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AUG 31 2006

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

Harrisburg FSDO

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

1. Aircraft	Make Piper	Model PA32S-300
	Serial No. 32S-7140045	Nationality and Registration Mark N3000K
2. Owner	Name (As shown on registration certificate) Ezra Wolcott	Address (As shown on registration certificate) 45 Singing Road Horseheads, NY 14845-1003

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 AIRCRAFT DOCTORIAL MAINE R.R. 2 Box 69A TOWANDA, PA. 18848	B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. A2P105289168
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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 08-28-2006	Signature of Authorized Individual Douglas J. McLaughlin
--------------------	---

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 08-28-2006		Certificate or Designation No. 1369932	Signature of Authorized Individual DANA J. SMITH	

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.)

Replaced existing engine induction filter with Brackett aero filter, inc. assembly part no. BA-115 per approved model listing under Supplemental type certificate no. SA 093 CE.

Subject BA-115 assembly uses brackett element no. BA-15 requiring 200 hrs use or 1 yr. intervals or 50% caused with foreign material. Replaced following instruction sheet PIN BA-115-3 dated 03-23-04.

END

Additional Sheets Are Attached

RECEIVED

AD



US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION JAN - 3 2006
(Airframe, Powerplant, Propeller, or Appliance)
Harrisburg FSDO

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

AFA-FSDO-13

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

1. Aircraft	Make New Piper	Model PA-32S-300
	Serial No. 325-7140045	Nationality and Registration Mark N3000K
2. Owner	Name (As shown on registration certificate) Wolcott Ezra R Jr. Wolcott S Kay	Address (As shown on registration certificate) 709 Singing Road Horseheads, NY 14845

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 Douglas J. McLaughlin	B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. A&P105289168
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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 12-28-2005	Signature of Authorized Individual DOUGLAS J. McLAUGHLIN <i>Douglas J. McLaughlin</i>
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7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 12-28-2005		Certificate or Designation No. 1369932	Signature of Authorized Individual DANA J. SMITH <i>Dana J. Smith</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.)

Installation of Brackett induction air filter assembly Part No. BA-115, under FAA approved Applicability list of Supplemental type Certificate No. STC_SAG93CE list No. 1, FAA-PMA SUPPLEMENT No. 1, instruction sheet BA-115-3 dated 03-23-04.

Brackett Air Filter document No. 1-194 "Continued Airworthiness Inspection" installed in Aircraft records.

Additional Sheets Are Attached

9-1

9-1



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
AEA-FSDO-13

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in 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-32S-300
	Serial No. 32S-7140045	Nationality and Registration Mark N3000K
2. Owner	Name (As shown on registration certificate) WOLCOTT, EZRA R.	Address (As shown on registration certificate) 45 SING SING RD. HORSEHEADS, NY 14845-1074

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.
Lancaster Avionics Inc. 500-U Airport Road Lititz, PA 17543	<input type="checkbox"/> U.S. Certificated Mechanic	LN7R261N
	<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	Signature of Authorized Individual
11 SEPTEMBER 1997	 MARK J. FORTH

7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual		
9/11/97	LN7R261N	 TODD M. ADAMS		

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: 11 September 1997

The following equipment was removed:

<u>UNIT</u>	<u>LOCATION</u>
Narco DME-70 DME Receiver	Radio Stack STA# 60.00
Transcal Blind Encoder	Behind Instrument Panel STA# 58.00

The following equipment was installed:

<u>UNIT</u>	<u>LOCATION</u>
Garmin GNC-250X1 GPS/Com	Radio Stack STA# 64.00
Garmin GA-56 GPS Antenna	Top of Aircraft STA# 80.00
Terra/Trimble AT-3000 Blind Encoder	Behind Instrument Panel STA# 58.00

All work was accomplished in accordance with AC 43.13-1A/-2A Chapters 2 & 3, AC 20-138, AC 20-138, and GNC-250X1, & AT-3000 installation manuals utilizing manufacturer's supplied hardware.

Panel placarded "GPS Is Limited To VFR Use Only".

Complied with FAR 91.217 data correspondence test due to interface of GPS to aircraft Mode-C System and due to the installation of the AT-3000 encoder.

Complied with Static Leak portion of FAR 91.411.

GPS CDI information is selectable to the Autopilot Only via a toggle switch.

Garmin GNC-250X1 GPS accuracy and performance is based upon Garmin STC# SA00336WI and TSO-C129 A(2).

All wiring/cabling used for installation purposes meet or exceed the following specifications: (M17/29, and/or M17/60) - coax; (M22759, M27500, and/or M81044) - wire. All circuit breakers used for installation purposes were of the Klixon, Potter/Brumfield, and/or Mechanical Products.

All of the above installed equipment was functionally tested and was found to perform its intended function with no adverse effects on other aircraft systems.

Weight and Balance change recalculated. Equipment list revised.

END

Additional Sheets Are Attached

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION
AEA-FSDO-23

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 Piper	MODEL PA-32S-300
	SERIAL NO. 32S-7140045	NATIONALITY AND REGISTRATION MARK U.S.A. 3000K
2. OWNER	NAME (As shown on registration certificate) Wolcott Ezra R. Jr. Wolcott S. Kay	ADDRESS (As shown on registration certificate) 709 Sing Sing Road Horseheads, NY 14845

3. FOR FAA USE ONLY

The data identified herein complied with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR-43.7

This approval is only for this aircraft make, model and serial number.

AEA-FSDO 23

DATE Jan 20 1995 APPROVING INSPECTOR *James J. Elinger*

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				XXX
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Elmira Aeronautical Corp. Elmira/Corning Regional Airport Horseheads, NY 14845	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. NB1R342K
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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 January 10, 1995	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>James J. Elinger</i>
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7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA P.L. 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 1/10/95	CERTIFICATE OR DESIGNATION NO. NB1R342K	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>James J. Elinger</i>		

NOTICE

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

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

1. Installed P/S Engineering PM 1000 II voice activated intercom.
2. System installed and operationally checked in accordance with PM 1000 II operator's and installation manual document # 04119301.
3. This installation has no detrimental affect on any other aircraft system.
4. Installation completed in accordance with A.C. 43.13-1A chapters 11 and 13 and A.C. 43.13-2A, chapters 1, 2, and 3.

Weight and balance change negligible, equipment list revised.

-----END-----

APPROVED AND FORWARDED: [Signature] DATE: 3/21/95

OWNER	MOTOROLA INC	MOTOROLA INC
ADDRESS	330-AT-100-1	330-AT-100-1
PHONE		

ADDITIONAL SHEETS ARE ATTACHED

The information normally furnished in Section VIII is on file as part of the historical inspection record at Piper Aircraft Corporation. Form Approved
Current Airworthiness Certificate issued I/A/W FAR 21.183(a) PER 21.273. 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 N3000K	2. AIRCRAFT BUILDER'S NAME (make) Piper	3. AIRCRAFT MODEL DESIGNATION PA 32S-300	4. YR. MFG. 1971				
	5. AIRCRAFT SERIAL NO. 32S-7140045	6. ENGINE BUILDER'S NAME (make) Lycoming	7. ENGINE MODEL DESIGNATION IO-540-K1A5	FAA CODING 7103214 41533				
	8. NUMBER OF ENGINES One	9. PROPELLER BUILDER'S NAME (make) Hartzell	10. PROPELLER MODEL DESIGNATION HC-C2YK-1	11. AIRCRAFT IS <input checked="" type="checkbox"/> NEW <input type="checkbox"/> USED <input type="checkbox"/> IMPORT				
	APPLICATION IS HEREBY MADE FOR: (Check applicable items)							
A. <input checked="" type="checkbox"/> STANDARD AIRWORTHINESS CERT. (Indicate category) <input checked="" type="checkbox"/> NORMAL <input type="checkbox"/> UTILITY <input type="checkbox"/> ACROBATIC <input type="checkbox"/> TRANSPORT <input type="checkbox"/> GLIDER <input type="checkbox"/> BALLOON								
B. SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)								
II. CERTIFICATION REQUESTED	2	LIMITED	1	CLASS I				
	5	PROVISIONAL (Indicate class)	2	CLASS II				
	3	RESTRICTED (Indicate operation(s) to be conducted)	1	AGRICULTURE & PEST CONTROL	2	AERIAL SURVEYING	3	AERIAL ADVERTISING
			4	FOREST (Wild life conservation)	5	PATROLLING	6	WEATHER CONTROL
			0	OTHER (Specify)				
	4	EXPERIMENTAL (Indicate operation(s) to be conducted)	1	RESEARCH AND DEVELOPMENT	2	AMATEUR BUILT	3	EXHIBITION
			4	RACING	5	CREW TRAINING	6	MKT. SURVEY
	8	SPECIAL FLIGHT PERMIT (Indicate operation to be conducted then complete Section VI or VII as applicable on reverse side)	0	TO SHOW COMPLIANCE WITH FAR				
			1	FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE				
			2	EVACUATE FROM AREA OF IMPENDING DANGER				
3			OPERATION IN EXCESS OF MAX. CERTIFICATED TAKE-OFF WEIGHT					
		4	DELIVERING OR EXPORT	5	PRODUCTION FLIGHT TESTING			
C. <input checked="" type="checkbox"/> MULTIPLE AIRWORTHINESS CERTIFICATE (Check appropriate Restricted Operation and Standard as applicable above)								
III. OWNER'S CERTIFICATION	A. REGISTERED OWNER (As shown on Certificate of Aircraft Registration)		IF DEALER, CHECK HERE <input type="checkbox"/>					
	NAME Piper Aircraft Corporation		ADDRESS P.O. Box 1328 Vero Beach, Florida 32960					
	B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)							
	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Revision No.) A380 REV 13		AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.) 71-6-9					
	AIRCRAFT LISTING (Give page No.)		SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated)					
C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS								
<input checked="" type="checkbox"/> CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173		TOTAL AIRFRAME HOURS—Enter for used aircraft only		<input checked="" type="checkbox"/> 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.								
DATE OF APPLICATION 3/26/71		NAME AND TITLE (Print or type) V. J. Montuoro Agent		SIGNATURE <i>V. J. Montuoro</i>				
IV. INSPECTION AGENCY VERIFICATION	A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.183 (d) applies)							
	2	FAR PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No.)	3	CERTIFICATED MECHANIC (Give Certificate No.)				
	5	AIRCRAFT MANUFACTURER (Give Name of Firm)						
DATE		TITLE		SIGNATURE				
V. FAA REPRESENTATIVE CERTIFICATION	I have inspected the aircraft described by item I or VII and find it meets the requirements for:							
	<input checked="" type="checkbox"/> A. STANDARD AIRWORTHINESS CERTIFICATE		<input type="checkbox"/> B. SPECIAL AIRWORTHINESS CERTIFICATE					
	<input type="checkbox"/> C. AMENDMENT OR MODIFICATION OF ITS CURRENT AIRWORTHINESS CERTIFICATE							
DATE MAR 26 1971 0371	DISTRICT OFFICE MIA-EMDO 7-0-43	DESIGNIC'S SIGNATURE AND NO. <i>Judd M. Carrither</i> JUDD M. CARRITHER DOA SO-1		FAA INSPECTOR'S SIGNATURE				

FAA AIRCRAFT REGISTRY
CAMERA NO. 3A/DATE: 11-25-83

AAIR 003

RECEIVED
SER 5-10 32-71
ENGINEERING AND
MANUFACTURING BRANCH

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

1. NATIONALITY AND REGISTRATION MARKS N3000K	2. MANUFACTURER AND MODEL Piper PA 32S-300	3. AIRCRAFT SERIAL NUMBER 72S-7140045	4. CATEGORY Normal
5. AUTHORITY AND BASIS FOR ISSUANCE This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex B 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, 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 MAR 26 1971	FAA REPRESENTATIVE <i>Judd M. Carrthers</i> JUDD M. CARRTHERS	DESIGNATION NUMBER DQA 50-1	
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 AIRCRAFT REGISTRY
CAMERA NO. 31/DATE: 11-25-83

11-25-83

FEDERAL AVIATION AGENCY				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION				FOR FAA USE ONLY	
(Airframe, Powerplant, Propeller, or Appliance)				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	PIPER		MODEL	PA-32S-300
	SERIAL NO.	325-7140045		NATIONALITY AND REGISTRATION MARK	N3000K
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	Ezra R. Jr & Kay Wolcott			Box 125 Big Flats, New York 14814	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					5. TYPE
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.	
Horseheads Aeronautical Corp 1099 Airport Road Horseheads, New York 14845		U.S. CERTIFICATED MECHANIC		1365	
		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		SIGNATURE OF AUTHORIZED INDIVIDUAL			
12-9-75		Frank M. Williams ATP 035-32-1205			
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 Agency and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
12-9-75		1365	Ronald Michael 001506205 Inspector		

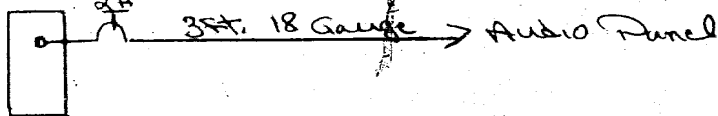
NOTICE

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.)

Removed T100 Audio Panel and installed Collins AP-350 Audio Panel in accordance with manufacturers instructions.

Unit was wired for power as illustrated below:



Existing marker beacon antenna and cable were used.

The above installation has been functionally checked in accordance with manufacturers instructions and found to meet F.A.A. 23.1301 requirements.

The above installations were static load tested to 3g's up, 9g's forward, 6.6g's down and 5g's side loads. No permanent deformity of structure was noted.

Weight change was negligible. No weight and balance revision.

Electrical load was identical to removed unit. No load analysis performed.

NOTHING FOLLOWS

ADDITIONAL SHEETS ARE ATTACHED

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	
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	Piper		MODEL	PA-32S-300
	SERIAL NO.	328-7140045		NATIONALITY AND REGISTRATION MARK	N-3000K
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	Ezre R. Jr. and S. Kay Wolcott			Box 125 Big Flats, New York 14814	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					5. TYPE
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.	
Palm Beach Avionics Hanger # 5 PBI West Palm Beach Fla 33406		<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		705-36	
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 April 1972					
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		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
6 April 1972		705-36			

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 Narco DME 70 system. Panel unit installed in center of instrument panel in space provided by aircraft manufacturer as shown in AC43.13-2 fig. 2.2. Antenna installed on lower fuselage ~~below~~ below forward baggage compartment according to manufacturers instructions.

Circuit protection provided by properly labeled and rated circuit breakers.

All cables routed and tied to prevent chafing and interference.

An electrical load analysis indicates that a maximum continuous load in excess of 80% of rated generator capacity does not exist. 60 amp. DC alternator presently installed.

Equipment functional checked. Compass swung, no change noted. Weight and balance and equipment list revised.

RECEIVED
FAA
APR 10 1972
SO-GADO-5
MIAMI, FLORIDA

ADDITIONAL SHEETS ARE ATTACHEL

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	
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	Piper		MODEL	PA-32S-300
	SERIAL NO.	32S-7140045		NATIONALITY AND REGISTRATION MARK	N3000K
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	Extra R., Jr. & S. Kay Wolcott			Box 125 Big Flats, New York 14814	
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.	
ELMIRA AERONAUTICAL CORP. 3330 SING SING ROAD Horseheads, New York		U.S. CERTIFICATED MECHANIC		1365	
		FOREIGN CERTIFICATED MECHANIC			
		<input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION			
		MANUFACTURER			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE		SIGNATURE OF AUTHORIZED INDIVIDUAL			
5-24-71		Kevin S. Polovich AP1795450			
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		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
5-24-71		1365	Joe S. Williams, Chief Inspector		

NOTICE

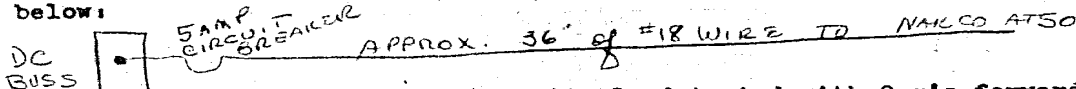
Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

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 Narco AT50 Transponder in the lower right side of instrument panel radio opening.
Installed Antenna at bottom left side of fuselage 127.4 in aft of datum.

Policies contained in A.C. 43.13-2 chapter 1,2,3 were followed in this installation.

The equipment was connected to the main D.C. Buss as sketched below:



The above installation were static load tested with 9 g's forward 3 g's up 6.6 g's down and 1.5 g's side loads and were found to meet FAR 23.561 requirements. No permanent deformation of structure was evident.

The above installations have been functionally checked in accordance with manufactures instructions and found to meet FAR 23.1301 requirements.

Electrical load checked per A.C. 43.13-1(241) the max. continuous running load + 10% is 24 amps which is within 100% of normal alternator output of 60 amps.

One Chrysler 60 amp alternator installed.

The max. continuous running load + 10% does not exceed 80% of normal alternator output so therefore no electrical load charts are necessary.

Nothing Follows

ADDITIONAL SHEETS ARE ATTACHED

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 RDC GA00 17	
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	PIPER		MODEL	PA-325-300
	SERIAL NO.	32S-7140045		NATIONALITY AND REGISTRATION MARK	N3000K
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	Ezra R. Jr. and S. Kay Wolcott			Box 125 Big Flats, New York 14814	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					5. TYPE
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				XX
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE		9		
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
Elmira Aeronautical Corp. 3330 Sing Sing Rd. Horseheads, New York 14845			U.S. CERTIFICATED MECHANIC		1365
			FOREIGN CERTIFICATED MECHANIC		
			<input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION		
			MANUFACTURER		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE 11-26-71			SIGNATURE OF AUTHORIZED INDIVIDUAL Frank E. DeLoe III 4401813085 Inspector		
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 11-26-71	CERTIFICATE OR DESIGNATION NO. 4401813085	SIGNATURE OF AUTHORIZED INDIVIDUAL Frank E. DeLoe III NOV 29 1971			

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.

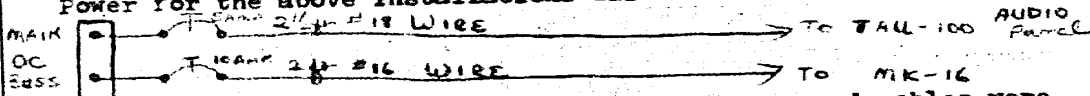
8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

11-26-71 PA-325-300 Serial#325-7140045 N3000K

Installed the following: Narco MK-16 with VOA-40 Omni Converter in the instrument panel, wide band AD-11 Avionics Associates Inc. at top of rear fuselage with doubler plate, Genave TAU-100 master audio control box above MK-16 in panel.

The above installations were done in accordance with the manufactures installation manuals and FAA A.C. 43.13-1,2.

Power for the above installations was obtained as follows: -



All connectors were supplied by the manufacture and cables were made up to their specifications.

The above installations were static load tested with 3 g's up, 3 g's forward, 6.5 g's down, and 1.5 g's side load and were found to meet F.A.R. 23,561 requirements. No permanent deformation of structure was evident.

The above installations have been functionally checked in accordance with the manufactures' instructions.

Electrical load checked per A.C. 43.13-1 (241). The maximum continous load + 10% is 31.9 amps which is within 80% of normal alternator output of 60 amps.

Nothing follows

ADDITIONAL SHEETS ARE ATTACHED