



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 1958)

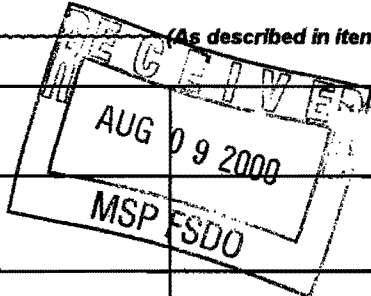
1. Aircraft	Make <b>Boeing</b> Serial No. <b>75-8709</b>	Model <b>E75N1</b> Nationality and Registration Mark <b>N3976B</b>
2. Owner	Name (As shown on registration certificate) <b>Bates David J</b>	Address (As shown on registration certificate) <b>6215 Elgin Ct Fairbault, Mn 55021</b>

### 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 14 CFR**

*8-15-2000 [Signature] ACF50015*

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.
Thomas L. Brown B716 CTP Unity, Wi. 54488	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	A&P 387547793
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> Manufacturer	

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

Date <i>Aug. 7, 2000</i>	Signature of Authorized Individual <i>Thomas L. Brown</i>
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### 7. Approval for Return To Service

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

BY	FAA Fit Standards Inspector	Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection <i>Aug. 17, 2000</i>	Certificate or Designation No. <b>387547793</b>	Signature of Authorized Individual <i>Thomas L. Brown / A. 387547793</i>
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**NOTICE**

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

**8. Description of Work Accomplished**

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

N3976B

Battery is installed in the original location, 16 inches forward of the datum, in a owner fabricated stainless steel battery box, mounted with the standard Boeing hardware. Battery is a 12 volt Concorde 35X RG. All work done in accordance with AC43.13-15/3, Chapter 11, section 8. AC43.13-2A, Chapter 10, Section 1, paragraph 177, 178, section 2, paragraphs 186; 187, 189.

**Instructions for Continued Airworthiness:**

During the annual or 100 hour inspection, whichever is applicable, check battery terminals for evidence of corrosion and pitting, arcing, and burns. Clean as required. Check battery box and mounting for condition and security.

\*\*\*\*\*End\*\*\*\*\*

*[Faint, illegible text, possibly bleed-through from the reverse side of the page]*

Additional Sheets Are Attached