

**MAJOR REPAIR & ALTERATION
FORMS (FAA FORM 337)**



US Department
of Transportation
Federal Aviation
Administration

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

OMB No. 2120-00
Exp. 12/2011

Electronic Tracking Number

For FAA Use Only

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

| | | | | |
|-------------|---|-------------------------------|--|--------------------|
| 1. Aircraft | Nationality and Registration Mark U.S.A. N55804 | Serial No. 28R-7335291 | | |
| | Make Piper | Model Arrow | Series PA-28R-200 | |
| 2. Owner | Name (As shown on registration certificate) Monmouth Area Flying Club Inc | | Address (As shown on registration certificate) | |
| | | | Address PO Box 534 | |
| | | | City Lakewood | State NJ |
| | | | Zip 08701-0534 | Country USA |

3. For FAA Use Only

| 4. Type | | 5. Unit Identification | | | |
|--------------------------|-------------------------------------|------------------------|-----------------|--------------------------------|--------------------|
| Repair | Alteration | Unit | Make | Model | Serial No. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | AIRFRAME | <u>Piper</u> | (As described in Item 1 above) | <u>28R-7335291</u> |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | POWERPLANT | Lycoming | IO-360-C1C | L-10609-51A |
| <input type="checkbox"/> | <input type="checkbox"/> | PROPELLER | | | |
| <input type="checkbox"/> | <input type="checkbox"/> | APPLIANCE | Type | | |
| | | | Manufacturer | | |

6. Conformity Statement

| | | | | |
|---------------------------------|--|-------------------------------------|---------------------------------------|--|
| A. Agency's Name and Address | | B. Kind of Agency | | Manufacturer's Certificate No. 3844654 |
| Premier Aero LLC/ Cameron Bauer | | <input checked="" type="checkbox"/> | U. S. Certificated Mechanic | |
| 1034 Millstone River Road | | | Foreign Certificated Mechanic | |
| Hillsborough State NJ | | | Certificated Repair Station | |
| 08844 Country USA | | | Certificated Maintenance Organization | |

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

| | |
|--|--|
| Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/> | Signature/Date of Authorized Individual 4/16/2024 |
|--|--|

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ Approved ☐ Not Approved

| | | | | |
|----|------------------------------|----------------|--|-----------------|
| BY | FAA Fit. Standards Inspector | Manufacturer | Maintenance Organization | Other (Specify) |
| | FAA Designee | Repair Station | <input checked="" type="checkbox"/> Inspection Authorization | |

Certificate or Designation No. **3844654** Signature/Date of Authorized Individual

4/16/2024

SUREFLY

ELECTRONIC IGNITION

AIRFRAME

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

Document No. SF2005, Revision C

Applied Power
ons
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e started

No. SF2005,

Revision History

| Rev. Ion: | Date: | Description: | Approved By: |
|-----------|-----------|--|--------------|
| IR | 2/13/2018 | Initial release. | RVC |
| A | 2/27/2019 | Added placard and AFMS inspection details to section 2.1.1 | RVC |
| B | 7/2020 | Added Tach2. | RVC |
| C | 2022 | Updated for dual SIM installations. | RVC |



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

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

| | | | |
|-------------|---|---|-----------------------|
| 1. Aircraft | Nationality and Registration Mark N55804 | Serial No. 28R-7335291 | |
| | Make PIPER | Model PA-28R-200 | Series |
| 2. Owner | Name (As shown on registration certificate) Monmouth Area Flying Club | Address (As shown on registration certificate) Address P.O. Box 534 | |
| | | City Lakewood | State N.J. |
| | | Zip 08701-0534 | Country U.S.A. |

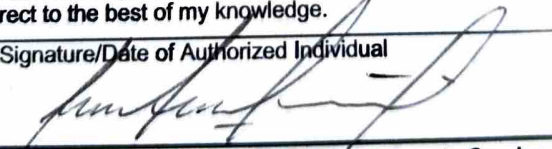
3. For FAA Use Only

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

6. Conformity Statement

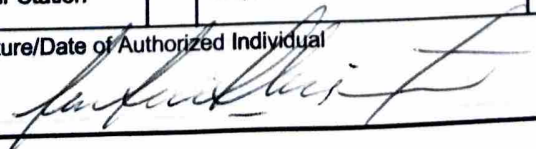
| | | | |
|--|--|--|--|
| A. Agency's Name and Address | | B. Kind of Agency | |
| Three Crown Avionics, Inc | | <input type="checkbox"/> U. S. Certified Mechanic | <input type="checkbox"/> Manufacturer |
| Sussex Airport, 53 Rt. 639 | | <input type="checkbox"/> Foreign Certified Mechanic | <input type="checkbox"/> Certificate No. |
| Sussex, _____ State N.J. | | <input checked="" type="checkbox"/> Certified Repair Station | TXXR014L |
| Zip 07461 Country U.S.A. | | <input type="checkbox"/> Certificated Maintenance Organization | |

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

| | |
|--|---|
| Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/> | Signature/Date of Authorized Individual  December 18 2015 |
|--|---|

7. Approval for Return to Service

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

| | | | | |
|---|------------------------------|---|--------------------------|--|
| BY | FAA Flt. Standards Inspector | Manufacturer | Maintenance Organization | Persons Approved by Canadian Department of Transport |
| | FAA Designee X | Repair Station | Inspection Authorization | |
| Certificate or Designation No. TXXR014L | | Signature/Date of Authorized Individual  December 18 2015 | | |

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be combined 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.)

N55804

Nationality and Registration Mark

December 18 2015

Date

No equipment was removed from the

INSTALLED THE FOLLOWING EQUIPMENT IN THE AIRCRAFT:

1. Garmin GDL-88 Automatic Dependant Surveillance Broadcast System located at F.S. 188.0
2. RAMI 74 Blade Antenna (960-1220 MHz) located at F.S.# 209.0
3. ICARUS Model U3000 Altitude Serilizer located at F.S. # 57.0

The GDL-88 was mounted on the equipment shelf aft of the battery box and interfaced with the following existing equipment, Garmin GNS-430W GPS WAAS COM/NAV/ILS Receiver, GTX-327 Transponder, Trans-Cal SSD120-30A via an ICARUS U3000 Serilizer.

The installation was performed i.a.w. STC SA02119SE and with the Garmin installation manual P/N 190-01310-00 Rev. 8 (Oct.-15) as well as with AC 43.13-2A chapter 2 section 202. The following Installation manuals were used as reference Garmin P/N 190-00356-08 and ICARUS Installation Document No. 323003.

The total electrical load is not exceeding 80% of the generated capacity.

EMI and RFI test analyses were performed with no adverse effect on the aircraft system noted.

The Weight and Balance as well as the Equipment List were updated and entered in the flight manual.

Log Book entry was made this date.

A copy of Instruction to continued airworthiness Garmin Document 190-00356-65 Rev. A was attached to the Aircraft's maintenance records.

Log Book entry was made this date.

Detail of this work is filed at this repair station under Work Order No. 06541.

----- END -----

☐ Additional Sheets Are Attached



U.S. Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1000 for each such violation (Section 901 Federal Aviation Act of 1958)

| | | | | |
|-------------|---|-------------|--|------------|
| 1. Aircraft | Make | PIPER | Model | PA-28R-200 |
| | Serial No. | 28R-7335291 | Nationality and Registration Mark | N55804 |
| 2. Owner | Name (As shown on registration certificate) | | Address (As shown on registration certificate) | |
| | MONMOUTH AREA FLYING CLUB INC. | | PO BOX 2414 FARMINGDALE NJ 07727-2414 | |

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 | | | | |
| | Mfr | | | | |

6. Conformity Statement

C. Certificate No.

80584509

A. Agency's Name and Address

JOHN M BUNDY
1 AVE A
HELMETTA NJ 08828

B. Kind of Agency

- ☒ U.S. Certificated Mechanic
☐ Foreign Certificated Mechanic
☐ Certificated Repair Station
☐ Manufacturer

I, **JOHN M BUNDY**, certify that the repair and/or alteration 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
APRIL 25, 2012

Signature of Authorized Individual
JOHN M BUNDY

7. Approval for Return to Service

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

| | | | | | |
|---|------------------------------|--|---|---|-----------------|
| BY | FAA Flt. Standards Inspector | Manufacturer | X | Inspection Authorization | Other (specify) |
| | FAA Designee | Repair Station | | Person Appr. by Transport Canada Airworthiness Group | |
| Date of Approval or Rejection APRIL 25, 2012 | | Certificate or Designation No. 80584509 | | Signature of Authorized Individual JOHN M BUNDY | |

NOTICE

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

8. Description of Work Accomplished

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

Piper PA28R-200 serial # 28R7335291 N55804 April 25, 2012 Total time 7596.4

1. Installed William J. Stephenson "Wing-Ding" door stop.
2. This installation is approved for installation in accordance with STC# SA1075SO.
3. STC# SA1075SO was issued to William J. Stephenson on May 18, 1979.
4. Installation in accordance with STC SA1075SO Description of type Design change.
5. This Part has no obvious effects on any other aircraft system.
6. A copy of this STC has been added to the permanent records of this aircraft.
7. No change to aircraft weight and balance from this alteration.
8. Logbook entries were made reflecting this installation.
9. Instructions for continued airworthiness will be found in the installed equipment manufacturer's maintenance manual and incorporated into the current aircraft inspection program. Otherwise, the scope and detail of FAR 43, Appendix D will apply.

-----END-----

Department of Transportation — Federal Aviation Administration
Supplemental Type Certificate

Number SA1075SO

This certificate issued to William J. Stephenson

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 3 of the Civil Air Regulations.

Original Product — Type Certificate Number: 2A13

Make: Piper

Model: PA-28-151, PA-28-161, PA-28-181, PA-28R-200, PA-28R-201, PA-28-235, and PA-28R-201T

Description of Type Design Change:

"Wing-Ding" door stop to be installed using existing screws (Piper P/N 415 309, MS27039-0809) on leading edge of right wing at inboard side of fuel cell (W.S. 57.00).

Limitations and Conditions: This approval applies to the above listed models and should not be extended to other aircraft of this model on which other previously approved modifications are incorporated unless it is determined by the installer that the interrelationship between this change and any of those other previously approved modifications will introduce no adverse affect upon the airworthiness of that aircraft.

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

Date of application: February 8, 1979

Date received:

Date of issuance: May 18, 1979

Date amended:



By direction of the Administrator

Francis C. Rock
FRANCIS C. ROCK, (Signature) Acting Chief,
Engineering and Manufacturing Branch
Flight Standards Division

(Title)



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 \$1000 for each such violation (Section 901 Federal Aviation Act of 1958)

| | | | | |
|-------------|---|---------------|--|--------------|
| 1. Aircraft | Make | PIPER | Model | PA 28R - 200 |
| | Serial No. | 28R - 7335291 | Nationality and Registration Mark | N55804 |
| 2. Owner | Name (As shown on registration certificate) | | Address (As shown on registration certificate) | |
| | MONMOUTH AREA FLYING CLUB INC | | PO BOX 2414 FARMINGDALE NJ 07727-2414 | |

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 | | | | |
| | Mnfr | | | | |

6. Conformity Statement

| | | |
|--|--|--------------------|
| A. Agency's Name and Address | B. Kind of Agency | C. Certificate No. |
| MARK E PFUNKE 229 OLD TURNPIKE ROAD CALIFON NJ 07830 | <input checked="" type="checkbox"/> U.S. Certificated Mechanic | 129529515 |
| | <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 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 |
| March 11, 2011 | MARK E PFUNKE |

7. Approval for Return to Service

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

| | | | | |
|----|------------------------------|----------------|--|-----------------|
| BY | FAA Fit. Standards Inspector | Manufacturer | <input checked="" type="checkbox"/> Inspection Authorization | Other (specify) |
| | FAA Designee | Repair Station | Person Appr. by Transport Canada Airworthiness Group | |

| | | |
|-------------------------------|--------------------------------|------------------------------------|
| Date of Approval or Rejection | Certificate or Designation No. | Signature of Authorized Individual |
| March 11, 2011 | 129529515 | MARK E PFUNKE |

NOTICE

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

8. Description of Work Accomplished

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

Piper PA28R-200 serial # 28R-7335291 N55804 March 11, 2011 Tach Time 1553.1

1. Installed Bogert Aviation battery box modification by installation of removable panels on the battery box sides.
2. Replaced the original #1 aluminum cable assemblies between the battery to ground and battery to master solenoid.
3. These cables were replaced with #1 gauge copper cable assemblies which were manufactured by Bogert Aviation for this aircraft and are FAA/PMA approved.
4. This installation is approved for installation in accordance with STC# SA4008NM and SA3531NM.
5. STC# SA4008NM was issued to Bogert Aviation on August 17, 1987 and last amended April 12, 2004.
6. STC# SA3531NM was issued to Bogert Aviation on July 15, 1986 and last amended April 1, 1999.
7. Installation in accordance with Bogert Aviation Installation Instructions 1-1, revised October 14, 2003 and 2-6 rev A September 5, 1991.
8. A copy of this STC and AML has been added to the permanent records of this aircraft.
9. STC# SA3531NM is compatible with STC# SA4008NM.
10. No change to weight and balance.
11. Logbook entries were made reflecting this installation.
12. Instructions for continued airworthiness will be found in the installed equipment manufacturer's maintenance manual and incorporated into the current aircraft inspection program. Otherwise, the scope and detail of FAR 43, Appendix D will apply.

END

Department of Transportation—Federal Aviation Administration

Supplemental Type Certificate

Number SA3531NM

This certificate, issued to

Bogert Aviation
3606 N. Swallow Ave.
Pasco, WA 99301

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

Original Product—Type Certificate Number:

Make:

Model:

*See attached FAA Approved Model List (AML)

No. SA3531NM for a list of approved aircraft

models and applicable airworthiness regulations.

Description of the Type Design Change: Installation of copper electrical cables in accordance with Bogert Aviation Installation Instructions as listed on AML No. SA3531NM, amended April 1, 1988, or latter FAA approved revision.

Limitations and Conditions: Approval of this change in type design applies to the aircraft models listed on the AML only. This approval should not be extended to other aircraft of these models on which other previously approved modifications are incorporated unless it is determined by the installer that the relationship between this change and any of those other previously approved modifications, including changes in type design, will introduce no adverse effect upon the airworthiness of that aircraft. A copy of this certificate and FAA AML No. SA3531NM must be maintained as part of the permanent records for the modified aircraft.

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

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

Date of application: May 27, 1988

Date of issuance: July 15, 1988

Date received: September 30, 2006

Date amended: April 10, 1988; April 1, 1999



By direction of the Administrator

(Signature)

Acting Manager, Seattle Aircraft Certification Office
(Title)

Department of Transportation—Federal Aviation Administration

Supplemental Type Certificate

Number SA4008NM

This certificate, issued to

Bogert Aviation
3606 N. Swallow Ave.
Pasco, WA 99301

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

Original Product—Type Certificate Number:

Make:

Model:

*See attached FAA Approved Model List (AML)

Number SA4008NM for list of approved airplane models and applicable airworthiness regulations.

Description of the Type Design Change: Installation of removable panels on the battery box sides in accordance with applicable Bogert Aviation Drawing 11sted on FAA approved AML SA4008NM, dated April 12, 2004, or later FAA approved revision. This installation does not require specific continued airworthiness instructions. Federal Aviation Regulations Part 43 and applicable Owner's Manual are adequate to ensure Continued Airworthiness of this modification.

Note: This is compatible with STC SA3531NM.

Limitations and Conditions: Approval of this change in type design applies to the airplane models listed on the AML only. This approval should not be extended to other aircraft of these models on which other previously approved modifications are incorporated unless it is determined that the relationship between this change and any of those other previously approved modifications, including changes in type design, will introduce no adverse effect upon the airworthiness of that aircraft. A copy of this certificate and FAA AML No. SA4008NM, dated April 12, 2004, or later FAA approved revision must be maintained as part of the permanent records for the modified aircraft.

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

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

Date of application: May 23, 1986

Date of issuance: August 17, 1987

Date reissued: September 30, 2005

Date amended: April 12, 2004



By direction of the Administrator
Angelos N. Iliadis
(Signature)

Acting Manager, Seattle Aircraft Certification Office
(Title)

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

This certificate may be transferred in accordance with FAR 21.47.



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 \$1000 for each such violation (Section 901 Federal Aviation Act of 1958)

| | | |
|--------------------|---|---|
| 1. Aircraft | Make PIPER | Model PA 28R - 200 |
| | Serial No. 28R - 7335291 | Nationality and Registration Mark N55804 |
| 2. Owner | Name (As shown on registration certificate) MONMOUTH AREA FLYING CLUB INC | Address (As shown on registration certificate) PO BOX 2414 FARMINGDALE NJ 07727-2414 |

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 | | | | |
| | Mnfr | | | | |

6. Conformity Statement

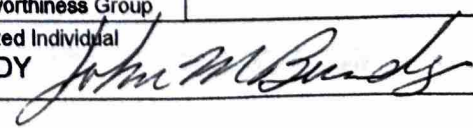
| | | |
|--|-------------------------------|---------------------------|
| A. Agency's Name and Address | B. Kind of Agency | C. Certificate No. |
| JOHN M BUNDY 1 AVE A HELMETTA NJ 08828 | X U.S. Certificated Mechanic | 80584509 |
| | Foreign Certificated Mechanic | |
| | Certificated Repair Station | |
| | Manufacturer | |

D. I certify that the repair and/or alteration 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 August 20, 2010 | Signature of Authorized Individual JOHN M BUNDY  |
|--------------------------------|--|

7. Approval for Return to Service

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

| | | | | | |
|---|------------------------------|---|---|---|-----------------|
| BY | FAA Fit. Standards Inspector | Manufacturer | X | Inspection Authorization | Other (specify) |
| | FAA Designee | Repair Station | | Person Appr. by Transport Canada Airworthiness Group | |
| Date of Approval or Rejection August 20, 2010 | | Certificate or Designation No. 80584509 | | Signature of Authorized Individual JOHN M BUNDY  | |

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

Number SA1713GL

This certificate, issued to Knots 2U, Ltd.
3106 Bieneman Road
Burlington, WI 53105

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 3 of the Civil Air

Regulations. (See Type Certificate Data Sheet No. 2A13 for complete certification basis)

Original Product — Type Certificate Number: 2A13

Make: Piper Aircraft Corporation

Model: PA-28R-180, PA-28R-200, PA-28R-201,
PA-28R-201T, PA-28RT-201, PA-28RT-201T

Description of Type Design Change:

Installation of Gear Lobe Fairings in accordance with the Knots 2U, Ltd. Gear Lobe Fairing Installation Manual for the Piper PA-28, Revision C, dated June 1, 1997, or later FAA approved revisions.

Limitations and Conditions:

Compatibility of this design change with previously approved modifications must be determined by the installer.

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

Date of application: February 26, 1992

Date received: May 7, 1997

Date of issuance: March 23, 1992

Date amended: July 15, 1997



By direction of the Administrator

Gregory A. Michalski
Gregory A. Michalski, Senior Aerospace Engineer
Airframe & Administrative Branch
Chicago Aircraft Certification Office

(Title)

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

United States of America
Department of Transportation - Federal Aviation Administration
Supplemental Type Certificate
(Continuation Sheet)

Number SA615EA
Date Amended: June 17, 2005

ELIGIBILITY LIST June 18, 1999

| AIRCRAFT MANUFACTURER | MODEL | TYPE CERTIFICATE |
|-----------------------|---|------------------|
| Piper | **PA-11 | A-691 |
| | **PA-12 | A-780 |
| | **PA-14 | A-797 |
| | **PA-15 | A-800 |
| | **PA-16 | 1A1 |
| | **PA-17 | A-805 |
| | **PA-18 Series, PA-19 | 1A2 |
| | **PA-20 | 1A4 |
| | **PA-22 Series | 1A6 |
| | **PA-25 Series | 2A8 |
| | PA-23, PA-23-160, *PA-23-235 | 1A10 |
| | *PA-23-250, *PA-E23-250 | |
| | PA-24, -24-250, -24-260, -24-400 | 1A15 |
| | PA-28-140, -28-150, -28-151, -28-160, -28-161, -28-180, -28-235, -28S-160, -28R-180, -28S-180, -28-181, -28R-200, -28R-201, -28R-201T, -28RT-201, -28RT-201T, -28-201T, -28-236 | 2A13 |
| | PA-30, PA-39 | A1EA |
| | PA-31P | A8EA |
| | PA-31, PA-31-300, 325, 350 | A20SO |
| | PA-32-260, -300, -32S-300 | A3SO |

NOTES TO ELIGIBILITY LIST:

- *1. Aircraft as marked require specific attention to proper balancing of the rudder. Refer to the Manufacturer's Service Manual for balancing instructions.
- **2. Installations on these aircraft require prior or concurrent installation of STC SA4-977.
- ***3. The Model HS-24 replaces the Anti-Collision beacon supplied in Bell's Night Flying Kit, P/N 206-706-303 on Models 206A and 206B.

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.
FAA Form 8110-2-1(10-69) Page 6 of 6 This certificate may be transferred in accordance with FAR 21.47.



U.S. Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

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

| | | | |
|-------------|--|--|-----------------|
| 1. Aircraft | Nationality and Registration Mark N55804 | Serial No. 28R7335291 | |
| | Make PIPER | Model PA28 | Series R-200 |
| 2. Owner | Name (As shown on registration certificate) MONMOUTH AREA FLYING CLUB INC | Address (As shown on registration certificate) Address 1900 CEDAR BRIDGE AVE City LAKEWOOD State NJ Zip 08701 Country USA | |

3. For FAA Use Only

4. Type

5. Unit Identification

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

6. Conformity Statement

| | | | |
|------------------------------|---------------------|--|--------------------|
| A. Agency's Name and Address | | B. Kind of Agency | |
| Name | SALVATORE FILIPPONE | <input checked="" type="checkbox"/> U.S. Certificated Mechanic | Manufacturer |
| Address | 46 DOVER WALK | <input type="checkbox"/> Foreign Certificated Mechanic | C. Certificate No. |
| City | TOMS RIVER State NJ | <input type="checkbox"/> Certificated Repair Station | AP 2223682 IA |
| Zip | 08753 Country USA | <input type="checkbox"/> Certificated Maintenance Organization | |

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

Extended range fuel per 14 CFR Part 43 App. B ☐ Signature/Date of Authorized Individual SALVATORE FILIPPONE 11-10-09

7. Approval for Return To Service

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

| | | | | |
|--------------------------------|-----------------------------|---|--|---|
| BY | FAA Fit Standards Inspector | Manufacturer | Maintenance Organization | Person Approved by Canadian Department of Transport |
| | FAA Designee | Repair Station | <input checked="" type="checkbox"/> Inspection Authorization | Other (Specify) |
| Certificate or Designation No. | | Signature/Date of Authorized Individual Salvatore Filippone | | |
| AP 2223682 IA | | SALVATORE FILIPPONE 11-10-09 | | |

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.)

N55804

Nationality and Registration Mark

11-10-09

Date

1. INSTALLED LANDING GEAR FAIRINGS IN ACCORDANCE WITH KNOTS 2U, LTD STC SA1713GL
2. INSTALLED WING ROOT FAIRINGS IN ACCORDANCE WITH KNOTS 2U, LTD STC SA1216GL
3. INSTALLEDAILERONS, FLAPS AND STABILIZER GAP SEALS IN ACCORDANCE WITH KNOTS 2U. LTD STC SA603GL

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

☐ Additional Sheets Are Attached



U.S. Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

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 \$1000 for each such violation (Section 901 Federal Aviation Act of 1958)

| | | | | |
|-------------|---|---------------|--|--------------|
| 1. Aircraft | Make | PIPER | Model | PA 28R - 200 |
| | Serial No. | 28R - 7335291 | Nationality and Registration Mark | N55804 |
| 2. Owner | Name (As shown on registration certificate) | | Address (As shown on registration certificate) | |
| | MONMOUTH AREA FLYING CLUB INC | | PO BOX 2414 FARMINGDALE NJ 07727-2414 | |

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 | | | | |
| | Mnfr | | | | |

6. Conformity Statement

| | | |
|--|-------------------------------|--------------------|
| A. Agency's Name and Address | B. Kind of Agency | C. Certificate No. |
| MARK E PFUNKE 229 OLD TURNPIKE ROAD CALIFON NJ 07830 | X U.S. Certificated Mechanic | 129529515 |
| | Foreign Certificated Mechanic | |
| | Certificated Repair Station | |
| | Manufacturer | |

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

Date March 25, 2010 Signature of Authorized Individual MARK E PFUNKE

7. Approval for Return to Service

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

| | | | | | |
|----|------------------------------|----------------|---|---|-----------------|
| BY | FAA Ftl. Standards Inspector | Manufacturer | X | Inspection Authorization | Other (specify) |
| | FAA Designee | Repair Station | | Person Appr. by Transport Canada Airworthiness Group | |

Date of Approval or Rejection March 25, 2010 Certificate or Designation No. 129529515 Signature of Authorized Individual MARK E PFUNKE

NOTICE

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

8. Description of Work Accomplished

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

Piper PA28R-200 serial # 28R-7335291 N55804 March 25, 2010 Tach Time 1375.0

1. Installed LoPresti Speed Merchants hubcaps.
2. This installation is approved for installation in accordance with STC# SA01224AT.
3. STC# SA01224AT was issued to LoPresti Speed Merchants on December 10, 1996 and last amended April 17, 1998.
4. Installation in accordance with LoPresti Speed Merchants hubcap Installation part number LSM-200-701 revision D dated April 28, 2008.
5. A copy of this STC has been added to the permanent records of this aircraft.
6. Aircraft equipment list has been revised due to this alteration.
7. This alteration has no change to the aircraft weight and balance.
8. These hubcaps may be removed or replaced with LoPresti or original Piper hubcaps as required.
9. Logbook entries were made reflecting this installation.
10. Instructions for continued airworthiness will be found in the installed equipment manufacturer's maintenance manual and incorporated into the current aircraft inspection program. Otherwise, the scope and detail of FAR 43, Appendix D, will apply.

-----END-----

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)**For FAA Use Only**

Office Identification

U.S. Department
of Transportation
**Federal Aviation
Administration**

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 \$1000 for each such violation (Section 901 Federal Aviation Act of 1958)

| | | |
|--------------------|---|---|
| 1. Aircraft | Make PIPER | Model PA 28R - 200 |
| | Serial No. 28R - 7335291 | Nationality and Registration Mark N55804 |
| 2. Owner | Name (As shown on registration certificate) MONMOUTH AREA FLYING CLUB INC | Address (As shown on registration certificate) PO BOX 2414 FARMINGDALE NJ 07727-2414 |

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 | | | | |
| | Mnfr | | | | |

6. Conformity Statement

| | | |
|--|-------------------------------|---------------------------|
| A. Agency's Name and Address | B. Kind of Agency | C. Certificate No. |
| MARK E PFUNKE 229 OLD TURNPIKE ROAD CALIFON NJ 07830 | X U.S. Certificated Mechanic | 129529515 |
| | Foreign Certificated Mechanic | |
| | Certificated Repair Station | |
| | Manufacturer | |

D. I certify that the repair and/or alteration 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 29, 2010 | Signature of Authorized Individual MARK E PFUNKE |
|---------------------------------|--|

7. Approval for Return to Service

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

| | | | | | |
|--|------------------------------|--|--|---|-----------------|
| BY | FAA Fit. Standards Inspector | Manufacturer | X | Inspection Authorization | Other (specify) |
| | FAA Designee | Repair Station | | Person Appr. by Transport Canada Airworthiness Group | |
| Date of Approval or Rejection January 29, 2010 | | Certificate or Designation No. 129529515 | Signature of Authorized Individual MARK E PFUNKE | | |

NOTICE

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

8. Description of Work Accomplished

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

Piper PA28R-200 serial # 28R-7335291 N55804 January 29, 2010 Total time 7270

1. Installation of a two light Whelen anti-collision strobe light system which consists of Mod right and 7111002 left nav light / tip strobes, 1 HDA, CF power supply, and 1 HD-T3-60 Package.
2. This installation is approved for installation in accordance with STC# SA800EA.
3. STC# SA800EA was issued to Whelen Engineering Company, Inc. on November 14, 1986 amended June 18, 1999.
4. Installation in accordance with Whelen Anti-Collision Light Systems Installation and Service January 2007 document 05131A Rev 1.
5. Power supply is mounted on the aft avionics rack and is wired to aircraft buss protected by 10 line fuse in accordance with AC43.13-1B Chapter 11, Sections 1 through 15.
6. Electrical load analysis performed and this system does not exceed 80% of alternator load for electrical system as per AC43.13-1B, Chapter 11, Section 3, Paragraphs 11.30, 11.36 and 11.37.
7. The following placard must be displayed in view of the pilot. "WARNING: TURN OFF STROBE LIGHTS WHEN TAXING IN VICINITY OF OTHER AIRCRAFT OR DURING FLIGHT THROUGH THICK CLOUDS, FOG OR HAZE. STANDARD POSITION LIGHTS TO BE ON FOR ALL OPERATIONS."
8. This system has no obvious effects on any other aircraft system.
9. A copy of this STC has been added to the permanent records of this aircraft.
10. Revised the aircraft's weight and balance.
11. Instructions for continued airworthiness will be found in the installed equipment manufacturer's maintenance manual and incorporated into the current aircraft inspection program. Other scope and detail of FAR 43, Appendix D will apply.

END



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 \$1000 for each such violation (Section 901 Federal Aviation Act of 1958)

| | | |
|--------------------|---|---|
| 1. Aircraft | Make PIPER | Model PA 28R - 200 |
| | Serial No. 28R - 7335291 | Nationality and Registration Mark N55804 |
| 2. Owner | Name (As shown on registration certificate) MONMOUTH AREA FLYING CLUB INC | Address (As shown on registration certificate) PO BOX 2414 FARMINGDALE NJ 07727-2414 |

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 | | | | |
| | Mnfr | | | | |

6. Conformity Statement

| | | |
|---|--|--|
| A. Agency's Name and Address MARK E PFUNKE 229 OLD TURNPIKE ROAD CALIFON NJ 07830 | B. Kind of Agency | C. Certificate No. 129529515 |
| | <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 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 29, 2010 | Signature of Authorized Individual MARK E PFUNKE |
|---------------------------------|--|

7. Approval for Return to Service

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

| | | | | |
|--|-------------------------------------|--|---|------------------------|
| BY | FAA Flt. Standards Inspector | Manufacturer | <input checked="" type="checkbox"/> Inspection Authorization | Other (specify) |
| | FAA Designee | Repair Station | Person Appr. by Transport Canada Airworthiness Group | |
| Date of Approval or Rejection January 29, 2010 | | Certificate or Designation No. 129529515 | Signature of Authorized Individual MARK E PFUNKE | |

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

Piper
STC

8. Description of Work Accomplished

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

Piper PA28R-200 serial # 28R-7335291 N55804 January 29, 2010 Total time 7270.9

1. Installed Knots 2U Ltd wing tips with recognition lights and Seaton Engineering Corp. MaxPulse landing light Controller.
2. This installation is approved for installation in accordance with STC# SA1861SE and SA1401NW.
3. STC# SA1861SE was issued to Seaton Engineering Corp. on July 23, 2008.
4. STC SA1401NW was issued to Knots 2U Ltd on September 02, 1981 and last amended August 14, 2008.
5. Wing tip installation in accordance with Piper Wing Tips With Landing / Recognition Lights installation manual RMD-00150-PS revision B dated November 1, 2007.
6. Light controller installation in accordance with Seaton Engineering Corp. MaxPulse Installation Instructions Document 9150-001 Rev F dated August 28, 2008.
7. Light controller and recognition lights are wired to aircraft buss protected by 20 amp circuit breaker in accordance with AC43.13-1B Chapter 11, Sections 1 through 15.
8. Electrical load analysis performed and this system does not exceed 80% of alternator load for aircraft's electrical system as per AC 43.13-1B, Chapter 11, Section 3, Paragraphs 11.30, 11.36 and 11.37.
9. This system has no obvious effects on any other aircraft system.
10. A copy of these STCs has been added to the permanent records of this aircraft.
11. Aircraft weight and balance revised to reflect this installation.
12. Logbook entries were made reflecting this installation.
13. Instructions for continued airworthiness will be found in the installed equipment manufacturer's maintenance manual and incorporated into the current aircraft inspection program. Otherwise, the scope and detail of FAR 43, Appendix D will apply.

END

Additional Sheets Are Attached



U.S. Department
of Transportation
Federal Aviation
Administration

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

| | |
|--|----------------------------|
| Form Approved OMB No. 2120-0020 11/30/2007 | Electronic Tracking Number |
| For FAA Use Only | |

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

| | | | |
|-------------|--|---|-----------------|
| 1. Aircraft | Nationality and Registration Mark N55804 | Serial No. 28R7335291 | |
| | Make PIPER | Model PA28 | Series R-200 |
| 2. Owner | Name (As shown on registration certificate) MONMOUTH AREA FLYING CLUB INC | Address (As shown on registration certificate) | |
| | | Address 1900 CEDAR BRIDGE AVE | |
| | | City LAKEWOOD State NJ Zip 08701 Country USA | |

3. For FAA Use Only

4. Type

5. Unit Identification

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

6. Conformity Statement

| | | | |
|------------------------------|--|--------------------|--|
| A. Agency's Name and Address | | B. Kind of Agency | |
| Name SALVATORE FILIPPONE | <input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Certificated Maintenance Organization | Manufacturer | |
| Address 46 DOVER WALK | | C. Certificate No. | |
| City TOMS RIVER State NJ | | AP 2223682 IA | |
| Zip 08753 Country USA | | | |

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

| | |
|---|---|
| Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/> | Signature/Date of Authorized Individual SALVATORE FILIPPONE 11-10-09 |
|---|---|

7. Approval for Return To Service

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

| | | | | |
|---|---------------------------------|---|--|--|
| BY | FAA Fit. Standards Inspector | Manufacturer | Maintenance Organization | Person Approved by Canadian Department of Transport |
| | FAA Designee | Repair Station | <input checked="" type="checkbox"/> Inspection Authorization | Other (Specify) |
| Certificate or Designation No. AP 2223682 IA | | Signature/Date of Authorized Individual SALVATORE FILIPPONE 11-10-09 | | |

NOTICE

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)

N55804

Nationality and Registration Mark

11-10-09

Date

1. INSTALLED LANDING GEAR FAIRINGS IN ACCORDANCE WITH KNOTS 2U, LTD STC SA1713GL
2. INSTALLED WING ROOT FAIRINGS IN ACCORDANCE WITH KNOTS 2U, LTD STC SA1216GL
3. INSTALLED AILERONS, FLAPS AND STABILIZER GAP SEALS IN ACCORDANCE WITH KNOTS 2U, LTD STC SA603GL

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

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

Number SA1216GL

This certificate, issued to Knots 2U, Ltd.
3106 Bieneman Road
Burlington, WI 53105

*certifies that the change in the type design for the following product with the limitations and conditions
therefor as specified hereon meets the airworthiness requirements of Part 3 of the Civil Air*

Regulations. (See Type Certificate Data Sheet No. 2A13 for complete certification basis)

Original Product — Type Certificate Number: 2A13

Make: Piper Aircraft Corporation

Model: PA-28-140, PA-28-150, PA-28-151, PA-28-160,
PA-28-161, PA-28-180, PA-28-181, PA-28-235,
PA-28-236, PA-28-201T, PA-28R-180,
PA-28R-200, PA-28R-201, PA-28R-201T,
PA-28RT-201, PA-28RT-201T

Description of Type Design Change:

Install Wing Root Fairings in accordance with Knots 2U, Ltd. Wing Root Fairing
Installation Manual, Revision B, dated June 1, 1997, or later FAA approved
revisions.

Limitations and Conditions:

Compatibility of this design change with previously approved modifications must
be determined by the installer.

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

Date of application: July 20, 1987

Date issued: May 7, 1997

Date of issuance: August 5, 1987

Date amended: July 15, 1997



By direction of the Administrator

Gregory J. Michalik
Gregory J. Michalik, Senior Aerospace Engineer
Airframe & Administrative Branch
Chicago Aircraft Certification Office

(Title)

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

This certificate may be transferred in accordance with FAR 21.47.



U.S. Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

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

| | | |
|-------------|--|---|
| 1. Aircraft | Make PIPER | Model PA-28R 200 |
| | Serial No 28R-7335291 | Nationality and Registration Mark N55804 |
| 2. Owner | Name (As shown on registration certificate) MONMOUTH AREA FLYING CLUB | Address (As shown on registration certificate) PO BOX 2414 FARMONGDALE, NJ 07727-2414 |

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. |
| ROBERT J HAYES 2136 MONTGOMERY RD TOMS RIVER, NJ 08753 | <input checked="" type="checkbox"/> U.S. Certificated Mechanic | 156442627 |
| | <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
SEPTEMBER 25, 2006

Signature of Authorized Individual
Robert J Hayes

7. Approval for Return To Service

| | | | | | |
|---|-----------------------------|---|-------------------------------------|---|-----------------|
| Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED | | | | | |
| BY | FAA Fit Standards Inspector | Manufacturer | <input checked="" type="checkbox"/> | Inspection Authorization | Other (Specify) |
| | FAA Designee | Repair Station | | Person Approved by Transport Canada Airworthiness Group | |
| Date of Approval or Rejection SEPTEMBER 25, 2006 | | Certificate or Designation No. 156442627 | | Signature of Authorized Individual <i>Robert J Hayes</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)

N55804 TACH 7102 PIPER PA 28R-200 S/N 28R- 7335291 SEPTEMBER 25,2006

1. REMOVED THE VERTICAL FIN STROBE LIGHT UNIT, A WHELAN MODEL HR CFA 14/28 P/N 01-0770029-31REV AF SER# 27455.
2. REPLACED WITH A WHELAN LED ANTI-COLLISION UNIT MODEL 7090004 P/N 11-02523 MANUFACTURING DATE: 09-08-06
3. THIS UNIT WAS INSTALLED IN ACCORDANCE WITH THE MANUFACTURERS INSTRUCTIONS SHEET AND THE WHELAN ANTI-COLLISION LIGHT SYSTEM INSTALLATION AND SERVICE MANUAL DATED MAY 2005 DOCUMENT NO 05131.
4. THERE ARE NO WEIGHT OR BALANCE CHANGES.
5. THIS UNIT IS LISTED ON THE ELIGIBILITY LIST ON PAGE 8 OF THE STC AND IS APPROVED FOR INSTALLATION.
6. THE BASIS FOR APPROVAL IS STC SA615EA DATED MAY 14, 1968 AMENDED JUNE 17, 2005
7. INSTRUCTION FOR CONTINUED AIRWORTHINESS THE 70900 SERIES LED ANTI-COLLISION LIGHT ASSEMBLIES IS DESIGNED WITH 10 VERTICLE COLUMNS CONSISTING OF 3 LEDS EACH. SHOULD ANY ONE LED OR ANY VERTICLE COLUMN FAIL THE UNIT MUST BE REPAIRED OR REPLACED.
8. THIS UNIT WAS OPS CHECKED AND WORKS NORMALLY.

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

☐ Additional Sheets Are Attached



U.S. Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

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 \$1000 for each such violation (Section 901 Federal Aviation Act of 1958)

| | | |
|--------------------|---|---|
| 1. Aircraft | Make PIPER | Model PA 28R - 200 |
| | Serial No. 28R - 7335291 | Nationality and Registration Mark N55804 |
| 2. Owner | Name (As shown on registration certificate) MONMOUTH AREA FLYING CLUB INC | Address (As shown on registration certificate) PO BOX 2414 FARMINGDALE NJ 07727-2414 |

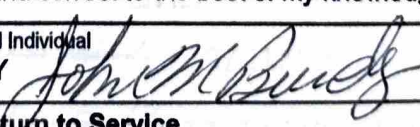
3. For FAA Use Only

| 4. Unit Identification | | | | 5. Type | |
|-------------------------------|--------------------------------|--------------|-------------------|----------------|-------------------|
| Unit | Make | Model | Serial No. | Repair | Alteration |
| Airframe | (As described in Item 1 above) | | | | X |
| Powerplant | | | | | |
| Propeller | | | | | |
| Appliance | Type | | | | |
| | Mnfr | | | | |

6. Conformity Statement

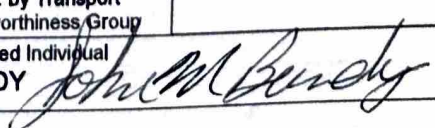
| | | |
|--|--|---------------------------|
| A. Agency's Name and Address | B. Kind of Agency | C. Certificate No. |
| JOHN M BUNDY 1 AVE A HELMETTA NJ 08828 | <input checked="" type="checkbox"/> U.S. Certificated Mechanic | 80584509 |
| | <input type="checkbox"/> Foreign Certificated Mechanic | |
| | <input type="checkbox"/> Certificated Repair Station | |
| | <input type="checkbox"/> Manufacturer | |

D. I certify that the repair and/or alteration 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 June 2, 2006 | Signature of Authorized Individual JOHN M BUNDY  |
|-----------------------------|--|

7. Approval for Return to Service

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

| | | | | |
|--|-------------------------------------|---|--|------------------------|
| BY | FAA Fit. Standards Inspector | Manufacturer | <input checked="" type="checkbox"/> Inspection Authorization | Other (specify) |
| | FAA Designee | Repair Station | Person Appr. by Transport Canada Airworthiness Group | |
| Date of Approval or Rejection June 2, 2006 | | Certificate or Designation No. 80584509 | Signature of Authorized Individual JOHN M BUNDY  | |

NOTICE

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

8. Description of Work Accomplished

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

Piper PA28R-200 serial # 28R-7335291 N55804 June 2, 2006 Total time 6603.3

1. Replaced Hartzell propeller model HC-C2YK-1BF with Hartzell propeller model HC-C3YR-1RF/F7282.
2. This installation is approved for installation in accordance with STC# SA4528NM.
3. STC# SA4528NM was reissued to Hartzell Propeller Inc. on December 21, 1992 and last amended July 24, 1996.
4. Installation in accordance with Hartzell installation instructions dated 1-27-97.
5. A copy of this STC has been added to the permanent records of this aircraft.
6. Aircraft weight and balance revised.
7. Logbook entries were made reflecting this installation.
8. A copy of the Hartzell flight manual supplement has been added to the aircraft flight manual.
9. Instructions for continued airworthiness will be found in the installed equipment manufacturer's maintenance manual and incorporated into the current aircraft inspection program. Otherwise, the scope and detail of FAR 43, Appendix D will apply.

-----**END**-----

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

Number

SA4528NM

This certificate, issued to

Hartzell Propeller, Inc.
One Propeller Place
Piqua, OH 45356-2634

notifies that the change in the type design for the following product with the limitations and conditions therefor as specified herein meets the airworthiness requirements of Part 3 of the Civil Air

Regulations.

See Type Certificate Data Sheet No. 2A13 for complete certification basis.

Original Product — Type Certificate Number:

2A13

Make:

Piper

Model:

PA-28R-180, PA-28R-200, PA-28R-201,
PA-28RT-201

Description of Type Design Change:

Installation of a Hartzell HC-C3YR-1RF/F7282 constant speed propeller and Hartzell 835-47(P) or 835-52(P) spinner, in accordance with either Robert A. Craner Installation Instructions No. 6, dated November 28, 1989 or Hartzell Instructions For Installation dated March 31, 1993, or later FAA approved revision.

Limitations and Conditions:

1. Compatibility of this design change with previously approved modifications must be determined by the installer.

(See Continuation Sheet Page 3 For Additional Limitations.)

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

Date of application: 7/5/88

Date received: 12/21/92

Date of issuance: 1/26/89

Date provided: 12/14/89; 2/10/95;

7/24/96
By direction of the Administrator

(Signature)
Thaddeus D. Krolicki, Jr.

Manager, Propulsion Branch
Chicago Aircraft Certification Office



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

This certificate may be transferred in accordance with FAR 21.47.

United States of America
Department of Transportation—Federal Aviation Administration
Supplemental Type Certificate
(Continuation Sheet)

Amended: July 24, 1996 *Number* SA4528NM

LIMITATIONS AND CONDITIONS (continued):

1. Robert A. Craner Airplane Flight Manual Supplement No. 6, dated November 30, 1989, or Hartzell Airplane Flight Manual Supplement dated February 10, 1995, or later FAA approved revision is required with this installation.

3. Propeller and Propeller Limits:

Hartzell HC-C3YR-1RF/F7282 constant speed.

Hub Model: HC-C3YR-1RF
Blade Model: F7282

Diameter: 74" Maximum
73" Minimum

Pitch Settings at 30" Station

Low: PA-28R-180 $11.8^\circ \pm 0.2^\circ$
PA-28R-200 $12.5^\circ \pm 0.2^\circ$
PA-28R-201 $12.5^\circ \pm 0.2^\circ$
PA-28RT-201 $12.5^\circ \pm 0.2^\circ$
High: $30^\circ \pm 0.5^\circ$

4. Avoid continuous operation below 15 inches manifold pressure between 1950 and 2350 RPM.

5. Tachometer: Normal operating range
(Green Arc) 500 to 2700 RPM.
Maximum continuous power
(Red Radial) 2700 RPM.

Note 1. Noise Characteristics:

This modification did not increase the noise level and was not considered an "acoustical change" as defined in Paragraph 21.93(b), Amendment 21.63, of the Federal Aviation Regulations.

**HARTZELL PROPELLER INC.
TOP PROP PERFORMANCE CONVERSIONS**

One Propeller Place
Piqua, Ohio 45356-2634
U.S.A.
Phone: 937-778-4200

HARTZELL

Authorization For Use of STC Document

This Supplemental Type Certificate is the property of Hartzell Propeller, Inc. Hartzell Propeller, Inc. authorizes the use of the STC data only for the aircraft specified below. Any use of this STC beyond the aircraft specified below is a violation of proprietary laws and is subject to legal action.

Please keep the STC, installation instructions, Flight Manual Supplement, and this authorization sheet, in a secure location. There will be a charge for issuing replacement documents.

STC Number:

SA4528NM

Aircraft Model:

PIPER PA28R-200

Serial Number:

28R-7335291

Aircraft Registration:

N55804

Date Issued:

05/25/06

Issued by:

Mike Trudeau

Program Manager,
Hartzell Top Prop Performance Conversions

Hartzell Customer Reference:

CO85724 SENSENICH PROPELLER (PA)

11/5/97

**INSTRUCTIONS FOR INSTALLATION OF A
HARTZELL HC-C3YR-1RF/F7282 PROPELLER
ON PIPER PA28R-180, PA28R-200, PA28R-201, & PA28RT-201 AIRCRAFT
(STC SA4528NM)**

1. Remove original propeller and spinner.
2. Install new propeller and spinner in accordance with Hartzell Owner's Manual number 115().
3. Install the following placard between the tachometer and the manifold pressure guage:

**"AVOID CONTINUOUS OPERATION BELOW 15 INCHES HG
BETWEEN 1950 AND 2350 RPM."**

4. Remark the tachometer as follows:

| | |
|------------|-----------------|
| Green Arc | 500 to 2700 rpm |
| Red Radial | 2700 rpm |

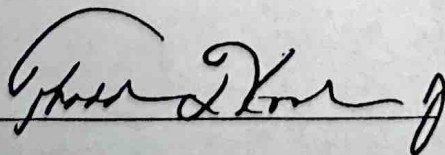
5. Attach Hartzell Propeller Inc. Airplane Flight Manual Supplement to existing Piper Airplane Flight Manual.

6. Revise weight and balance records to show the removal of the original propeller and spinner (using data provided in the Airplane Flight Manual Equipment List) and the addition of the following equipment (using the same propeller arm as the previous propeller).

Hartzell HC-C3YR-1RF/F7282 propeller and 835-47() or 835-52() spinner weight is 72.4 pounds (total).

7. Return aircraft to service with FAA Form 337 referencing STC.

FAA Approved



Date

3/4/97

| MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance) | | | | | Form Approved OMB No. 2120-0020 | |
|--|---|--|--|--|---|--|
| | | | | | For FAA Use Only | |
| | | | | | Office Identification | |
| <small>INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act 1958).</small> | | | | | | |
| 1. Aircraft | Make Piper | | | Model PA-28R-200 | | RECEIVED JAN 25 2006 ALLENTOWN FSDO |
| | Serial No. 28R7335291 | | | Nationality and Registration Mark N55804 | | |
| 2. Owner | Name (As shown on registration certificate) Monmouth Area Flying Club, Inc. | | | Address (As shown on registration certificate) P.O. Box 2414 Farmingdale NJ 07727-2414 | | |
| 3. For FAA Use Only | | | | | | |
| <p style="text-align: center;">* The data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft only, subject to conformity inspection by a person authorized in FAR 43, Section 43.7.</p> <p> District Office: AEA- FSDO 05 Date: <u>2-1-2006</u> Signature of FAA Inspector: </p> | | | | | | |
| 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. | |
| Three Crown Avionics, Inc Sussex Airport, 53 Rt. 639 P.O. Box 250 Sussex, N.J. 07461 | | | U.S. Certified Mechanic | | C.R.S. # TXXR014L Limited Airframe | |
| | | | Foreign Certified Mechanic | | | |
| | | | <input checked="" type="checkbox"/> Certified Repair Station | | | |
| | | | Manufacturer | | | |
| D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge. | | | | | | |
| Date February 10, 2006 | | | Signature of Authorized Individual | | | |
| 7. Approval for Return to Service | | | | | | |
| Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> 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 February 10, 2006 | | Certificate or Designation No. TXXR014L | | Signature of Authorized Individual | | |

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

Form Approved
OMB No. 2120-002

AA Use Only

Office Identification

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

| | | |
|-------------|---|--|
| 1. Aircraft | Make Piper | Model PA-28R-200 |
| | Serial No. 28R-7335291 | Nationality and Registration Mark N55804 |
| 2. Owner | Name (As shown on registration certificate) Monmouth Area Flying Club, Inc. | Address (As shown on registration certificate) P.O. Box 2414 Farmingdale N.J. 07727-2414 |

3. For FAA Use Only

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

District Office: **AEA-FSDO 05**

Date: **2-1-2006**


Signature of FAA Inspector: 

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

6. Conformity Statement

| | | |
|---|--|---|
| A. Agency's Name and Address Three Crown Avionics, Inc Sussex Airport, 53 Rt. 639 P.O. Box 250 Sussex, N.J. 07461 | B. Kind of Agency | C. Certificate No. |
| | <input type="checkbox"/> U.S. Certified Mechanic | C.R.S. # TXXR014L Limited Airframe |
| | <input type="checkbox"/> Foreign Certified Mechanic | |
| | <input checked="" type="checkbox"/> Certified Repair Station | |
| | Manufacturer | |

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 February 10, 2006 | Signature of Authorized Individual  |
|----------------------------------|--|

7. Approval for Return to Service

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

| | | | | |
|---|-----------------------------|---|--|-----------------|
| BY | FAA Fit Standards Inspector | Manufacturer | Inspection Authorization | Other (Specify) |
| | FAA Designee | X Repair Station | Person Approved by Transport Canada Airworthiness Group | |
| Date of Approval or Rejection February 10, 2006 | | Certificate or Designation No. TXXR014L | Signature of Authorized Individual  | |



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 \$1000 for each such violation (Section 901 Federal Aviation Act of 1958)

| | | | | |
|-------------|--|--|-----------------------------------|--------------|
| 1. Aircraft | Make | PIPER | Model | PA 28R - 200 |
| | Serial No. | 28R - 7335291 | Nationality and Registration Mark | N55804 |
| 2. Owner | Name (As shown on registration certificate) | MONMOUTH AREA FLYING CLUB INC | | |
| | Address (As shown on registration certificate) | PO BOX 2414 FARMINGDALE NJ 07727-2414 | | |

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 | | | | |
| | Mnfctr | | | | |

6. Conformity Statement

| | | |
|--|-------------------------------|--------------------|
| A. Agency's Name and Address | B. Kind of Agency | C. Certificate No. |
| MARK E PFUNKE 229 OLD TURNPIKE ROAD CALIFON NJ 07830 | X U.S. Certificated Mechanic | 129529515 |
| | Foreign Certificated Mechanic | |
| | Certificated Repair Station | |
| | Manufacturer | |

D. I certify that the repair and/or alteration 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 |
| January 5, 2005 | MARK E PFUNKE |

7. Approval for Return to Service

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

| | | | | | |
|---|------------------------------|----------------|---|---|-----------------|
| Y | FAA Flt. Standards Inspector | Manufacturer | X | Inspection Authorization | Other (specify) |
| | FAA Designee | Repair Station | | Person Appr. by Transport Canada Airworthiness Group | |

| | | |
|-------------------------------|--------------------------------|------------------------------------|
| Date of Approval or Rejection | Certificate or Designation No. | Signature of Authorized Individual |
| January 5, 2005 | 129529515 | MARK E PFUNKE |

NOTICE

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

8. Description of Work Accomplished

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

Piper PA28R-200 serial # 28R7335291 N55804 January 5, 2005 Total time 6045.6

1. Installed Bob Fields Aerocessories Deluxe Manual inflatable cabin door seal.
2. This installation is approved for installation in accordance with STC# SA4236WE.
3. STC# SA4236WE was issued to Bob Fields Aerocessories on September 25, 1980.
4. Installation in accordance with Bob Fields Aerocessories Drawing No. 3920 Revision G Dated January 29, 1987 and, Installation Instructions Report BFA 310 Revision #2 dated February 26, 1993.
5. FAA Memorandum Dated January 11, 1998 to Docket 98-CE-88-AD approves this installation as an Alternative Method of Compliance (AMOC) for AD 98-21-21.
6. This is a manually operated door seal inflation system for the cabin door.
7. Placards: on copilots side window above door handle: "INFLATE DOOR SEAL BEFORE TAKE-OFF DEFLATE SEAL AFTER LANDING"
8. This system has no obvious effects on any other aircraft system.
9. A copy of this STC has been added to the permanent records of this aircraft.
10. No change to aircraft weight and balance from this alteration.
11. Logbook entries were made reflecting this installation.
12. Instructions for continued airworthiness will be found in the installed equipment manufacturer's maintenance manual and incorporated into the current aircraft inspection program. Otherwise, the scope and detail of FAR 43, Appendix D will apply.

-----END-----

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

Number SA4236WE

This certificate, issued to Bob Fields Aerocessories

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 3* of the Civil Air

Regulations. *See Type Certificate Data Sheet 2A13 for complete certification basis.

Original Product — Type Certificate Number: 2A13

Make: Piper

Model: PA-28-140, -150, -160, -180, -235, -151, -181, -161, -236, -201T; PA-285-160, -180; PA-28R-180, -200, -201, -201T; PA-28RT-201, -201T
Description of Type Design Change: Installation of inflatable door seal in accordance with FAA sealed Aerocessories Drawing No. 3920 dated July 2, 1980, or later FAA approved revision.

Limitations and Conditions: The approval of this change in type design applies to the basic aircraft of the specified model only that is otherwise unmodified. This approval should not be extended to other aircraft of this model on which other previously approved modifications are incorporated unless it is determined by the installer that the interrelationship between this change and any of those other previously approved modifications will introduce no adverse effect upon the airworthiness of that aircraft.

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

Date of application: August 14, 1980

Date received:

Date of issuance: September 25, 1980

Date amended:

By direction of the Administrator

A. C. Strickfaden
(Signature)

Acting

Chief, Aircraft Modification Branch

(Title)

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



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 \$1000 for each such violation (Section 901 Federal Aviation Act of 1958)

| | | | | |
|-------------|---|---------------|--|--------------|
| 1. Aircraft | Make | PIPER | Model | PA 28R - 200 |
| | Serial No. | 28R - 7335291 | Nationality and Registration Mark | N55804 |
| 2. Owner | Name (As shown on registration certificate) | | Address (As shown on registration certificate) | |
| | MONMOUTH AREA FLYING CLUB INC | | PO BOX 2414 FARMINGDALE NJ 07727-2414 | |

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 | | | | |
| | Mnfr | | | | |

6. Conformity Statement

| | | |
|--|--|--------------------|
| A. Agency's Name and Address MARK E PFUNKE 229 OLD TURNPIKE ROAD CALIFON NJ 07830 | B. Kind of Agency | C. Certificate No. |
| | <input checked="" type="checkbox"/> U.S. Certificated Mechanic | 129529515 |
| | <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 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 September 10, 2004 | Signature of Authorized Individual MARK E PFUNKE |
|----------------------------|---|

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in Item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is X Approved Rejected

| | | | | |
|---|------------------------------|---|--|-----------------|
| BY | FAA Fit. Standards Inspector | Manufacturer | <input checked="" type="checkbox"/> Inspection Authorization | Other (specify) |
| | FAA Designee | Repair Station | Person Appr. by Transport Canada Airworthiness Group | |
| Date of Approval or Rejection September 10, 2004 | | Certificate or Designation No. 129529515 | Signature of Authorized Individual MARK E PFUNKE | |

NOTICE

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

8. Description of Work Accomplished

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

Piper PA28R-200 serial # 28R7335291 N55804 September 10, 2004 Total time 5897.8

1. Removal of J.P. Instruments model 100-4C EGT/CHT monitoring system.
 2. Installation of J.P. Instruments EDM-700-4C Engine Data Management Scanner.
 3. This installation is approved for installation in accordance with STC# SA2586NM.
 4. STC# SA2586NM was issued to J.P. Instruments, Inc. on August 14, 1985 and last amended June 17, 1999.
 5. Installation in accordance with J.P. Instruments, Inc. Installation Manual for the EGT-701 #103 Rev-C approved on June 17 1999 and last printed on September 8, 2003.
 6. System indicator is wired to aircraft buss through a 2 amp inline fuse in accordance with AC43.13-1B Chapter 11, Sections 1 through 15.
 7. Electrical load analysis preformed and this system does not exceed 80% of alternator load for aircraft's electrical system as per AC 43.13-1B, Chapter 11, Section 3, Paragraphs 11.30, 11.36 and 11.37.
 8. This system has no obvious effects on any other aircraft system.
 9. A copy of this STC has been added to the permanent records of this aircraft.
 10. The J.P. Instruments, Inc. Airplane Flight Manual Supplement No. 1, Rev B dated November 12, 1992 has been added to the permanent records of this aircraft.
 11. No change to aircraft weight and balance.
 12. Logbook entries were made reflecting this installation.
 13. Instructions for continued airworthiness will be found in the installed equipment manufacturer's maintenance manual and incorporated into the current aircraft inspection program. Otherwise, the scope and detail of FAR 43, Appendix D will apply.
- END

Supplemental Type Certificate

(Continuation Sheet)

Number SA2586NM

Limitations and Conditions - continued

Cylinder head, oil, turbine inlet and/or exhaust gas temperature, fuel flow equipment, tachometer instruments, and manifold pressure instruments required by the original type design, or if required by other FAA approval, must remain installed and operable.

Aircraft listed on the FAA approved Master Eligibility List SA2586NM and that have been previously modified with a fuel flow indication system that utilizes the Flowscan fuel flow transducer (P/N: 201-A, 201-B, 201-C, or 231 or equivalent as listed on page 4 of the FAA Approved Installation Instructions, Drawing 103) are eligible for installation of the EGT-701 fuel flow option.

This certificate does not constitute installation approval of the fuel flow transducer.

EGT-701 temperature indicator with tachometer (rpm) and manifold pressure options are eligible for the 4 cylinder and 6 cylinder engines listed on the Master Eligibility List (MEL) SA2586NM only.

FAA Approved Airplane/Rotorcraft Flight Manual Supplement No. 1, Revision A, dated December 13, 1996 or later FAA approved revision, is required with the installation of the EGT-70 system.

Eligible dash numbers for the EGT-701 are listed on MEL SA2586NM.

A copy of this certificate must be maintained as part of the permanent records of the modified aircraft.

-END-

Supplemental Type Certificate

Number SA2586NM

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

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified herein meets the airworthiness requirements of Part 3 of the Federal Aviation Regulations, including respective Amendments as specified in the attached Approved Model List.

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

Model: * Master Eligibility List No. SA2586NM for list

Model: * of approved aircraft models and applicable TCDS

Description of Type Design Change:

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

Limitations and Conditions: The approval of the change in type design applies to the basic airplane of the specific models that are otherwise unmodified. This approval should not be extended to other specific airplanes of these models on which other previously approved modifications are incorporated, unless it is determined that the interrelationship between this installation and any previously approved configuration will not introduce any adverse effect upon the airworthiness of that airplane. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission. (See continuation sheet)

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

Date of application: December 31, 1984

Date of issuance: August 14, 1985

Date received:

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

By direction of the Administrator



[Signature]
(Signature)
Manager, Propulsion Branch
Los Angeles Aircraft Certification Office

(Title)

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

FAA APPROVED



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 \$1000 for each such violation (Section 901 Federal Aviation Act of 1958)

| | | | | |
|-------------|---|---------------|--|--------------|
| 1. Aircraft | Make | PIPER | Model | PA 28R - 200 |
| | Serial No. | 28R - 7335291 | Nationality and Registration Mark | N55804 |
| 2. Owner | Name (As shown on registration certificate) | | Address (As shown on registration certificate) | |
| | MONMOUTH AREA FLYING CLUB INC | | PO BOX 2414 FARMINGDALE NJ 07727-2414 | |

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 | | | | |
| | Mnfr | | | | |

6. Conformity Statement

| | | |
|--|--|--------------------|
| A. Agency's Name and Address | B. Kind of Agency | C. Certificate No. |
| MARK E PFUNKE 229 OLD TURNPIKE ROAD CALIFON NJ 07830 | <input checked="" type="checkbox"/> U.S. Certificated Mechanic | 129529515 |
| | <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 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 |
| September 10, 2004 | MARK E PFUNKE |

7. Approval for Return to Service

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

| | | | | |
|-------------------------------|------------------------------|--------------------------------|--|-----------------|
| BY | FAA Fit. Standards Inspector | Manufacturer | <input checked="" type="checkbox"/> Inspection Authorization | Other (specify) |
| | FAA Designee | Repair Station | | |
| Date of Approval or Rejection | | Certificate or Designation No. | Signature of Authorized Individual | |
| September 10, 2004 | | 129529515 | MARK E PFUNKE | |

NOTICE

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

8. Description of Work Accomplished

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

Piper PA28R-200 serial # 28R7335291 N55804 September 10, 2004 Total time 5897.8

1. This 337 is to correct for missing paperwork. Bulkhead was installed on 3/19/99
2. Replaced Piper propeller spinner forward bulkhead with TCB Composite Company composite forward bulkhead assembly.
3. This installation is approved for installation in accordance with STC# SA00955AT.
4. STC# SA00955AT was issued to TCB Composite Company on January 29, 1996.
5. Installation in accordance with TCB Composite Installation Procedures.
6. A copy of this STC has been added to the permanent records of this aircraft.
7. Aircraft weight and balance revised.
8. Logbook entries were made reflecting this installation.
9. Instructions for continued airworthiness will be found in the installed equipment manufacturer's maintenance manual and incorporated into the current aircraft inspection program. Otherwise, the scope and detail of FAR 43, Appendix D will apply.

-----END-----

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

Number

SA00955AT

This certificate, issued to

TCB Composite Company
 6041 Bartholf Ave., Suite 3
 Jacksonville, FL 32210

*certifies that the change in the type design for the following product with the limitations and conditions
 therefor as specified herein meets the airworthiness requirements of Part 3 of the Civil Air
 Regulations.*

Original Product — Type Certificate Number

2A13

Make

Piper Aircraft Corporation

Model

PA28-235, PA28R-180/-200

Description of Type Design Change:

Installation of composite bulkhead in accordance with TCB Composite Company
 "Installation Procedures and Kit Parts List for Piper PA28R-180/200, PA28-235
 Composite Forward Bulkhead", Revision NC, dated December 7, 1995, or later FAA
 approved revision

Limitations and Conditions:

This approval should not be extended to other airplanes of this model on which other
 previously approved modifications are incorporated unless it is determined by the installer that the
 interrelationship between this change and any of those other previously approved modifications
 will introduce

(Continued on Page 2)

*This certificate and the supporting data which is the basis for approval shall remain in effect until sus-
 pended, suspended, revoked, or a termination date is otherwise established by the Administration of the*

Federal Aviation Administration

Date of application: December 7, 1995

Date received:

Date of issuance: January 29, 1996

Date issued:

By direction of the Administration

Paul C. Sweeney
 Associate Manager

Atlanta Aircraft Certification Office
 (Title)



Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 9 years, or both.
 This certificate may be transferred in accordance with FAR 21.67

United States of America
Department of Transportation—Federal Aviation Administration
Supplemental Type Certificate
(Continuation Sheet)

Number SA00955AT

Limitations and Conditions - Continued

no adverse effect upon the airworthiness of that airplane. Composite forward bulkhead,
Part Number TCB67793-00 is a replacement for Piper Part Number 67793-00.

Date of Issuance: January 29, 1996.

-----END-----

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.
This certificate may be transferred in accordance with FAR 21.47.

TCB Composite Company
3811 South Airport Road Ogden, Utah 84405

Instructions for Continued Airworthiness

Document Number: TCB-0100

**For Aircraft Components Manufactured by
TCB Composite Company per FAR 43 App. D**

- 1. Frequency of inspection:** To be performed during annual or 100 hour inspection.
- 2. Gain access to the components.**
- 3. Inspect the component using the following methods:**
 - a. Visual Inspection** for cracks, scratches, blisters, dents, peeling, pitting, air bubbles, and surface wrinkles.
 - b. Sonic Testing** "Coin tapping" is a common technique used for detecting delaminations. When tapping any area, a coin or other suitable object may be used. When this technique is used, a clear, sharp ringing sound is indicative of a well-bonded solid structure, while a dull sound or thud indicates a delamination. Automated sonic devices that produce a consistent tapping rate and force are available for the test.
- 4. Replace loose or broken anchor nuts or rivets per AC 43.13-1 B. Note:**
There are no other authorized field repairs for TCB Composite Company products.
- 5. If the above test reveals any discrepancies other than those noted in item 4, remove the component and replace with a new item.**
- 6. Cosmetic Maintenance:**
 - a. Surface paint** can be sanded using 180 and finished with 220-grit sandpaper.
CAUTION: DO NOT SAND INTO THE COMPONENT
 - b. Body fillers and surface sealers** maybe used to attain a smooth surface prior to priming and finish painting.
 - c. All new primed or repainted spinners** *require* a quality aircraft or automotive two (2)-component paint or equivalent, for maximum protection.
- 7. Removing the component** requires reinstallation per aircraft maintenance instructions.

End of Document
12-03-2003

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 form 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-28R-200 |
| | Serial No. 28R-7335291 | Nationality and Registration Mark N55804 |
| 2. Owner | Name (As shown on registration certificate) Monmouth Area Flying Club Inc | Address (As shown on registration certificate) P.O. Box 2414/3311 Belmar BLVD Farmingdale, NJ 07727 |

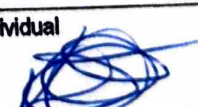
3. For FAA Use Only

| 4. Unit Identification | | | | 5. Type | |
|------------------------|--------------------------------|-------------------|--------------------|---------|------------|
| Unit | Make | Model | Serial No. | Repair | Alteration |
| AIRFRAME | (As described in item 1 above) | | | | |
| POWERPLANT | Lycoming | IO-360-CIC | L-10609-51A | | X |
| PROPELLER | | | | | |
| APPLIANCE | Type | | | | |
| | Manufacturer | | | | |

6. Conformity Statement

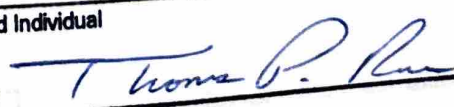
| | | |
|--|---|---------------------------------------|
| A. Agency's Name and Address Ocean Aire P.O. Box 1245 Toms River, NJ 08754 | B. Kind of Agency | C. Certificate No. OF1R372K |
| | <input type="checkbox"/> U.S. Certificated Mechanic | |
| | <input type="checkbox"/> Foreign Certificated Mechanic | |
| | <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 3-19-99 | Signature of Authorized Individual Kevin J. Stavola  |
|------------------------|--|

7. Approval for Return to Service

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

| | | | | |
|---|------------------------------|---|---|-----------------|
| BY | FAA Fit. Standards Inspector | Manufacturer | Inspection Authorization | Other (Specify) |
| | FAA Designee | X Repair Station | Person Approved by Transport Canadian Airworthiness Group | |
| Date of Approval or Rejection 3-19-99 | | Certificate or Designation No. OF1R372K | Signature of Authorized Individual Thomas P. Rae  | |

NOTICE

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

8. Description of Work Accomplished

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

3/19/99 N55804, Piper PA28R-200, S/N 28R-7335291, TTAF: 4602.79

Engine: Lycoming IO-360-CIC S/N L-10609-51A, TTEng: 4602.79

Removed a Prestolite Model MZ4206 12volt starter. Installed a Sky-Tec model: 149-12LS, 12volt starter serial # F2L679915 in accordance with Sky-Tec installation drawing # 20130 Revision F, Dated 3/2/98 as per STC# SE00218NY. Using original starter cable and checking load draw to be less than the original starter. Unit to be cooled by convection and ram air in cowl inlet. No placards or Flight manual supplements were required. Amended Aircraft Weight and Balance and Equipment List to reflect change. Established this modification does not adversely affect any previous modification to aircraft. Aircraft test flown and operationally checked OK.

☐ Additional Sheets Are Attached

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

Number SE00216NY

Staples Holdings, Ltd.
433 Plainview
Hurst, Texas 76054

This certificate issued to

*certifies that the change in the type design for the following product with the limitations and conditions
therefor as specified herein meets the airworthiness requirements of Part 33 of the Federal Aviation*

Regulations.

Original Product — Type Certificate Number:

See Page 2, Lycoming Engine Models

Textron Lycoming

Make:

See Page 2, Lycoming Engine Models

Model:

Description of Type Design Change:

Configuration I
Replacement of Lycoming starter with SKY-TEC 12-volt Starter Model 149-12PM,
installed in accordance with SKY-TEC DWG. 20101 Rev B.

Configuration II
Replacement of Lycoming starter with SKY-TEC 12-volt Starter Model 122-12PM,
installed in accordance with SKY-TEC DWG 20101 Rev. B.

Limitations and Conditions:

- 1) This approval is limited to aircraft with a 12-volt DC Source available to the starter.
- 2) Configuration I is limited to SKY-TEC Starter Model 149-12PM used with a 149-Tooth engine ring gear and starter drive ratio of 13.55:1 and Configuration II is limited to SKY-TEC starter model 122-12PM used with a 122-Tooth engine ring gear and starter drive ratio of 14.9:1.

(See Continuation Sheet Page 2)

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

Date of application: June 11, 1994
Date of issuance: September 12, 1994

Date issued: January 14, 1997

Date amended: February 6, 1995, May 23, 1996
September 20, 1996

By direction of the Administrator

Anthony Socias
Mgr. Airframe and
Propulsion Branch

(Signature)

(Title)

United States of America
Department of Transportation—Federal Aviation Administration
Supplemental Type Certificate
(Continuation Sheet)

Number 8E00218NY

Date Reissued: January 14, 1997

Models (Continued)

Lycoming Engine Models

TC E-286: O-360 Series

TC E-26EA: TO-360 Series

TC 1E10: IO-360 Series; All Models except L10, LH10

TC 1E12: IO-320 Series; All Models except L10-320 Series

TC E-274: O-320 Series

TC E-233: O-235 Series

TC E-229: O-290 Series

TC E-295: O-540 Series

TC 1E4: IO-540 Series; All Models except L10, LH10

TC E11EA: T10-541 Series

Description of Type Design Change:

Configuration III

Replacement of Lycoming starter with SKY-TEC 12-volt Starter Model 149-12LS, in accordance with SKY-TEC DWG 20130 Rev. B.

Configuration IV

Replacement of Lycoming starter with SKY-TEC 12-volt Starter Model 122-12LS in accordance with SKY-TEC DWG 20130 Rev. B

Limitations and Conditions (Cont.):

3. This approval should not be incorporated in any engine on these specific models on which other approved modifications are incorporated, unless it is determined that the interrelationship between this change and any of those previously incorporated approved modifications will not introduce any adverse effect upon the airworthiness of the engine.

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

FAA FORM 8110-2-1 (10-89)

This certificate may be transferred in accordance with FAR 21.47.

US Department
of Transportation
Federal Aviation
Administration**MAJOR REPAIR AND ALTERATION**
(Airframe, Powerplant, Propeller, or Appliance)

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 form 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-28R-200 |
| | Serial No. 28R-7335291 | Nationality and Registration Mark N55804 |
| 2. Owner | Name (As shown on registration certificate) Monmouth Area Flying Club Inc | Address (As shown on registration certificate) P.O. Box 2414/3311 Belmar BLVD Farmingdale, NJ 07727 |


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

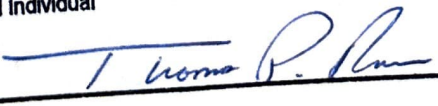
| | | | |
|--|-------------------------------------|-------------------------------|---------------------------------------|
| A. Agency's Name and Address Ocean Aire P.O. Box 1245 Toms River, NJ 08754 | B. Kind of Agency | | C. Certificate No. OF1R372K |
| | <input type="checkbox"/> | U.S. Certificated 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 3-19-99 | Signature of Authorized Individual Kevin J. Stavola  |
|------------------------|---|

7. Approval for Return to Service

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

| | | | | |
|---|------------------------------|--|---|-----------------|
| BY | FAA Flt. Standards Inspector | Manufacturer | Inspection Authorization | Other (Specify) |
| | FAA Designee | <input checked="" type="checkbox"/> Repair Station | Person Approved by Transport Canadian Airworthiness Group | |
| Date of Approval or Rejection 3-19-99 | | Certificate or Designation No. OF1R372K | Signature of Authorized Individual Thomas P. Rae  | |

NOTICE

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

8. Description of Work Accomplished

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

3/19/99 N55804, Piper PA28R-200, S/N 28R-7335291, TTAF: 4602.79

Installed a new J. P. Instruments Inc. Model: 100-4C E.G.T./C.H.T. monitoring system serial number 3987. In accordance with "J.P. Instruments F.A.A. Approved installation manual # 102 " Revision D, Dated Jan 1, 1987, as listed in J.P. Instruments Drawing list report No.100, Revision D, Dated 12/19/96 as per STC# SA2586NM using supplied wiring harness and a 1 amp inline fuse. Calculated additional electrical draw not to exceed total charging system capacity. Unit to be cooled by convection. Required placards and AFM supplement installed. Weight and Balance and Equipment List revised to reflect change. Determined this modification not to adversely affect any previous modifications. Ran up, test flew, and operationally checked system OK.

☐ Additional Sheets Are Attached



U.S. Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

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

| | | |
|-------------|--|---|
| 1. Aircraft | Make PIPER | Model PA28R-200 |
| | Serial No. 28R-7335291 | Nationality and Registration Mark N55804 |
| 2. Owner | Name (As shown on registration certificate) KENTNICH WILLIAM J III | Address (As shown on registration certificate) W2327 CARPENTER LANE #109 GREEN LAKE, WI 54941 |

3. For FAA Use Only

| 4. Unit Identification | | | | 5. Type | |
|------------------------|--|-------------------|--------------------|---------|------------|
| Unit | Make | Model | Serial No. | Repair | Alteration |
| AIRFRAME | ~~~~~ (As described in Item 1 above) ~~~~~ | | | | |
| POWERPLANT | LYCOMING | IO-360-CIC | L-10609-51A | | X |
| PROPELLER | | | | | |
| APPLIANCE | Type | | | | |
| | Manufacturer | | | | |

6. Conformity Statement

| | | |
|---|---|--|
| A. Agency's Name and Address DONALD J. DELAP, JR. N6308 ROLLING MEADOWS DRIVE FOND DU LAC, WI 54937 | B. Kind of Agency | C. Certificate No. A&P 393684597 |
| | <input checked="" type="checkbox"/> U.S. Certified Mechanic | |
| | Foreign Certified Mechanic | |
| | Certified Repair Station | |
| | Manufacturer | |

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

| | |
|------------------------|--|
| Date 3-23-94 | 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 | <input checked="" type="checkbox"/> Inspection Authorization | Other (Specify) |
| | FAA Designee | Repair Station | Person Approved by Transport Canada Airworthiness Group | |
| Date of Approval or Rejection 3-23-94 | | Certificate or Designation No. 393684597 | Signature of Authorized Individual | |

NOTICE

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

8. Description of Work Accomplished

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

3-23-94

N 55804

Install brackett air filter assembly I/A/W STC 693CE.

END

☐ Additional Sheets Are Attached



U.S. Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

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

| | | |
|-------------|---|---|
| 1. Aircraft | Make Piper | Model PA28R-200 |
| | Serial No. 28R-7335291 | Nationality and Registration Mark N55804 |
| 2. Owner | Name (As shown on registration certificate) Kentnich, William J. III | Address (As shown on registration certificate) 21W506 Clifton Ave. Glen Ellyn, IL 60137 |

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 | Lycoming | 0-320-CIC | L10609-51A | | X |
| PROPELLER | | | | | |
| APPLIANCE | Type | | | | |
| | Manufacturer | | | | |

6. Conformity Statement

| | | |
|--|--|---------------------------------|
| A. Agency's Name and Address Stephen Kenseth General Aviation Corp. Rock County Airport Janesville, WI 53546 | 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. 397864578 |
|--|--|---------------------------------|

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

| | |
|------------------|--|
| Date 03-23-90 | 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 | <input checked="" type="checkbox"/> | Inspection Authorization | Other (Specify) |
| | FAA Designee | Repair Station | | Person Approved by Transport Canada Airworthiness Group | |
| Date of Approval or Rejection 03-23-90 | | Certificate or Designation No. 393503876 | Signature of Authorized Individual | | |

NOTICE

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

8. Description of Work Accomplished

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

Installed Precise Flight Stand by Vacuum Systems in accordance with S.T.C. number SA 2167NM Piper PA28R-200, S.T.C. number SE1779NM Lycoming engine and Precise Flight installation manual.

-----END-----

☐ Additional Sheets Are Attached

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

Number SA2167NM

This certificate, issued to Precise Flight, Inc.

certifies that the change in the type design for the following product with the limitations and conditions

therefor as specified hereon meets the airworthiness requirements of Part * of the *

Regulations.

Original Product — Type Certificate Number: * *See Approved Model List (AML) No. SA2167NM
Make: * for list of approved aircraft models and
Model: * applicable airworthiness regulations.

Description of Type Design Change: Installation of the Precise Flight Stand-By Vacuum System (SVS) Model SVS III in accordance with Precise Flight, Inc. Installation Instructions No. SVS III dated September 1, 1984, or later FAA approved revision. **NOTE:** As a prerequisite to this change, the engine must be modified in accordance with Precise Flight STC No. SE1779NM or SE1780NM, dated December 28, 1982, or later FAA approved revision. Also, modified aircraft must be equipped with a vacuum indicator.

Approval of this change in type design applies to the basic Piper models listed on the AML. This approval should not be

Limitations and Conditions: extended to other aircraft of this model on which other previously approved modifications are incorporated unless it is determined that the relationship between this change and any of those other previously approved modifications, including changes in type design, will introduce no adverse effect upon the airworthiness of that aircraft. Airplanes equipped with this system must be operated in accordance with FAA Approved Airplane Flight Manual Supplement (AFMS) dated December 7, 1984, or later FAA approved revision. A copy of this Certificate, Addendum No. SA2167NM and FAA Approved AFMS must be maintained as part of the permanent records

~~This certificate and the approving data which is the basis for approval shall remain in effect until sur-~~
~~rendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the~~

Federal Aviation Administration.

Date of application: October 31, 1983

Date received:

Date of issuance: November 7, 1983

Date amended: December 16, 1983; December 7, 1984;
August 17, 1989

By direction of the Administrator



Stewart R. Miller
(Signature)

Assistant Manager, Seattle
Aircraft Certification Office
(Title)

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

This certificate may be transferred in accordance with FAR 21.47.

United States of America
Department of Transportation—Federal Aviation Administration
Supplemental Type Certificate
(Continuation Sheet)

Number SA2167NM

CONDITIONS AND LIMITATIONS: (continued)

The conditions and limitations of the original Type Certificates apply except follows:

This Continuation Sheet, which is part of STC No. SA2167NM, prescribes the conditions and limitations under which the STC was issued meets the airworthiness requirements of the appropriate regulations.

SUPPLEMENTAL TYPE CERTIFICATE HOLDER: **Precise Flight, Inc.**

I. Piper Model (as listed on AML) as modified by STC No. SA2167NM

Equipment: The Airplane Flight Manual or Pilot's Operating Handbook Supplement must be maintained in the airplane at all times.

NOTE 1: Current weight and balance report including list of equipment in the aircraft and certified empty weight must be in the aircraft.

NOTE 2: In addition to the Placards and Markings required by TCDS, Note 2, the following:

- a) To be located on the push/pull control cable knob:



- b) To be located around the LED bulb for the pump inoperative warning light:



United States of America
 Department of Transportation — Federal Aviation Administration
Supplemental Type Certificate
 (Continuation Sheet)

Number SA2167HM

CONDITIONS AND LIMITATIONS: (continued)

- c) Place in front of and in full view of the pilot:

**STANDBY VACUUM SYSTEM:
 FOR OPERATING INSTRUCTIONS AND LIMITATIONS SEE SUPPLEMENT
 IN OWNER'S MANUAL OR PILOT'S OPERATING HANDBOOK**

- d) One of the following placards must be placed in full view of the pilot near the instrument vacuum indicator after appropriate entries have been made:

| Altitude | QFE | Standby Vacuum Indicator |
|----------|-----|--------------------------|
| 5000 | | |
| 6000 | | |
| 7000 | | |
| 8000 | | |
| 9000 | | |
| 10000 | | |

OR

| Altitude | QFE | Standby Vacuum Indicator |
|----------|-----|--------------------------|
| 5000 | | |
| 6000 | | |
| 7000 | | |
| 8000 | | |
| 9000 | | |
| 10000 | | |

-END-

FAA APPROVED MODEL LIST NO. SA2167NM

PRECISE FLIGHT SVS

LIST OF ACTIVE PAGES

PAGE

AMENDMENT DATE

2

8/17/89

3

8/17/89

4

8/10/89

FAA APPROVED: 

Acting Manager, Special Certification Branch
Seattle Aircraft Certification Office

AMENDMENT DATE: 

Supplemental Type Certificate

Number SA2168NM

This certificate, issued to

Precise Flight, Inc.
63120 Powell Butte Rd.
Bend, OR 97701

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

Original Product—Type Certificate Number:

*See attached FAA Approved Model List (AML)

Make:

No. SA2168NM for list of approved airplane models

Model:

and applicable airworthiness regulations

Description of the Type Design Change: Installation of Precise Flight, Inc. Stand-By Vacuum System (SVS) in accordance with the appropriate Precise Flight, Inc. Engineering Drawing listed on FAA Approved Model List No. SA2168NM, dated May 4, 2000, or later FAA approved revision.

NOTE: As a prerequisite to this change, the engine must be modified in accordance with Precise Flight, Inc. STC No. SE1779NM or SE1780NM, dated April 21, 2000, or later FAA approved revision. Also, modified aircraft must be equipped with a vacuum indicator.

Limitations and Conditions: Approval of this change in type design applies to the above model aircraft only. This approval should not be extended to other aircraft of this model on which other previously approved modifications are incorporated unless it is determined by the installer that the relationship between this change and any of those other previously approved modifications, including changes in type design, will introduce no adverse effect upon the airworthiness of that aircraft. A copy of this certificate, AML No. SA2168NM and the appropriate FAA Approved Flight Manual Supplement (AFMS) listed on AML No. SA2168NM must be maintained as part of the permanent records for the modified aircraft.

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

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

Date of application: October 31, 1983

Date reissued:

Date of issuance: November 7, 1983

Date amended: December 16, 1983; December 7, 1984;
August 18, 1989; May 4, 2000



By direction of the Administrator

[Handwritten Signature]
(Signature)

Acting Manager, Seattle Aircraft Certification Office
(Title)

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

This certificate may be transferred in accordance with FAR 21.47.

United States of America
Department of Transportation—Federal Aviation Administration
Supplemental Type Certificate
(Continuation Sheet)

Number SA2168NM

CONDITIONS AND LIMITATIONS: (continued)

The conditions and limitations of the original Type Certificates apply except as follows:

This Continuation Sheet, which is part of Supplemental Type Certificate (STC) No. SA2168NM, prescribes the conditions and limitations under which the STC was issued and meets the airworthiness requirements of the Civil Air Regulations.

SUPPLEMENTAL TYPE CERTIFICATE HOLDER: Precise Flight, Inc.

I. Mooney Model (as listed on Approved Model List (AML)) as modified by STC
No. SA2168NM

Equipment: The Airplane Flight Manual or Pilot's Operating Handbook Supplement must be maintained in the airplane at all times.

NOTE 1: Current weight and balance report including list of equipment in the certified empty weight must be in the aircraft.

NOTE 2: In addition to the Placards and Markings required by TCDS 2A3 or A6SW, Note 2, apply the following:

(a) To be located on the push/pull control cable knob:



(b) To be located around the LED bulb for the pump inoperative warning light:



United States of America
Department of Transportation—Federal Aviation Administration
Supplemental Type Certificate
(Continuation Sheet)

Number SA2168NM

CONDITIONS AND LIMITATIONS: (continued)

- (c) Place in front of and in full view of the pilot:

STANDBY VACUUM SYSTEM:
FOR OPERATING INSTRUCTIONS AND LIMITATIONS SEE SUPPLEMENT
IN OWNER'S MANUAL OR PILOT'S OPERATING HANDBOOK

- (d) One of the following placards must be placed in full view of the pilot near the instrument vacuum indicator after appropriate entries have been made:

Approx. Standby Vacuum Available - Altitude
- Power Chart
for Aircraft With C.S. Prop. - Max. Cont. RPM.

| Press. Alt. | RPM | Man. Press. | SVS Vacuum In. Hg. Min. |
|----------------|-----------|----------------|----------------------------|
| 2000 | Max cont. | | |
| 4000 | Max cont. | | |
| 6000 | Max cont. | | |
| 8000 | Max cont. | | |
| 10000 | Max cont. | | |

SVS-18

Approx. Standby Vacuum Available - Altitude
- Power Chart
For Aircraft With Fixed Pitch Prop

| Press. Alt. | RPM | SVS Vacuum In. Hg. Min. |
|----------------|-----|----------------------------|
| 2000 | | |
| 4000 | | |
| 6000 | | |
| 8000 | | |
| 10000 | | |

SVS-19

- END -

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.
This certificate may be transferred in accordance with FAR 21.47.

United States of America
Department of Transportation—Federal Aviation Administration

Supplemental Type Certificate

Number SA2683NM

This certificate, issued to

Precise Flight, Inc.
63120 Powell Butte Rd.
Bend, OR 97701

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

Original Product—Type Certificate Number:

Make:

Model:

*See attached FAA Approved Model List (AML)
No. SA2683NM for list of approved airplane models
and applicable airworthiness regulations

Description of the Type Design Change: Installation of Precise Flight, Inc. Stand-By Vacuum System (SVS) in accordance with the appropriate Precise Flight, Inc. Engineering Drawing listed on FAA Approved Model List No. SA2683NM, dated March 17, 2000, or later FAA approved revision.

NOTE: As a prerequisite to this change, the engine must be modified in accordance with Precise Flight, Inc. STC No. SE1779NM or SE1780NM, dated December 28, 1982, or later FAA approved revision. Also, modified aircraft must be equipped with a vacuum indicator.

Limitations and Conditions: Approval of this change in type design applies to the above model aircraft only. This approval should not be extended to other aircraft of this model on which other previously approved modifications are incorporated unless it is determined by the installer that the relationship between this change and any of those other previously approved modifications, including changes in type design, will introduce no adverse effect upon the airworthiness of that aircraft. A copy of this certificate, AML No. SA2683NM and the appropriate FAA Approved Flight Manual Supplement (AFMS) listed on AML No. SA2683NM must be maintained as part of the permanent records for the modified aircraft.

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

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

Date of application: October 31, 1983
Date of issuance: November 7, 1983

Date reissued:
Date amended: December 16, 1983; December 7, 1984;
October 31, 1989; July 5, 1991
March 17, 2000



By direction of the Administrator


(Signature)

Acting Manager, Seattle Aircraft Certification Office
(Title)

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

This certificate may be transferred in accordance with FAR 21.47.

U.S. 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 PA28R-200 |
| | SERIAL NO. 28R-7335291 | NATIONALITY AND REGISTRATION MARK U.S. N55804 |
| 2. OWNER | NAME (As shown on registration certificate) Bill Kentnich | ADDRESS (As shown on registration certificate) 21W506 Clifton Ave. Glen Ellyn, Illinois 60137 |

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 | | | | | X |
| PROPELLER | | | | | |
| APPLIANCE | TYPE | | | | |
| | MANUFACTURER | | | | |

6. CONFORMITY STATEMENT

| | | |
|--|--|---------------------------------|
| A. AGENCY'S NAME AND ADDRESS Timothy E. Armesy 323 Forest Ave. Aurora, Illinois 60505 | B. KIND OF AGENCY | C. CERTIFICATE NO. 328503774 |
| | <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 August 30, 1989 | SIGNATURE OF AUTHORIZED INDIVIDUAL Timothy E. Armesy |
|-------------------------|---|

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 | | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | |
| DATE OF APPROVAL OR REJECTION August 30, 1989 | | CERTIFICATE OR DESIGNATION NO. 328503774 | | SIGNATURE OF AUTHORIZED INDIVIDUAL Timothy E. Armesy | |

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record, alteration must be compatible with all previous alterations to assure continued conformity with 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 Walker Engineering Co. air/oil separator in accordance with the instructions provided under SA3687WE and common practices as defined within 43.13.
Changes to weight and balance data are negligible.

---END---

Supplemental Type Certificate

Number SA3687WE

This certificate is issued to Walker Engineering Company

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified herein meets the airworthiness requirements of Part 3* of the Civil Air Regulations. *Certification Basis is set forth on Type Certificate Data Sheet 2A13, Revision 33.

Original Product — Type Certificate Number: 2A13
Make: Piper
Model: PA-28-140/150/160/180/131/181
PA-28S-160/180 and PA-28R-180/200

Description of Type Design Change:

Installation of an air/oil separator in accordance with FAA-sealed Walker Engineering Master Drawing List No. DLW-3000-6, Revision "N/C" or later FAA-sealed revisions.

Limitations and Conditions: The approval of this change in type design applies basically to the above listed models only. This approval should not be extended to other specific airplanes of these models on which other previously approved modifications are incorporated unless it is determined by the installer that the interrelationship between this change and any of those other previously approved modifications will introduce no adverse effect upon the airworthiness of the above listed airplanes.

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

Date of application: May 22, 1978

Date received:

Date of issuance: July 19, 1978

Date amended:



By direction of the Administrator

[Signature]
(Signature)
Acting Chief, Aircraft Engineering Division
(Title)

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

This certificate may be transferred in accordance with FAR 21.47.

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau

FOR FAA
OFFICE IDENTIFICATION

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revisions) for instructions and disposition of this form.

| | | |
|-----------|--|--|
| 1. AFFECT | MAKE Piper | MODEL PA-28R-200 |
| | SERIAL NO. 28R-7335291 | NATIONALITY AND REGISTRATION MARK N55804 |
| 2. OWNER | NAME (As shown on registration certificate) Al Dubiak | ADDRESS (As shown on registration certificate) 234 Northeastern Bartlett, IL 60103 |

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 Joliet Avionics, Inc. DuPage Airport West Chicago, IL 60185 | B. KIND OF AGENCY | C. CERTIFICATE NO. 3159 |
| | U.S. CERTIFICATED MECHANIC | |
| | FOREIGN CERTIFICATED MECHANIC | |
| | X CERTIFICATED REPAIR STATION | |
| | MANUFACTURER | |

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

| | |
|----------------------|---|
| DATE May 15, 1987 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Leonel C. Fritz</i> Leonel C. Fritz |
|----------------------|---|

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

| | | | | |
|---|------------------------------|--|---|-----------------|
| Y | 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 May 15, 1987 | | CERTIFICATE OR DESIGNATION NO. 3159 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Leonel C. Fritz</i> Leonel C. Fritz | |

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.)

This loran C installation was accomplished in accordance with previously approved data "for duplication" for Joliet Avionics, Inc., Certificated Repair Station No. 3159, per letter from AGL-GADO-3 dated July 11, 1985 and the original approved installation is on file at this repair station.

Installed Northstar M-1 Loran C Receiver in accordance with Installation Manual P/N GM295 dated 1986 Revision D.

Installation was done using no steering information to a CDI needle. Loran C steering information connected to the autopilot with rotary switch indicating Nav #1, Nav #2 or loran with light to indicate when information is from loran.

Aircraft placarded "VFR only not to be used for primary navigation."

All work was done in accordance with AC43.13-1A Chapter 11, 13 & 15 and AC43.13-2A Chapters 2 & 8 and AC20-121 Appendix 1 Paragraph 3. Weight and Balance was computed and entered in appropriate aircraft paperwork.

Installed Trans Cal D120-P2-T S/N 57227 Encoder as per AC43.13-2A Chapter 2. This Encoder meets or exceeds requirements and specifications of TSO-C88 and is interconnected with Narco AT50 S/N 24382 Transponder TSO'd to C-74B or C and installed in accordance with Appendix 1 advisory Circular 43-6A. Encoder and narco AT-50 Transponder checked with IFR, ATC-600 Test Set in accordance with Part 43, Appendix "E" and "F" for compliance with 91.171 and FAR 91.172 this date.

Static System tested in accordance with FAR 91.171 and Part 43, Appendix "E" Paragraph (a) as required. Altimeters were also tested as required by FAR 91.171 in accordance with FAR 43 Appendix "E" paragraph (b). Weight and Balance was computed and entered in appropriate aircraft paperwork.

THE END

Department of Transportation—Federal Aviation Administration

Supplemental Type Certificate

Number SE1779NM

This certificate, issued to

Precise Flight, Inc.
63120 Powell Butte Rd.
Bend, OR 97701

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 33 of the Federal Aviation Regulations.

Original Product—Type Certificate Number:

Make:

Model:

*See attached FAA Approved Model List (AML)
No. SE1779NM for list of approved airplane models
and applicable airworthiness regulations

Description of the Type Design Change: Installation of Precise Flight, Inc. Standby Vacuum System SVS III, in accordance with Engineering Drawing 000V0000, Revision -, dated March 10, 2000, and Installation Reptot No. 50050, Revision 25, dated August 26, 1999, or later approved revision. Or Installation of Precise Flight, Inc. SVS V, in accordance with Precise Flight, Inc. Engineering Drawing 000V0000, Revision -, dated March 10, 2000 and Installation Instructions 08072, Revision -, dated December 12, 1999, or later FAA approved revision.

Limitations and Conditions: Approval of this change in type design applies to the above model aircraft only. This approval should not be extended to other aircraft of this model on which other previously approved modifications are incorporated unless it is determined by the installer that the relationship between this change and any of those other previously approved modifications, including changes in type design, will introduce no adverse effect upon the airworthiness of that aircraft. A copy of this certificate, Addendum No. SE1779NM, and FAA approved AML No. SE1779NM, December 30, 1983, or later FAA approved revision, must be maintained as part of the permanent records for the modified aircraft.

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

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

Date of application: December 13, 1982

Date of issuance: December 28, 1982

Date reissued:

Date amended: December 30, 1983; January 31, 1985;
July 25, 1990; January 31, 1991
April 21, 2000



By direction of the Administrator

[Signature]
(Signature)

Acting Manager, Seattle Aircraft Certification Office
(Title)

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

This certificate may be transferred in accordance with FAR 21.47.

United States of America
Department of Transportation—Federal Aviation Administration
Supplemental Type Certificate
(Continuation Sheet)

Number SE1779NM

SUPPLEMENTAL TYPE CERTIFICATE ADDENDUM NO. SE1779NM

The conditions and limitations of Type Certificate Data Sheet as listed in the attached AML apply except where superseded by the following:

This Supplemental Type Certificate Data Sheet, which is part of STC SE1779NM, prescribes the conditions and limitations under which the product for which the STC was issued meets the airworthiness requirements of the Federal Aviation Regulations:

SUPPLEMENTAL TYPE CERTIFICATE HOLDER: Precise Flight, Inc.

| | |
|----------------|--|
| Engines: | Lycoming |
| Fuel: | See Type Certificate Data Sheet |
| Engine Limits: | See Type Certificate Data Sheet |
| Placards: | Placards and Operating Limits on appropriate Type Certificate Data Sheet apply except as noted herein: |

The following placard is mandatory on aircraft that are required to have POH/AFM's and must be located near instrument suction gauge in full view of pilot:

STANDBY VACUUM SYSTEM:
FOR OPERATING INSTRUCTIONS AND LIMITATIONS SEE SUPPLEMENT
IN OWNER'S MANUAL OR PILOT'S OPERATING HANDBOOK

NOTE:

This STC covers modification of the engine only. Installation of this system in an aircraft requires aircraft installations approval and associated Airplane Flight Manual and Pilot Operating Handbook Supplement for the installation.

For those airplanes which do not have an AFM/POH, the placards provided in each Precise Flight, Inc. Installation Kit must be installed with the modification.

-END-

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

This certificate may be transferred in accordance with FAR 21.47.

PAGE OF PAGES

PRECISE FLIGHT STANDBY VACUUM SYSTEM

LIST OF ACTIVE PAGES

PAGE

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AMENDMENT DATE

08/22/90
12/28/82
12/28/82

FAA Approved:

D. L. Rigney
for Assistant Manager, Seattle
Aircraft Certification Office

Amended: September 9, 1990

Supplemental Type Certificate*Number* SA2167NM*This certificate, issued to*

Precise Flight, Inc.
63120 Powell Butte Rd.
Bend, OR 97701

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

*Original Product—Type Certificate Number:**Make:**Model:*

*See attached FAA Approved Model List (AML)

No. SA2167NM for list of approved airplane models
and applicable airworthiness regulations

Description of the Type Design Change: Installation of Precise Flight, Inc. Stand-By Vacuum System (SVS) in accordance with the appropriate Precise Flight, Inc. Engineering Drawing listed on FAA Approved Model List No. SA2167NM, dated May 4, 2000, or later FAA approved revision.

NOTE: As a prerequisite to this change, the engine must be modified in accordance with Precise Flight, Inc. STC No. SE1779NM or SE1780NM, dated April 21, 2000, or later FAA approved revision. Also, modified aircraft must be equipped with a vacuum indicator.

Limitations and Conditions: Approval of this change in type design applies to the above model aircraft only. This approval should not be extended to other aircraft of this model on which other previously approved modifications are incorporated unless it is determined by the installer that the relationship between this change and any of those other previously approved modifications, including changes in type design, will introduce no adverse effect upon the airworthiness of that aircraft. A copy of this certificate, AML No. SA2167NM and the appropriate FAA Approved Flight Manual Supplement (AFMS) listed on AML No. SA2167NM must be maintained as part of the permanent records for the modified aircraft.

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

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

Date of application: October 31, 1983
Date of issuance: November 7, 1983

*Date reissued:**Date amended:*

December 16, 1983; December 7, 1984;
August 17, 1989; May 4, 2000

*By direction of the Administrator*

(Signature)

Acting Manager, Seattle Aircraft Certification Office
(Title)

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

This certificate may be transferred in accordance with FAR 21.47.

United States of America
 Department of Transportation—Federal Aviation Administration
Supplemental Type Certificate
 (Continuation Sheet)

Number SA2167NM

CONDITIONS AND LIMITATIONS: (continued)

- c) Place in front of and in full view of the pilot:

STANDBY VACUUM SYSTEM:
 FOR OPERATING INSTRUCTIONS AND LIMITATIONS SEE SUPPLEMENT
 IN OWNER'S MANUAL OR PILOT'S OPERATING HANDBOOK

- d) One of the following placards must be placed in full view of the pilot near the instrument vacuum indicator after appropriate entries have been made:

Approx. Standby Vacuum Available - Altitude
 Power Chart
 for Aircraft With C.S. Prop. - Max. Cont. RPM.

| Press. Alt. | RPM | Man. Press. | SVS Vacuum In. Hg. Min. |
|----------------|-----------|----------------|----------------------------|
| 2000 | Max cont. | | |
| 4000 | Max cont. | | |
| 6000 | Max cont. | | |
| 8000 | Max cont. | | |
| 10000 | Max cont. | | |

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OR

Approx. Standby Vacuum Available - Altitude
 Power Chart
 For Aircraft With Fixed Pitch Prop

| Press. Alt. | RPM | SVS Vacuum In. Hg. Min. |
|----------------|-----|----------------------------|
| 2000 | | |
| 4000 | | |
| 6000 | | |
| 8000 | | |
| 10000 | | |

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-END-

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

United States of America
Department of Transportation—Federal Aviation Administration
Supplemental Type Certificate
(Continuation Sheet)

Number SA2167NM

CONDITIONS AND LIMITATIONS: (continued)

The conditions and limitations of the original Type Certificates apply except as follows:

This Continuation Sheet, which is part of STC No. SA2167NM, prescribes the conditions and limitations under which the STC was issued meets the airworthiness requirements of the appropriate regulations.

SUPPLEMENTAL TYPE CERTIFICATE HOLDER: **Precise Flight, Inc.**

I. Piper Model (as listed on AML) as modified by STC No. SA2167NM

Equipment: The Airplane Flight Manual or Pilot's Operating Handbook Supplement must be maintained in the airplane at all times.

NOTE 1: Current weight and balance report including list of equipment in the certified empty weight must be in the aircraft.

NOTE 2: In addition to the Placards and Markings required by TCDS, Note 2, apply the following:

a) To be located on the push/pull control cable knob:



b) To be located around the LED bulb for the pump inoperative warning light:



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

FAA FORM 8110-2-1 (10-69)

This certificate may be transferred in accordance with FAR 21.47.