



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

3. For FAA Use Only
THE DATA IDENTIFIED HEREIN COMPLETES 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.

4-14-2000 *Thomas L. Brown* APR 20 2000
DATE 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 Thomas L. Brown B716 CTP Unity, Wi. 54488	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. A&P 387547793
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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 02/22/2000	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	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 04/22/2000	Certificate or Designation No. 387547793	Signature of Authorized Individual <i>Thomas L. Brown</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

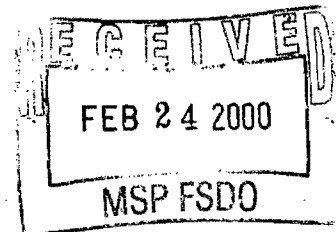
Installed owner built speed ring cowl, and Pratt and Whitney engine baffle deflector assembly, part number 41461. Inspected and found to comply with STC SA3251NM.

Instructions for continued airworthiness.

Each person performing the preflight inspection shall inspect cowling for security and condition.

Each person performing an annual or 100 hour inspection (as applicable) shall inspect cowling, engine baffle deflector assembly, and attach points for security and condition.

*****End*****



Additional Sheets Are Attached