



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

1. Aircraft	Make PIPER	Model PA34-220T
	Serial No. 81-33054	Nationality and Registration Mark 15EE
2. Owner	Name <i>(As shown on registration certificate)</i> PREMIERE AIRCRAFT LLC	Address <i>(As shown on registration certificate)</i> 73 GREENTREE DR # 534 DOVER, DE 19904

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.
Avantgarde Aviation Inc 6250 N SERVICE DR OAKLAND COUNTY INTERNATIONAL A WATERFORD, MI 48327	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	1519936
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> Manufacturer	

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

Date 11/28/2008	Signature of Authorized Individual JOHN F JOHNS <i>John F Johns</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 <i>(Specify)</i>
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 11/28/2008		Certificate or Designation No. 1519936	Signature of Authorized Individual JOHN F JOHNS <i>John F Johns</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.)

11-28-2008

N15EE

REMOVED McCAULEY THREE BLADE PROPELLERS AND INSTALLED HARTZELL THREE BLADE PROPELLERS IAW STC SA649GL AND INSTALLED IAW INSTALLATION INSTRUCTIONS AND DRAWING B-4061 REV D DATED 2/8/08.
UPDATED WEIGHT AND BALANCE IAW HARTZELL WEIGHT AND MOMENT CORRECTIONS..

END



U.S. Department
of Transportation
Federal Aviation
Administration

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1. Aircraft	Make PIPER	Model PA34-220T
	Serial No. 81-33054	Nationality and Registration Mark 15EE
2. Owner	Name (As shown on registration certificate) PREMIERE AIRCRAFT LLC	Address (As shown on registration certificate) 73 GREENTREE DR # 534 DOVER, DE 19904

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.
Avantgarde Aviation Inc 6250 N SERVICE DR OAKLAND COUNTY INTERNATIONAL A WATERFORD, MI 48327	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	1519936
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> Manufacturer	

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Date 11/28/2008	Signature of Authorized Individual JOHN F JOHNS
---------------------------	---

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 11/28/2008		Certificate or Designation No. 1519936	Signature of Authorized Individual JOHN F JOHNS		

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.)

11-17-2008

N15EE

REPAIRED BELLY OF A/C BY REPLACEMEING THE FOLLOWING PARTS

- 1 EA 62528-00 HAT FWD
- 1 EA 62528-01 HAT FWD
- 2 EA 62221-00 HAT INBD LH & RH
- 1 EA 96349-02 HAT LWR OUTBD
- 1 EA 96349-03 HAT LWR OUTBD
- 1 EA 62544-00 HAT FWD LH
- 1 EA 62544-01 HAT FWD RH
- 1 EA 62558-00 HAT CENTER LH
- 1 EA 32558-01 HAT CENTER FWD
- 1 EA 68506-000 HAT MIDDLE RH SPLICE
- 1 EA 68612-000 HAT
- 1 EA 68609-804 HAT AFT OUTBD LH
- 1 EA 39535-003 HAT
- 1 EA 39535-002 HAT

- 1 EA 62554-000 FAIRNG
- 1 EA 66965-000 SCOOP
- 1 EA 68503 FAIRING
- 1 EA 68503-001 FAIRING
- 1 EA 62543-000 FAIRING

- 1 EA 95759-07 TRACK ASSY
- 1 EA 78547-00 FAIRING
- 1 EA 96790-002 ANGLE
- 1 EA 65898-800 SUPPORT LH FLAP

ALL PARTS WERE FACTORY NEW, ALL WORK COMPLETED IAW AC43.13-1B CHAPTER 4 METAL STRUCTURE

*****END*****

Additional Sheets are Attached



US Department
of Transportation
Federal Aviation
Administration

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

Form Approval
ONB No. 2120-0020

For FAA Use Only

Office Identification
NM-FSDO-09

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

1. Aircraft	Make PIPER	Model PA-34-220T
	Serial No. 34-8133054	Nationality and Registration Mark N15EE
2. Owner	Name (As shown on registration certificate) WESTERN WINGS CORP	Address (As shown on registration certificate) 2341 NW AVIATION DR ROSEBURG, OR 97470-1974

3. For FAA Use Only

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

Date: 06/16/2004

Inspector: *J S Fisher*
John S. Fisher NM FSDO 09

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 Flightcraft Inc 7777 N.E. Airport Way Portland, Oregon 97218	B. Kind of Agency		C. Certificate No. FCPR831D A1, 3 & 4 PR1 & 2 R1, 2 & 3 AC1, 2 & 3 I1, 2, 3, & 4
	<input type="checkbox"/>	U.S. Certificated Mechanic	
	<input type="checkbox"/>	Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/>	Certificated Repair Station	
	<input type="checkbox"/>	Manufacturer	

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

Date July 28, 2004	Signature of Authorized Individual Jay Smith <i>Jay Smith</i>
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Installed cooling fan to replace existing ram-air avionics cooling system. Installation consisted of the following:

- Ameri-King Corporation cooling fan Unit (FAA/PMA) P/N AK-950-F(5) at F.S. 54 behind the instrument panel.
- Associated air ducting hoses.

OEM ram-air avionics cooling system disabled by capping inlet scoop and removing existing ducting.

Protected the cooling fan with a 1-amp circuit breaker labeled "FAN" mounted in the co-pilots avionics buss.

Note: Continued Airworthiness of the Avionics Cooling System.

The cooling fan system should be inspected IAW the criteria outlined in the annual inspection procedures for Piper PA-34-220T. To revise this ICA, a letter must be submitted to the local FSDO with a revised FAA Form 337, and the revised ICA.

This installation was accomplished IAW the following data:

- Ameri-King Installation and Operation Manual, Model AK-950, Document No. IM-950, Rev D.
- AC43.13-1B chapter 11 section 3, paragraph 11-31 thru 11-33, section 4, paragraph 11-47, 11-48, section 5, paragraph 11-66, section 9, paragraph 11-115, thru 11-118 and 11-120, section 10, paragraph 11-135 thru 11-139, section 11, paragraph 11-146, section 12, paragraph 11-155 thru 11-159.
- AC43.13-2A Chapter 1, Paragraph, 4 through 12, and Chapter 2, Paragraphs 21 through 22.
- Installation per Flightcraft Drawing #182748-05

No change to aircraft weight and balance.

The equipment as installed complies with the requirements of CFR 14, Part 23.1301, 23.1309(a)(1) & (3), (b) & (c), 23.1357 (a) through (d), and 23.1431. This modification has been evaluated and found compatible with all previous alterations. All inspection records and other documents pertaining to this major alteration are on file at Flightcraft, PDX.

End

Additional Sheets Are Attached



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1. Aircraft	Make	Model
	PIPER	PA-34-220T
2. Owner	Serial No.	Nationality and Registration Mark
	34-8133054	N15EE
2. Owner	Name (As shown on registration certificate)	Address (As shown on registration certificate)
	SATCHER, WILLIAM W.	RT. 1 BOX 22 KEYSVILLE, GA 30816

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 JOHN R. SHEA RT. 1 BOX 579-B TRENTON, SC 29847	B. Kind of Agency	C. Certificate No.
	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	A&P 297380062
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input type="checkbox"/> Certified Repair Station	
	<input type="checkbox"/> Manufacturer	

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

Date 3/02/98	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 APPROVED REJECTED

BY	FAA Flt. Standard's Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection		Certificate or Designation No. A&P297380062IA	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.

3. 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 STC SA01206AT, cowling nose bowl in accordance with LoPresti Speed Merchants Master Drawing List. Report No. 37, dated September 1, 1996, or later FAA approved revision, and in accordance with Seneca Nosebowl Installation Instructions LSM-200-402 Rev A dated 01/10/97.
- 2. Computed new aircraft basic empty weight and balance for this airplane.

//////////////////////////////////////END//////////////////////////////////////

Item	Part No.	Description	Weight	Arm	Moment



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1. Aircraft	Make PIPER	Model PA-34-220T
	Serial No. 34-8133054	Nationality and Registration Mark N15EE
2. Owner	Name (As shown on registration certificate) SATCHER, WILLIAM W.	Address (As shown on registration certificate) RT. 1 BOX 22 KEYSVILLE, GA 30816

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 JOHN R. SHEA RT. 1 BOX 579-B TRENTON, SC 29847	B. Kind of Agency		C. Certificate No. A&P 297380062
	<input checked="" type="checkbox"/>	U.S. Certificated Mechanic	
	<input type="checkbox"/>	Foreign Certificated Mechanic	
	<input type="checkbox"/>	Certified Repair Station	
	<input type="checkbox"/>	Manufacturer	

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

Date 3/02/98	Signature of Authorized Individual <i>John R. Shea</i>
-----------------	---

7. Approval for Return To Service

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

BY	FAA Flt. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 16 MAR 98	Certificate or Designation No. A&P297380062IA	Signature of Authorized Individual <i>John R. Shea</i>			

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 STC SA949NE installation of replacement windows in accordance with LP Aero Plastics, Inc. Heavy Gauge Side Window Installation and Installation Drawing List: Report No. 952/CON, Rev. 1, dated 8/01/95.
2. Computed new aircraft empty weight and balance for this airplane.

//////////////////////////////////////END//////////////////////////////////////

Action	Date	By	Remarks	Initials	Signature
X					



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

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of Transportation
**Federal Aviation
Administration**

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1. Aircraft	Make PIPER	Model PA-34-220T
	Serial No. 34-8133054	Nationality and Registration Mark N15EE
2. Owner	Name (As shown on registration certificate) SATCER, WILLIAM W.	Address (As shown on registration certificate) RT. 1 BOX 22 KEYSVILLE, GA 30816

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 JOHN R. SHEA RT. 1 BOX 579-B TRENTON, SC 29847	B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. A&P 297380062
---	--	--

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Date 3/02/98	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 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 3/2/98		Certificate or Designation No.	Signature of Authorized Individual 		



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Office Identification

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1. Aircraft	Make PIPER	Model PA-34-220T
	Serial No. 34-8133054	Nationality and Registration Mark N15EE
2. Owner	Name (As shown on registration certificate) SATCHER, WILLIAM W.	Address (As shown on registration certificate) RT. 1 BOX 22 KEYSVILLE, GA 30816

3. For FAA Use Only

4. Unit Identification

5. Type

UNIT	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in item 1 above) ~~~~~				
POWERPLANT	TELEDYNE/CONTINENTAL	TS10360KB10B	268174-R		X
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address JOHN R. SHEA RT. 1 BOX 579-B TRENTON, SC 29847	B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. A&P 297380062
---	--	--

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 3/02/98	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 APPROVED REJECTED

BY	FAA Flt. Standards Inspector	Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 16 MAR 98		Certificate or Designation No. A&P297380062IA	Signature of Authorized Individual 		



US Department of Transportation
Federal Aviation Administration

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1. Aircraft	Make PIPER	Model PA34-220T
	Serial No. 34-8133054	Nationality and Registration Mark N15EE
2. Owner	Name (As shown on registration certificate) WILLIAM M. SATCHER	Address (As shown on registration certificate) P.O. BOX 36 KEYSVILLE, GA 30816

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.
PAUL R. LYLE AUGUSTA AVIATION, INC. DANIEL FLD. AUGUSTA, GA 30904	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	A&P 252499599
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input type="checkbox"/> Certified Repair Station	
	<input type="checkbox"/> Manufacturer	

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Date 03/05/98	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	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection		Certificate or Designation No.	Signature of Authorized Individual	

NOTICE

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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 LLUMAR ATR 05 CH SR HPR, WINDOW FILM, TO THE CABIN WINDOWS AND AT 70 GR SR HPR, WINDOW FILM, TO THE COCKPIT SIDE WINDOWS. INSTALLATION OF THIS FILM MEETS THE CRITERIA OF FAR 23.773, PARAGRAPH 1, 2, & 3, AND FAR 23.775 (D). THIS INSTALLATION IN NO WAY HAMPERS THE VISIBILITY OF THE CREW AND DOES IN FACT ENHANCE THEIR VISIBILITY DUE TO LESS GLARE. THIS FILM ALSO MEETS THE FLAMABILITY REQUIREMENTS OF FAR 23.853 (A). NO CHANGE IN WEIGHT AND BALANCE.

THE APPROVAL DATA USED FOR THIS INSTALLATION IS A PREVIOUSLY APPROVED FAA FORM 337 (SEE COPY ATTACHED) ON AN AUGUSTA AVIATION, INC. OWNED AIRCRAFT. INSTALLATION PERFORMED IN STRICT COMPLIANCE WITH THE PREVIOUSLY APPROVED FAA FORM 337.

END

High Performance Films

Type: High Performance	ATR 05 CH SR HPR
% Visible Light Transmission (at 550 nm)	8
% Total Solar Energy Rejection	62
% Visible Light Reflection	8
% Ultra-Violet Light Rejection	99

CLEARLY THE BEST. GUARANTEED.



Premium Dyed Films

Type: Non-reflective	AT 70 GR SR HPR
% Visible Light Transmission (at 550 nm)	73
% Total Solar Energy Rejection	20
% Visible Light Reflection	8
% Ultra Violet Light Rejection	99

CLEARLY THE BEST. GUARANTEED.



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Form Approved
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1. Aircraft	Make Piper Serial No. 31-7405479	Model PA31-350 Nationality and Registration Mark N61454
2. Owner	Name (As shown on registration certificate) Augusta Aviation, Inc.	Address (As shown on registration certificate) Daniel Field Augusta, GA 30904

THE DATA/ALTERNATION 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.

10-7-94 DATE
[Signature] SIGNATURE OF FAA INSPECTOR

3. For FAA Use Only

Unit	4. Unit Identification			5. Type	
	Make	Model	Serial No.	Repair	Alteration
AIRFRAME (As described in Item 1 above)				
POWERPLANT					X
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement	
A. Agency's Name and Address Steven R. Gay Augusta Aviation, Inc. Daniel Field Augusta, GA 30904-5302	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. 1A256217253

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 10/03/94	Signature of Authorized Individual <i>[Signature]</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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED			
BY	FAA FII. Standards Inspector FAA Designee	Manufacturer Repair Station	Inspection Authorization <input checked="" type="checkbox"/> Person Approved by Transport Canada Airworthiness Group <input type="checkbox"/> Other (Specify)
Date of Approval or Rejection 11/09/94		Certificate or Designation No. 256217253	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.

3. Description of Work Accomplished

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

Installed Llummar ATR 05 CH SR HPR, Window Film, to the cabin windows and AT 70 GR SR HPR, Window Film, to the cockpit side windows. Installation of this film meets the criteria of FAR 23.773, paragraph 1, 2 & 3, and FAR 23.775(d). This installation in no way hampers the visibility of the crew and does in fact enhance their visibility due to less glare. This film also meets the flamability requirements of FAR 23.853(a). No change in weight and balance.

-----END-----

High Performance Films

Type: High Performance

ATR 05 CH SR HPR

% Visible Light Transmission (at 550 nm)	8
% Total Solar Energy Rejection	62
% Visible Light Reflection	8
% Ultra-Violet Light Rejection	99

CLEARLY THE BEST. GUARANTEED.



Premium Dyed Films

Type: Non-reflective

AT 70 GR SR HPR

% Visible Light Transmission (at 550 nm)	73
% Total Solar Energy Rejection	20
% Visible Light Reflection	8
% Ultra-Violet Light Rejection	99

CLEARLY THE BEST. GUARANTEED.



Additional Sheets Are Attached

NOTICE

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

Description of Work Accomplished

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

Installed Llumar ATR 05 CH SR HPR, Window Film, to the cabin windows and AT 70 GR SR HPR, Window Film, to the cockpit side windows. Installation of this film meets the criteria of FAR 23.773, paragraph 1, 2 & 3, and FAR 23.775(d). This installation in no way hampers the visibility of the crew and does in fact enhance their visibility due to less glare. This film also meets the flamability requirements of FAR 23.853(a). No change in weight and balance.

-----END-----

High Performance Films

Type: High Performance

ATR 05 CH SR HPR

% Visible Light Transmission (at 550 nm)	8
% Total Solar Energy Rejection	62
% Visible Light Reflection	8
% Ultra-Violet Light Rejection	99

CLEARLY THE BEST. GUARANTEED.



Premium Dyed Films

Type: Non-reflective

AT 70 GR SR HPR

% Visible Light Transmission (at 550 nm)	73
% Total Solar Energy Rejection	20
% Visible Light Reflection	8
% Ultra-Violet Light Rejection	99

CLEARLY THE BEST. GUARANTEED.





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 of 1958).

1. Aircraft	Make PIPER	Model PA-34-220T
	Serial No. 34-8133054	Nationality and Registration Mark N15EE
2. Owner	Name (As shown on registration certificate) SATCHER, WILLIAM W.	Address (As shown on registration certificate) RT. 1 BOX 22 KEYSVILLE, GA 30816

3. For FAA Use Only
The data/alteration identified herein complies with the applicable airworthiness requirements and is approved only for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43, section 43.7.
JUL 22 1997

Unit	Make	Model	Serial No.	5. Type	
				Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~				XXXX
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address ABBAS AVIONICS, INC 129-2 AVIATION BLVD. AIKEN, SC 29801	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. YBZR594L LIMITED RADIO LIMITED AIRFRAME
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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 JULY 21, 1997	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 APPROVED REJECTED

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee XX	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 8-4-97		Certificate or Designation No. YBZR594L	Signature of Authorized Individual 	

NOTICE

eight a

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

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

INSTALLED THE FOLLOWING EQUIPMENT:

1-GPS NAVIGATION SYSTEM MODEL KLN-89B MFG'D BY KING S/N 4468 IN CENTER RADIO STACK AT STATION 62.30 IN ACCORDANCE WITH KLN-89B INSTALLATION MANUAL# 006-10522-0001, REV. 1, DATED JUNE 1995.

2-GPS ANTENNA WITH DOUBLER PLATE MODEL KA-92 MFG'D BY KING S/N15051 ON TOP OF FUSELAGE AT STATION 109.00 IN ACCORDANCE WITH KLN-89B INSTALLATION MANUAL# 006-10522-0001, REV. 1, DATED JUNE 1995.

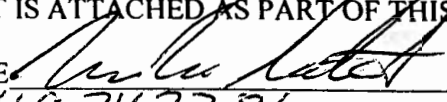
3-GPS ANNUNCIATION AND SWITCHING SYSTEM MODEL MD41-524 TSO C129 MFG'D BY MID CONTINENT INST. S/N 3447 IN PILOTS INSTRUMENT PANEL AT STATION 64.00 IN ACCORDANCE WITH MD41-528 INSTALLATION MANUAL# 7016298, REV. 1 DATED JANUARY 24, 1996.

THE GPS IS COUPLED TO THE HSI AND AUTO PILOT THROUGH GPS ANNUNCIATION AND SWITCHING SYSTEM MODEL MD41-524(SEE PARA. 3 ABOVE FOR DETAILS) AND CAN BE SWITCHED BY ANNUNCIATOR PUSH BUTTON FROM NAV 1 TO GPS OR VICE-VERSA. PRIMARY NAV IS AUTOMATICALLY SELECTED WHEN ILS FREQUENCY IS DIALED ON No. 1 NAV RECEIVER (SEE ATTACHED WIRING DIAGRAM).

THIS IS A FOLLOW ON OF STC No. SA00244WI-D.
INSTALLED PLACARD: "GPS NOT APPROVED FOR PRECISION IFR APPROACH".
INSTALLATION IS IN COMPLIANCE WITH FAR 23.1431 AND FAR 23.1301.
STRUCTURAL INSTALLATION IS IN COMPLIANCE WITH FAR 23.561.
ELECTRICAL LOAD ANALYSIS WAS SATISFACTORY.
INSTALLATION WAS PERFORMED I/A/W AC43.13-1A CHAPTER 11 SECTIONS 2,3,4 AND 7 AND AC43.13-2A SECTIONS 1,2 AND 3.

THIS INSTALLATION MEETS REQUIRMENTS OF AC20-138, APPENDIX 1, PARA. 2 (a)(b)(c)(d). ALL GPS SYSTEM DISPLAYS AND ANNUNCIATORS ARE LOCATED WITHIN THE PILOT'S NORMAL FIELD OF VIEW, AND ALL GPS SYSTEM CONTROLS ARE LOCATED WITHIN EASY REACH OF THE PILOT. THE SYSTEM SWITCHES, ANNUNCIATORS, DISPLAYS AND FLIGHT DIRECTOR/AUTO-PILOT AND INSTRUMENTS ARE COMPATIBLE WITH THIS AIRCRAFT.

A FLIGHT EVALUATION WAS CONDUCTED USING AN FAA APPROVED FLIGHT PLAN. GPS SYSTEM MEETS THE REQUIRMENTS OF AC20-138, PARA. 8c(2)(iv), AND SYSTEM ACCURACY MEETS THE REQUIRMENTS OF AC90-45A, APPENDIX "A". A FLIGHT EVALUATION REPORT IS ATTACHED AS PART OF THIS FAA FORM 337.

FLIGHT EVALUATION PERFORMED BY: PILOT'S SIGNATURE 
CERTIFICATE # 249742381

FAA APPROVED FLIGHT MANUAL SUPPLEMENT DATED JUL 22, 1997 IS REQUIRED TO BE IN THE AIRCRAFT. SEE FAA APPROVED FLIGHT MANUAL SUPPLEMENT FOR LIMITATIONS.

THE GPS IS ADEQUATELY ISOLATED FROM THE HARMONIC INTERFERENCE CAUSED BY VHF TRANSMITTERS.

THIS AIRCRAFT IS EQUIPPED WITH AN APPROVED AND OPERATIONAL MEANS OF NAVIGATION APPROPRIATE TO THE ROUTE TO BE FLOWN.

WEIGHT AND BALANCE WAS RECALCULATED, AND GIVEN TO THE OWNER.

EQUIPMENT LIST WAS UPDATED, AND A LOGBOOK ENTRY WAS MADE TO REFLECT THIS INSTALLATION.

AN OPERATIONAL CHECK WAS PERFORMED ON THE GROUND, AND IN FLIGHT. UNITS INDICATED WORKING PROPERLY AND WITHIN MFGR'S SPECIFICATIONS. UNITS DID NOT ADVERSELY AFFECT THE EXISTING SYSTEMS OR COMPONENTS IN THE AIRCRAFT.

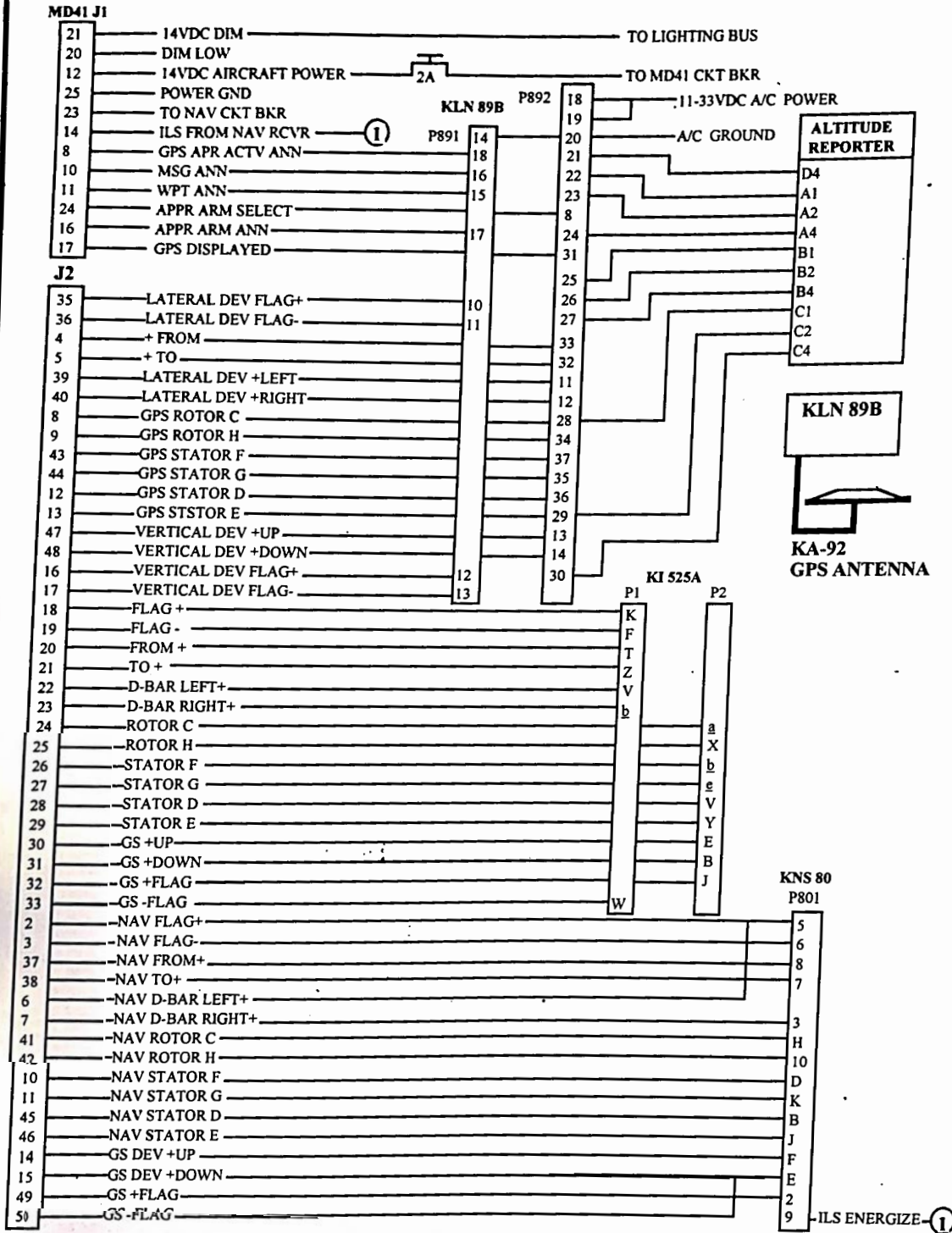
Alteration must be compatible with all previous alterations.

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.)



KLN-89B GPS SYSTEM INTERFACE WIRING DIAGRAM FOR PIPER MODEL PA-34-200T REGISTRATION #N15EE

7-21-97

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 <i>PIPER</i>	MODEL <i>PA-34-220T</i>
	SERIAL NO. <i>34-8133054</i>	NATIONALITY AND REGISTRATION MARK <i>N15EE</i>
2. OWNER	NAME (As shown on registration certificate) <i>SATCHER WILLIAM M</i>	ADDRESS (As shown on registration certificate) <i>P.O. Box 36 KEYSVILLE, GA 30816</i>

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION				5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				<i>✓</i>
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS <i>Sherman E. Hall 175 Union Ave. N. E. Renton, Wa 98056</i>	B. KIND OF AGENCY	C. CERTIFICATE NO. <i>2220724</i>
	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> MANUFACTURER	

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

DATE <i>JUNE 16 1995</i>	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Sherman E. Hall</i>
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7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION <input checked="" type="checkbox"/>	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		
DATE OF APPROVAL OR REJECTION <i>JUNE 16, 1995</i>	CERTIFICATE OR DESIGNATION NO. <i>IA2220724</i>	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Sherman E. Hall</i>		

NOTICE

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

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)
A Low Thrust Detector System was installed in accordance with Advanced Aero Safety, Inc., FAA Approved Drawing list No. 101 and Drawing No. 101-1000, and approved by FAA Supplemental Type Certificate SA1007NW. Weight and balance is negligible.

-----END-----

ADDITIONAL SHEETS ARE ATTACHED



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
For FAA Use Only
Office Identification

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 PA34-220T
	Serial No. 34-8133054	Nationality and Registration Mark N15EE
2. Owner	Name (As shown on registration certificate) WILLIAM SATCHER	Address (As shown on registration certificate) PO BOX 36 KEYSVILLE, GA 30816

3. For FAA Use Only

4. Unit Identification				5. Type		
Unit	Make	Model	Serial No.	Repair	Alteration	
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~					
POWERPLANT	TELEDYNE/ CONTINENTAL	TSIO360KB10B	268174-R			
		LTSIO360KB6B	268415-R		X	
PROPELLER						
APPLIANCE	Type					
	Manufacturer					

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
JOHN R. SHEA RT. 1 BOX 579-B TRENTON, SC 29847	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	A&P 297380062
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> Manufacturer	

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

Date 5/04/95	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 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 5/04/95		Certificate or Designation No. 297380062		Signature of Authorized Individual 	

Description of Work Accomplished

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

- L. REPLACED THE FIXED WASTEGATE WITH A TURBOCHARGER DIFFERENTIAL PRESSURE CONTROL SYSTEM IN ACCORDANCE WITH MERLYN PRODUCTS, INC. INSTALLATION REPORT NO. 18-1, REVISION B, DATED MARCH 17, 1989, AND DRAWING LIST NO. TDL-18-1, REVISION B, DATED MARCH 17, 1989, OR DRAWING LIST 21-TDL-1, DATED JANUARY 15, 1990 OR DRAWING LIST 20-TDL-1, DATED DECEMBER 30, 1989, OR LATER FAA APPROVED REVISION.

COMPLETED NEW WEIGHT AND BALANCE ADDING 4.0 POUNDS AT STATION 64.

END



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

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 <p style="text-align: center;">PIPER</p>	Model <p style="text-align: center;">PA34-220T</p>
	Serial No. <p style="text-align: center;">34-8133054</p>	Nationality and Registration Mark <p style="text-align: center;">N15EE</p>
2. Owner	Name (As shown on registration certificate) <p style="text-align: center;">WILLIAM SATCHER</p>	Address (As shown on registration certificate) <p style="text-align: center;">PO BOX 36 KEYSVILLE, GA 30816</p>

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.
JOHN R. SHEA RT. 1 BOX 579-B TRENTON, SC 29847	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	A&P297380062
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> Manufacturer	

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

Date <p style="text-align: center;">5/04/95</p>	Signature of Authorized Individual
--	--

7. Approval for Return To Service

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

BY	FAA Flt. Standards Inspector	Manufacturer	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		
		A&P297380062			

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 STCSA4927NM BY REPLACING FIXED WASTE GATES IN ACCORDANCE WITH STC SE4731NM BY MERLIN PRODUCTS INC. DIFFERENTIAL PRESSURE CONTROL SYSTEM.

2. ADDED MERLIN PRODUCTS INC. FAA APPROVED AIRPLANE FLIGHT MANUAL SUPPLEMENT TO THE PIPER SENECA 3. PA 34-220T FAA APPROVED AIRPLANE FLIGHT MANUAL.

3. COMPLETED NEW WEIGHT & BALANCE ADDING 4.0 POUNDS AT STATION 64.

-----END-----

Additional Sheets Are Attached

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 <i>PIPER</i>	MODEL <i>PA-34-220T</i>
	SERIAL NO. <i>34-8133054</i>	NATIONALITY AND REGISTRATION MARK <i>N15EE</i>
2. OWNER	NAME (As shown on registration certificate) <i>SATCHER WILLIAM M</i>	ADDRESS (As shown on registration certificate) <i>P.O. Box 36 KEYSVILLE, GA 30816</i>
	3. FOR FAA USE ONLY	

3. FOR FAA USE ONLY

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
<i>Sherman E. Hall 175 Union Ave. N. E. Renton, Wa 98056</i>	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	<i>2220724</i>
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> MANUFACTURER	

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

DATE <i>JUNE 16 1995</i>	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Sherman E. Hall</i>
-----------------------------	--

7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION <i>JUNE 16 1995</i>	CERTIFICATE OR DESIGNATION NO. <i>TA2220724</i>	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Sherman E. Hall</i>		

NOTICE

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

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)
- A Low Thrust Detector System was installed in accordance with Advanced Aero Safety, Inc., FAA Approved Drawing list No. 101 and Drawing No. 101-1000, and approved by FAA Supplemental Type Certificate SA1007NW. Weight and balance is negligible.

-----END-----



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

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 <p style="text-align: center;">PIPER</p>	Model <p style="text-align: center;">PA-34-220T</p>
	Serial No. <p style="text-align: center;">34-8133054</p>	Nationality and Registration Mark <p style="text-align: center;">N- 15 EE</p>
2. Owner	Name (As shown on registration certificate) <p style="text-align: center;">MARSHAL MIZE FORD, INC</p>	Address (As shown on registration certificate) <p style="text-align: center;">5348 HIGHWAY 153 CHATTANOOGA, TENNESSEE 37343</p>

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.
J. W. Swart Route 6, Tom B. David Airport Calhoun, Ga 30701	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	A & E 151966
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> Manufacturer	

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

Date <p style="text-align: center;">SEPTEMBER 18, 1987</p>	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	X	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection <p style="text-align: center;">SEPTEMBER 18, 1987</p>	Certificate or Designation No. <p style="text-align: center;">IA 151966</p>	Signature of Authorized Individual
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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.

Description of Work Accomplished

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

INSTALLED SEA WINGS INC SPEED ENHANCEMENT KIT AS PER STC SA 139350, REPORT SW200, PART 11, AND INSTALLATION INSTRUCTIONS, REVISION "C".

ALL WORK TO FAR 43.13-1 AND APPLICABLE INSTALLATION DRAWINGS SW 1000. WEIGHT AND BALANCE AND EQUIPMENT REVISED. FUNCTIONAL TEST SATISFACTORY FOR RETURN TO SERVICE. END

Form 337 - Speed Kit

Parts:

162 - CR163-4-4 rivets

2 - CH 48108 oil filters

2 - Oil Analysis Kit

16 - Qts Shell 50W oil

Kit - Owner furnished

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	MODEL
	SERIAL NO. PIPER 81-33054	PA34-220T
2. OWNER	NATIONALITY AND REGISTRATION MARK	ADDRESS (As shown on registration certificate)
	N 15EE	P.O BOX 20 BLYTHEWOOD, S.C. 29016

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

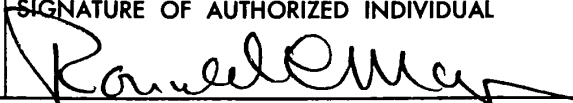
5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS EAGLE AVIATION, INC. COLUMBIA MTERO AIRPORT WEST COLUMBIA, S.C. 29169	B. KIND OF AGENCY		C. CERTIFICATE NO. 5346 AIRFRAME CLASS 3 RADIO CLASS 1,2,3
	<input type="checkbox"/>	U.S. CERTIFICATED MECHANIC	
	<input type="checkbox"/>	FOREIGN CERTIFICATED MECHANIC	
	<input checked="" type="checkbox"/>	CERTIFICATED REPAIR STATION	
	<input type="checkbox"/>	MANUFACTURER	

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

DATE 5/4/84	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 APPROVED 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. 251469291	SIGNATURE OF AUTHORIZED INDIVIDUAL 
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NOTICE

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

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

INSTALLED 3M RYAN WX-10 WEATHER MAPPING SYSTEM.

STORMSCOPE COMPONENTS INSTALLED AS FOLLOWS:

- 1) 280D40 DISPLAY- CO-PILOT INSTRUMENT PANEL. ARM 60.60,
- 2) 380D03 PROCESSOR- FWD. BAGGAGE COMPARTMENT. ARM 21.58.
- 3) 378B13 ANTENNA- BOTTOM REAR OF AIRCRAFT ARM 195.80.

THE ABOVE EQUIPMENT WAS INSTALLED PER 3M RYAN STORMSCOPE INSTALLATION AND TECHNICAL MANUAL USING CRITERIA AS RECOMMENDED BY 3M RYAN. ALL EQUIPMENT INSTALLED USING PRACTICES AS RECOMMENDED IN A.C. 43.13-1A AND 43.13-2A.

TESTS AND CALLIBRATION METHODS WERE CONDUCTED AS PER 3M RYAN INSTALLATION AND TECHNICAL MANUAL AND EQUIPMENT WAS FOUND TO BE OPERATING AS PER MANUFACTURERS SPECIFICATIONS. CHECKS WERE MADE TO ENSURE ALL EQUIPMENT FUNCTIONED AS INTENDED.

A FLIGHT TEST WAS CONDUCTED WITH ALL SYSTEMS AND EQUIPMENT OPERATING. ALL SYSTEMS WERE CHECKED FOR INTERFERENCE FROM STORMSCOPE WITH SPECIAL ATTENTION TO THE NAV-COM, MARKER BEACON AND ADF SYSTEMS. NO INTERFERENCE WAS PRESENT. THE STORMSCOPE WAS ALSO CHECKED FOR PROPER OPERATION WITH ALL SYSTEMS AND EQUIPMENT OPERATING. NO INTERFERENCE WAS NOTED IN THE STORMSCOPE DISPLAY.

NEW WEIGHT AND BALANCE DATA AND EQUIPMENT LIST REVISED. LOG BOOK ENTRY MADE AND COMPASS CHECKED.

END

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE

12/19/97

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MODEL NO. N/A	TYPE (Airplane, Radio, Helicopter, etc.) N/A	NAME OF APPLICANT Diversified Testing Laboratories, Inc.
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LIST OF DATA

IDENTIFICATION	TITLE
Lab I.D.: #8589 Dated: 12/19/97 Sample I.D.: Ambassador Porcelain 01500053 DL #981066	12-Second Vertical Bunsen Burner Flammability Test

PURPOSE OF DATA

To show compliance with FAR 25.853 (a)

APPLICABLE REQUIREMENTS (List specific sections)

FAR 25.853 (a) Amendment 25-72

CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered _____ as above _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (we) Therefore Recommend approval of these data
 Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
<i>Karen Martin</i>	SO-824	Structures- Flammability Only

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION
STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE

12/19/97

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

N/A	MODEL NO. N/A	TYPE (Airplane, Radio, Helicopter, etc.) N/A	NAME OF APPLICANT Diversified Testing Laboratories, Inc.
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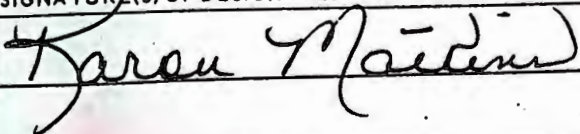
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APPLICABLE REQUIREMENTS (List specific sections)

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	SO-824	Structures- Flammability Only