Chapter 1, Paragraph 3.

All materials used in this installation were burn tested and certified through Skandia 8110-3 dated 4-16-01.

Weight and balance and equipment list were amended to reflect these alterations.

Refer to the attached sheet for Continued Air Worthiness dated 4-12-01.

\*\*\*\*\* End Report \*\*\*\*\*

☒ Additional Sheets Are Attached

ICA

Reg #: N6983

Aircraft: Piper Aztec

S/N: 27-7854110

Work performed by: Hillaero Mod. Center

4-12-01

CONTINUED AIR WORTHINESS CHECKLIST

1. Introduction: The fabrication and installation of two fold down tables
2. Description: The fabrication and installation of two fold down tables witch are secured to the pilot and copilot seat back shrouds.
3. Control, operation information: N/A
4. Servicing information: N/A
5. Maintenance Instruction:  
General aircraft maintenance practices.
6. Trouble shooting information:  
General aircraft maintenance practices.
7. Removal and replacement information: N/A
8. Diagrams: Refer to Hillaero drawing number 10489-27-7854110-01.
9. Special inspection requirements: N/A
10. Application of protective treatments: N/A
11. Data: Hillaero drawing number 10489-27-7854110-01.
12. List of special tools: N/A
13. For commuter category aircraft: N/A
14. Recommended overhaul periods:  
No additional overhaul time limitations.
15. Air worthiness limitation selection: N/A
16. Revision: N/A





10.5" LONG MS 20257-3 PIANO HINGE SECURED WITH MS 24693S28 # 6 SCREWS AND MS 21083C-06 LOCK NUTS TO THE ALUMINUM BACK SHROUD PIN 52910-004 OF THE PILOT AND COPILOT SEATS. ( 5 LOCATIONS )

10.5" LONG MS 20257-3 PIANO HINGE  
 SECURED WITH NAS 1838-06-07 # 6  
 INSERTS AND MS 24693S24 # 6 SCREWS  
 TO THE COMPOSITE ( 5 LOCATIONS )

3" LONG MS 20257-3 PIANO HINGE  
SECURED WITH NAS 1836-06-07 # 6  
INSERTS AND MS 24693S24 # 6 SCREWS  
( 3 LOCATIONS ON EACH SIDE ON EACH  
SIDE OF THE HINGE )

**1/4" ALUMINUM COMPOSITE PANEL 3" X 6"**

3/16" STEEL ROD 4" LONG EPOXIED INTO THE PANEL

FABRICATED TABLE TRACKING AND LOCKING GUIDE  
OUT OF 9/16" BY 7/8" ALUMINUM U CHANNEL. THE  
U CHANNEL IS SECURED TO THE ALUMINUM SEAT BACK  
SHROUD IN TWO LOCATIONS EACH WITH A MS 2-4693S28  
#8 SCREW AND A MS21083C-06 LOCKNUT.

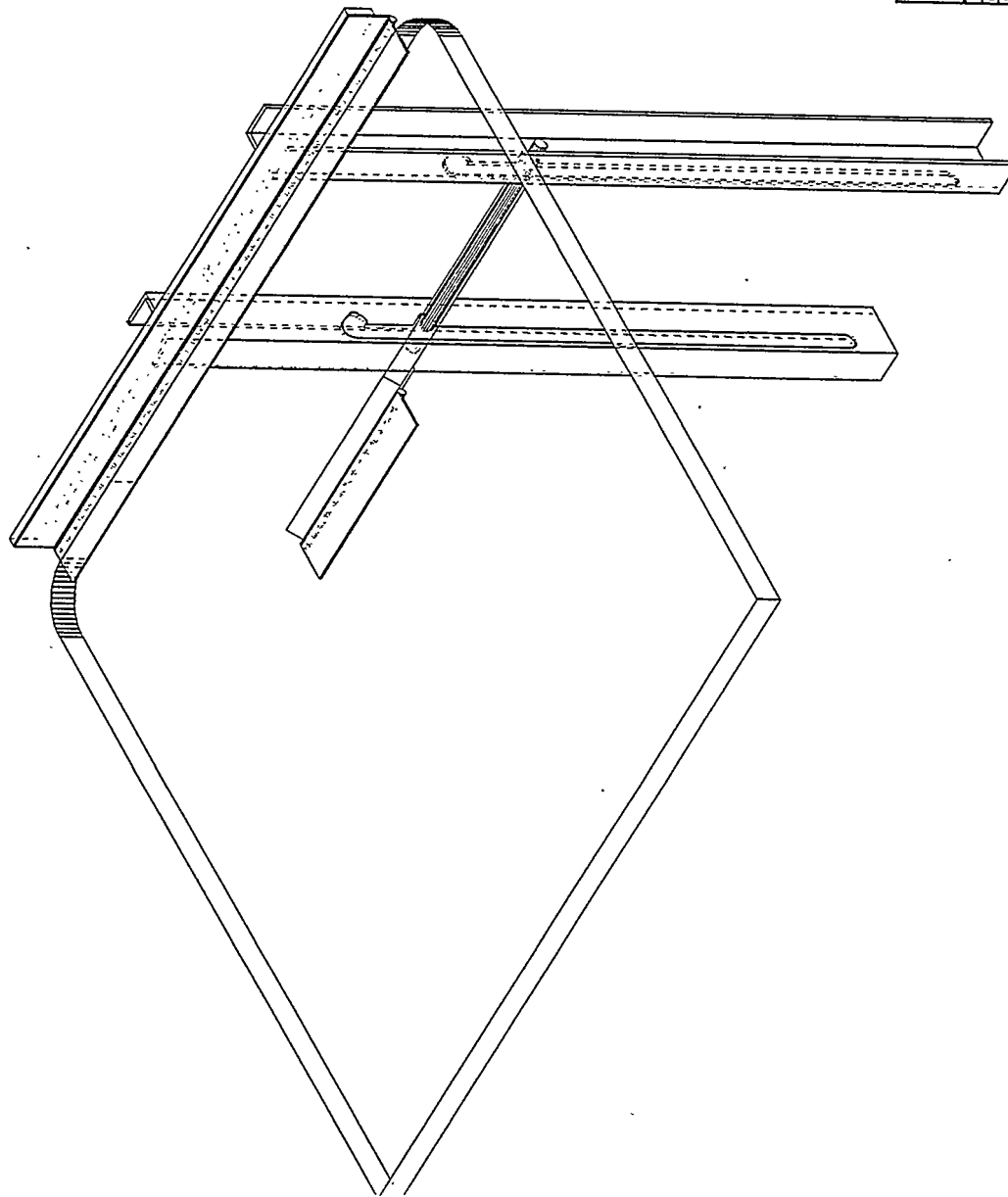
TABLE TOP IS FABRICATED OUT OF 3/8"  
FIBERGLASS SKIN ALUMINUM CORE COMPOSITE  
TEKLANI P/N A402H

HILLAERO MODIFICATION CENTER		LYCOLN MUNICIPAL AIRPORT P.O. BOX 83-047 LEOCLIN NE 68501	
CAROL CORP DBA			
ENGINE:	DATE	TITLE:	FOLD DOWN TABLE
CHECKED:			
STRESS:			
DRAWN:			
DESIGN:			
OTHER:			
		DRAWING NO.	10489-27-7854110-01
		SCALE:	AS SHOWN

F.S. 97.00



# SEAT BACK SHROUD MOUNTED FOLD DOWN TABLE



HILLAERO MODIFICATION CENTER	
CAROL CORP D/B/A LINCOLN MUNICIPAL AIRPORT P.O. BOX 83507 LINCOLN NE 68501	
ENG:	DATE
CHECKED:	TITLE: FOLD DOWN TABLE
STRESS:	
DRAWN:	DRAWING NO. 10489-27-7854110-01
DESIGN:	
OTHER:	SCALE: NONE SHEET 2 OF 2





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

ACE-FSDO-01

*R. J. [Signature]*

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-23-250
	Serial No. 27-7854110	Nationality and Registration Mark N63983
2. Owner	Name (As shown on registration certificate) HRB AIRCRAFT COMPANY	Address (As shown on registration certificate) 800 KAHL BLDG DAVENPORT IA 52801

3. For FAA Use Only

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

Date 04/20/01 Inspector, CE09, LNK FSDO *[Signature]*

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				

RECEIVED  
APR 23 2001  
LINCOLN, NE, FSDO

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
DOUGLAS R. HILL C/O HILLAERO MOD CENTER MUNICIPAL AIRPORT LINCOLN, NE 68524	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	2127500
	Foreign Certificated Mechanic	
	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 4/20/01 Signature of Authorized Individual *[Signature]*

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	<input type="checkbox"/>	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <u>4/20/01</u>		Certificate or Designation No. 2127500		Signature of Authorized Individual <i>[Signature]</i>	

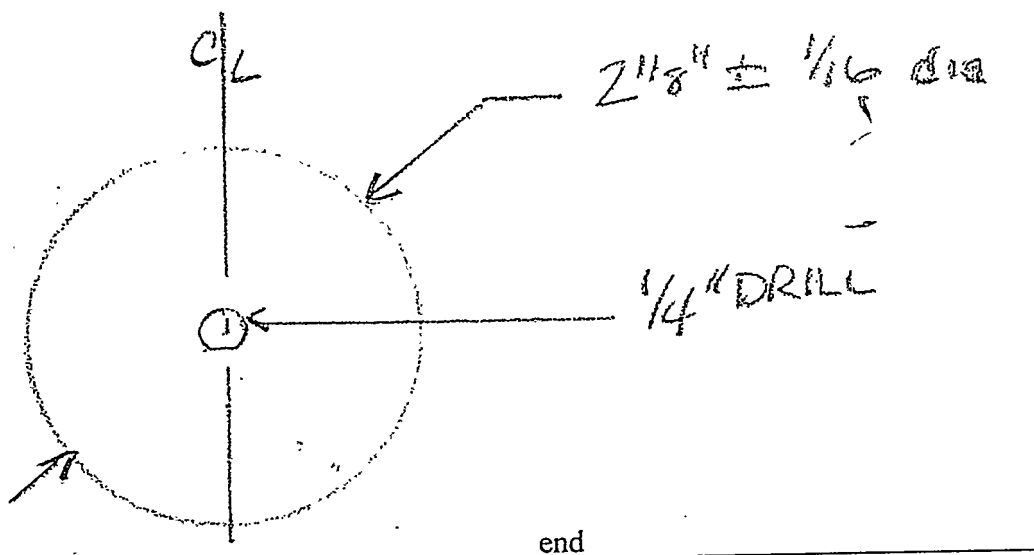
# NOTICE

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

## 8. Description of Work Accomplished

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

Fabricated and installed 6 each, 30 gram, stabilator trim weights made of 0.090 thickness MIL-S-18729C Normalized 4130 steel sheet. Compatibility of these trim weights was determined by weight, size, and strength verified by a Rockwell "C" hardness test; all in accordance with FAA AC43.13-1B Chapter 4 Section 1. paragraphs 4-1.a., b, 4-2., a., b., 4-3a., Section 2. 4-16, 4-17, and 4-22. Weights conform to the dimensions below and are corrosion proofed with MIL-P-23377F chromate epoxy primer.



☐ 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  
**CE09**

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-23-250
	Serial No. 27-7854110	Nationality and Registration Mark N63983
2. Owner	Name (As shown on registration certificate) HRB Aircraft Company	Address (As shown on registration certificate) 800 Kahl BLDG Davenport, IA 52801

3. For FAA Use Only

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

MAR 27 2001  
Date

Inspector, CE09, LNK 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	RECEIVED APR 23 2001 LINCOLN, NE, FSDO	RECEIVED MAR 26 2001 LINCOLN, NE, FSDO		
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address Silverhawk Aviation, Inc. 1751 West Kearney Avenue Lincoln Municipal Airport Lincoln, NE 68524	B. Kind of Agency <input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. YQSR759U
---	--	--------------------------------

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

Date 3/30/2001	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	X Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 4-20-01		Certificate or Designation No. YQSR759U	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. Evaluated Garmin GNS-430 Global Positioning System (GPS) previously installed under FAA Form 337 dated MAR 27 2001 for VFR use only. This system was found to meet the requirements of TSO C129(A1), AC 20-138 and is approved for IFR enroute, terminal and non-precision approach operations (GPS, Loran C, VOR, NDB, NDB/DME, VOR/DME, TACAN, RNAV). Test results are on file at this repair station under W.O.# 01-4648.
2. The Garmin GNS-430 NAV/COM/GPS is mounted in the avionics stack in clear view of the pilot.
3. The Garmin GNS-430 is displayed on the #1 CDI, a Garmin GI-106A and will annunciate VLOC mode or GPS mode as selected on the GNS-430 system.
4. The Garmin GNS-430 Pilot's Operating Guide, p/n 190-00140-00 Rev.A dated August 1998 (or later applicable version) and FAA Approved Flight Manual Supplement Dated MAR 27 2001 must be available and used when flight navigation is pedicated on the GNS-430 GPS.
5. Manufactures requirements for continued airworhtiness do not change with this installation.

☐ 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

CE09

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-23-250
	Serial No. 27-7854110	Nationality and Registration Mark N63983
2. Owner	Name (As shown on registration certificate) HRB Aircraft Company	Address (As shown on registration certificate) 800 Kahl BLDG Davenport, IA 52801

3. For FAA Use Only

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

MAR 27 2001

Date

Inspector, CE09, LNK 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				

RECEIVED  
APR 23 2001  
LINCOLN, NE, FSDO

RECEIVED  
MAR 26 2001  
LINCOLN, NE, FSDO

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Silverhawk Aviation, Inc. 1751 West Kearney Avenue Lincoln Municipal Airport Lincoln, NE 68524	<input type="checkbox"/> U.S. Certified Mechanic	YQSR759U
	<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 3/27/2001	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	X Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 3-17-01		Certificate or Designation No. YQSR759U	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.)

Removed the following equipment:

1. KMA 20 AUDIO AMP. P/N 066-1024-03
2. KA 39 VOLT CONVERTER P/N 071-1041-01
3. KA 39 VOLT CONVERTER P/N 071-1041-01
4. KI 201C NAV. INDICATOR P/N 066-3008-01
5. KI 214 NAV. INDICATOR P/N 066-3025-01
6. KT76A TRANSPONDER P/N 066-1062-00
7. KX 170B NAV/COM P/N 069-1020-00
8. KX170B NAV/COM P/N 1069-1020-00

Installed the following equipment:

1. GMA 340 AUDIOPANEL INTERCOM P/N 010-00152-11
2. GNS-430 NAV/COM GPS P/N 011-00280-10
3. GI-106A GPS/NAV P/N 013-00049-00
4. GTX-327 TRANSPONDER P/N 010-00188-01
5. KX-155A WITH KI-209 P/N 069-1032-01
6. KA-120 DME CODE CONVERTER P/N 066-01089-00

Installed equipment in accordance with AC 43-13-1B chapters 4, 7, 11 and 12; AC 43.13-2A chapters 3, 11 and 2 sections 21, 22, 23, 24, 25 and 27.

Installed all equipment in accordance with manufactures' installation manuals Garmin P/N 190-00140-02 Rev H, P/N 190-00149-01 Rev F, P/N 190-00187-02 Rev D, P/N 190-00180-00 Rev B, Bendix/King P/N 006-10542-0003 Rev. 3, P/N 006-00140-0003 rev 3, P/N006-00549-0001 Rev 1.

Installed GNS-430 in accordance with AC 20-138 and reference to Garmin STC# SA00705WI (similar installation).

Fabricated new wiring harnesses and interfaced into existing aircraft wiring.

All equipment was functional tested per manufactures' installation manuals and interference tested with existing systems.

Complied with FAR 91-411, 91-413 transponder, encoder and static system tests.

Installed placard "GPS FOR VFR USE ONLY".

Updated wieght and balance and equipment list.

Manufactures' instructions for continued airworthiness do not change with this installation.

☐ Additional Sheets are Attached

RECEIVED



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  
CE-01 *90*

1111 06 1999  
105-FSDO-02  
DES MOINES, IA

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 <b>Piper</b>	Model <b>PA23-250</b>
	Serial No. <b>27-7854110</b>	Nationality and Registration Mark <b>USA - N63983</b>
2. Owner	Name (As shown on registration certificate) <b>HRB A/C Company</b>	Address (As shown on registration certificate) <b>800 Kahl Building Davenport, IA 52801</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) ~~~~~				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

## **6. Conformity Statement**

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
<b>CARVER AERO, INC.</b> <b>9230 HARRISON</b> <b>DAVENPORT MUNICIPAL AIRPORT</b> <b>DAVENPORT, IA 52804</b>	<input type="checkbox"/> U.S. Certificated Mechanic	<b>VRXR118L</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>6/25/99</b>	Signature of Authorized Individual <i>Darwin Ward</i> Darwin Ward
------------------------	---

## **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 <b>6/25/99</b>		Certificate or Designation No. <b>VRXR118L</b>	Signature of Authorized Individual <i>Darwin Ward</i> Darwin Ward	

### 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.)*

N63983 Piper PA23-250

S/N 27-7854110

Date: 6/25/99

Dynamic Balanced prop-engine installation on this aircraft in accordance with Vibrex 2000 user guide No. 13841-R.

-----  
END -----

☐ Additional Sheets Are Attached

MAR 15 1993


 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  
DPA-FSDO

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-23-250
	Serial No. 27-7854110	Nationality and Registration Mark N63983
2. Owner	Name (As shown on registration certificate) HRB Aircraft Company	Address (As shown on registration certificate) 800 Kahl Building Davenport, IA 52801

**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				

<b>6. Conformity Statement</b>		<b>C. Certificate No.</b>
A. Agency's Name and Address Elliott Flying Service, Inc. P.O. Box 100 Quad City Airport Moline, IL 61265	B. Kind of Agency	CGHR812C
	U.S. Certificated Mechanic	
	Foreign Certificated Mechanic	
	X Certificated Repair Station	
D. I certify that the repair and/or alteration made to the unit(s) identified in Item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.		
Date March 11, 1993	Signature of Authorized Individual Thomas E. Henry <i>Thomas E. Henry</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 FTL Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	X Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection March 11, 1993		Certificate or Designation No. CGHR812C	Signature of Authorized Individual Thomas E. Henry <i>Thomas E. Henry</i>	

## NOTICE

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

## 8. Description of Work Accomplished


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

1. Installed wiring harness for RDR-150 System previously installed on 337 dated March 8, 1993.
2. All work was performed in accordance with AC43.13-1A Chapters 11, 13 and 15 and AC43.13-2A Chapters 1, 2 and 3.
3. System installed and wired in accordance with RDR-150 Weather Radar System Installation Manual I.B. 2150-1 APR/78 and IN-152A Weathervision Radar Indicator Maintenance Manual I.B. 2152A.
4. System powered off the avionics buss and protected by a 5A circuit breaker.
5. See 337 dated March 8, 1993 for further detail. (Attached)
6. Removed "INOP" placard from radar indicator.
7. Revised Weight and Balance and Equipment List to reflect this installation. Made logbook entry to reflect this installation.

End

☒ Additional Sheets Are Attached

ATTACHMENT

 <b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)				Form Approved OMB No. 2120-0020	
				For FAA Use Only Office Identification PA-FSDO	
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-23-250		
	Serial No. 27-7854110		Nationality and Registration Mark N63983		
2. Owner	Name (As shown on registration certificate) HRB Aircraft Company		Address (As shown on registration certificate) 800 Kahl Bldg. Davenport, IA 52801		
	3. For FAA Use Only				
4. Unit Identification					
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
5. Type					
6. Conformity Statement				C. Certificate No.	
A. Agency's Name and Address		B. Kind of Agency		CGHR812C	
Elliott Flying Service, Inc. P.O. Box 100 Quad City Airport Moline, IL 61265		U.S. Certificated Mechanic			
		Foreign Certificated Mechanic			
		X Certificated Repair Station			
		Manufacturer			
D. I certify that the repair and/or alteration made to the unit(s) identified in Item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
Date March 8, 1993		Signature of Authorized Individual Thomas E. Henry <i>Thomas E. Henry</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 Fit Standards Inspector	Manufacturer	Inspection Authorization		
	FAA Designee	X Repair Station	Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection March 8, 1993		Certificate or Designation No. CGHR812C		Signature of Authorized Individual Thomas E. Henry <i>Thomas E. Henry</i>	

## NOTICE

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

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


1. Removed existing Weatherscout II Weather Radar System.
2. Installed used serviceable RDR-150 Weather Radar System consisting of DA-144A antenna drive, RT-131A receiver/transmitter, and IN-152A indicator.
3. System installed in accordance with RDR-150 Weather Radar System installation manual I.B. 2150-1 Apr/78 and IN-152A Weathervision Radar Indicator maintenance manual I.B. 2152A.
4. Indicator was installed in the same location the Weatherscout indicator was removed from. The antenna drive was installed in the same location the Weatherscout R/T/A was removed from. The RDR-150 R/T was located on the existing shelf just aft of the antenna drive mounting location.
5. All work was performed in accordance with AC43.13-1A Chapters 11, 13 and 15 and AC43.13-2A Chapters 1, 2 and 3.
6. System components were installed without wiring harness at this time per customers request. Pulled radar circuit breaker and tied off. Placarded radar indicator "inop."
7. Revised Weight and Balance and Equipment List to reflect this installation. Made logbook entry to reflect this installation.

End

☐ Additional Sheets Are Attached



MAR 11 1993

 US Department of Transportation Federal Aviation Administration		<b>MAJOR REPAIR AND ALTERATION.</b> (Airframe, Powerplant, Propeller, or Appliance)		Form Approved OMB No. 2120-0020 For FAA Use Only Office Identification DPA-ESDD	
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 <b>Piper</b>		Model <b>PA-23-250</b>		
	Serial No. <b>27-7854110</b>		Nationality and Registration Mark <b>N63983</b>		
2. Owner	Name (As shown on registration certificate) <b>HRB Aircraft Company</b>		Address (As shown on registration certificate) <b>800 Kahl Bldg. Davenport, IA 52801</b>		
3. For FAA Use Only					
4. Unit Identification					
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
5. Type					
6. Conformity Statement					
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
<b>Elliott Flying Service, Inc.</b> <b>P.O. Box 100</b> <b>Quad City Airport</b> <b>Moline, IL 61265</b>		<input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer		<b>CGHR812C</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 <b>March 8, 1993</b>		Signature of Authorized Individual <b>Thomas E. Henry</b> <i>Thomas E. Henry</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 Fit. Standards Inspector	Manufacturer	Inspection Authorization		
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group Signature of Authorized Individual <b>Thomas E. Henry</b> <i>Thomas E. Henry</i>		
Date of Approval or Rejection <b>March 8, 1993</b>		Certificate or Designation <b>CGHR812C</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.)

1. Removed existing Weatherscout II Weather Radar System.
2. Installed used serviceable RDR-150 Weather Radar System consisting of DA-144A antenna drive, RT-131A receiver/transmitter, and IN-152A indicator.
3. System installed in accordance with RDR-150 Weather Radar System installation manual I.B. 2150-1 Apr/78 and IN-152A Weathervision Radar Indicator maintenance manual I.B. 2152A.
4. Indicator was installed in the same location the Weatherscout indicator was removed from. The antenna drive was installed in the same location the Weatherscout R/T/A was removed from. The RDR-150 R/T was located on the existing shelf just aft of the antenna drive mounting location.
5. All work was performed in accordance with AC43.13-1A Chapters 11, 13 and 15 and AC43.13-2A Chapters 1, 2 and 3.
6. System components were installed without wiring harness at this time per customers request. Pulled radar circuit breaker and tied off. Placarded radar indicator "inop."
7. Revised Weight and Balance and Equipment List to reflect this installation. Made logbook entry to reflect this installation.

-End-

☐ Additional Sheets Are Attached

 US Department of Transportation Federal Aviation Administration		<b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)		Form Approved OMB No. 2120-0020 For FAA Use Only Office Identification <b>LEB</b> CE-01	
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 <b>Piper</b> Serial No. <b>27-7854110</b>		Model <b>PA 23-250</b> Nationality and Registration Mark <b>N63983</b>	
2. Owner		Name (As shown on registration certificate) <b>HRB Aircraft Company</b>		Address (As shown on registration certificate) <b>800 KAH Bldg Davenport Iowa 52801</b>	
3. For FAA Use Only					
4. Unit Identification					
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				✓
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
5. Type					
6. Conformity Statement					
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
<b>CARVER Aero Inc Clinton Municipal Apt Clinton Iowa 52732</b>		<input type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer		<b>YRRR 747K</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			
<b>9/2/92</b>		<b>R J Ammer</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 Fit Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)	
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection		Certificate or Designation No.	Signature of Authorized Individual		
<b>9/2/92</b>		<b>CRS YRRR 747K</b>	<b>R J Ammer</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.

**B. Description of Work Accomplished**

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

Installed Alcon EGT System PN 321-310-0  
I/A/W Instructions and STC SA522-SW.  
Weight change negligible

☒ 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
N63983	PIPER PA-23-250 (6PCLM)	27-7854110	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 hereof 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 REPLACEMENT	FAA REPRESENTATIVE	DESIGNATION NUMBER
JUNE 22 1978	LARRY E. BROWN	ACE-FSDO-01

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

FAA Form 8100-2 (8-82)

GPO 592-604



DATE: 4-1-92

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
NC 583	Piper PA-23-250 (6PCLM)	27-7854110	Normal

5. This 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 and is in condition for safe operation, and has been shown to meet the requirements of the applicable regulations and detailed airworthiness code as prescribed by Annex B to the Convention on International Civil Aviation, except as noted herein.

6. TERMS AND CONDITIONS:  
This certificate is rendered, suspended, revoked, or a termination date is otherwise established by the Administrator, as long as the maintenance, preventive maintenance, and alterations are performed in accordance with Parts 43, 45, 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
June 22, 1978	William Halloran	DOA No. EA-1

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 FEDERAL AVIATION REGULATIONS.

Form 1

FORMERLY FAA FORM 1362


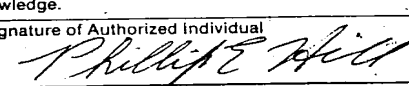
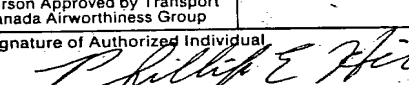
GPO 1967 O-270-931

FAA AIRCRAFT REGISTRY  
CAMERA NO. 3

DATE: 4-1-92





 U.S. Department of Transportation Federal Aviation Administration		<b>MAJOR REPAIR AND ALTERATION</b> <b>(Airframe, Powerplant, Propeller, or Appliance)</b>		RECEIVED JUL 3 1991 DES MOINES, IA RCE-FSDO-61		Form Approved OMB No. 2120-0020
				For FAA Use Only Office Identification <b>CE-01</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	<b>PIPER</b>		Model	<b>PA-23-250</b>	
	Serial No.	<b>27-7854110</b>		Nationality and Registration Mark	<b>N63983</b>	
2. Owner	Name (As shown on registration certificate)			Address (As shown on registration certificate)		
	<b>HRB AIRCRAFT CO</b>			<b>800 KAHL BLDG DAVENPORT, IOWA 52801</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)				<b>X</b>	
POWERPLANT						
PROPELLER						
APPLIANCE	Type					
	Manufacturer					
6. Conformity Statement						
A. Agency's Name and Address			B. Kind of Agency		C. Certificate No.	
<b>CARVER AERO INC MUNICIPAL AIRPORT CLINTON, IOWA 52732</b>			<input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer		<b>CBS XRER-747-K</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			
<b>7-2-91</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 Fit. Standards Inspector	Manufacturer	Inspection Authorization		Other (Specify)	
	FAA-Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group			
Date of Approval or Rejection		Certificate or Designation No.	Signature of Authorized Individual			
<b>7-2-91</b>		<b>XRER-747-K</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 Brackett air filters as per STC SA693CE list #1.  
Filter assembly is BA-115, Element is BA-15.  
\*\*\* End \*\*\*

☐ 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 FOR FAA USE ONLY OFFICE IDENTIFICATION <b>ACE-FSDO-61</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.					
1. AIRCRAFT	MAKE <b>Piper</b>		MODEL <b>PA-23-250</b>		
	SERIAL NO. <b>27-7854110</b>		NATIONALITY AND REGISTRATION MARK <b>N63983</b>		
2. OWNER	NAME (As shown on registration certificate) <b>HRB Aircraft Company</b>		ADDRESS (As shown on registration certificate) <b>800 Kahl Bldg. Davenport, Iowa 52801</b>		
3. FOR FAA USE ONLY					
<div style="font-size: 2em; font-weight: bold; margin: 0;">RECEIVED</div> <div style="font-size: 1.2em; margin: 5px 0;">JUN 16 1986</div>					
4. UNIT IDENTIFICATION				ACE-FSDO-61	
UNIT	MAKE	MODEL	DES MOINES, IOWA		
AIRFRAME	***** (As described in item 1 above) *****				
POWERPLANT	<b>Lycoming</b>	<b>IO-540-C4B5</b>	<b>L-18152-48A</b>	REPAIR	ALTERATION
PROPELLER					<b>X</b>
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
<b>Crescent Aviation, Inc. Municipal Airport Dubuque, Iowa 52001</b>			<input type="checkbox"/> U.S. CERTIFICATED MECHANIC		<b>361-7</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>6-11-86</b>		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Donald J. Davis</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 <b>6-11-86</b>		CERTIFICATE OR DESIGNATION NO. <b>361-7</b>		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Donald J. Davis</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 Phillips X/C II 20w-50 oil in engine in accordance with STC SE5879SW.

END

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-F760.1 FOR FAA USE ONLY	
<b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)				OFFICE IDENTIFICATION <b>ACE-FSDO-61</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.					
1. AIRCRAFT	MAKE <b>Piper</b>	MODEL <b>PA-23-250</b>			
	SERIAL NO. <b>27-7854110</b>	NATIONALITY AND REGISTRATION MARK <b>N63983</b>			
2. OWNER	NAME (As shown on registration certificate) <b>HRB Aircraft Company</b>		ADDRESS (As shown on registration certificate) <b>800 Kahl Bldg Davenport, Iowa 52801</b>		
	3. FOR FAA USE ONLY				
<div style="font-size: 24px; font-weight: bold; margin: 0;">RECEIVED</div> <div style="font-size: 18px; margin: 5px 0;">JUN 16 1986</div>					
4. UNIT IDENTIFICATION				ACE-FSDO-61	
UNIT	MAKE	MODEL	DES MOINES, IOWA		
AIRFRAME	***** (As described in item 1 above) *****				
POWERPLANT	<b>Lycoming</b>	<b>IO-540-C4B5</b>	<b>L-18190-48A</b>	REPAIR	ALTERATION
PROPELLER					<b>X</b>
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
<b>Crescent Aviation, Inc. Municipal Airport Dubuque, Iowa 52001</b>			<input type="checkbox"/> U.S. CERTIFICATED MECHANIC		<b>361-7</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>6-11-86</b>		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Ronald J. Davis</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  CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
	FAA DESIGNEE	<input checked="" type="checkbox"/> REPAIR STATION			
DATE OF APPROVAL OR REJECTION <b>6-11-86</b>		CERTIFICATE OR DESIGNATION NO. <b>361-7</b>		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Ronald J. Davis</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 Phillips X/C II 20w-50 oil in Engine in accordance with STC SE5879SW.

END

☐ ADDITIONAL SHEETS ARE ATTACHED

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 CODING		
	N63983	Piper	PA-23-250 (6PCLM)	1978	7102308		
	5. AIRCRAFT SERIAL NO.	6. ENGINE BUILDER'S NAME (make)	7. ENGINE MODEL DESIGNATION	41530			
	27-7854110	Lycoming	IO-540-C4B5				
8. NUMBER OF ENGINES	9. PROPELLER BUILDER'S NAME (make)	10. PROPELLER MODEL DESIGNATION	11. AIRCRAFT IS				
	TWO	Hartzell	HC-E2YR-2RBSF/P8465B-7R	<input checked="" type="checkbox"/> DOMESTIC		<input type="checkbox"/> IMPORT	
II. CERTIFICATION REQUESTED	APPLICATION IS HEREBY MADE FOR: (Check applicable items)						
	A <input checked="" type="checkbox"/> STANDARD AIRWORTHINESS CERT. (Indicate category) <input checked="" type="checkbox"/> NORMAL <input type="checkbox"/> UTILITY <input type="checkbox"/> ACROBATIC <input type="checkbox"/> TRANSPORT <input type="checkbox"/> GLIDER <input type="checkbox"/> BALLOON						
	B <input type="checkbox"/> SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)						
	2 <input type="checkbox"/> LIMITED						
	5 <input type="checkbox"/> PROVISIONAL (Indicate class)						
	3 <input type="checkbox"/> RESTRICTED (Indicate operation(s) to be conducted)						
	4 <input type="checkbox"/> EXPERIMENTAL (Indicate operation(s) to be conducted)						
	8 <input type="checkbox"/> SPECIAL FLIGHT PERMIT (Indicate operation to be conducted then complete Section VI or VII as applicable on reverse side)						
	1 <input type="checkbox"/> CLASS I						
	2 <input type="checkbox"/> CLASS II						
	1 <input type="checkbox"/> AGRICULTURE & PEST CONTROL 2 <input type="checkbox"/> AERIAL SURVEYING 3 <input type="checkbox"/> AERIAL ADVERTISING						
	4 <input type="checkbox"/> FOREST (Wild life conservation) 5 <input type="checkbox"/> PATROLLING 6 <input type="checkbox"/> WEATHER CONTROL						
	0 <input type="checkbox"/> OTHER (Specify)						
	1 <input type="checkbox"/> RESEARCH AND DEVELOPMENT 2 <input type="checkbox"/> AMATEUR BUILT 3 <input type="checkbox"/> EXHIBITION						
	4 <input type="checkbox"/> RACING 5 <input type="checkbox"/> CREW TRAINING 6 <input type="checkbox"/> MKT. SURVEY						
0 <input type="checkbox"/> TO SHOW COMPLIANCE WITH FAR							
1 <input type="checkbox"/> FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE							
2 <input type="checkbox"/> EVACUATE FROM AREA OF IMPENDING DANGER							
3 <input type="checkbox"/> OPERATION IN EXCESS OF MAX. CERTIFICATED TAKE-OFF WEIGHT							
4 <input type="checkbox"/> DELIVERING OR EXPORT 5 <input type="checkbox"/> PRODUCTION FLIGHT TESTING							
C <input checked="" type="checkbox"/> MULTIPLE AIRWORTHINESS CERTIFICATE (Check appropriate Restricted Operation and Standard 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 Piper Aircraft Corporation				ADDRESS Lock Haven, Pennsylvania 17745		
	B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)						
	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Revision No.) 1A10 Rev. 44				AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.) 78-02-03		
	AIRCRAFT LISTING (Give page No(s).) N/A				SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) N/A		
	C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS						
	CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173 <input checked="" type="checkbox"/>		TOTAL AIRFRAME HOURS— <del>10000</del> 5.5		3 <input type="checkbox"/> 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 June 1, 1978		NAME AND TITLE William Halloran Supv-Order & Del. Dept.			SIGNATURE <i>William Halloran</i>	
	A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.183 (a) applies)						
2 <input type="checkbox"/> FAR PART 121 or 127 CERTIFICATE HOLDER (Give Certificate No.)		3 <input type="checkbox"/> CERTIFICATED MECHANIC (Give Certificate No.)		6 <input type="checkbox"/> CERTIFICATED REPAIR STATION (Give Certificate No.)			
5 <input type="checkbox"/> AIRCRAFT MANUFACTURER (Give Name of Firm)							
DATE 6-22-78		TITLE 1-0-44		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 6-22-78		DISTRICT OFFICE 1-0-44		DESIGNEE'S SIGNATURE AND NO. William Halloran DOA No. EA-1		FAA INSPECTOR'S SIGNATURE	

## FAA AIRCRAFT REGISTRY

CAMERA NO. 4 DATE: 2-27-86

VI. PRODUCTION FLIGHT TESTING	A. MANUFACTURER		ADDRESS	
	NAME			
	B. PRODUCTION BASIS (Check applicable item)			
	PRODUCTION CERTIFICATE (Give production certificate number)			
	TYPE CERTIFICATE ONLY			
	APPROVED PRODUCTION INSPECTION SYSTEM			
VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST	C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS:		SIGNATURE	
	DATE OF APPLICATION		NAME AND TITLE (Print or type)	
VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)	A. DESCRIPTION OF AIRCRAFT		ADDRESS	
	REGISTERED OWNER			
	BUILDER (Make)		MODEL	
	SERIAL NUMBER		REGISTRATION MARK	
	B. DESCRIPTION OF FLIGHT		TO	
	FROM			
	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—: 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)				
A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable		G. Statement of Conformity, FAA Form 317 (Attach when required)		
B. Current Operating Limitations Attached		H. Foreign Airworthiness Certification for Import Aircraft (Attach when required)		
C. Data, Drawings, Photographs, etc. (Attach when required)		I. Previous Airworthiness Certificate Issued in Accordance with FAR _____ CAR _____ (Original attached)		
D. Current Weight and Balance Information Available in Aircraft		J. Current Airworthiness Certificate Issued in Accordance with FAR 21.183 (a) per 21.273 (Copy attached)		
E. Major Repair and Alteration, FAA 337 (Attach when required)				
F. This Inspection Recorded in Aircraft Records				

Typed by # 5

FAA AC 72-8655



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
N63983	Piper PA-23-250 (6PCLM)	27-7854110	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.

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, preventive maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
June 22, 1978	William Halloran	DOA No. EA-1

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. 4

DATE: 2-27-86