

Verified by Operator #35  
MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

FEDERAL AVIATION AGENCY

1. AIRCRAFT	MAKE <b>Beechcraft</b>	MODEL <b>35-B33</b>	SERIAL NO. <b>CD-611</b>	NATIONALITY AND REGISTRATION MARK <b>N9742Y</b>
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2. OWNER	NAME (First, middle, last) <b>Niagara Airways Inc.</b>	ADDRESS (Street and number, city, zone and State) <b>Municipal Airport, Niagara Falls, New York</b>
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3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	***** (As described in Item 1 above) *****				XXXXXX
b. POWERPLANT	This alteration is made in herein complies with applicable airworthiness requirements and is approved only for the plane described, aircraft subject to primary inspection by a person authorized in CAR 14.1100.				
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER	APPROVING INSPECTOR <i>W. Tetault</i>			
		DATE <i>Feb 14, 1965</i>			

4. AIRCRAFT WEIGHT AND BALANCE DATA  
\*AFTER the repairs and/or alterations described below were made.\*  
This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Utility	1870.4	477.91"	1126.6

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS <b>Milton Leiner 262 Renwood Ave. Buffalo 17, New York</b>	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. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)	c. CERTIFICATE NO. <b>K1356775 #1356775 A+P</b>
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d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

*February 11, 1965*  
(Date repair and/or alteration completed)  
*Milton Leiner*  
(Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is

3  APPROVED  REJECTED BY {  FAA Designee  Manufacturer  Canadian Department of Transport Inspector of Aircraft  
 FAA Flight Standards Inspector  Repair Station  Other (Specify) *Inspector (authorization 139134)*

*Feb. 23, 1965*  
(Date of approval or rejection)  
*Gregory Director*  
(Signature of authorized individual title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. Forwarded for engineering comment  See attached memorandum  
 Accepted *2-24-1965*  Reinspected \_\_\_\_\_  Spot Checked \_\_\_\_\_  
(Date) (Date) (Date)  
*1-17*  STATION  GADO  
*NO. 17*  
(FAA designation number) *W. C. Tetault*  
(Signature Flight Standards Inspector)

# INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, propeller or appliance. After the repair and/or alteration has been inspected and Item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the FAA for administrative purposes.

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

## 8. DESCRIPTION OF WORK ACCOMPLISHED.\*

1. Installed King KK-160, wt. 5.4 lbs., in factory provided panel. Cut hole in panel the size of radio box and riveted 4 (four) 1 1/2" by 1/2" extruded aluminum bulb angles to aft side of panel with 20 (twenty), (five per angle) AN426 A24-6 rivets. Box is secured to side attach angles with 8 (eight), IO-32 machine screws and anchor nuts. (two per side).
2. Installed King K3-505 power supply, wt. 3.4 lbs., on factory provided tray located on the rear side of left hand firewall. The power supply is attached to a factory provided mount, which in turn is attached to the tray by 4 (four) 8-32 machine screws and stop nuts.
3. Installed King KI-301 omni head, wt. 2.5 lbs., in an existing, factory provided hole in the instrument panel.
4. Installed Hanco M3T-12, 3 light marker beacon, wt. 1.1 lbs., in existing factory provided holes at top, left hand side of instrument panel. Installed marker beacon antenna in center of belly, just aft of baggage compartment, between stations 151.00 and 172.00.
5. Installed whip antenna and doubler plate on top of fuselage at station 151.00. (just aft of baggage compartment) The antenna is mounted five-eighths of an inch aft of the bulkhead and one inch to left of center. The doubler plate is fabricated of 2024 T-3 .032 alclad aluminum and 1 1/2" tri-anguler in shape. The sides measure 6 1/2" by 6 1/2" with a three-eighths inch flange running from the left side of the bulkhead (station 151.00) to the center stringer. The plate is secured with 21 (twenty-one) AN456AD3-5 rivets. The above antenna's were installed in accordance with C.A.V. 18.30-22(k) and 18.30-22(m). No interference with static air vents noted.
6. The M3T-12 marker beacon is powered by the Motorola M-400 radio. The KK-160 is powered by the buss bar located at the right hand side of the instrument panel and is fused through a 10 amp. circuit breaker installed in a factory provided hole.
7. Cannon plugs, electrical connectors, and fittings supplied by equipment manufacturer. Wiring bundles manufactured by an outside agency.
8. The above installations were static load tested with 3g's up, 9g's forward, 6.6g's down and 1.5g's side load and were found to meet C.A.V. 3.386 requirements. No permanent deformation of structure was evident. (Part 23.501)
9. Electrical load checked per C.A.V. 18.30-12(i). The maximum continuous running load 100% is 28.8 ampa. which is within 80% of normal generator output of 50 ampa. Delco-Remy 1101912 50amp., 12 volt generator installed.
10. The above installations have been operationally checked in flight in accordance with the manufacturers instructions and have been found to meet C.A.V. 3.652 requirements.

(Part 23.1301)

(weight & balance follows on sheet 2)

\* If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.

Check block if additional sheets are attached.

Feb. 11, 1965

Sheet 2 of 2

N9742Y  
(Sheet #2)

Weight & Balance

<u>Item</u>	<u>Weight</u>	<u>Arm</u>	<u>Moment</u>
Aircraft Empty Weight	1864.0	78.0	145305.0
King KX-I60	5.4	63.0	340.2
King KS-505 Power Supply	3.4	52.0	176.8
KI-20I Omni Head	2.5	63.0	157.5
MBT-12 Marker Beacon	1.1	63.0	69.3
Marker Beacon Antenna	.5	161.0	80.5
Whip Antenna	.5	148.0	74.0
Wiring, Plugs, etc.	2.0	57.0	114.0
	<u>1879.4</u>		<u>146317.3</u>

146317.3

1879.4 = 77.91" New Empty Weight C.G.

C.G. Range--(182.10)-(186.7) @ 3000 Lb. Gross.  
(197.0)-(186.7) @ 2600 Lbs. or Less.

Max. Gross Wt. 3000.0 Lbs.  
Empty Wt. 1879.4 Lbs.  
Useful Load 1120.6 Lbs.

New Index Unit 1463

It is the responsibility of the owner and pilot to insure that this aircraft is properly loaded.

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