

405-789-4157
MISTY

JOHN MC GLYNN AND RICK MOISAN
64 SOUNDVIEW DRIVE
STAMFORD, CT 06902

Policy Number: SAIU
Expiration Date: 04/01/95
Aircraft: CESSNA 177

The above policy is due for renewal soon. Please check last years pilot hours listed below and change to current hours, to assure you the most favorable renewal terms, possible.

Please complete, sign and return this form by 02/25/95.
Thank you very much for this opportunity to again be of service.

APPROVED PILOTS

LOGGED PILOT-IN-COMMAND HOURS

List All Pilots Flying Aircraft	Age	Last 90 Days Make / Model	License Ratings	Total Hrs	This Model	Retr Gear	ME AC	Conv Gear
1. WOELLHOF PHILLIP	45	OCT, 94 M40	10/93 BFR	PVT 265 INST 165306	28.7	0	0	0
2. MOISAN RICK	31		PVT 305	764 + 6100	105	0	0	0
3. MC GLYNN JOHN	46		PVT 279 INST 350	50	16	0	0	0
4. PICTON, JIM	41		PVT 401	0				

Month/Year of Last Aircraft Annual Airworthiness Inspection: 3/94

Any Accidents, Waivers or Violations? NO

Present Insured Value \$22,000 Indicate Change Desired \$27,000

Amount of Mortgage \$0

Hours Dual with CFI Past 12 Mos: John 3 HRS, Phillip 38 HRS, Rick 1 HRS

Date of Last BFR? 1. 10/93
2. 4/94
3. 3/95

Date of Last Medical? 1. 10/94
2. 8/93
3. 8/94

Aircraft Is Regularly:
Hangered () Tied Out (X) Airport DANBURY A/P

List Any Extra Equipment Added to the Aircraft such as Radios, etc.:

~~ADD'L INS & WOS: RELIANT PILOT TRAINING~~

~~1 WIBLING RD.~~

~~DANBURY, CT 06810~~

~~11/31/93 HARD LANDING SAIU PD \$5,438.75 ON 3/31/94 JS~~

PLEASE UPDATE MEDICAL,
LAST BFR, PILOT HOURS
& ANY OTHER DESIRED CHANGES

Remarks:

Insured Signature:

Telephone: 212-657-2183

Days

Telephone: 203 353 1560

Evenings

405-495-4230

bluebook 27,000

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 CESSNA	MODEL 177
	SERIAL NO. 17700512	NATIONALITY AND REGISTRATION MARK N3212T
2. OWNER	NAME (As shown on registration certificate) Harold G. Church	ADDRESS (As shown on registration certificate) 102 Rosewood Terrace Lexington Park, Md 20653

3. FOR FAA USE ONLY

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Alfred W. McCracken II St Marys County Airport California, Md	B. KIND OF AGENCY ☒ U.S. CERTIFICATED MECHANIC ☐ FOREIGN CERTIFICATED MECHANIC ☐ CERTIFICATED REPAIR STATION ☐ MANUFACTURER	C. CERTIFICATE NO. A&P288520792
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D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE 11-10-90	SIGNATURE OF AUTHORIZED INDIVIDUAL Alfred W. McCracken II <i>Alfred W. McCracken II</i>
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7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION ☒	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		
DATE OF APPROVAL OR REJECTION 11-10-90	CERTIFICATE OR DESIGNATION NO. 288520792IA	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Alfred W. McCracken II</i> Alfred W. McCracken II		

NOTICE

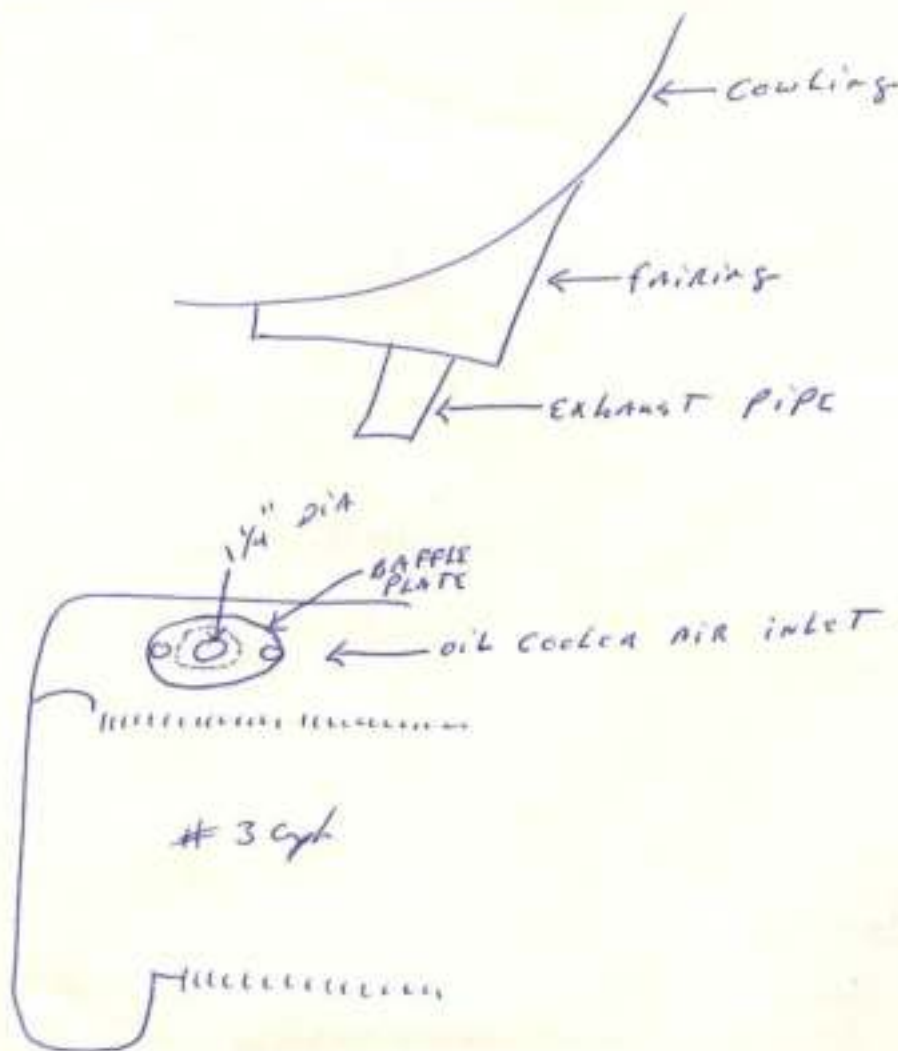
Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

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

A;

Added fairing to cowling around exhaust pipe. Fabricated from fiberglass and high temperature epoxy resin I/A/W Canadian MOT approval. Attached #8 CS screws and MS21059 self locking nut plates. I/A/W AC43.13-2A Ch.1 Para.4-10

An oil cooler baffle must be installed when ambient temperatures are below 20 degrees F. Baffle consist of a plate installed in the oil cooler air intake behind the number 3 cylinder with a $1\frac{1}{4}$ " dia. hole centered in the plate. Appropriate placards to be installed in the POH and the instrument panel near the oil temp gauge.



☐ ADDITIONAL SHEETS ARE ATTACHED

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

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE CESSNA	MODEL 177
	SERIAL NO. 17700512	NATIONALITY AND REGISTRATION MARK N3212T
2. OWNER	NAME (As shown on registration certificate) Harold G. Church	ADDRESS (As shown on registration certificate) 102 Rosewood Terrace Lexington Park Md 20653

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Alfred W. McCracken II St Marys County Airport California, Md	☒ U.S. CERTIFICATED MECHANIC	A&P288520792
	☐ FOREIGN CERTIFICATED MECHANIC	
	☐ CERTIFICATED REPAIR STATION	
	☐ MANUFACTURER	

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

DATE 11-10-90	SIGNATURE OF AUTHORIZED INDIVIDUAL Alfred W. McCracken II <i>Alfred W. McCracken II</i>
------------------	---

7. APPROVAL FOR RETURN TO SERVICE

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

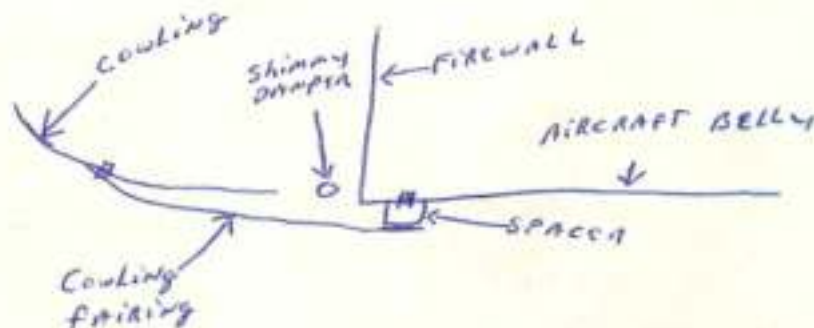
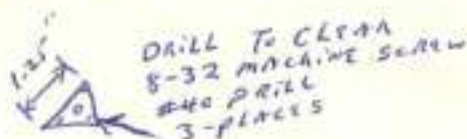
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION XX	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		
DATE OF APPROVAL OR REJECTION 11-10-90	CERTIFICATE OR DESIGNATION NO. 288520792IA	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Alfred W. McCracken II</i> Alfred W. McCracken II		

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.)

Added lower cowling fairing fabricated from fiberglass and polyester resin. Attached fairing to bottom cowl using 8-32 cs screws and MS-21059 self locking nut plates. Added alum reinforcing plates at 9 locations on added fairing. Installed spacers as required to clear Fancy Pants installation. All work accomplished I/A/W 43.13-2A Ch.1 para 4-10 and suggested installation procedures supplied by Maple Leaf Aviation Ltd P.O. Box 160 Brandon, Manitoba R7A 5Y8



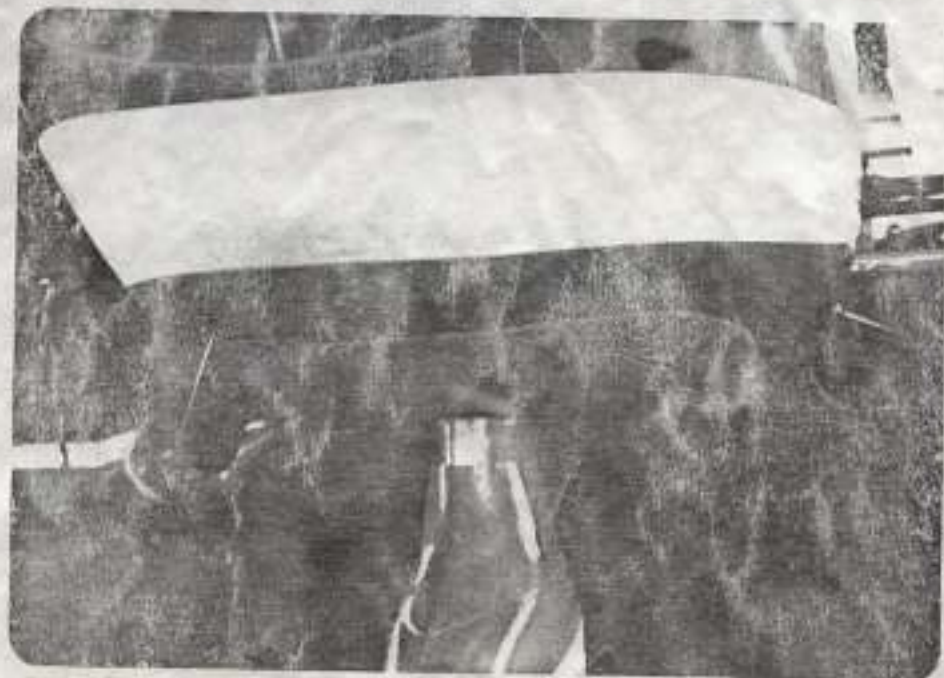
 ADDITIONAL SHEETS ARE ATTACHED

1968 CARDINAL LOWER ENGINE COWL FAIRING

The fairing is made of fiber glass using a fire retardent resin. The fairing reduces turbulence and increases speed approximately 4 - 10 m.p.h. A 337 form is needed for its approval.

Price: _____

Shipping: _____



LOWER ENGINE FAIRING EF 002A



GEL COAT
4-6 OZ FIBREGLASS CLOTH
1 1/2 OZ FIBREGLASS MATT
RESIN: DION 6604T

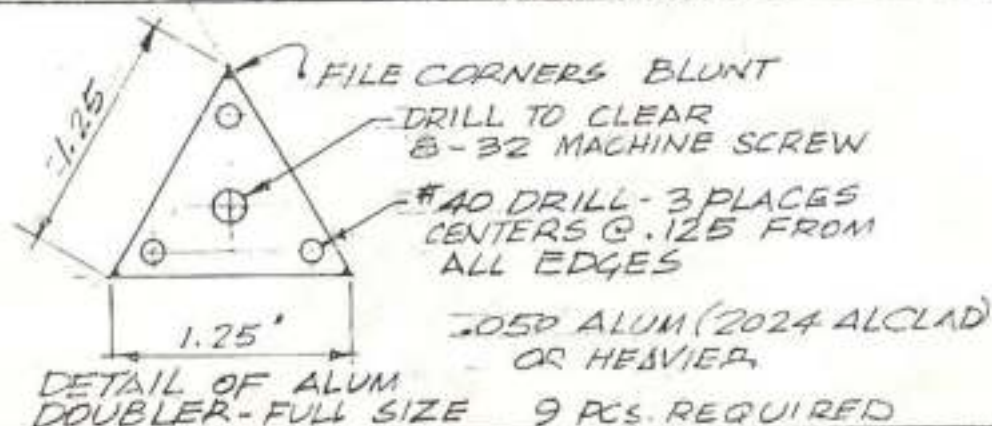
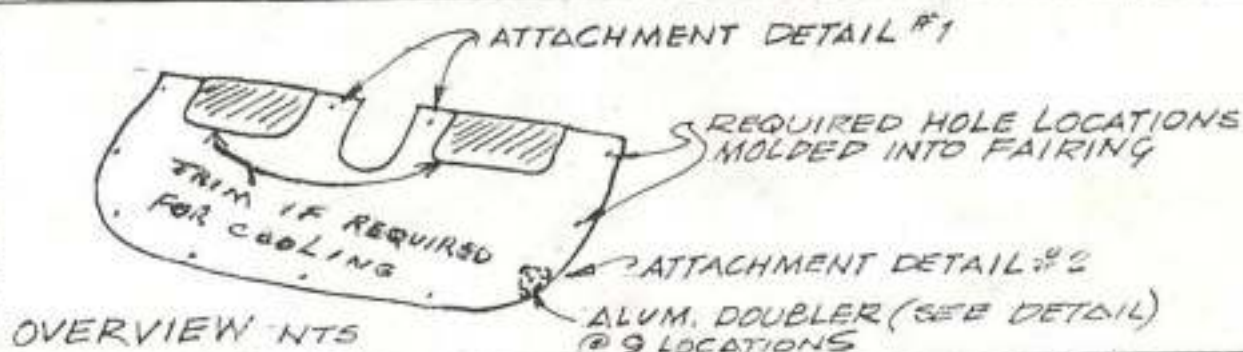
TYPICAL
CONSTRUCTION
NOT TO SCALE

NOTE!

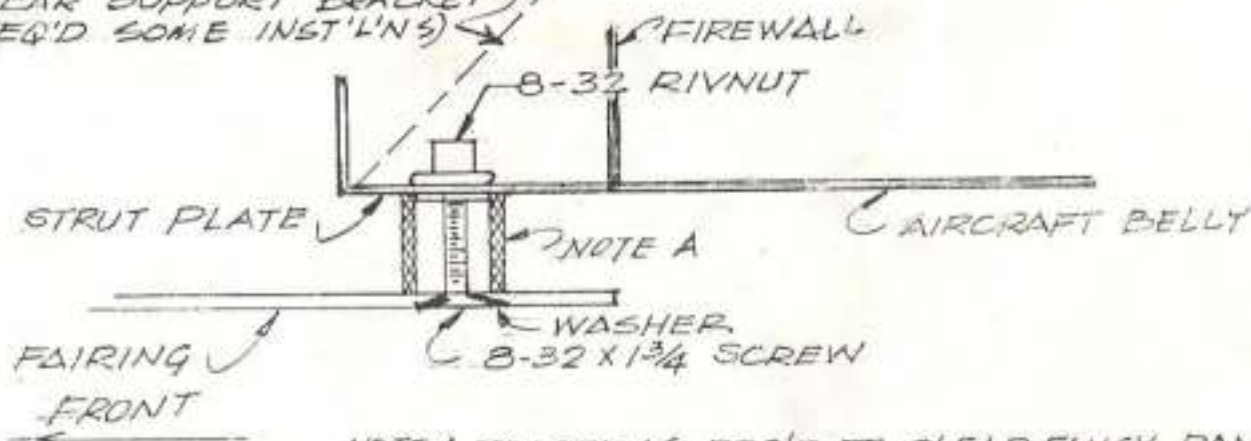
FAIRING IS SHIPPED AS IT IS
PULLED FROM MOLD: UNFIN-
ISHED PARTS MAY ENTER THE
U.S.A. DUTY FREE.

- YOU MUST TRIM TO GEL COAT
LINE AND SAND EDGES FOR
GOOD FIT TO YOUR AIRCRAFT

* FOR CERTIFIED AIRCRAFT USE, OBTAIN APPROVAL
ON 337 FORM BEFORE INSTALLATION.



REAR SUPPORT BRACKET /
(REQ'D SOME INST'L'NGS)

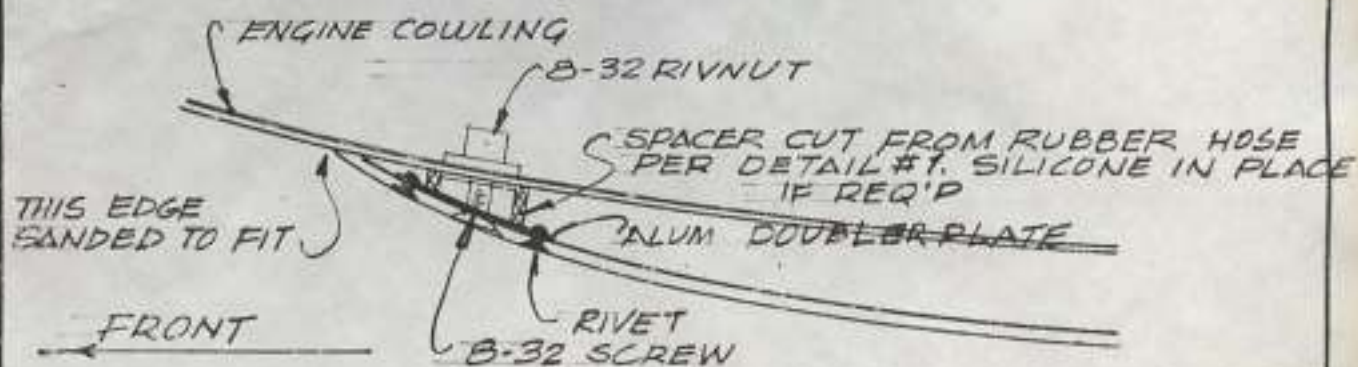


NOTE A SPACER AS REQ'D TO CLEAR FANCY PANTS
CUT FROM COTTON BRAIDED RUBBER HOSE
1/4, 5/16, 3/8 I.D.

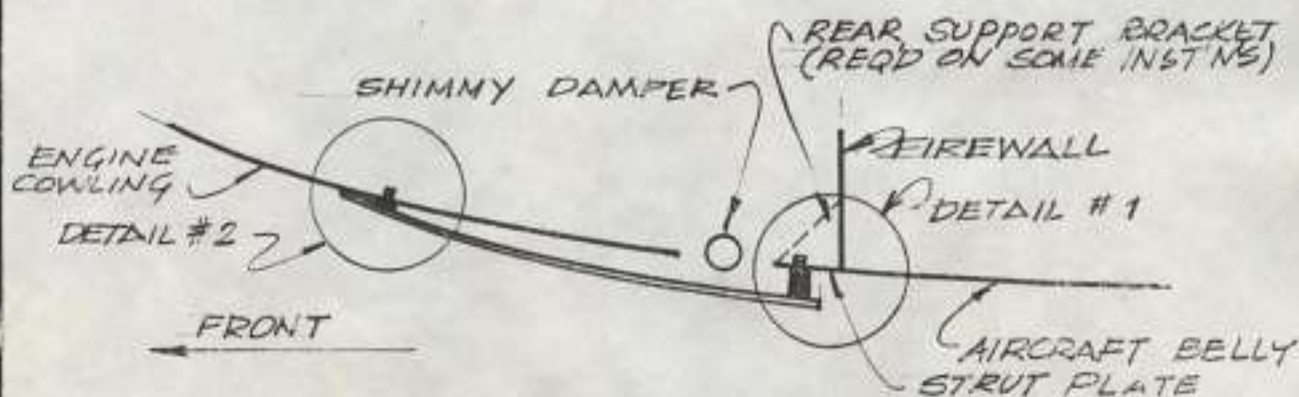
ATTACHMENT DETAIL #1 N.T.S.

B.C.

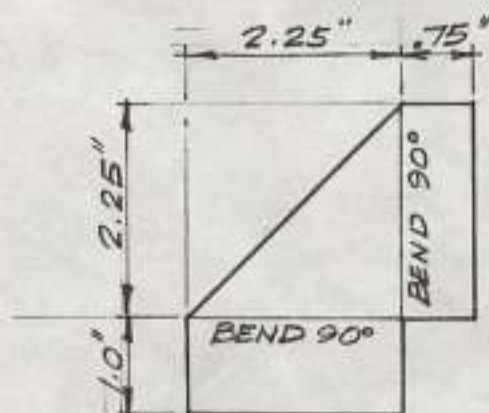
CNE PP TWO



ATTACHMENT DETAIL # 2 N.T.S.



FINISHED INSTALLATION N.T.S.



.050 ALUM (2024 ALCLAD)
OR HEAVIER.

REAR SUPPORT BRACKET N.T.S.
REQ'D ON SOME INSTALLATIONS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE	MODEL
	Cessna SERIAL NO. 17700875	177 NATIONALITY AND REGISTRATION MARK N29418
2. OWNER	NAME (As shown on registration certificate)	ADDRESS (As shown on registration certificate)
	John L. Potts Jr.	Rt. 2 Chillicothe, Texas 79225

3. FOR FAA USE ONLY

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

Signature of FAA Inspector
District Office Date

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTER- ATION
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 D. Hawkins Rt 3 Box 23 Quanah, Texas 79252	☒ U.S. CERTIFICATED MECHANIC ☐ FOREIGN CERTIFICATED MECHANIC ☐ CERTIFICATED REPAIR STATION ☐ MANUFACTURER	1639492

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

DATE 10/20/85	SIGNATURE OF AUTHORIZED INDIVIDUAL Robert D. Hawkins
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7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	☒ INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNER	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORTATION INSPECTION OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 10/20/85		CERTIFICATE OR DESIGNATION NO. 1639492	SIGNATURE OF AUTHORIZED INDIVIDUAL Robert D. Hawkins	

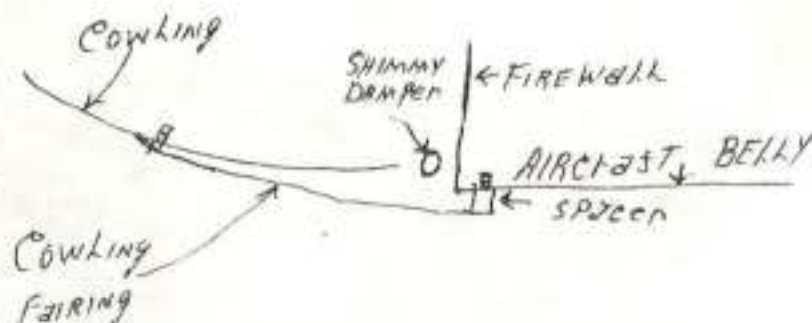
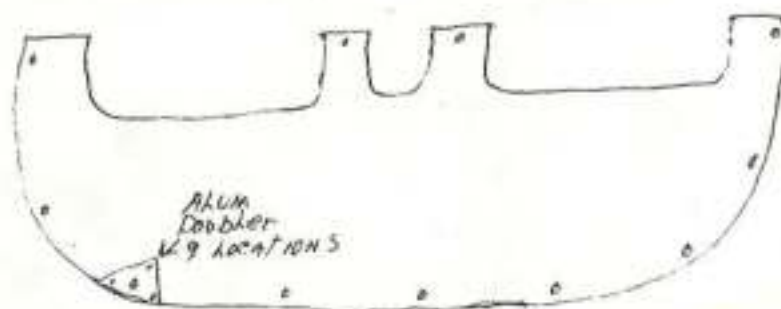
NOTICE

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.)

Added lower cowl fairing fabricated from fiberglass and polyester resin. Attached fairing to bottom cowl using 8-32 cs screws and M321059 self locking nut plates. Added alum reinforcing plates at 9 locations on added fairing. Installed spacers as required to clear Fancy Pants installation. All work accomplished IAW 43.13-2A Ch. 1 para 4-10 and suggested installation procedures supplied by Maple Leaf Aviation Ltd P.O. Box 160 Brandon, Manitoba R7A 5Y8.

Drill To Clear
8-32 MACHINE SCREW
#40 DRILL
3 PLATES

☒ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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 Cessna	MODEL 177
	SERIAL NO. 17700512	NATIONALITY AND REGISTRATION MARK USA N3212T
2. OWNER	NAME (As shown on registration certificate) Dodds, James A. Dodds, David C.	ADDRESS (As shown on registration certificate) 17821 Mill Creek Drive Derwood, Maryland 20855

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	XX				
PROPELLER	XX				
APPLIANCE	TYPE				
	MANUFACTURER	XX			

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
David C. Dodds 1340 Hughes Ford Road Frederick, Maryland 21701	☒ U.S. CERTIFICATED MECHANIC	A&P547027377
	☐ FOREIGN CERTIFICATED MECHANIC	
	☐ CERTIFICATED REPAIR STATION	
	☐ MANUFACTURER	

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

DATE August 20, 1983	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>David C. Dodds</i>
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7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	☒	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 8/20/83		CERTIFICATE OR DESIGNATION NO. 305547795		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Sony Z Bell</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.)

Remove ARC RT-540A Nav/Comm and Narco ADF-29 systems, retaining original Nav/Comm antennas and ADF sense antenna.

Installed the following--

Two- ARC RT-328T Nav/Comm's with indicators IN-525B and IN-514B at Sta. 69.0 and one Comm antenna at sta. 127.14

One- ARC R-546E ADF with indicator at sta. 69.0 and sensor loop L-346A at sta. 112.0 and loop cable distributed weight at sta. 90.5.

One- ARC RT-359A Transponder at sta. 69.0.

One- ARC Audio Panel at sta. 69.0.

One- ARC Marker Beacon receiver at sta. 59.0 with antenna at sta. 99.75.

One- ARC R-443B Glideslope receiver at sta. 184.5.

The panel units installed in accordance with AC43.13-2. The electrical system load checked in accordance with AC43.13-1, Chapter 11, Section 2. Antennas installed I/C/W Chapter 3, AC43.13-2.

Aircraft Weight and Balance and Equipment List revised to indicate the above changes.

New aircraft empty weight - 1467.6 lbs.

New aircraft C.G. - 106.3

XX



AIRCRAFT
OWNERS
AND
PILOTS
ASSOCIATION

REPLY TO: AOPA, Box 19244, Southwest Station,
Oklahoma City, Oklahoma 73144
Telephone: (405) 682-2511 / Telex: 747-265
or: 1-800-654-4700

September 17, 1981

Jim Dodds AOPA#267971
17821 Mill Creed Kr.
Derwood, MD 20855

RE: N3212T, Cessna 177, SN: 17700512
Photocopies of all 337's in file.

Dear Mr. Dodds,

Enclosed is the only Form 337 which appeared in the above
referenced aircraft file.

Thank you for allowing AOPA to be of service. Our billing of \$7.00
is attached.

Cordially,

Romar Langford
Romar Langford
AOPA Staff

AUG 5 1968

FAA COPY

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATIONForm Approved
Budget Bureau No. 04-R060.1**MAJOR REPAIR AND ALTERATION**
(Airframe, Powerplant, Propeller, or Appliance)

FOR FAA USE ONLY

OFFICE IDENTIFICATION **DAL GADO**

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 CESSNA	MODEL 177
	SERIAL NO. 17700512	NATIONALITY AND REGISTRATION MARK N3212T
2. OWNER	NAME (As shown on registration certificate) ANDRESEN, PETER CHRISTIAN	ADDRESS (As shown on registration certificate) 3700 Decatur Avenue Kensington, Maryland, 20795

3. FOR FAA USE ONLY

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Samuel E. Schell Montgomery County Airpark Gaithersburg, Maryland	☒ U.S. CERTIFICATED MECHANIC	A&P1479837
	☐ FOREIGN CERTIFICATED MECHANIC	
	☐ CERTIFICATED REPAIR STATION	
	☐ MANUFACTURER	

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

DATE 2 August 1968	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Samuel E Schell</i>
------------------------------	--

7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	☒ INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 2 AUGUST 1968		CERTIFICATE OR DESIGNATION NO. A&P14798371A	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Samuel E Schell</i>	

NOTICE

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

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

Installed a Marco ADP-20 System. The Panel Unit is installed in the Instrument Panel, Sta. 18.0, The Sensor Loop, Sta. 144.0, The Sensor Cable, Sta. 63.0 and the Sense Antenna as 1 Lb. of distributed weight.

The Panel Unit installed in accordance with Chapter 2, AC43.13-2. The Antenna Systems installed in accordance with Chapter 3, AC43.13-2. The Electrical System load checked in accordance with AC43.13-1, Chapter 11, Section 2.

Aircraft Weight and Balance and Equipment List revised to indicate the above change.

END

☐ ADDITIONAL SHEETS ARE ATTACHED

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

FOR FAA USE ONLY
OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE Cessna	MODEL 177
	SERIAL NO. 17700512	NATIONALITY AND REGISTRATION MARK USA N3212T
2. OWNER	NAME (As shown on registration certificate) Dodds, James A. Dodds, David C.	ADDRESS (As shown on registration certificate) 17821 Mill Creek Drive Derwood, Maryland 20855

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	XX				
PROPELLER	XX				
APPLIANCE	TYPE	XX			
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
David C. Dodds 1340 Hughes Ford Road Frederick, Maryland 21701	☒ U.S. CERTIFICATED MECHANIC	A&P547027377
	☐ FOREIGN CERTIFICATED MECHANIC	
	☐ CERTIFICATED REPAIR STATION	
	☐ MANUFACTURER	

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

DATE August 20, 1983	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>David C. Dodds</i>
-------------------------	---

7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	☒	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 8/20/83		CERTIFICATE OR DESIGNATION NO. 305547795		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Servy Z Bell</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.)

Remove ARC RT-540A Nav/Comm and Narco ADF-29 systems, retaining original Nav/Comm antennas and ADF sense antenna.

Installed the following--

- Two- ARC RT-328T Nav/Comm's with indicators IN-525B and IN-514B at Sta. 69.0 and one Comm antenna at sta. 127.14
- One- ARC R-546E ADF with indicator at sta. 69.0 and sensor loop L-346A at sta. 112.0 and loop cable distributed weight at sta. 90.5.
- One- ARC RT-359A Transponder at sta. 69.0.
- One- ARC Audio Panel at sta. 69.0.
- One- ARC Marker Beacon receiver at sta. 59.0 with antenna at sta. 99.75.
- One- ARC R-443B Glideslope receiver at sta. 184.5.

The panel units installed in accordance with AC43.13-2. The electrical system load checked in accordance with AC43.13-1, Chapter 11, Section 2. Antennas installed I/C/W Chapter 3, AC43.13-2.

Aircraft Weight and Balance and Equipment List revised to indicate the above changes.

New aircraft empty weight - 1467.6 lbs.

New aircraft C.G. - 106.3

XX

☐ ADDITIONAL SHEETS ARE ATTACHED

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)FOR FAA USE ONLY
OFFICE IDENTIFICATION

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

1. AIRCRAFT	MAKE Cessna	MODEL 177
	SERIAL NO. 17700512	NATIONALITY AND REGISTRATION MARK USA N3212T
2. OWNER	NAME (As shown on registration certificate) Dodds, James A. Dodds, David C.	ADDRESS (As shown on registration certificate) 17821 Mill Creek Drive Derwood, Maryland 20855

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	XX				
PROPELLER	XX				
APPLIANCE	TYPE				
	MANUFACTURER	XX			

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
David C. Dodds 1340 Hughes Ford Road Frederick, Maryland 21701	☒ U.S. CERTIFICATED MECHANIC	A&P547027377
	☐ FOREIGN CERTIFICATED MECHANIC	
	☐ CERTIFICATED REPAIR STATION	
	☐ MANUFACTURER	

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

DATE August 20, 1983	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>David C. Dodds</i>
-------------------------	---

7. APPROVAL FOR RETURN TO SERVICE

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

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	☒	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 8/20/83		CERTIFICATE OR DESIGNATION NO. 305547795		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Servy Z Bell</i>	

NOTICE

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

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

Remove ARC RT-540A Nav/Comm and Narco ADF-29 systems, retaining original Nav/Comm antennas and ADF sense antenna.

Installed the following--

Two- ARC RT-328T Nav/Comm's with indicators IN-525B and IN-514B at Sta. 69.0 and one Comm antenna at sta. 127.14

One- ARC R-546E ADF with indicator at sta. 69.0 and sensor loop L-346A at sta. 112.0 and loop cable distributed weight at sta. 90.5.

One- ARC RT-359A Transponder at sta. 69.0.

One- ARC Audio Panel at sta. 69.0.

One- ARC Marker Beacon receiver at sta. 59.0 with antenna at sta. 99.75.

One- ARC R-443B Glideslope receiver at sta. 184.5.

The panel units installed in accordance with AC43.13-2. The electrical system load checked in accordance with AC43.13-1, Chapter 11, Section 2. Antennas installed I/C/W Chapter 3, AC43.13-2.

Aircraft Weight and Balance and Equipment List revised to indicate the above changes.

New aircraft empty weight - 1467.6 lbs.

New aircraft C.G. - 106.3

XX

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1
FOR FAA USE ONLY
OFFICE IDENTIFICATION

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 Cessna	MODEL 441
	SERIAL NO. 17700013	NATIONALITY AND REGISTRATION MARK USA N2213Y
2. OWNER	NAME (As shown on registration certificate) Stephen P. Connors	ADDRESS (As shown on registration certificate) 3030 S. 1st St., Apt. 104 Silver Spring, MD 20906

3. FOR FAA USE ONLY

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

APPROVING INSPECTOR *John C. Hinkle FSX*
DATE 9-28-84

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS

Clyde Mullins
1334 N. Lutheran Church Rd
Dayton OH 45427

B. KIND OF AGENCY

☒ U.S. CERTIFICATED MECHANIC
☐ FOREIGN CERTIFICATED MECHANIC
☐ CERTIFICATED REPAIR STATION
☐ MANUFACTURER

C. CERTIFICATE NO.

402-60-6-20

I, I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse of 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
26 Sept 84

SIGNATURE OF AUTHORIZED INDIVIDUAL

Clyde Mullins

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

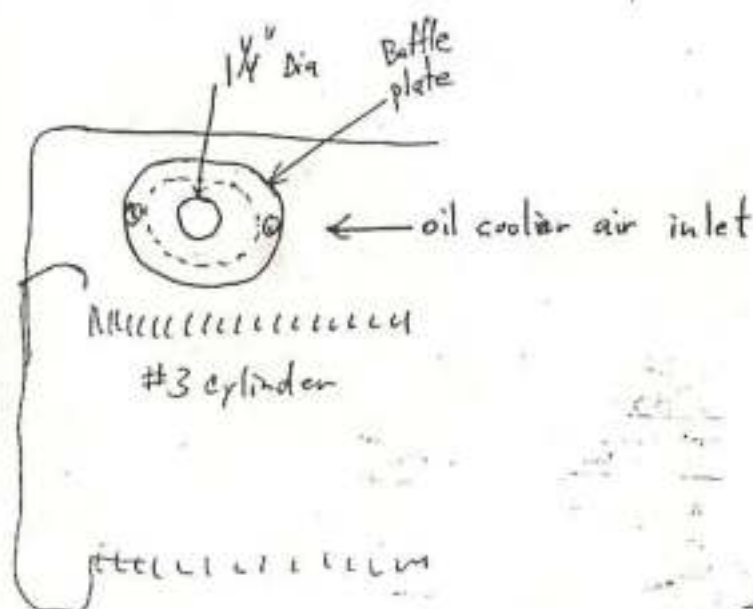
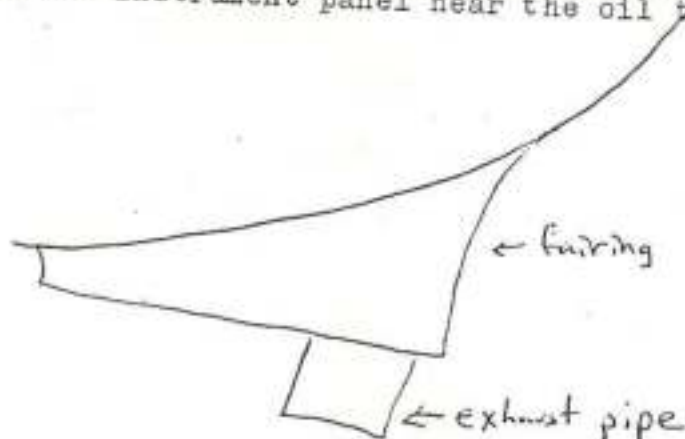
BY	FAA RT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNER	REPAIR STATION		
DATE OF APPROVAL OR REJECTION 26 Sept 84		CERTIFICATE OR DESIGNATION NO. 402606620	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Clyde Mullins</i>	

TACH 152021

1. AIRCRAFT	MAKE	MODEL
	Cessna	177
2. OWNER	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	17700013	USA N2213Y
3. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)	NAME (As shown on registration certificate)	ADDRESS (As shown on registration certificate)
	Stephen P. Connors	3030 Hewitt Ave, #227 Silver Spring MD 20906

A:
Added fairing to cowl around exhaust pipe. Fabricated from fiberglass and high temperature epoxy resin IAW Canadian MOT approval. Attached with #8 CS screws and MS21059 self locking plate nuts. IAW AC 43.13-2A Ch. 1 Para. 4 - 10.

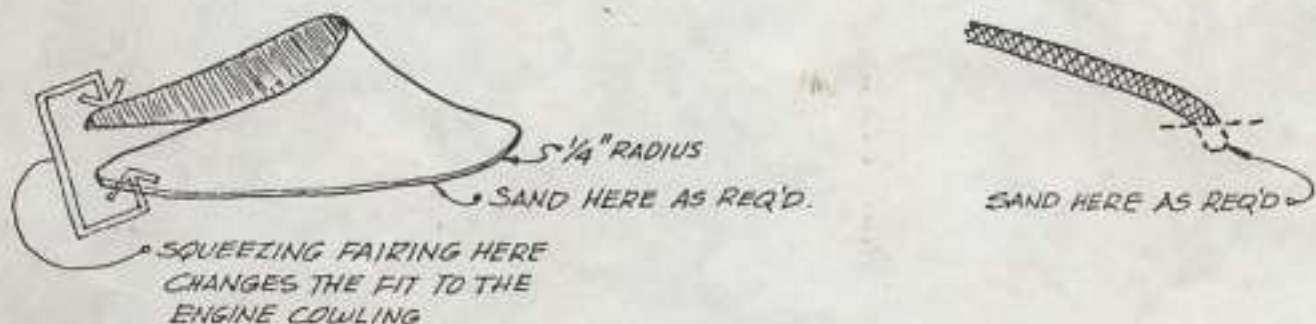
An oil cooler baffle must be installed when ambient temperatures are below 20 F. Baffle consists of a plate installed in the oil cooler air intake behind the number 3 cylinder with a 1 1/4" dia. hole centered in the plate. Appropriate placards to be installed in the POH and the instrument panel near the oil temp gauge.



☐ ADDITIONAL SHEETS ARE ATTACHED

INSTALLATION INSTRUCTIONS FOR EXHAUST PIPE FAIRINGCESSNA 172 N & M and 177A & B

1. The fairing is shipped as it is pulled from the mold. Trimming of the bottom and top is necessary before initial installation takes place.
2. The bottom side of the fairing has a small radius built into it so that it can be used for fitting purposes to the engine cowling. Sanding the bottom side of the radius will provide a good fit to the engine cowling.

Example:

3. Now tape the fairing to the engine cowling allowing 1/2 inch clearance between the front edge of the fairing and the exhaust pipe. Allow 1/8" to 3/16" extra clearance between the exhaust pipe fairing on the passengers side of the aircraft, as engine torque causes the pipe to move when the engine is running. (Make sure your motor mounts are in good condition). Align the fairing with the air flow.

4. Now drill 5 holes as outlined on the plans (approximately) and install with A.N. Hardware. Use flush screws and vibration type nuts on the final installation.

Shims or filler material may be needed between the fairing and cowling where the screws go through.

EXAMPLE:



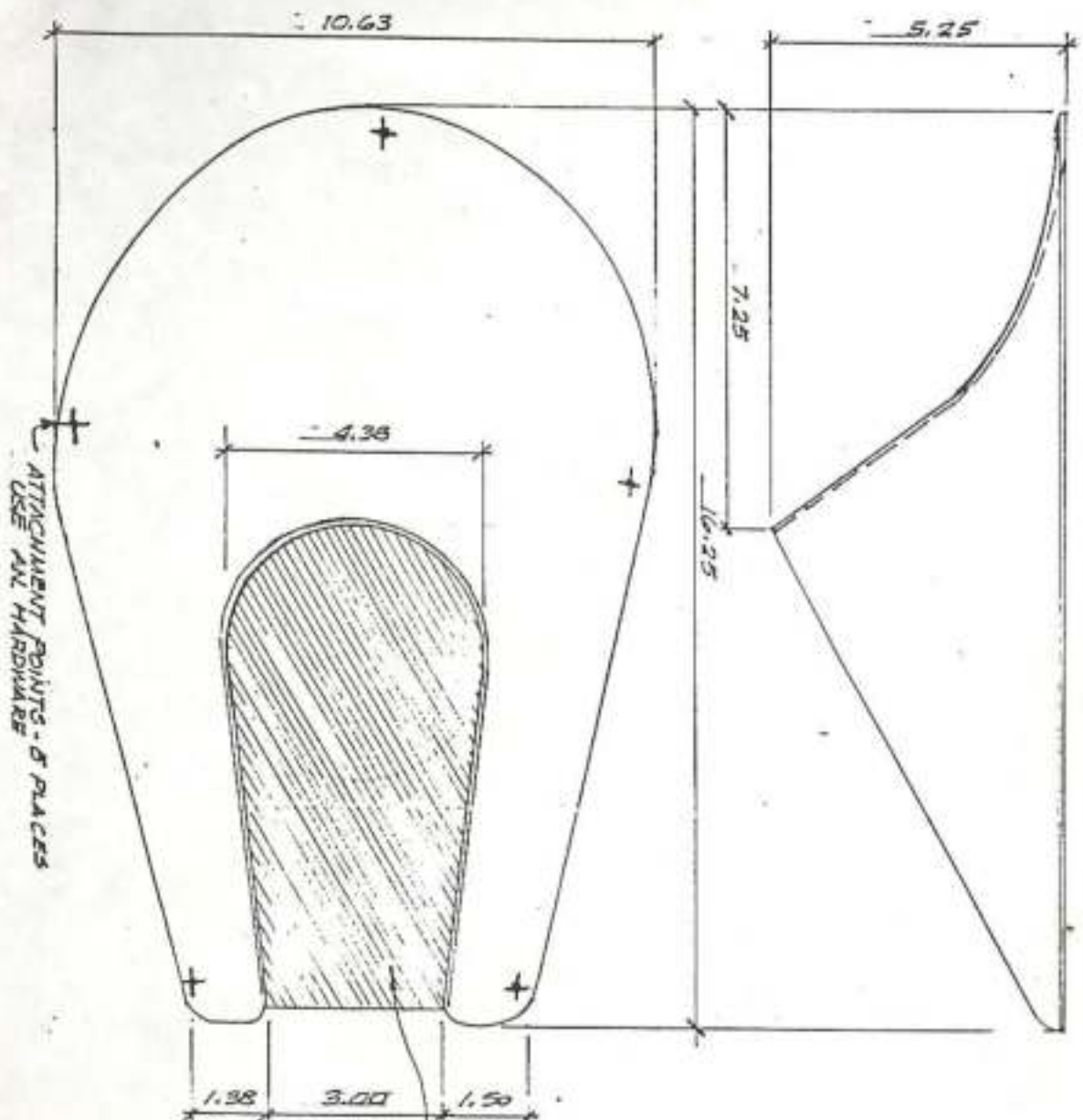
5. Trimming out the top of the fairing where the exhaust pipe comes out to allow for the required clearance, use 1/4" masking tape and sand with a rotary drum sander.

EXAMPLE:



6. Remove fairing - wet sand, - paint
 - Weigh and amend weight and balance
 - Submit paper work
 - Reinstall fairing with A.N. Hardware

PART NO. EP177001



TYPICAL CONSTRUCTION
1 LAYER 8 OZ. FIBREGLASS MAT
1 LAYER 4 OZ. " "
DYON FR 6604T RESIN

EXHAUST
STACK FAIRING - CESSNA 177B
ONE-QUARTER SIZE

DRAWING NO. EPX 177001
ROY GOBCHUK, BRANDON, MB.

83-C6-20

INSTALLATION NOTES ON THE
EXHAUST FAIRING
FOR SPECIFIC AIRCRAFT

The Exhaust Fairing is made to fit a variety of aircraft. This requires that some aircraft, including but not limited to the Cardinals 177, 177A, 177RG, and some models of Skylane 182's, will have to trim the Exhaust Fairing to fit.

Major trimming should be done with a metal cutting bandsaw or hacksaw not closer than 3/16 inch from the final trim line. Final trimming should be done using a rasp, file, or medium grit sandpaper on a belt or rotary sander. This is to prevent cracks from the cut line from propagating into the finished product.

Take care that adequate clearance is maintained from all nearby movable objects, such as the exhaust pipe, cowl flaps, gear doors, etc. to ensure proper operation. If the exhaust system, engine mounts, gear doors, etc. are repaired or replaced in the future, make sure that adequate clearance remains.

In no case should the Exhaust Fairing extend beyond the exhaust outlet in the exhaust pipe. Trim the fairing or extend the exhaust pipe with an approved extension as desired to ensure clearance.

*** Skyhawk 172's (1968 up) ***

No modifications should be necessary for this aircraft. To ensure adequate clearance for the exhaust pipe, it may be necessary to trim the inboard mounting flange next to the carburetor air inlet.

*** Cardinal 177 (1968) ***

The stock 1968 Cardinal has a large opening in the cowl aft of the exhaust pipe. The outboard arm should clear the opening. The inboard arm can be trimmed to the forward edge of the opening, or left to extend into the opening. If a C² ENTERPRISE, INC. Fixed Cowl Flap is installed over the opening, trim the Exhaust Fairing to follow the contour of the Fixed Cowl Flap. It is strongly recommended that the Fixed Cowl Flap be installed first on this aircraft.

*** Cardinal 177A (1969) ***

The stock 1969 Cardinal has a large opening in the cowl aft of the exhaust pipe, with a downturned lip around the opening. The outboard arm should clear the opening. The inboard arm can be trimmed to the forward edge of the opening, or trimmed to clear the lip and left to extend into the opening. If a C² ENTERPRISE, INC. Fixed Cowl Flap is installed over the opening, trim the Exhaust Fairing to follow the contour of the Fixed Cowl Flap. It is strongly recommended that the Fixed Cowl Flap be installed first on this aircraft.

*** Cardinal 177B ***

No modifications should be necessary for this aircraft.

*** Cardinal 177RG's ***

The Cessna Cardinal RG will require one or both sides of the fairing to be shortened to clear the right cowl flap. The inboard edge of the mounting flange may have to be trimmed to clear the nosewheel door, depending on the particular aircraft.

*** Skylane 182's ***

The wide variety of 182's makes an exhaustive list impractical. The Skylane may require one or both sides of the fairing to be shortened to clear the right cowl flap on some models. The inboard edge of the mounting flange may have to be trimmed to clear the right nosewheel door, depending on the particular aircraft.

Because the exhaust pipe is located toward the rear of the cowl, the contour of the cowl and the Exhaust Fairing may not match exactly. The fiberglass Exhaust Fairing is flexible enough to bend to a matching shape. Any remaining gaps can be filled by trimming the fairing or adding fiberglass bonding material.

The Exhaust Fairing must be trimmed so that it does not extend beyond the exhaust outlet. It is strongly recommended that an approved exhaust extension be added before installing the fairing, both to improve the appearance and effectiveness of the fairing and to prevent exhaust stains on the belly of the aircraft.



US Department
of Transportation
Federal Aviation
Administration

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

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

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.16-1 (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	Model
	Serial No.	Nationality and Registration Mark
2. Owner	Name (As shown on registration certificate)	Address (As shown on registration certificate)

3. For FAA Use Only

4. Unit Identification				5. Type		
Unit	Make	Model	Serial No.	Repair	Alteration	
AIRFRAME	***** (As described in Item 1 above) *****					
POWERPLANT						
PROPELLER	McCaughey Propeller	1C172/ TM7653	E8651	X		
APPLIANCE	Type					
	Manufacturer					

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
NEW ENGLAND PROPELLER SERVICE, INC. EAST HADDAM, CT FAA REPAIR STATION #RC2R130L	☐ U.S. Certificated Mechanic	RC2R130L CLASS 1 & 2
	☐ Foreign Certificated Mechanic	
	☒ Certificated Repair Station	
	☐ Manufacturer	

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

Date	Signature of Authorized Individual
December 23, 1994	<i>Michael P. Lee</i>

7. Approval for Return To Service

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

BY	FAA FR. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	☒ Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection		Certificate or Designation No.	Signature of Authorized Individual	
12-23-94		RC2R130L	<i>Michael P. Lee</i>	

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.

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

Details of work performed are on file at New England Propeller Service, Inc., under Repair Station Work Order Number: CR-18641

MAJOR OVERHAUL BLADES REFINISHED,
CHECKED TRACK, BALANCE, ANGLES
AND PAINTED. Straighten Blades,
Etched & Dye Checked Hub.

[illegible][illegible]

Upon installation of this propeller, the person performing the installation must complete blocks #1 and #2 of this F.A.A. form #337. The original copy of this F.A.A. form #337 is then given to the customer and a copy should be submitted to your local F.A.A. District Office, to comply with FAR Part 43, Per EA-AC65-19E, or latter approved revision.

☐ 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	Model
	Serial No.	Nationality and Registration Mark
2. Owner	Name (As shown on registration certificate)	Address (As shown on registration certificate)

3. For FAA Use Only

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	 (As described in Item 1 above)				
POWERPLANT					
PROPELLER	McCauley Propeller	1C172/ TM7653	E8651	X	
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
NEW ENGLAND PROPELLER SERVICE, INC. EAST HADDAM, CT FAA REPAIR STATION #RC2R130L	☐ U.S. Certificated Mechanic	RC2R130L CLASS 1 & 2
	☐ Foreign Certificated Mechanic	
	☒ Certificated Repair Station	
	☐ Manufacturer	

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

Date	Signature of Authorized Individual
December 23, 1994	<i>Mike P. Rev</i>

7. Approval for Return To Service

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

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	☒ Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection		Certificate or Designation No.	Signature of Authorized Individual	
12-23-94		RC2R130L	<i>Mike P. Rev</i>	

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.

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

Total Time: 1864.0 hrs. Time Since Overhaul: - 0 - hrs.

Work Order Number: **CR-18641**

MAJOR OVERHAUL BLADES REFINISHED,
CHECKED TRACK, BALANCE, ANGLES
AND PAINTED. Straighten Blades,
Etched & Dye Checked Hub.

[illegible][illegible]

Upon installation of this propeller, the person performing the installation must complete blocks #1 and #2 of this F.A.A. form #337. The original copy of this F.A.A. form #337 is then given to the customer and a copy should be submitted to your local F.A.A. District Office, to comply with FAR Part 43, Per EA-AC65-19E, or latter approved revision.

Installer: _____ Date: _____

© 1995 by The American Psychological Association 0893-3200/95/\$04.00 DOI: 10.1037/0893-3200.10.4.446

Wibling Rd. Danbury Municipal Airport Danbury Ct. 06810 203-743-5100

Customer Name: NOISAN, RICHARD		Telephone: 203-263-4141		Date: 06/21/93	Written By: W. Toher
Address: 175 MAIN STREET SO		City: WOODBURY		State: CT	Zip: 06798
Aircraft Make & Model CESSNA 177	Serial: N32121	Acft TT: 09999 :0		Engine TT: 1639.75	

OPERATIONS PERFORMED

1.7 Hours	PICKED UP AIRCRAFT AND DELIVERED AFTER PERFORMING OIL CHANGE	B1.60
note: if you bring A/C here - this would be 07 Hours		

Total Labor:\$ 81.60

I hereby authorize the above repair work along with the necessary material and hereby grant you and/or your employees permission to operate the aircraft herein described on the taxiways, runways, in flight or elsewhere for the purpose of testing and/or inspection. An express mechanic's lien is hereby acknowledged to secure the amount of repairs thereto. I also agree that you are not responsible for loss or damage to aircraft or articles left in aircraft in case of fire, theft or any other cause beyond your control.

Signed:

Invoice No:5550

[illegible]

Shipping:	0.00
Total Parts:	50.02
Total Labor:	81.60
Tax:	7.90
Invoice Total\$	139.52

SHOP ORDER

airtex

PRODUCTS, INC.

26548

259 Lower Morrisville Road Fallsington, PA 19054 • 215/295-4115 FAX: 215-295-4417

SOLD TO RICHARD MOISAN
115 CAT SWAMP ROAD
WOODBURY, CT 06798

SHIP TO

DATE ENTERED: 5/17/04	INSTALLATION	YOUR ORDER:	TERMS:
DATE SHIPPED:			
INVOICE DATE:	VIA:	OUR ORDER: 26548	FALLSINGTON
			F.O.B.:

QUANTITY	DESCRIPTION	PRICE	AMOUNT
	203-263-3141		
	CESSNA 177 1968		
1 SET	CUSHION UPHOLSTERY: BASE: BIRCH DW17 PAT. 1PR.FR 322 TRIM: BARLEY DT77 1 R. 337		
1 SET	WALL PANELS: TO MATCH PAT. 422 KICK: BEIGE		
1 SET	CARPET: BEIGE PAT. 123		
12 FT.	DOOR SEAL WELT - BARLEY DT77		
4	SAFETY BELTS - AMERICAN SAFETY - BEIGE		
1	NEW DOOR SEALS		
1	COVER HEADLINER & WINDOW MOLDINGS/SANDALWOOD #321/BARLEY DT77		
1	PAINT FRAMES, DOORS, JAMS & LOWER PANEL		
1	FULL SOUNDPROOFING		
	SALES TAX		6,400.00 384.00
			6,784.00

WHEN CORRESPONDING IN CONNECTION WITH THIS ORDER PLEASE REFER TO OUR ORDER NUMBER.

ORIGINAL INVOICE

KD Aviation Inc / Reese Aircraft

Log entry

Date: 07/14/2004

Aircraft: Cessna Cardinal 177 N3212T s/n#17700512

Performed pre and post inspection of interior installation by Airex Products, Inc, including seats, well panels, carpet, and headliner. No discrepancies noted.
Aircraft approved for return to service for the work performed above.

Kenneth Reese A&P# 2200970

KKR

www.kdaviation.com

ROBBINSVILLE AIRPORT
 106D SHARON ROAD, ROBBINSVILLE, NJ 08691
 NJ 609-259-4200 (FAX 609-259-7260)
 NY845-567-1617 (FAX 845-567-191)

BILL TO	COLOR 1	WA150 MATTERHORN WHITE
RICK MOISAN	COLOR 2	143 BURGUNDY
115 CAT SWAMP RD	COLOR 3	44453F SANDY GOLD CHROMA PF
WOODBURY, CT 06798	COLOR 4	
203-263-3141 203-263-3141		

P.O. NO.	
----------	--

AIRCRAFT TYPE	SERIAL #	REGISTRATION
CESSNA CARDINAL 177 FIXED 1968	17700512	N3212T

DESCRIPTION	AMOUNT
COMPLETE STRIP, ETCH, ALODINE, PRIME, AND PAINT (PER QUOTATION)	10,450.00
ONE METALLIC TRIM COLOR	310.00
REPLACE LEFT AND RIGHT STABILATOR TIPS , TOP RUDDER FAIRING , LEFT AND RIGHT UPPER GEAR STRUT CUFFS, PLUS SHIPPING INSTALL ALL PARTS AT NO CHARGE	1,523.00
INSTALL STAINLESS SOUTHCO FASTENERS ON ENGINE COWL	215.00
INSTALL ALL STAINLESS PANEL HARDWARE	185.00
SUBTOTAL	12,683.00
PAYMENTS RECIEVED TO DATE 7/14/04 #0142	-300.00

7/15/2004

PAYMENTS RECIEVED TO DATE 7/14/04 #0241	
NY Sales Tax	-3,045.00
	1,046.35
Total \$10,384.35	

Pay Online

Pay online now. It's fast, easy, and safe. Click Pay Online to learn more.



10384.35

Diane Ruscitto

From: Rick Moisan [rmoisan@moisanarchitects.com]
Sent: Thursday, July 15, 2004 10:23 AM
To: druscitto@moisanarchitects.com
Subject: FW: From KD Aviation Inc / Reese Aircraft

Richard C. Moisan, AIA
Principal
Moisan Architects, Inc.
rmoisan@earthlink.net
www.moisanarchitects.com

-----Original Message-----

From: ken@kdaviation.com [mailto:ken@kdaviation.com]
Sent: Wednesday, July 14, 2004 6:25 PM
To: rmoisan@moisanarchitects.com
Cc: ken@kdaviation.com
Subject: From KD Aviation Inc / Reese Aircraft

Rick,

Your aircraft is all finished. Final invoice is attached
I will be out of the office on Thursday
You can call Don at the Stewart shop about pickup
I will be in on Friday

Thanks,
Ken Reese

KD Aviation Inc / Reese Aircraft
609-586-9283
ken@kdaviation.com or kenree@erols.com

Pay Online

Pay online now. It's fast, easy, and safe. Click Pay Online to learn more.

**Invoice****KD AVIATION INC/REESE**

DATE	INVOIC
07/14/2004	1646

7/15/2004