



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 Serial No. 75-8709	Model E75N1 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

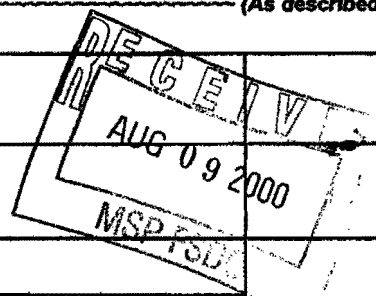
THE DATA IDENTIFIED HEREIN COMPLEES WITH APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE DESCRIBED AIRCRAFT SUBJECT TO CONFORMITY INSPECTION BY A PERSON AUTHORIZED BY FAR 43.7

875-2000 Gaudel Add ACP PBD 015
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 <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	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	<input type="checkbox"/>	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <i>Aug 17, 2000</i>		Certificate or Designation No. 387547793		Signature of Authorized Individual <i>Thomas L. Brown</i> I.A. 387547793	

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 United Aircraft Products D-11 wobble auxiliary fuel pump. Pump is located 13 inches in front of the datum, clamped to the fuselage frame on the right side.

Instructions for Continued Airworthiness:

Preflight checks:

1. Check D-11 fuel pump for any visual fuel leaks.
2. Operate the pump stop to stop, and check for smooth operation, or any abnormal noise.
3. During the operational check of the pump, the fuel pressure should be between 2 psi to 6 psi of fuel pressure.

100 Hour Inspection:

1. Check for excessive pump shaft play.
2. Check the linkage for excessive play, binding, and security.

*****End*****

Additional Sheets Are Attached